

# FORT LUPTON

parks and trails masterplan

2005

prepared by:





Parks and Trails Masterplan  
Fort Lupton, Colorado

June 2005

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The CSU-DOLA Community Technical Assistance program was contacted to help the Fort Lupton Recreation Department with an evaluation of their existing parks and trails system. The primary effort was to provide some ideas for how that system can grow to meet the demands of a growing town.

The design process started with inventory of existing open space within the town limits and progressed through 3 public meetings and the following recommendations. This report is intended to facilitate a dialog on the nature, character, and future of the town's park and trails system and how it serves the citizens of Fort Lupton. This report is not the final document in the process but only a focus of the intent, desires, and ideas of the community and student interns assigned to this project.

The Community Technical Assistance Program provides design and planning aid to towns and districts which do not have that skill on their staff. Our goal is always to provide a format to help small communities build a vision for their future and provide some graphic illustrations of what that vision can hold. As such, this report is a first step in the Fort Lupton parks planning process.

CSU Project Team

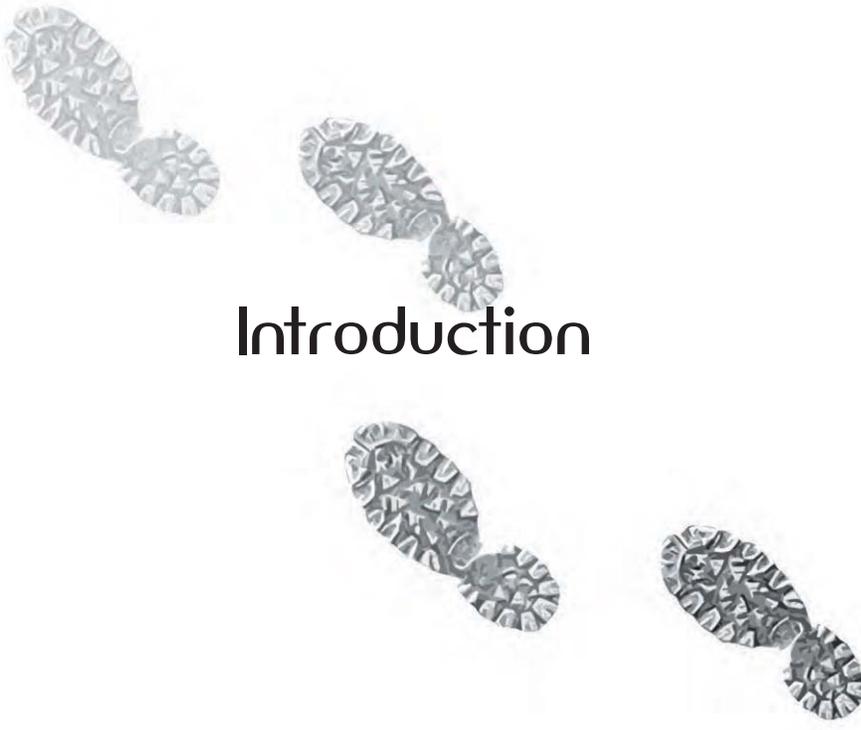
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# Introduction

## INTRODUCTION

The City of Fort Lupton is located 25 miles north of the Denver Metropolitan area within a rich agricultural part of Weld County Colorado. The community is served by US Highway 85 and bisected by State Highway 52. Fort Lupton, along with other front range communities in Colorado, is facing increased growth and with that growth new residents are expecting the amenities of larger communities.

Parks and trails are equated with neighborhoods of higher quality and Fort Lupton has the potential to improve the overall character of it's community in this area. This report and plans outline how the existing park system serves the community and identifies how with improvements the system can be expanded and inter-connected to create a parks-trail system that the whole community can enjoy.

Fort Lupton sits on the Colorado Front Range Trail which if taken north connects to the St.Vrain State Park and trail system. Take the Front Range Trail south and you connect into the Brighton and eventually Denver Trail system along the South Platte River. This juncture is important as it serves the community of Fort Lupton with easy access to major State trails but it also means that added revenue is possible for those recreation businesses which can capture some of the trail traffic into town.

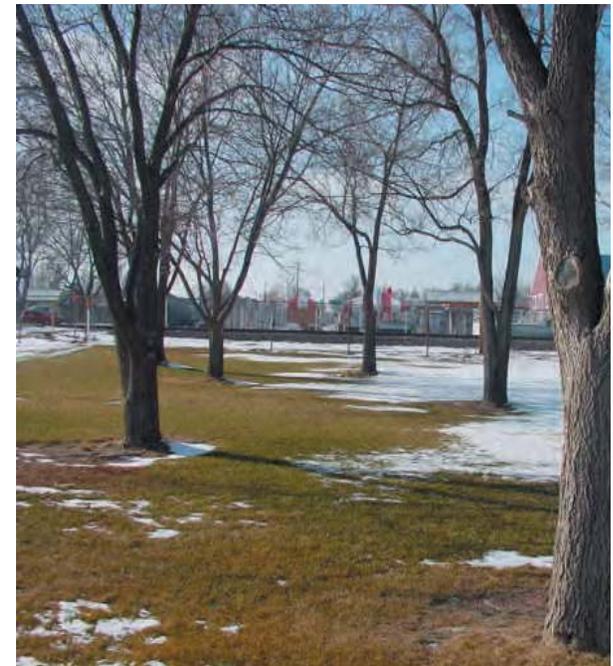
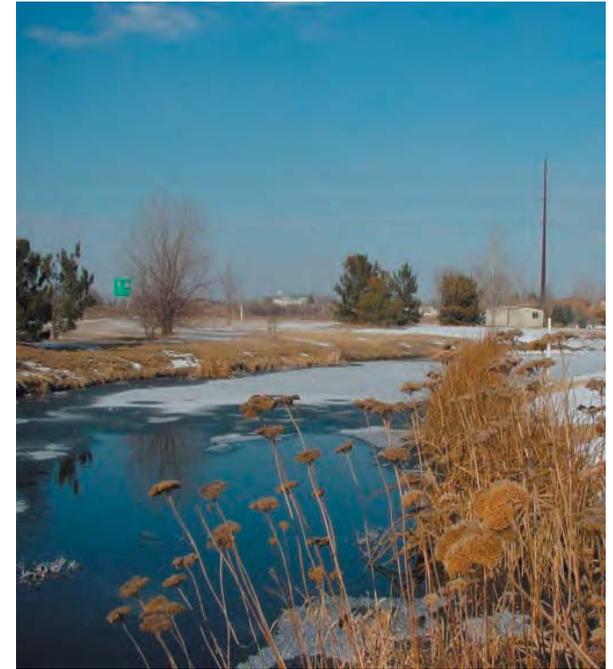
This report outlines where park improvements are suggested, where trail connections can be made and provides an action plan for which deserve initial investment to gather community support for further improvements.

## THE PLANNING PROCESS

Plans were developed on city provided base mapping and presented at several community meetings. These open-house meetings were advertised and valuable input was gathered that directed the ideas shown in the plan. Generally citizen input was supportive for the park improvements and discussions about trail connections were well received as well. Some suggestions helped direct the extent of the development or locations of the trail segments.

Trail and park concepts were developed to illustrate the possibilities present within the community. National park standards were adjusted to work within Fort Lupton and recreation uses were modified in the parks to reflect the needs of the neighborhoods.

Design and public input was developed over the spring and early summer of 2005 and compiled as part of a Colorado State University and Colorado Department of Local Affairs project with the City. Plans, sketches and cost estimates developed are all preliminary and offer the community with beginning direction for the next more development oriented steps in the planning process.





# Chapter One: Existing Conditions & Opportunities

## PARK STANDARDS

In order to provide a basis for determining how many parks and facilities are needed in this community, an established set of standards needed to be utilized. This plan has adopted the standards set by the National Recreation and Parks Association (NRPA).

### 1) POCKET PARK/ MINI PARK

Description: A pocket park is a small, usually less than 1 acre park developed with passive elements such as sidewalks, fountains, gazebos, benches and landscaping. Many times this park will contain no amenities, and is being set aside for future uses.

Typical facilities: little to no facilities currently present

Service Area: 1/8 mile  
Population served: 100-500  
Acres required: .25-.5 acres per 1,000

### 2) NEIGHBORHOOD PARK

Description: Provides recreational opportunities for all ages of the neighborhood. When possible, neighborhood parks should be separate facilities, however, they may be located adjacent to elementary schools or linear parks.

Typical facilities: Play apparatus for all ages of children, multi-use paved surfaces, picnic areas

with shelters, informal ball fields, walkways, tennis courts, restrooms and landscaping.

Service area: ¼ mile to ½ mile radius  
Population served: 1,000 to 5,000  
Acres required: 2-5 acres per 1,000 people

### 3) COMMUNITY PARK

Description: Provides recreational facilities for the community to utilize. Facilities should be provided for people of all ages. Should be located on arterial streets and accessible by pedestrians and bicyclists.

Typical facilities: Swimming pools, lighted



athletic fields and tennis courts, pedestrian and exercise trails, large picnic areas with shelters, landscaped areas to buffer developments, areas of natural value and water areas.

Service area: ½ mile to 3 mile radius  
Population served: whole community  
Acres required: 5-8 acres per 1,000 people

### 4) REGIONAL PARK

Description: Provides extensive areas for passive recreation and regional recreation facilities that compliment urban resources.

Typical facilities: Campgrounds, nature center, zoos, golf courses.

Service area: whole community  
Population served: varies with usage  
Acres required: 5-10 acres per 1,000 people

*SEE CHAPTER 3 FOR EXAMPLES*

## PARK CLASSIFICATIONS

Referencing the park standards discussed in the above section, Fort Lupton’s parks can be classified. The parks are fit into four types: pocket/mini park, neighborhood park, community park and regional park. In addition, designated park space that currently isn’t being used, or is being used for different purposes, is classified as open space. Approximate acreages are also assigned to the parks, reflecting how

many acres each park category possess.

A noticeable trend occurs in the study. Of the approximate 51 acres of park space, almost 30 of them are designated as neighborhood parks, while only 13 acres make up the existing community park. In addition, four of the town’s designated park space are currently not used for that purpose. There really are no distinguishable pocket parks in the town, although some of the existing open space could

become a pocket park relatively easily. The addition of sidewalks, benches and landscaping would upgrade these areas to pocket park status.

It should also be noted that Coyote Creek Golf Course is added into this study to show that Fort Lupton contains a regional park (a golf course is considered a regional park). Since it is not a city owned property, the acreages aren’t included in this spreadsheet. In addition, Sam Koshio Park is considered more

Figure 1.1

PARK NAME	Pearson	Sam Koshio	Lone Pine	Community Center	Railroad	5th & Fulton	8th Street	Roadside	Vincent	Lancaster	Detention Pond	Mtn. View	Triangle	Coyote Creek Golf Course**	Total #	Total Acreage
Acreage	13	2.1	5.1	11.2	8.6	0.4	0.42	1	4.85	0.64	1	1.87	0.76	N/A	N/A	50.94
Regional Park														X	1	N/A
Community Park	X														1	13
Neighborhood Park		X		X	X	X	X	X	X	X					8	29.21
Pocket Park															0	0
Open Space			X								X	X	X		4	8.73

NOTE: \*\*Coyote Creek Golf Course is put into this spreadsheet for purposes of showing that Fort Lupton contains a regional park. It is not being included in total park acreage. All quantities are estimations and are to be used for analytical purposes only. Parks were classified according to standards set forth by the National Recreation and Parks Association (NRPA). Listed parks represent known existing parks in Fort Lupton as indicated to us by the Fort Lupton planners.

of a school park than a city park. The acreage from this park could also be dismissed.

### PARK STANDARDS & NEEDS

Park acreages found in the park classifications

study can be compared to recommendations set by the National Recreation and Parks Association. These recommendations relate the acres of existing park land of a certain type of park with the population. The level of service (LOS) is the proper amount of parks which

serve a certain portion of the population. The chart below makes a correlation between Fort Lupton's current population and the amount of parks they are served by. Additional park area and needs can then be determined from this analysis.

Park Type	Standard *3	Existing Park Area *4	Total Area Needed to Meet Standard (current pop *1)	Additional Area Needed to Meet Standard (current pop.*1)	Total Area Needed to Meet Standard (projected pop.*2)	Additional Area Needed to Meet Standard (projected pop. *2)
Pocket Parks	.25-.5 acres per 1,000	0 acres	2-4 acres	2-4 acres	3.25-6.5 acres	3.25-6.5 acres
Neighborhood Park	2-5 acres per 1,000	29.21 acres	16-40 acres	0-10.79 acres	26-65 acres	0-35.79 acres
Community Park	5-8 acres per 1,000	13 acres	40-64 acres	27-51 acres	65-104 acres	52-91 acres
Regional Park	5-10 acres per 1,000	golf course	40-80 acres	0	65-130 acres	0
Trails	1 system per region	NONE	1 system	1 system	1 system	1 system
Multi-Use Bicycle/Pedestrian Path	1 system per region	NONE	1 system	1 system	1 system	1 system
Open Space	N/A	8.73 acres	N/A	N/A	N/A	N/A

Figure 1.2

 Main Areas Warranting Attention

- \*1 Based on current planning area population of 8,000 in 2005
- \*2 Based on projected planning area population of 13,000 in 2020 (3% increase in population every year)
- \*3 Data obtained from the National Recreation and Parks Association (NRPA)
- \*4 Calculated from aerial photograph using AutodeskMap, quantities are estimations only

**Note: All quantities are estimations, and are to be uses for purposes of analysis only. Parks were classified based on interpretations of park standards set forth by the National Recreation and Parks Association (NRPA). Open space**

## PARK INFLUENCE AREA

Circle diagrams were used to show the *levels of service* each of the parks encompass. The origin of the circle is the park itself, and the radius of the circle is the influential distance of that

park based on set standards. Patterns emerge as a result of this diagram, and it becomes apparent where the majority of the parks are located, and the places that are deficient of parks (Fig. 1.4). In ideal situations, park influence radii will tend to slightly overlap each other, leaving

no area left uncovered.

In Fort Lupton, neighborhood parks are congregated, and there are several areas where no such park exist. These are the areas that need to be addressed by the town in order to provide an adequate level of service to all



**Figure 1.3**

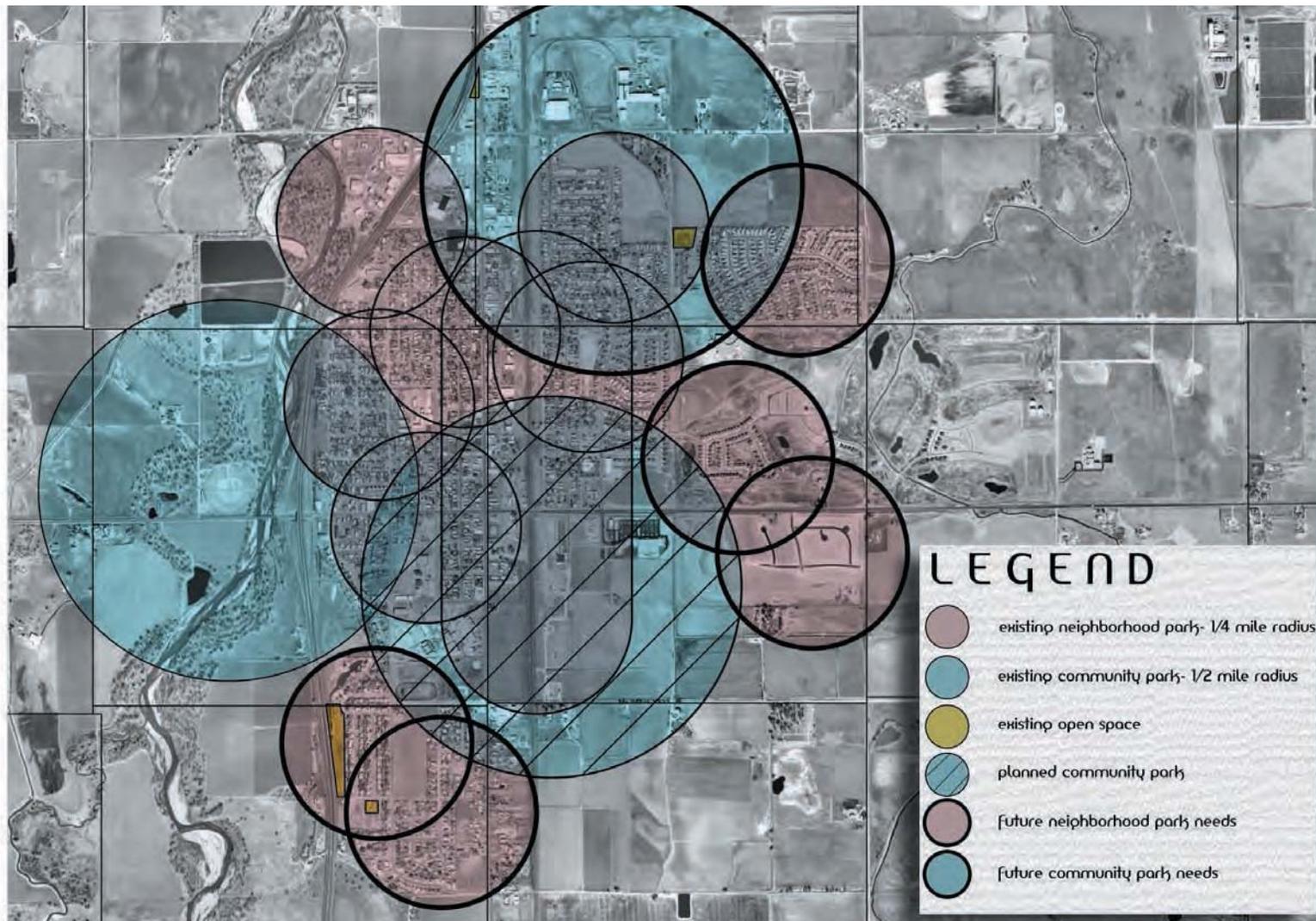
Existing locations and influence areas of Fort Lupton parks

residents. Community parks also need to be located in more areas of town. The graphic below (Fig 1.4) shows that the existing Recreation Center is in the process of turning the on-site park into a community park. The northern area of town would still need a community park, and

the Golden Pond open space would seem the ideal place for this to go considering its size and location.

Future neighborhood park needs are represented in the figure below. Existing open spaces should be the first to be looked at to de-

termine if they could fulfill one of these park needs. Otherwise, areas need to be located and set aside. Land set aside from subdivisions also should be developed as parks. See chapter 5 for more on subdivision regulations.



**Figure 1.4**  
Future park needs



## Chapter Two: Trail System



## PURPOSE

A good trail system is beneficial to every town, especially one growing at the rate of Fort Lupton. Good planning allows a system base to be established before growth restricts it. A goal of this plan is to create a main **Fort Lupton Trail** which utilizes existing parks and open spaces to connect the community. Once this route is established, secondary routes can be created to further mesh the framework of Fort Lupton together.

A trail network creates *linkages* between all areas of town, as well as the broader region. This regional connection allows users to go from one

town to the next without using roads. Economic value is also created as visitors from other areas bring business into the town. Attention should be paid to establishing a well defined connection into the main commercial districts of town.

Trails are most commonly used for *recreational purposes*, and the system should be able to support these activities. The width of the trail as well as its surface impact the types of activities that can occur. Two lane trails are important to the proposed concepts because they allow room for traffic to pass from both directions.

Protection of the *environment* occurs with the installation of a trail



Figure 2.1



Figure 2.2



Figure 2.3

system as users are less likely to venture into environmentally sensitive areas. The trail serves to control ways users move through the area, decreasing the number of randomly made trails around it.

### ESTABLISHING THE SYSTEM

Before the design of any trails, existing features of the town were considered. A trail works best if it can connect several important areas of the town together. A major focus was to link parks and open spaces together in a way that best made sense. These spaces are also good conduits for the trail to move through. Patterns became evident as these areas were layed over aerial photos of the town.

Schools, neighborhoods and shopping districts were important to identify in order it make sure trails fed into them. Logical ways to connect these areas were

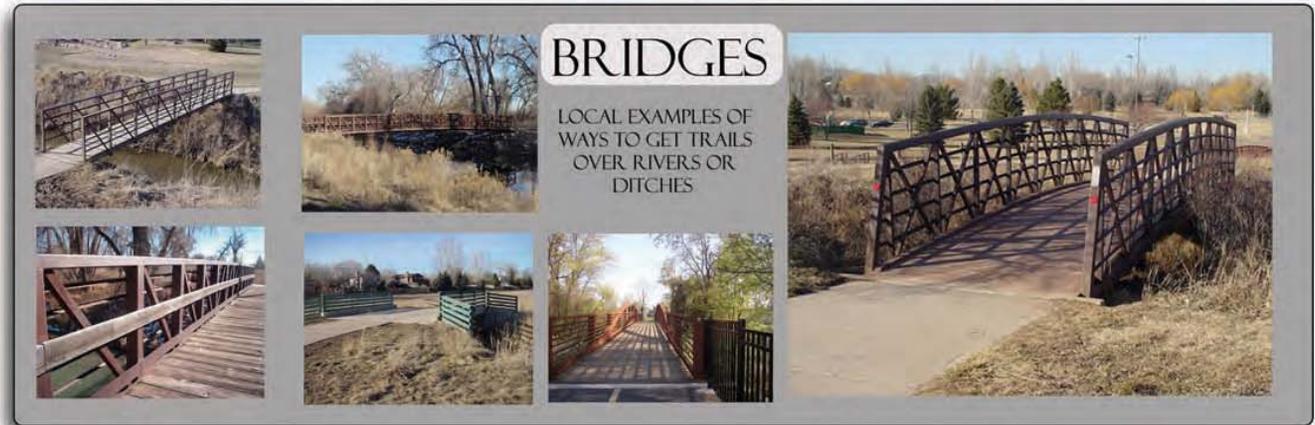


Figure 2.4

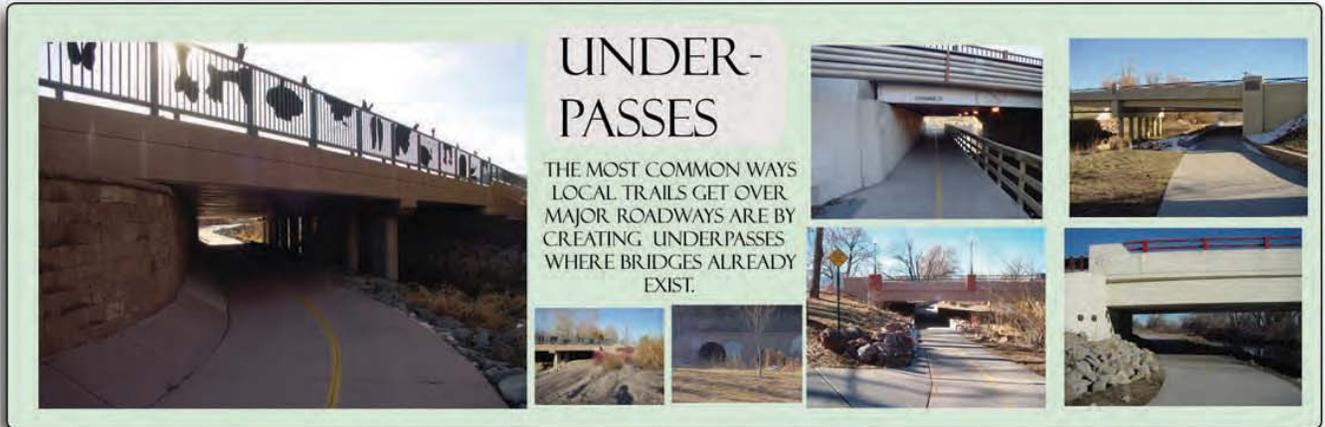


Figure 2.5

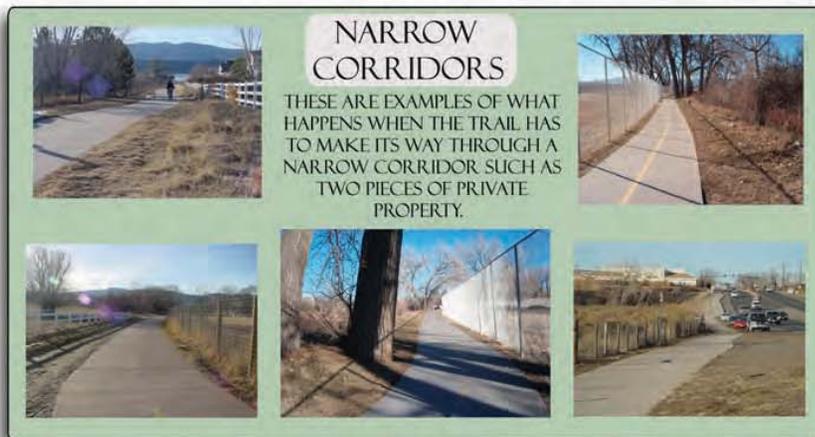


Figure 2.6

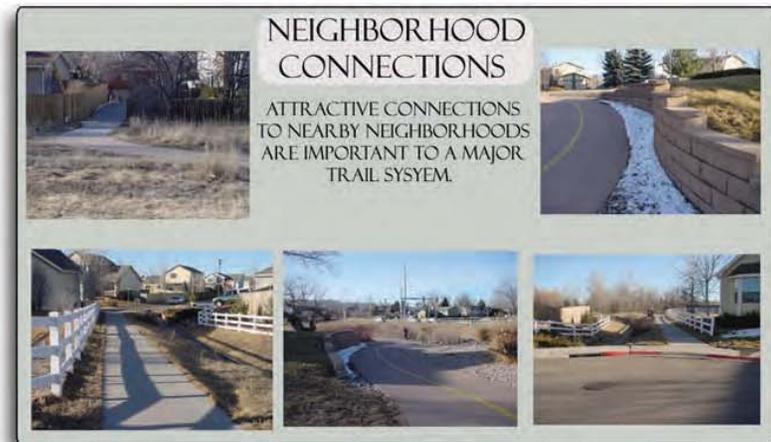


Figure 2.7

established using levels of priority. Ditches, canals, main roads and other existing corridors were utilized to make the connections when possible. The result is a trail system with a well-organized infrastructure based on set criteria.

## PRECEDENTS

Before plans were begun, nearby precedents were looked at and analyzed to understand the peices that go into an effective trail system. The precedents also help to demonstrate what happens when a trail runs into certain obstacles along its route. These peices should be considered in areas along Fort Lupton's trail system, and can be changed and modified in accordance to the vision of the town.

Bridges and underpasses are of

special concern to the town due to the presence of some major restrictive corridors, namely Highway 85 and the South Platte River. These elements block the trail system from extending west, a major connection to the Colorado Trail. Suggestions as to where trails should cross these features are found later in the section.

## MASTERPLAN

The masterplan, located on the following page, combines a series of trails to form a network that serves the entire town of Fort Lupton. Three main levels of trials exist, each serving different functions.

*Main trails*, the top priority to complete, consist of the Fort Lupton

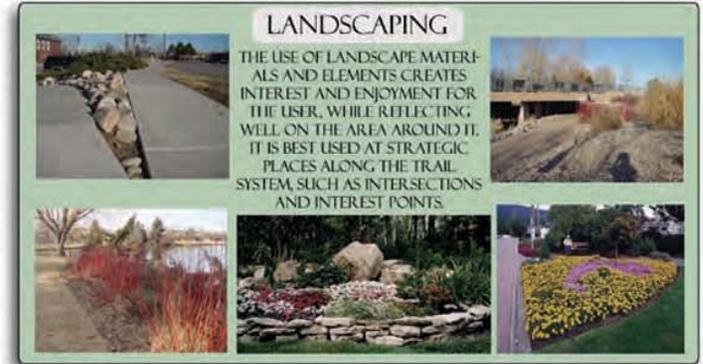


Figure 2.8



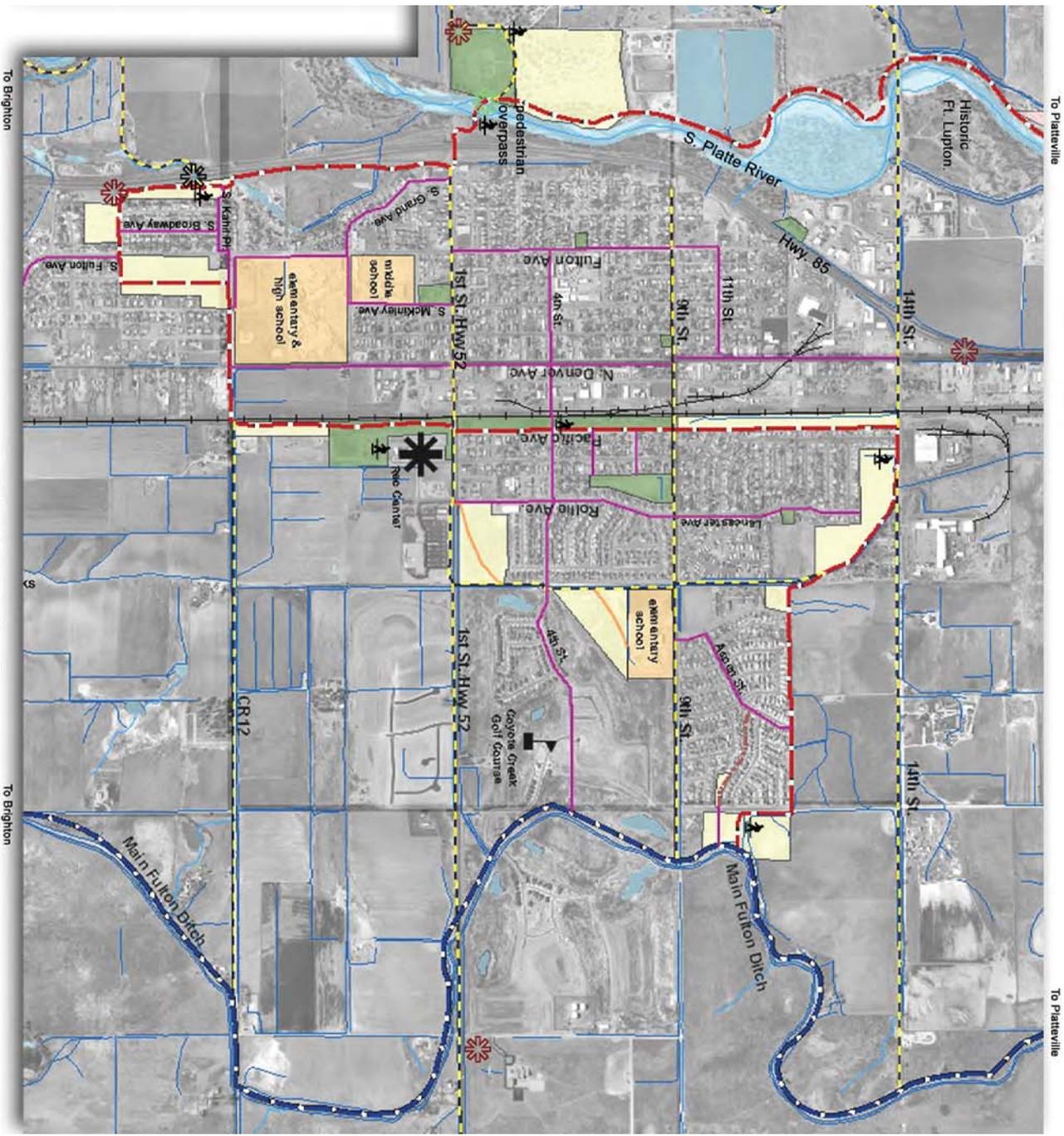
Figure 2.9



Figure 2.10

# Fort Lupton

parks and trails masterplan



## LEGEND

-  FORT LUPTON TRAIL
-  MAIN FULTON DITCH TRAIL
-  MAIN CONNECTION ROUTE
-  NEIGHBORHOOD ROUTE
-  EXISTING TRAIL
-  EXISTING PARK
-  EXISTING OPEN SPACE
-  SCHOOL ZONE
-  PROPOSED TRAILHEAD
-  TOWN ENTRY SIGN



Trail and the Main Fulton Ditch trail. These trails, explained further in the next sections, are most important in tying the town, and its surroundings, together.

The *connection routes* are located on major natural corridors, and are important in intertwining the main trails. These routes should be pedestrian friendly, emphasizing safe crossings. Bike lanes are also strongly suggested in these areas to allow all types of users to connect from one main trail to the next.

Lastly, the *neighborhood routes* are important in connecting the community to the trail system. These routes are as simple as establishing suitable sidewalks. If no sidewalks exist along the route, efforts should be made to put one in as funds become available. Existing

sidewalks should be improved if it is needed. These routes are lower in their priority level, but the easiest in terms of establishing. Since bike traffic will also be feeding off the main trails into these routes, bike lanes are recommended if space exists. Places where these routes meet the main trails should be clearly marked and attractive (see neighborhood connections, Fig 2.7)

### FORT LUPTON TRAIL

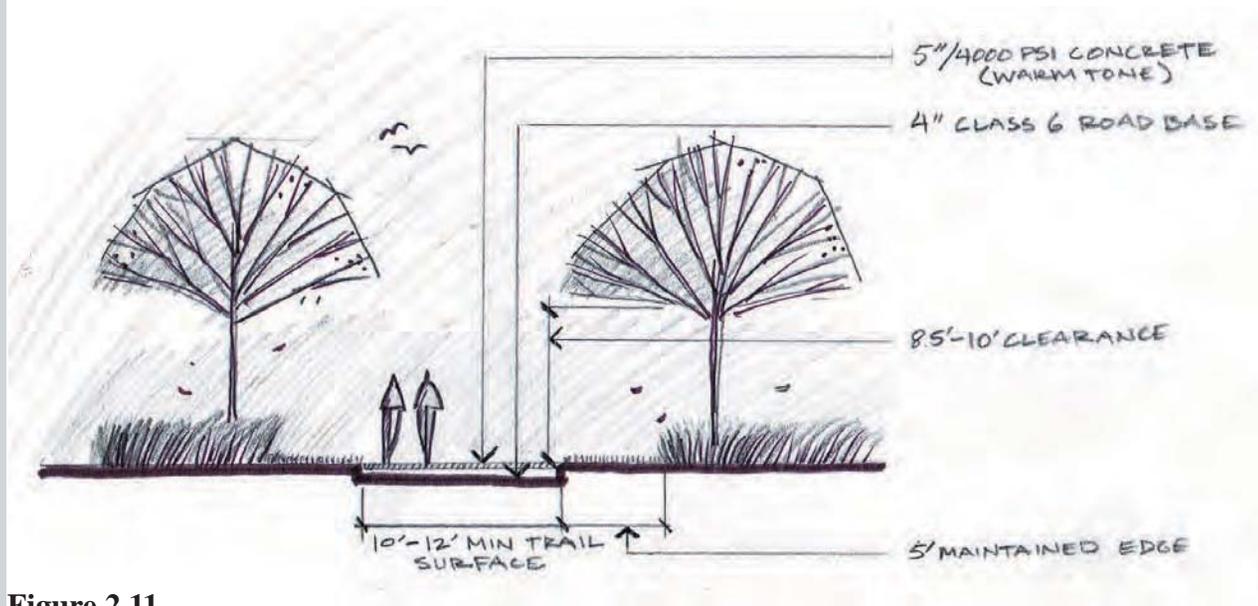
Existing parks and open spaces are linked together to create the Fort Lupton Trail, shown in red on the masterplan. This trail serves the entire community, and is accessed through a series of connection and neighborhood routes.

The trail is 10'-12' wide in all areas, allowing easy traffic flow in both directions (see fig2.11). It should be able to support activities in which the community expressed interest in; including walking, jogging, biking and rollerblading.

This trail is recommended to be the *top priority* for the town to complete. Other trails and improvements in the network feed off of this main trail. Furthermore, the trail is designed to get users to the main parks of the area. Pearson Park, Rec Center Park, and the proposed Golden Pond Park are all large community parks which the trail runs through. Several neighborhood parks are also located along the route.

The trail connects to the Main Fulton Ditch Trail (see masterplan) on its eastern terminus. That trail, in turn, connects Fort Lupton to the north and south. The trail's western end crosses the South Platte River and extends up to Historic Fort Lupton. The trail should continue north as far as possible, with the goal of eventually connecting to a trail running south from Platteville. Another key connection is to the *S. Platte Trail* through the underpass at Lone Pine Park (Persp 2-1). This trail extends south to Brighton, following the river and connecting through the proposed *Lupton Lakes gravel operation*. This operation is required to establish a trail through the site, and standards should be set for that trail in accordance to the *S. Platte Trail*.

The Fort Lupton trail, due to its importance, is segmented later in this chapter to detail all parts of its route. Existing open spaces that support this route are key to its success. All



**Figure 2.11**  
Typical Fort Lupton Trail section

of these areas should receive special attention, whether it's obtaining the areas, or setting codes that ensure it's passage through the site.

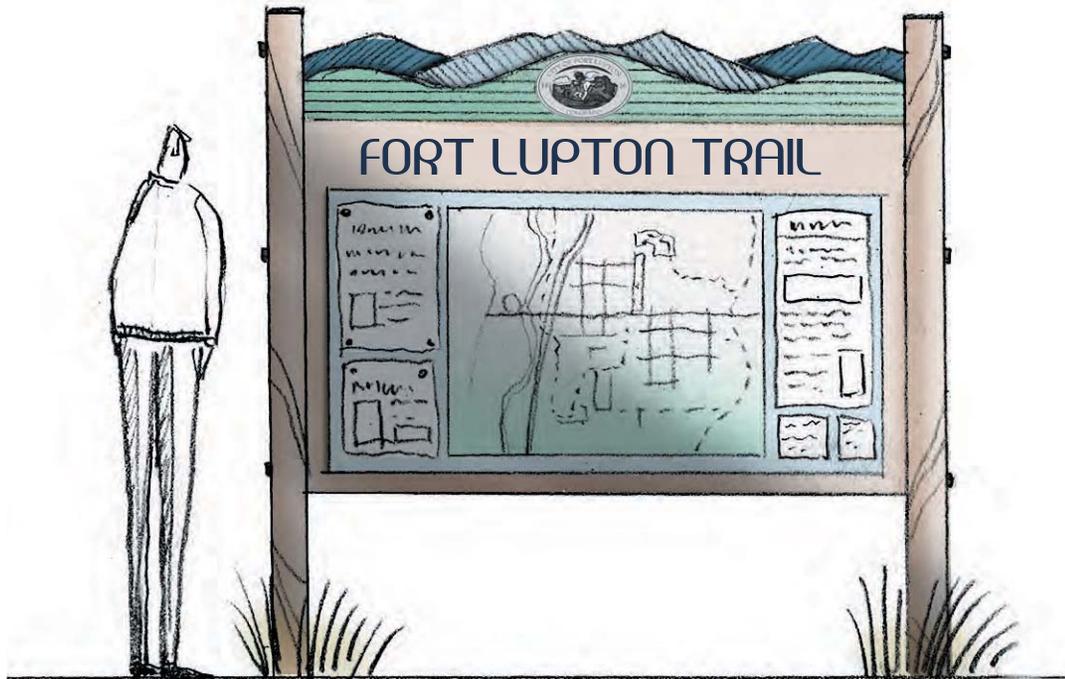
*Trailheads* are another amenity to the existence of this trail to allow users to easily have a place to begin and end. Possible locations are shown on the masterplan, and specific sites are pinpointed on the detailed segments later in the chapter. Clear signage (Fig 2.12) is important in these areas, as it is throughout the entire trail system. Good signage will make the experience of the trail more enjoyable, safe and efficient. In addition to signage, trailheads should have trash receptacles and dog waste bags (Fig 2.13)

## MAIN FULTON DITCH TRAIL

This trail is not only a logical north-south corridor, proposals have been made by the city of Brighton to extend a trail north along this ditch. It then becomes a joint effort by the two towns to agree on a place to join the two trails together. County Road 6 has been mentioned as a place for this connection to occur.

Connection of these towns to one another is beneficial now, and in terms of future growth. In addition, a connection from the Main Fulton Ditch Trail to downtown Fort Lupton can be made easily through one of the connector routes, most likely the 4th Street route.

A similar situation could also be arranged with Platteville to the north. Standards for this trail should be coordinated with all towns involved in order to promote a feeling of continuity.



**Figure 2.12** Above

Consistent signage should be found at each of the trailheads along Fort Lupton Trail. A large map, with all areas labeled, clearly shows the user where they are and where they are going. There also should be room for other information to be pinned up on the sign. Detailing and color selection make the signage visually attractive. A metal town logo could be inset into the sign to add further detail. See figure 4.3 for greater detail.

**Figure 2.13** Left

Trash receptacles and dog waste bags are important to have at all trailheads to keep the area clean.

## TRAIL SEGMENTATION

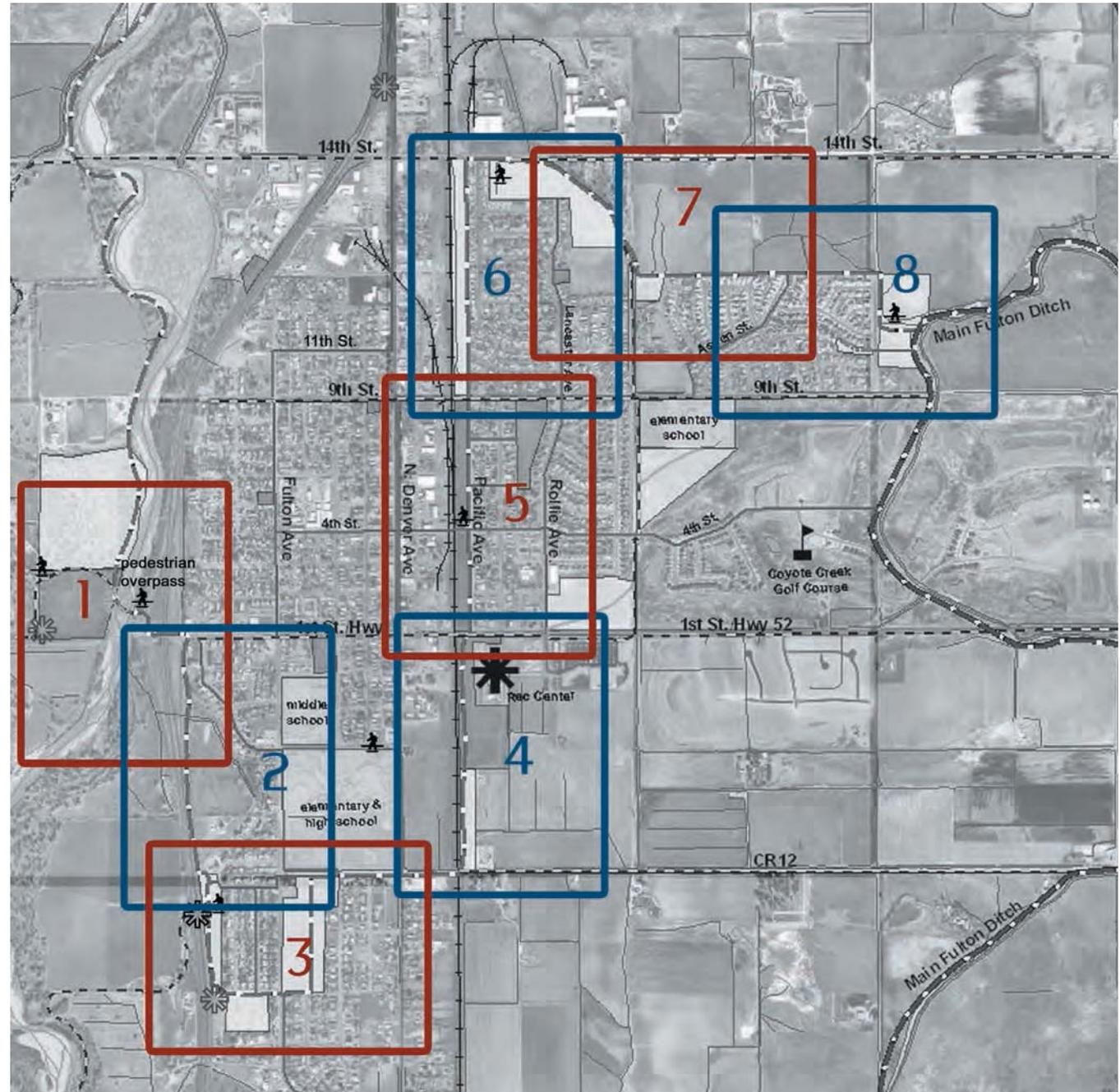
The Fort Lupton Trail was broken up into 8 segments in order to detail what happens along its route through town. It encounters several dynamic areas, places that need to be specifically designed to meet the needs of the trail.

Each segment is detailed, from 1 to 8, in the sections that follow. Specifics, where necessary, are given after the section is shown. Perspectives were drawn to show what that area could look like before and after the improvements are made.

It needs to be kept in mind that **everything in the following sections are only conceptual**. They are meant to explore possibilities for how the trails interact with its surroundings. The concepts also attempt to show a vision for what Fort Lupton could look like many years in the future if smart planning and phasing of projects takes place.

### SEGMENT 1

Many complicated issues arise in this segment due to the presence of a major intersection and river. Pearson Park lies to the west of the river and presents a perfect opportunity for a trailhead. It is Fort Lupton's only current community park (Rec Center Park is planned to be developed into one soon), and



**Figure 2.14**  
Segment Locator Map

already supports heavy use. The existing parking lot can be utilized for parking, and users will have the choice to follow the trail north to Historic Fort Lupton, or over a pedestrian bridge to the east.

The **pedestrian bridge** is a critical element to be built as soon as possible, and the town is in the process of making plans. It is suggested, in order to promote better trail movement, that the bridge not cross directly adjacent to Highway 52. Instead, it would work better with the plan if it was *shifted to the north*. This would allow the existing parking lot on the east side of the river to remain in its current location.

After moving through the picnic area on the east bank of the South Platte River (see figure on pg. 3-10), the trail heads into the busy intersection where Highway 85 and Highway 52 cross. The town planners have mentioned that the Colorado Department of Transportation is planning to make improvements to this intersection to allow pedestrian movement through it. Plans for this redesign need to incorporate the trail, ensuring it stays a *minimum of 10' wide through the area*.

Once through the intersection, the trail continues by moving through the corridor between the Burger King restaurant and the northbound Highway 85 offramp. It follows a small drainage canal south towards Lone Pine Park. Trees should be continually phased into the areas lining the trail to screen it from the highway to the west and residences to the east.

Connection routes stem from the main trail at Highway 52. One goes east down 1st Street, and the other west, *eventually connect-*

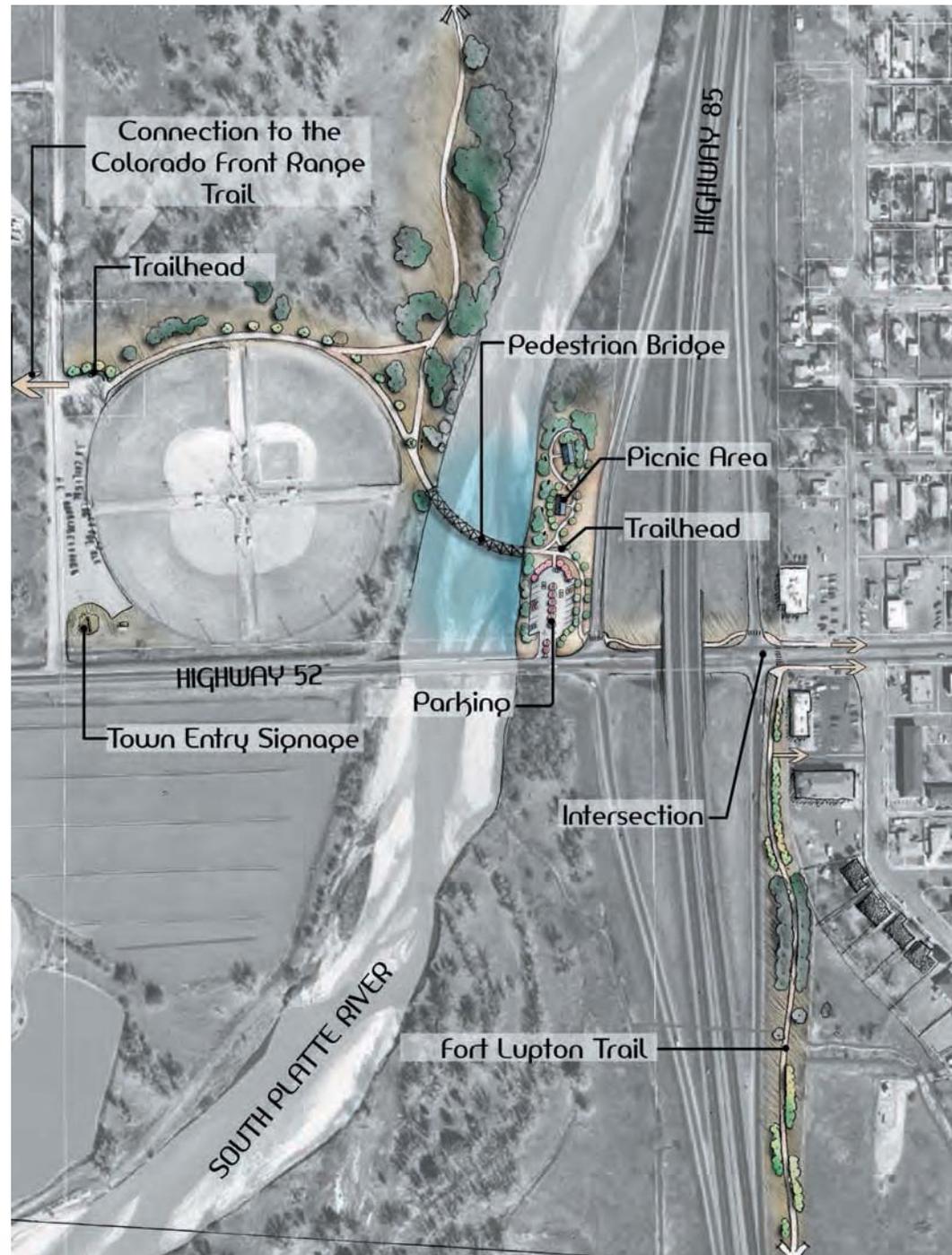


Figure 2.15  
Segment 1

ing to the Colorado Front Range Trail.

## SEGMENT 2

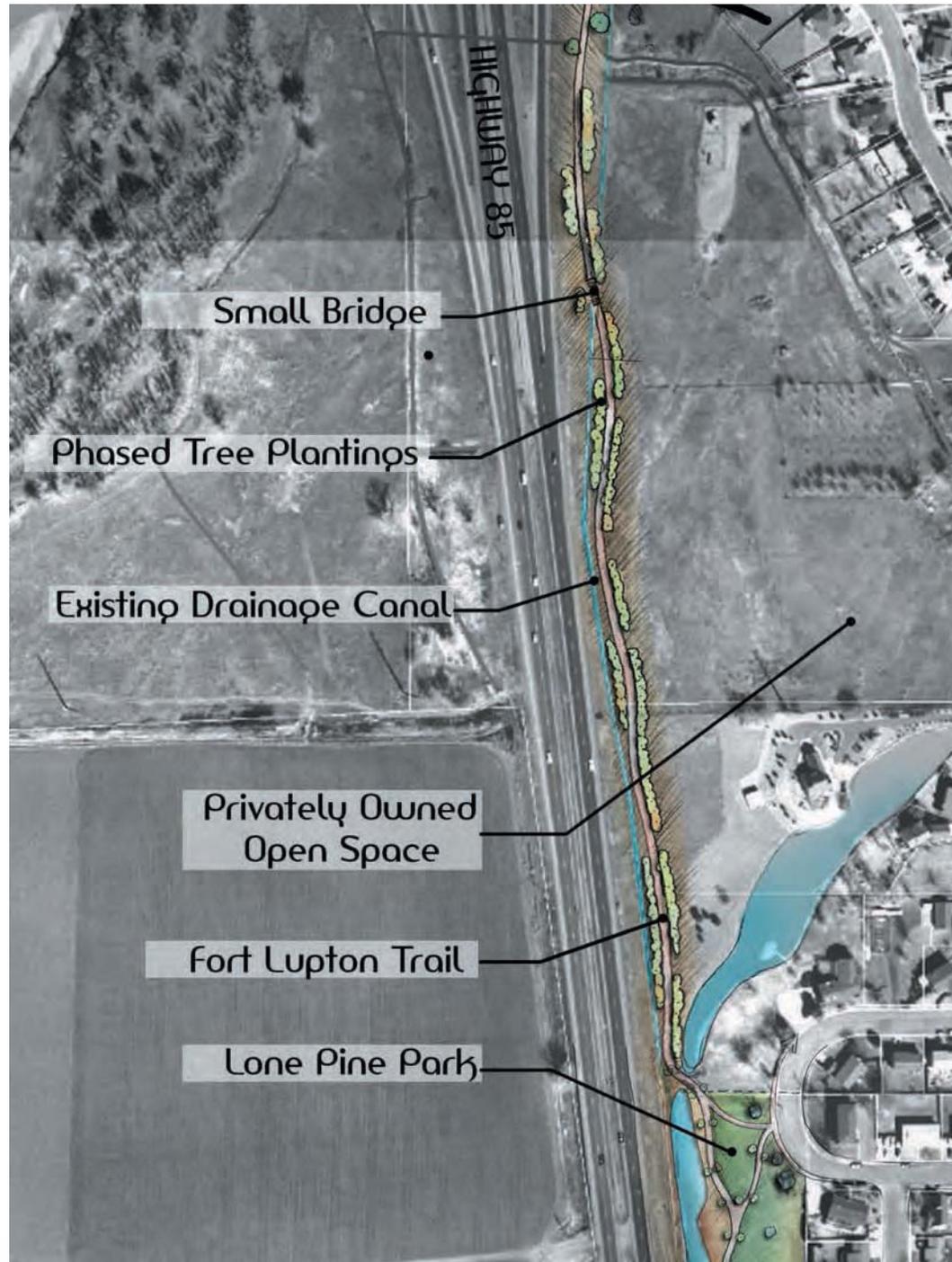
The privately owned open space (Fig 2.16) on the eastern side of the trail is the main concern for this segment. The granting of an easement to let the trail run through the western-most edge of the property is needed. See page 5-4 for land and right-of-way acquisition techniques. The owner should be assured that the trail will be developed to be as least disruptive as possible, staying next to the existing fence. Plantings along the sides of the trail will screen the residences from noise, while remaining visually attractive.

The trail will run along an existing drainage canal. It should not impede the function that the canal performs, and small bridges should be used at places where the trail crosses the canal.



**Figure 2.16**

View looking north toward privately owned open space.



**Figure 2.17**  
Segment 2



**Figure 2.18**  
Segment 3

### SEGMENT 3

This segment is one of the most complex because of its sequential movement through several spaces.

*Lone Pine Park* (pg. 3-4), which is currently designated as an open space, serves as a conduit for the Fort Lupton Trail. Special attention is paid to keeping the trail as discreet as possible through this area. Uniform tree plantings occur on the sides of the trail to screen it from the nearby residences and Highway 85. Additional coniferous groupings of trees occur in some areas where more privacy is needed. A neighborhood connection to the Fort Lupton Trail occurs off of Kahil Place, allowing an easy way for users to access the trail. In addition, a trailhead occurs where the South Platte Trail meets the Fort Lupton Trail (refer to Fig 2.18). A shelter could also be incorporated in this spot, creating a space for users to rest or escape bad weather.

The **underpass** of Highway 85 at Lone Pine Park, as well as the **hillside traverse** on its southern end, are additional important elements of this space. *They are covered in greater detail later in this section.*

After completing the traverse at Lone Pine Park, the trail makes its way to the next open space of special concern. The area is currently used as a detention pond, and is also the location of a couple of fenced electrical areas. The town has acquired an acre of this land on this parcel, a recommended location for a future neighborhood park (see pg. 3-5). The Fort Lupton Trail should move along the northern edge of the space, connecting through any proposed

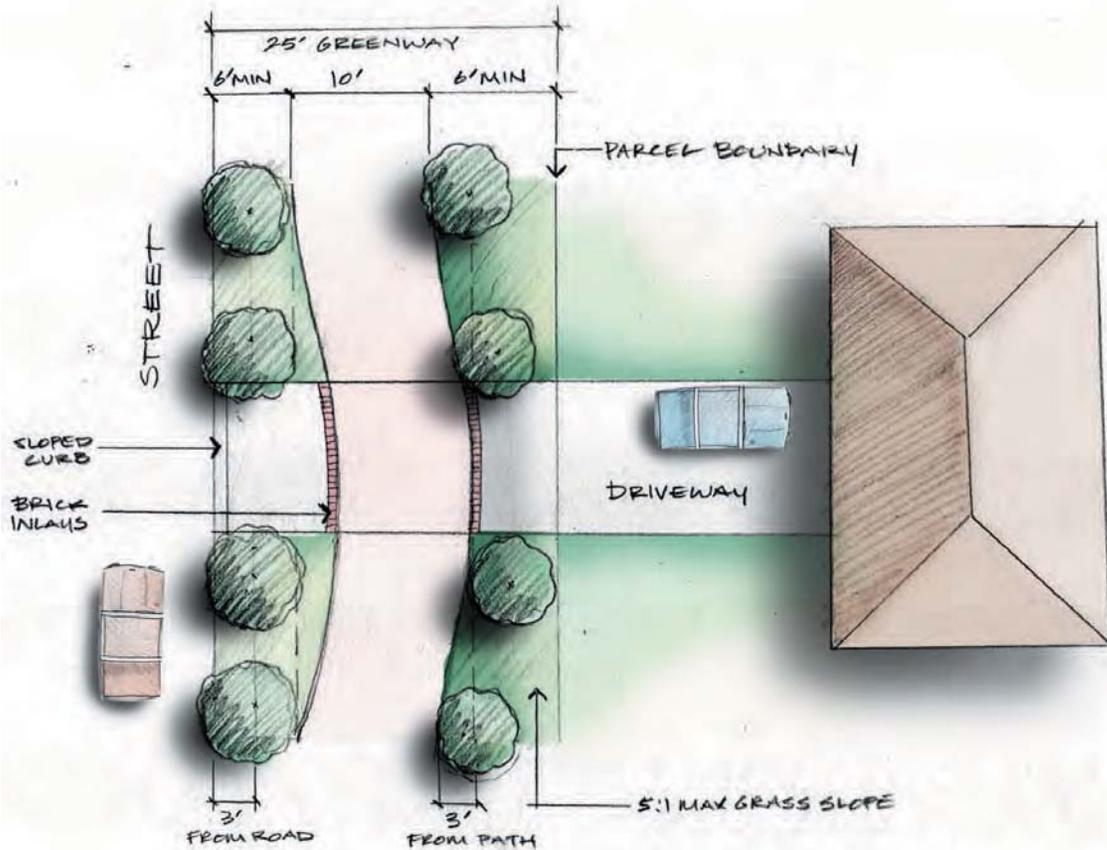
park.

A series of crosswalks leads the user into a proposed subdivision, referred to as the *Hoover Street Subdivision* (pg. 3-6) for purposes of this report. A series of guidelines have been made to allow for the trail to make its way through the subdivision safely, easily, and efficiently.

### GUIDELINES FOR DEVELOPMENT

A greenway through the development needs to be established in order to provide a corridor for

the trail to move through. A **25' offset** is recommended from the edge of the street towards the residences (Fig 2.19). This distance will allow the trail to meander from left to right along the corridor. The Fort Lupton Trail itself should remain a standard 10', and paved with a warm-toned concrete. *Driveways and other sidewalks in the subdivision should be a lighter tone, or white, concrete.* This will allow the Fort Lupton Trail to be distinguishable to users. Adequate signage will also help ensure users stay on route. The trail should never get closer than 6' to either edge of the

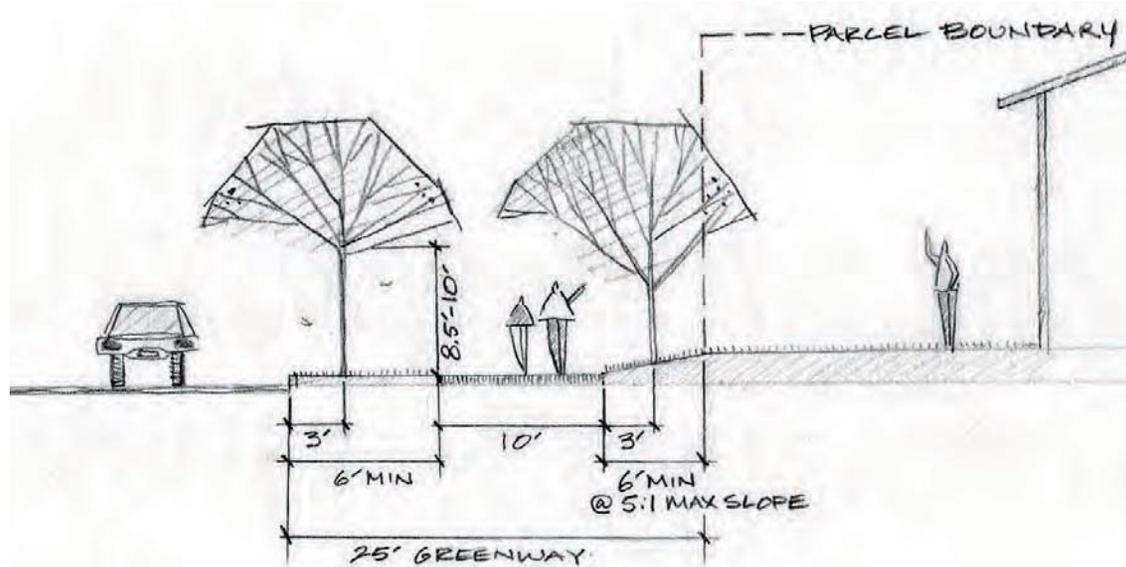


**Figure 2.19**  
Interaction between the Fort Lupton Trail and the Hoover Street Subdivision driveways.

greenway. This allows the trail to curve 8' to the left or right.

A standard street tree should line the sides of the walk. As proposed, trees on the western edge of the trail stay a consistent 3' from the *street*. Trees on the eastern side of the trail stay a consistent 3' from the *path*.

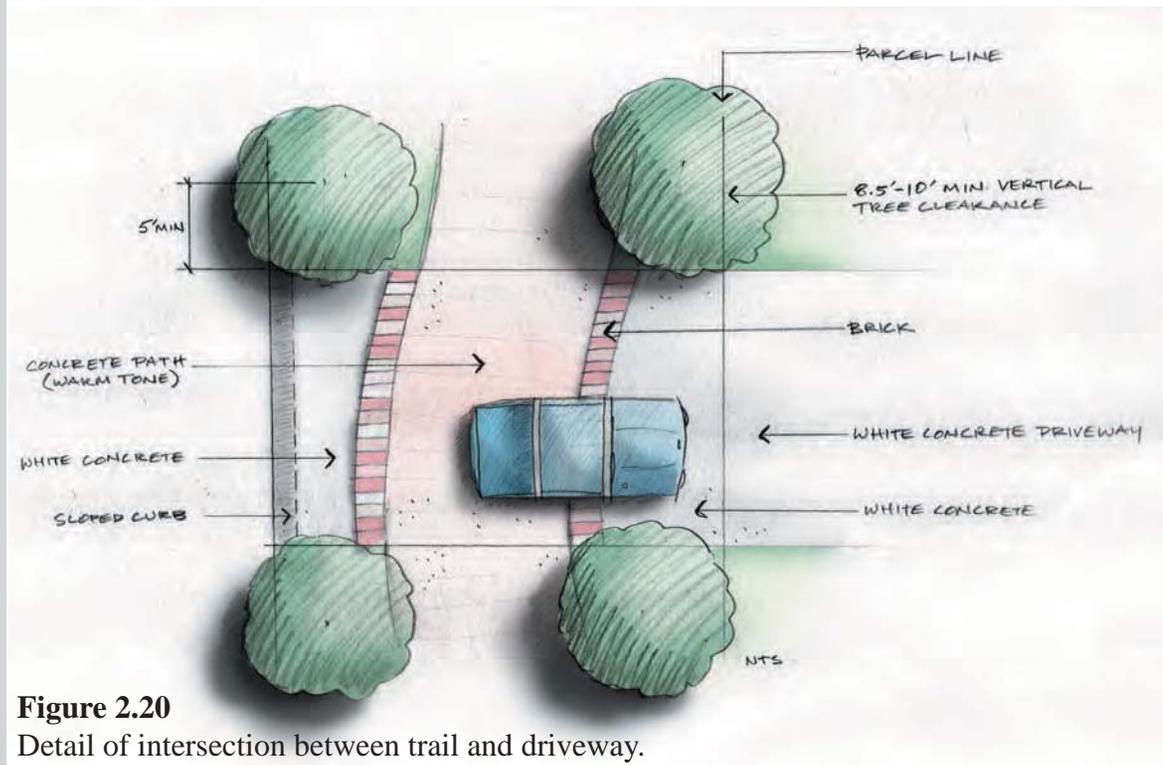
Places where driveways intersect the path also warrant attention. Figure 2.20 shows a recommendation for how to detail these areas. The driveways should be ramped at the curb and extend in a straight line to the garage. Trees should be set a minimum of 5' from the driveways and be maintained by the city in order to ensure adequate room for cars to pass by. Brick detailing is set into the edge of the path in



**Figure 2.21** Section of relationship of trail to residences

areas where the path runs over the driveway. The bricks provide an element of detail while distinguishing trail boundaries.

Grading along this corridor should allow all drainage to run towards the street. Therefore, a max 5:1 slope should run down from the east edge of the greenway towards the street (fig. 2.21)



**Figure 2.20** Detail of intersection between trail and driveway.

**Figure 2.22**



## HIGHWAY 85 UNDERPASS

The existing underpass at Lone Pine Park could be utilized to connect the east and west portions of land split by Highway 85. Improvements could be made to the existing structure including adequate lighting, landscaping, repaving, and other detailing (Persp. 2-1). A mural done by a local painter is one idea to improve the aesthetics through the underpass.

This underpass is a critical element of the trail system because it connects two essential portions of the trail system. The South Platte River trail would branch off of the Fort Lupton Trail in Lone Pine Park, and go through the underpass. That trail then connects Fort Lupton to the town of Brighton.



**Figure 2.23**  
Looking at underpass west of Hwy 85



**BEFORE**

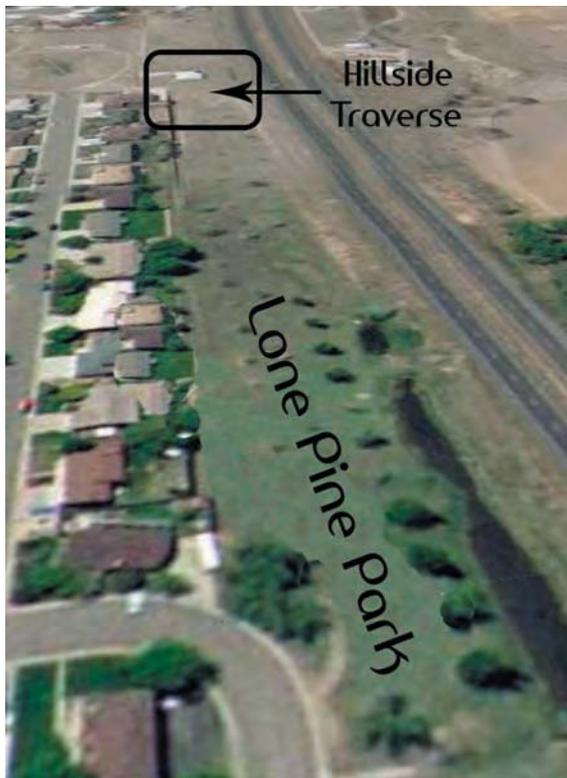


**AFTER**

**Perspective 2-1**  
Perspective showing the Highway 85 underpass before and after the proposed improvements.

## HILLSIDE TRAVERSE

The area on the southern end of Lone Pine Park encounters a hill with relatively steep grades. Instead of looking at the hill as an obstacle, it presents a good opportunity for an attractive feature of the trail. The slope of the trail going up the hill shouldn't exceed 5%, therefore the trail needs to traverse. Strategic plantings should be used to screen the trail from the nearby residences while adding an attractive visual element. Native grasses along the hillside could be allowed to grow freely, contrasting the green grass of the park (Persp 2-2).



**Figure 2.24**

Aerial of hillside traverse looking south.



**BEFORE**



**AFTER**

**Perspective 2-2**

Perspective showing the hillside traverse before and after the proposed improvements.

## SEGMENT 4

A series of crosswalks, as well as a raised walk over the railroad tracks (Fig 2.25) are required to allow the trail to move from the Detention Park area to the Rec Center Park. The trail follows the south side of Lone Pine St. where enough space currently exists.

The area to the south of the Rec Center Park is set aside to be developed further (See pg. 3-14). This corridor is a perfect right-of-way for the Fort Lupton Trail, and should be utilized as such. For safety purposes, as well as aesthetics, the electrical station (Fig 2.26) should be screened using coniferous plantings.

Much of this segment is already constructed as the Rec Center Park (Red area in Fig 2.26). Trails are established in this area, and the Fort Lupton Trail should connect into these. It is recommended, however, that a main trail through Rec Center Park be widened to meet the standards of the Fort Lupton Trail. It should be a minimum of 10' across, and possibly paved to accommodate uses such as rollerblading.



**Figure 2.25**

Intersection of RR tracks and Lone Pine St.



**Figure 2.26**  
Segment 4

## SEGMENT 5

Leaving Rec Center Park, the Fort Lupton Trail crosses 1st St. Due to the amount of traffic at this intersection, a *traffic light* is recommended. The main priority in this entire segment is the addition of the Fort Lupton Trail running the length of Railroad Park. Concepts have been made to illustrate ways the park could be improved (See pgs. 3-8 & 3-9), but the trail is the one necessity.

A trailhead could occur near the intersection of 4th St. and Pacific Ave. An existing dirt lot exists here, and could be improved with the addition of a trailhead.

Some *important connections* extend from this segment of the trail. One is the connection route to downtown by means of 4th St. This trail should be clearly marked as it is a key spot for users to divert to a main commercial district. In addition, the 4th St. route extends to the Main Fulton Ditch Trail which brings users from different regions into downtown.

Another connection is to Vincent Park via some natural corridors (see Fig 2.27) Sidewalks to the park should be improved, and greenways could connect the park east of Harrison Ave.

Due to the lack of an existing sidewalk in the park, effects of a trail needed to be examined. The two perspectives in the following pages show these improvements. It should be noted that the curbside expansion perspective (Persp. 2-4) presents alternatives for what could happen if the existing baseball fields remain in the park. The fields have been removed in the plan on Fig 2.27.

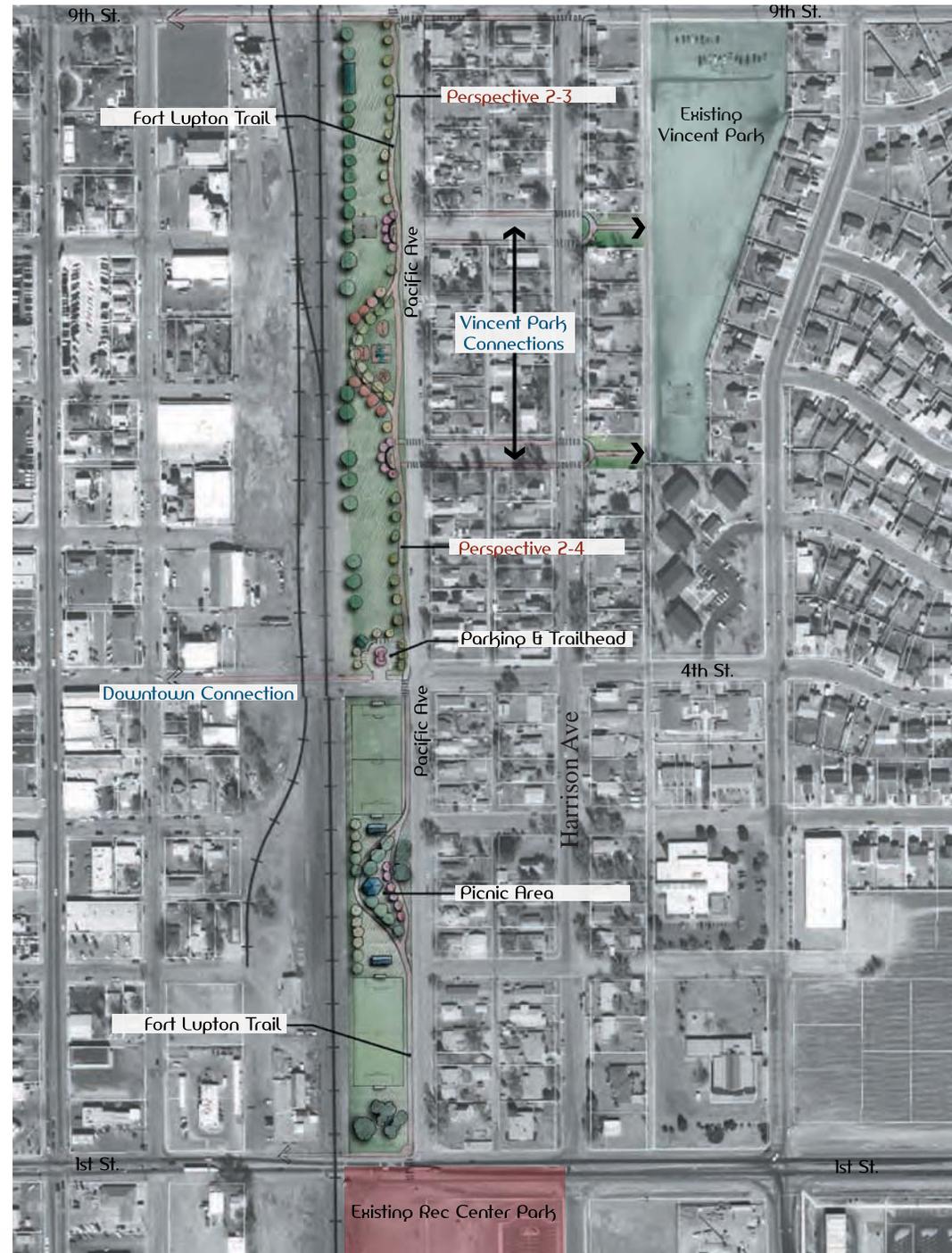


Figure 2.27  
Segment 5

## TRAIL ADDITION

The Fort Lupton Trail will extend up the length of Railroad Park. Currently, no sidewalks or trails of any kind exist here. The perspective to the right shows what a proposed trail could look like at the northern portion of the park. Trees line the path, providing shade and giving the area more of a park feel. A curvilinear path would add interest. The trail is kept relatively close to the road so that there is still ample open area to the west. The trail should remain a minimum of 10' wide throughout the length of the park. In order to keep this portion of the trail clean, dog waste bags need to be provided next to the trail (See fig. 2.28).



**Figure 2.28**  
Dog waste bag dispenser.



**BEFORE**



**AFTER**

**Perspective 2-3**

Perspective showing a trail addition in Railroad Park before and after the proposed improvements.

## CURBSIDE EXPANSION

The existing baseball fields in Railroad Park might be removed and replaced by soccer fields. However, if they aren't, improvements need to be made in order for a trail to get through. Currently, there is no space between the curb and the fence of the ballfield (Persp 2-4). One option to solve this problem is to move the entire fence 10-15' from the road. That, in turn, would decrease the distance between home plate and the fence. The other option is to keep the fence where it is and extend the curbside by 10'. The perspective to the right shows what an improvement like that would look like.

Other improvements could also be made including restoring the fence, adding plantings, and using brick column detailing (Persp. 2-4).



**Figure 2.29**  
Existing baseball fields.



**BEFORE**



**AFTER**

**Perspective 2-4**

Perspective showing the curbside expansion in Railroad Park before and after improvements.

## SEGMENT 6

In this segment, the Fort Lupton Trail makes its way up a narrow corridor just east of the railroad tracks. This is an important stretch for the town to make sure it obtains as a trail right-of-way. It serves to link Railroad Park to a possible future community park, Golden Pond Park.

Although this space could be developed as a park similar to Railroad Park, its current qualities make it unique. It could be one of the only “natural” corridors the Fort Lupton Trail moves through on its route through town. Native grasses could be allowed to grow here, with the trail meandering through. The Spring Creek Trail in Fort Collins, Colorado (Fig 2.30), is a comparable space that could be used as a precedent.

A trailhead could be located where Village Dr. meets the trail. Another neighborhood connection occurs about halfway up the natural area where there is an empty parcel.



**Figure 2.30**  
Ross Natural Area, Fort Collins, CO.



**Figure 2.31**  
Segment 6

## SEGMENT 7

The Fort Lupton Trail moves through the proposed Golden Pond Park (pg. 3-10) on the west side of this segment. Towards the south-east portion of the park the trail crosses over an existing drainage ditch and makes its way east down the fenceline.

As the trail moves down the fenceline it should remain relatively close to the fence so

that it doesn't interfere with any future development to the north. In addition to tree plantings of the edges of the trail, improvements need to be made to all existing fences adjacent to the trail (Fig 2.32).

Mountainview Ave ends very close to the proposed Fort Lupton Trail, and would be another good spot for a small trailhead. See Fig. 2.12 for an example of trailhead signage.



Fig 2.32



Fig 2.33  
Segment 7

## SEGMENT 8

Segment 8 represents the easternmost end of the Fort Lupton Trail, eventually running into the proposed Fulton Ditch Trail. The Fulton Ditch Trail then connects users to regions to the north and south.

As the Fort Lupton Trail runs east down the fenceline, it makes its way to a trailhead at

the end of Northrup Ave. With this area being a major intersection of two of the town's main trails, it would be a prime site for a future park to be located. The amount of open space present would allow for a large neighborhood park, or *possible community park*.

The adjacent neighborhood connects to the trail system by means of an existing trail (Fig. 2.34) that ends at Northrup Ave. A small

connecting trail (Fig. 2.35) is established to extend the trail to the larger system.



Fig 2.34



Fig 2.35  
Segment 8



## Chapter Three: Parks





## Proposed Park Concepts

## PLATTE PICNIC AREA

This site could be utilized as a picnic area and trailhead. The current dirt parking lot is improved and slightly reconfigured, allowing for the main Fort Lupton trail to easily move through the site. This area is ideal for a trailhead because of its close proximity to both Highway 85 and Highway 52. Standard trailhead signage (see pg. 2-7) should be utilized here, giving users clear direction about the trail system.

Picnic grounds could also be located here, taking advantage of the adjacent South Platte River (fig. 3.1). Two structures are shown in this plan. At least one should be used strictly as a picnic shelter, containing multiple picnic tables.

The other structure could contain restrooms. These amenities make this an area that could be used for large group gatherings and events. As a picnic area located next to the river, it would be of unique value to Fort Lupton.



Figure 3.1

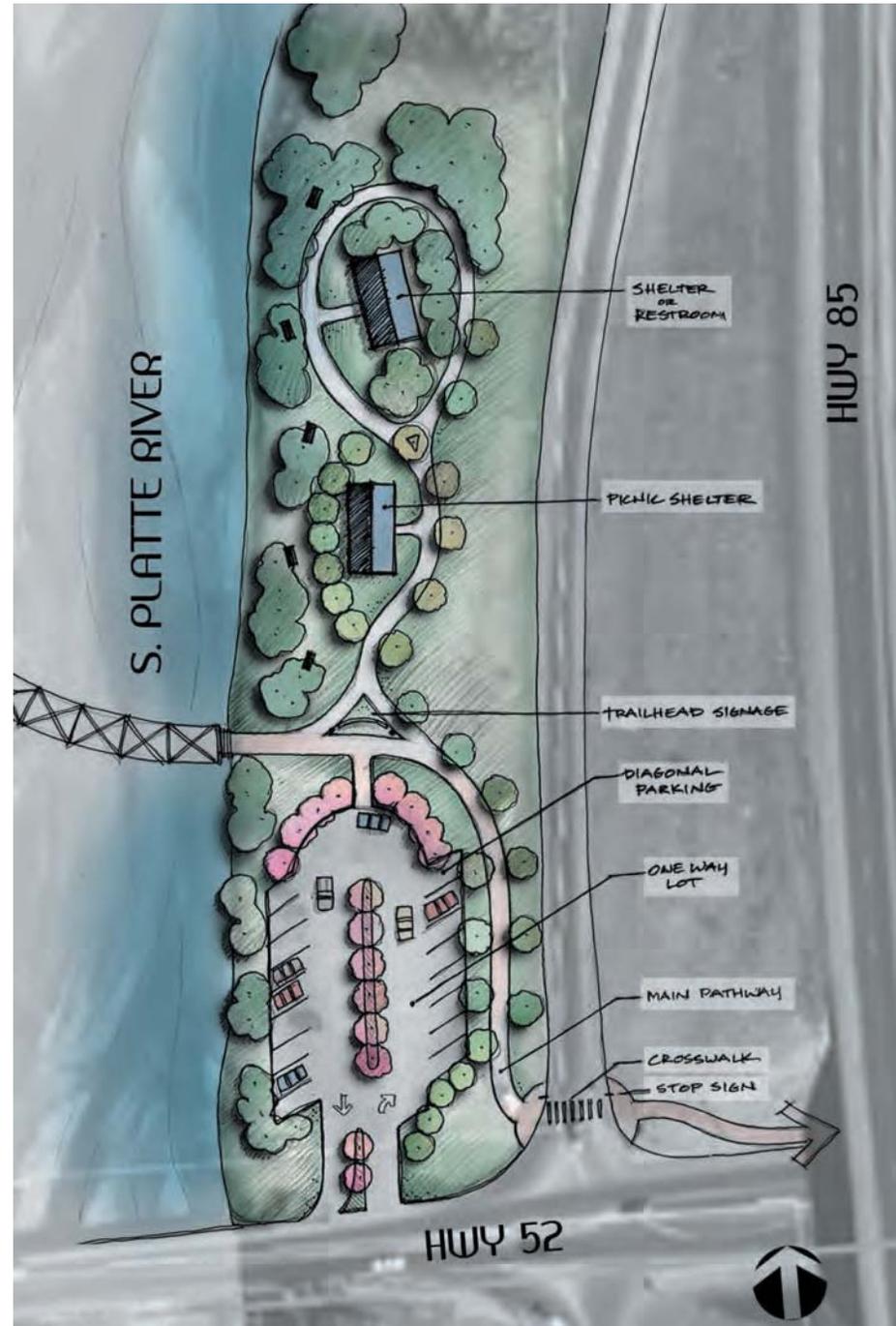


Figure 3.2  
Platte Picnic Area concept.

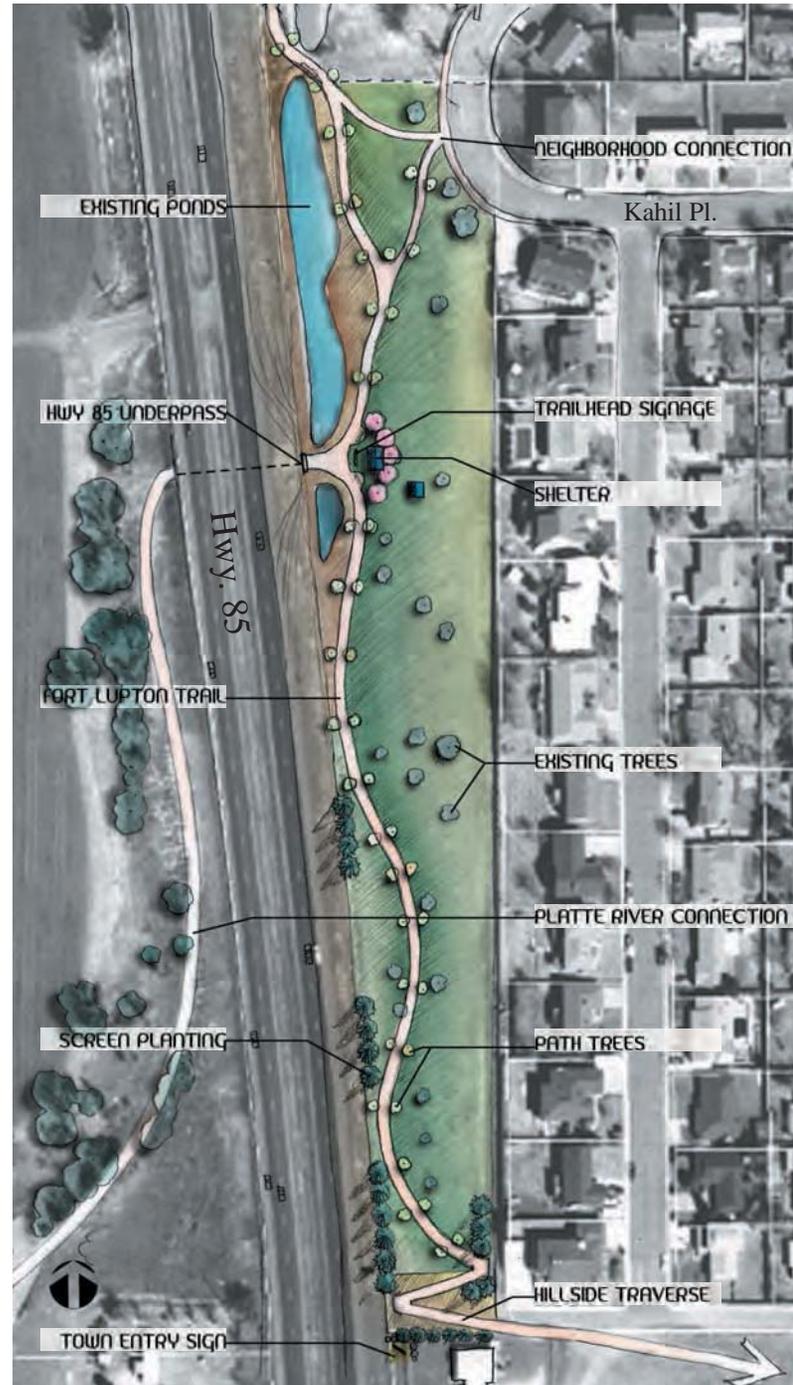
## LONE PINE TRAILS

Lone Pine Park is currently an open space used primarily by adjacent residences. Concerns have been brought up by these parties expressing their desire for this open space to not be developed as a park. This area, however, is critically important as a greenway for the Fort Lupton Trail to move through. A trail through this space, therefore, should be designed with these neighboring houses in mind. Attractive plantings are used along the entire length of the trail running through this parcel. In addition, coniferous trees should be used in some areas to keep any noise, or unwanted views, to a minimum.

Two key areas of this greenway, which were discussed on pages 2-14 and 2-15, are the Highway 85 underpass, and the hillside traverse. Special attention should be given to these areas in order to make them attractive for neighboring residences as well as trail users.

A trailhead could be located in this space (see location in diagram to right) where two of the trails converge. A shelter would also be an amenity beneficial to this area in the event of bad weather.

**Figure 3.3**



**Figure 3.4**  
Lone Pine Park conceptual redesign.

## DETENTION POND PARK

This neighborhood park is located on a 1 acre parcel of land currently designated as an open space. It is an ideal site for a park of this stature considering the neighborhood it is located in currently has the need for another neighborhood park (see park influence radius diagram on page 1-6). Typical neighborhood park elements are included, and can be rearranged in accordance to desires of the nearby community. The basic layout of this park can be moved to whatever area the town owns on this parcel. *The shown location might not reflect where the park could actually go.*

The active area of this park includes a playground, full size basketball court, sand volleyball court, and picnic shelter. They are located on the northern portion of the site, closest to the Fort Lupton Trail. A grass area is kept open on the southern half to incorporate other activities, active or passive.

Screen plantings are important to a park in this location due to electrical elements located near the site (fig 3.5) The areas are currently fenced off, but additional plantings would make them safer and less visually obstructive.

Park signage should be located so that it is easily viewable by passing traffic. The sign would also be viewable by motorists on S. Broadway Ave., the street directly across from the sign.



Figure 3.5

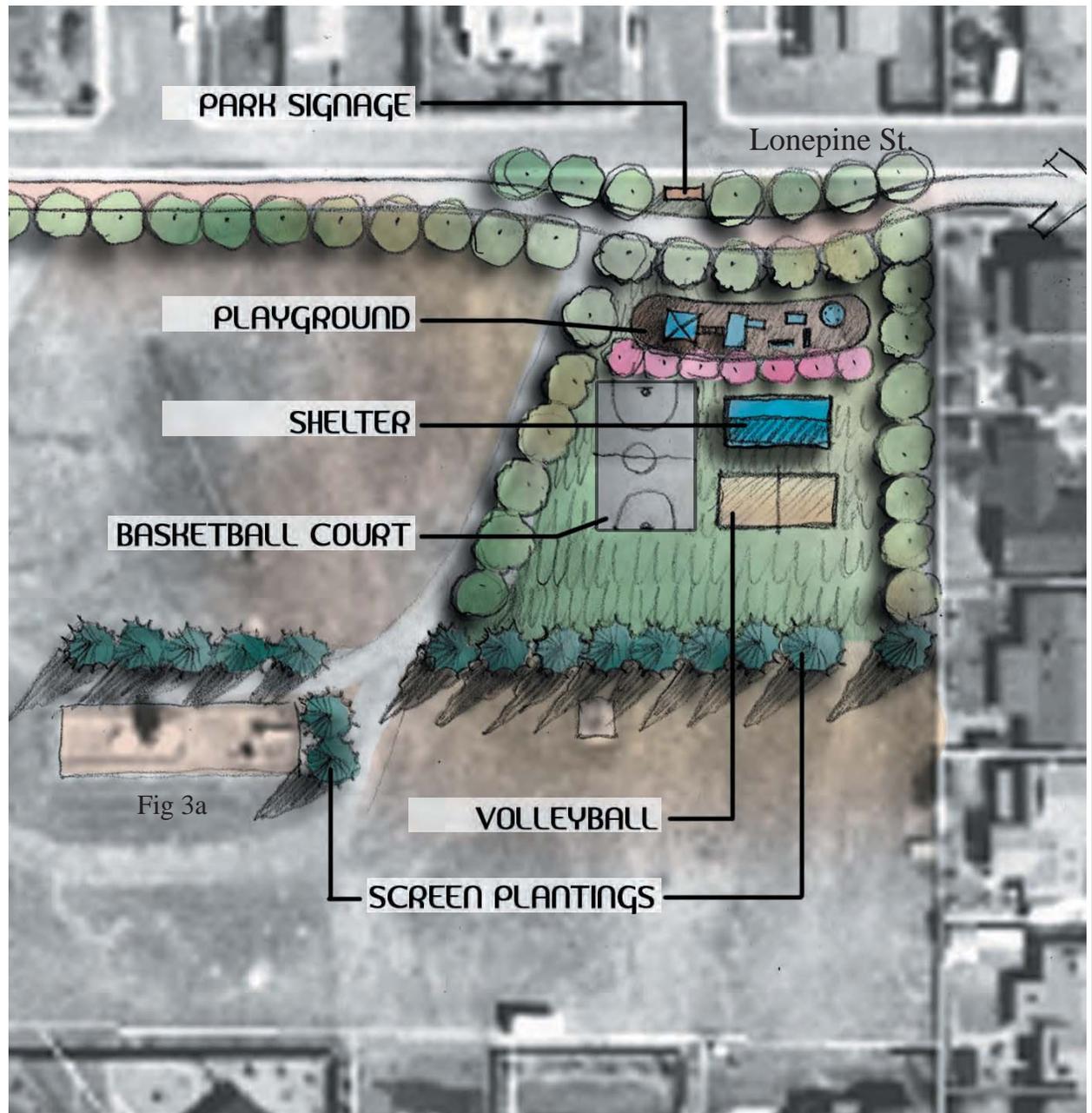


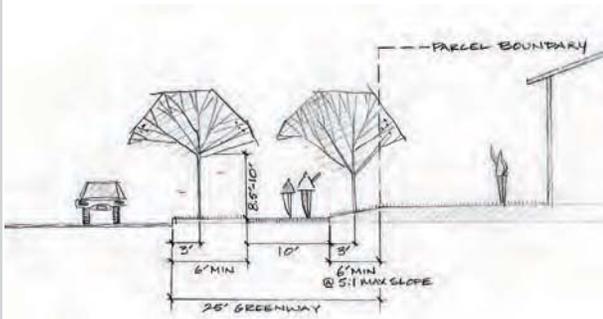
Figure 3.6  
Detention Pond Park concept.

## HOOVER STREET SUBDIVISION

This parcel is proposed to be annexed, zoned and platted sometime late Spring or early Summer of 2005. Hoover Street which begins at Kahil Street will be paved heading south to Lone Pine Street. It will be a 60 foot ROW. This lot will be fully developed with a mix of single-family homes and market rate apartments. Before the owners submit their annexation petition and plats, a trail running through this parcel needs to be implemented in the plan.

Design guidelines have been proposed (see page 2-12) in order to make it possible for the Fort Lupton Trail to cross the site. A 25' corridor should be set aside as a proposed "greenway" through the neighborhood. It is located adjacent to the street and is lined with appropriate street trees. This planting should also be reflected to the other side of Hoover Street.

A series of crosswalks need to be established in order to maintain a safe route along this portion of the trail.



**Figure 3.7**  
Section showing the relationship of the 25' greenway to the adjacent housing development.



**Figure 3.8**  
Hoover Street Subdivision concept.

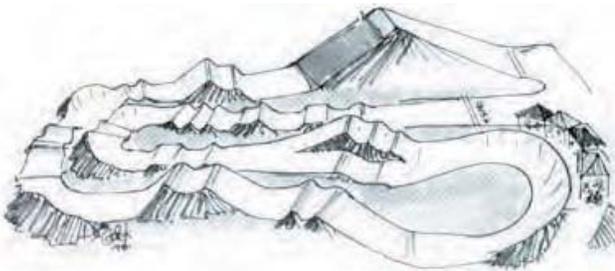
## REC CENTER PARK ADDITION

A raised railroad crossing and a crosswalk allow the Fort Lupton Trail to make its way from Lone Pine St. over to this park. Screen plantings provide a natural break between the park and the electrical station to the east. Additional plantings line the trail and provide shade in other areas of the park.

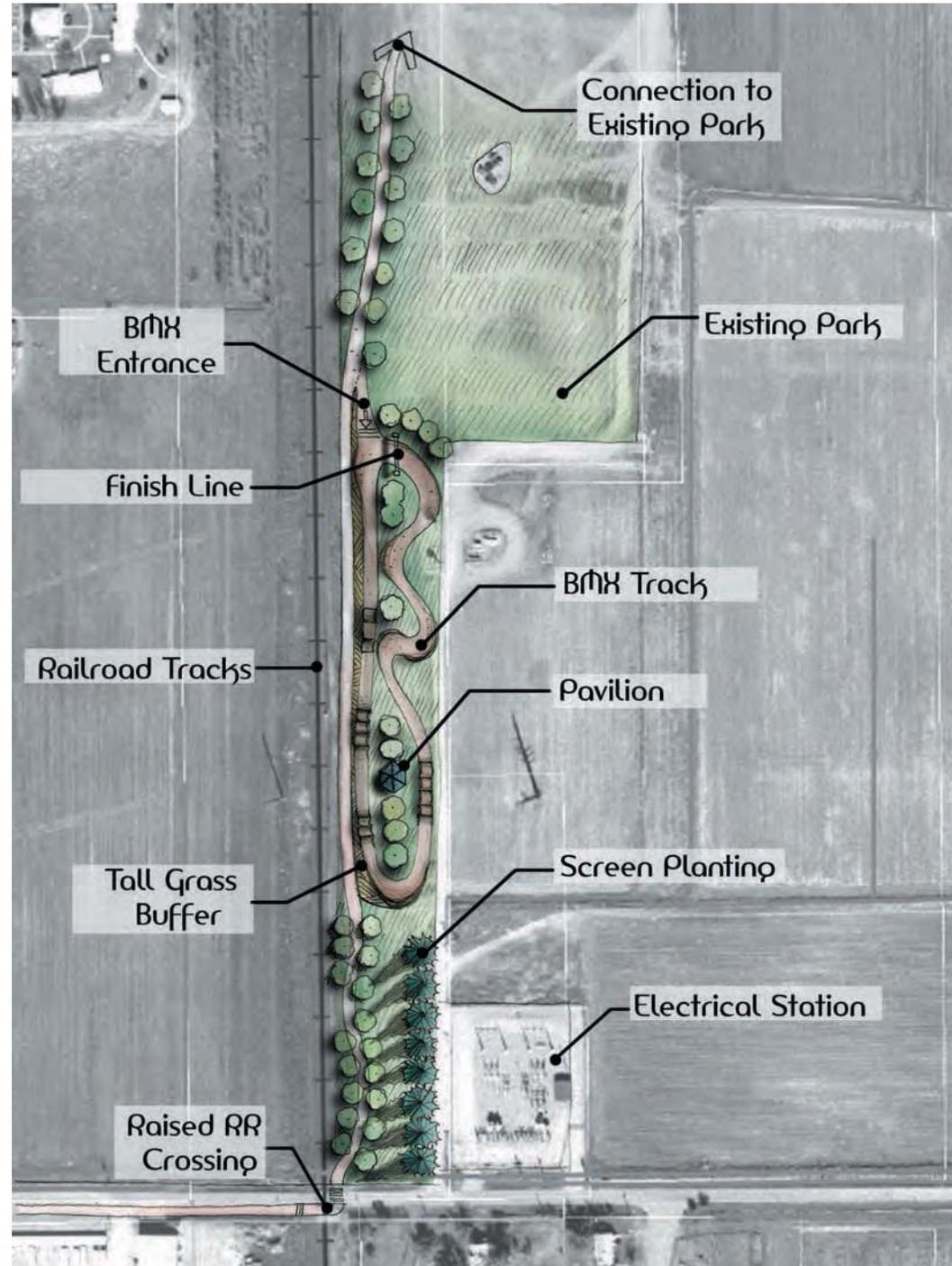
The main addition is the **BMX track**, a feature of interest to residents of Fort Lupton. A BMX course requires switchbacks as a main feature (Fig 3.9). Due to a lack of room along this corridor, the switchbacks are shortened into a series of rolling corners with a major turn at the southern edge of the track (Fig. 3.10). Jumps and tabletops are located at various spots along course straight-aways. A defined start and finish complete the circuit, providing an opportunity to hold races.

The remaining park area to the south could be left open, or contain other elements of a typical community park (ie. basketball courts, street-hockey rink, skatepark, etc.)

As the Fort Lupton Trail heads north up the park, it should eventually join the existing trail network of Rec Center Park.



**Figure 3.9**  
Example BMX course design



**Figure 3.10**  
Rec Center Park addition concept.

## LOWER RAILROAD PARK

The main thing that the existing Railroad Park needs is a means of getting from one end to the other. Currently there are no sidewalks of any kind on the site. The proposed Fort Lupton Trail moves along the edge of this park corridor, presenting a perfect opportunity for the trail it needs.

A redesign of the park spreads the existing soccer fields away from one another. Currently the northern portion of this area of the park is not being used. This concept acquires that portion and moves a soccer field up to it. An area is created between these fields which is ideal as a gathering space. Two shelters and a pavilion are the focus of the area. They allow for large family or group gatherings. The space also becomes ideal for hosting soccer tournaments.

Crosswalks are an important element in order to assure safe crossing of streets. Each end of this section connect west toward the downtown area. Therefore, sidewalks along these axis should be improved to accommodate this pedestrian traffic. *Attractive signage and other site details would encourage park users to venture into downtown.*



Figure 3.11

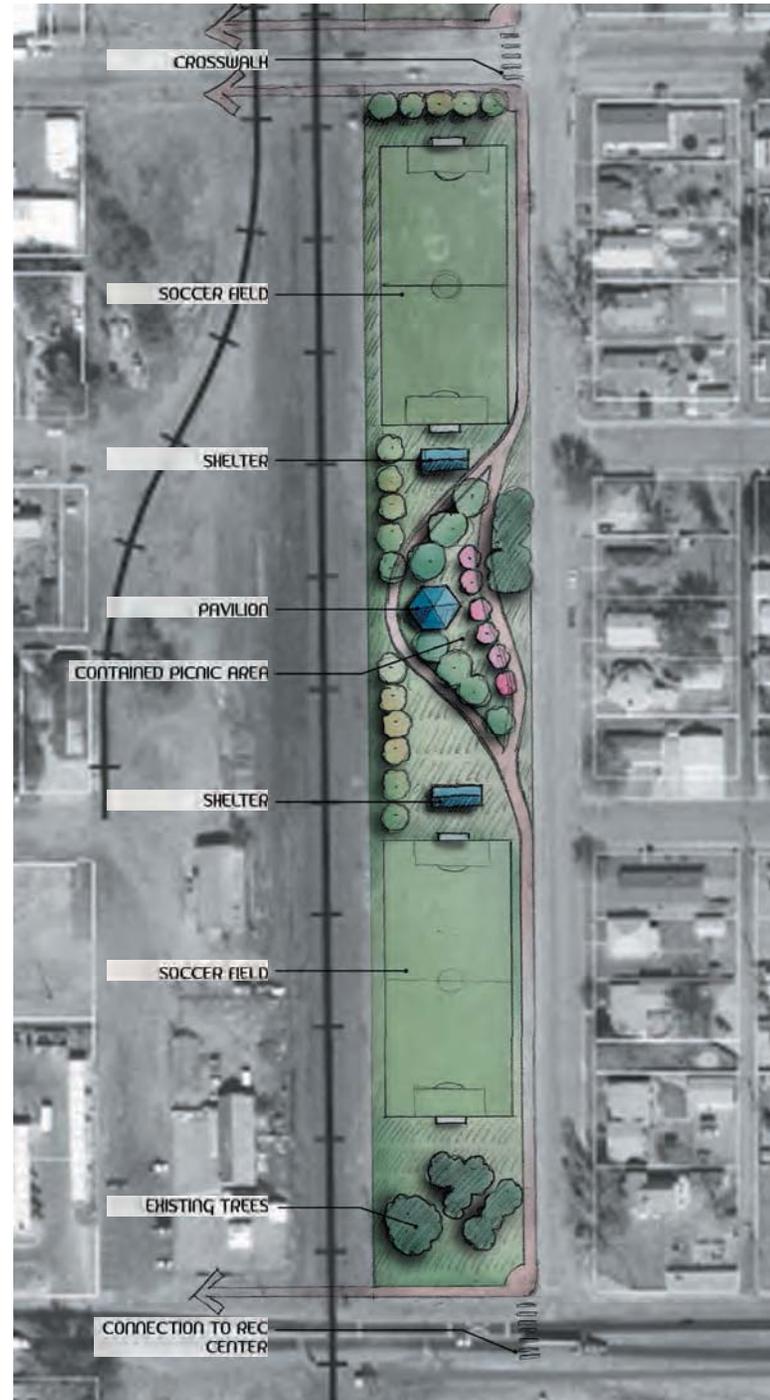


Figure 3.12  
Lower Railroad Park conceptual redesign.

## UPPER RAILROAD PARK

Similar to Lower Railroad Park, a trail addition is needed to get from one end of the park to the other. The Fort Lupton Trail will be a 10' trail running along the eastern edge of the park.

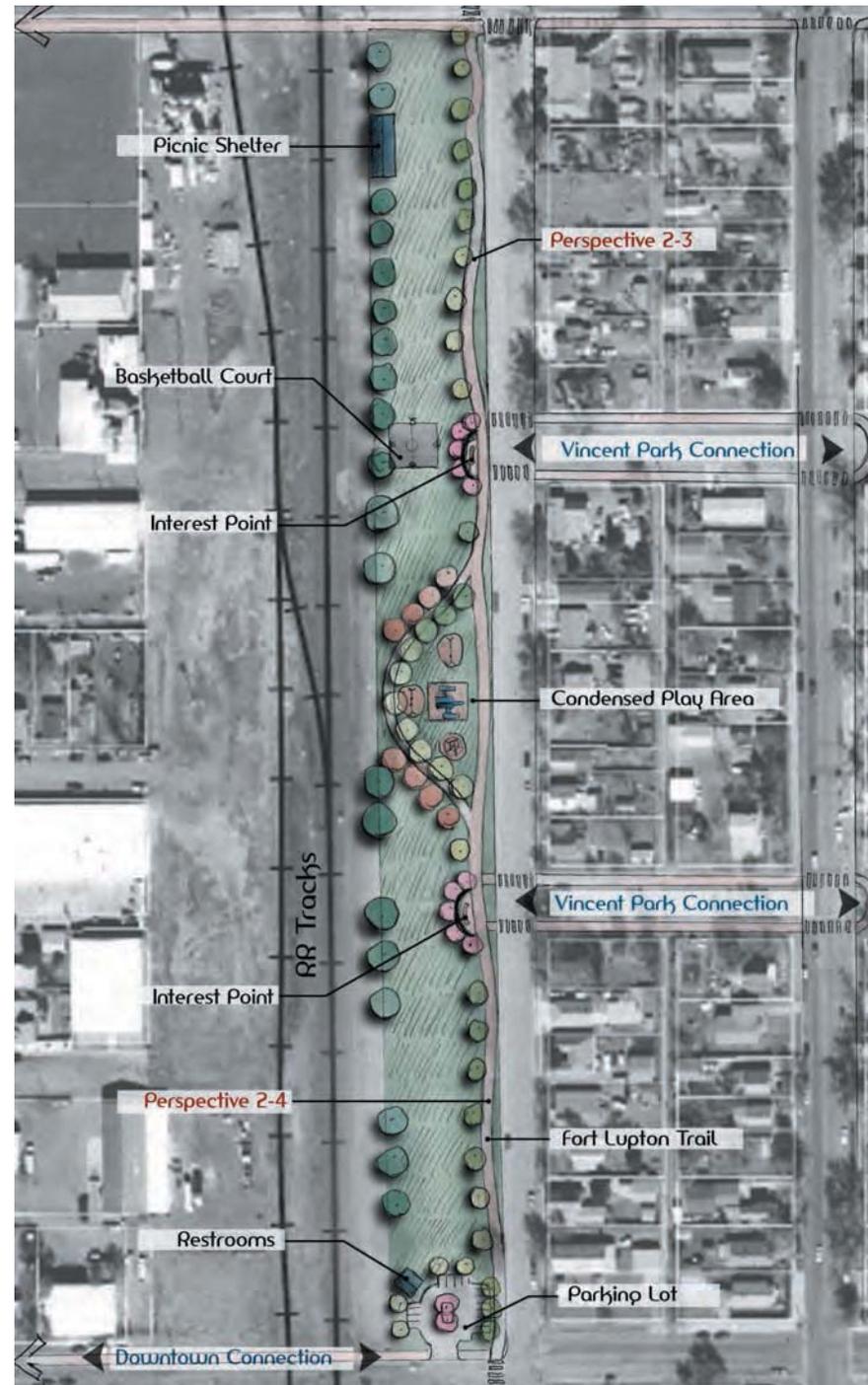
Although the park functions the way it is now, this concept shows ways to pull the park together by congregating some spaces. Currently, there are various play elements scattered throughout the park. The concept moves the existing equipment closer together into a condensed play area (Fig. 3.13).

Interest points are created at each axis connecting Vincent Park. These areas are left open to the town to decide what to make of them. Possibilities include sculpture, historical signage, rest areas, etc. The Vincent Park connections are perfect corridors to connect the two large parks together. Improvements should be made to sidewalks, and signage should give clear direction into these areas.

The current dirt parking lot on the southern end of the park is paved and redesigned to better incorporate parking. A restroom and trailhead could be located adjacent to this lot, serving the Fort Lupton Trail as well as the park.

The basketball court stays where it currently is in the design, but *should be repaved to make the surface less slippery for users*. A picnic shelter is located to the north of the basketball court, offering a place for large gatherings and reunions.

Lastly, the existing baseball fields are removed in this design to fit the trail. A soccer field is a recommendation for the space, though



**Figure 3.13**  
Upper Railroad Park conceptual redesign.

an open lawn would serve recreational purposes of its own.

## GOLDEN POND PARK

Currently Golden Pond is an open space owned by the town of Fort Lupton. It is a key space for the Fort Lupton Trail to move through. In addition, this portion of the town is deficient of a community park. So this parcel becomes a perfect place for a park of this magnitude. This concept shows different elements that could be

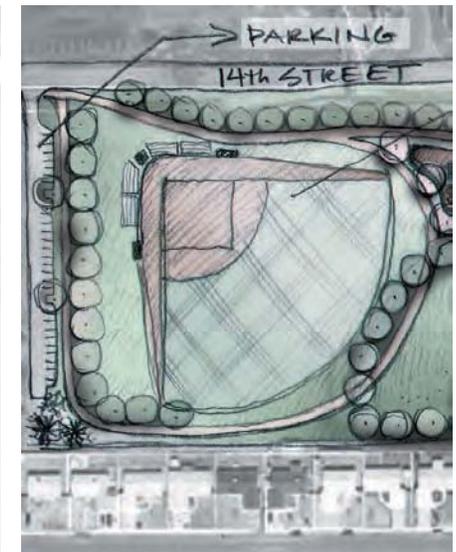
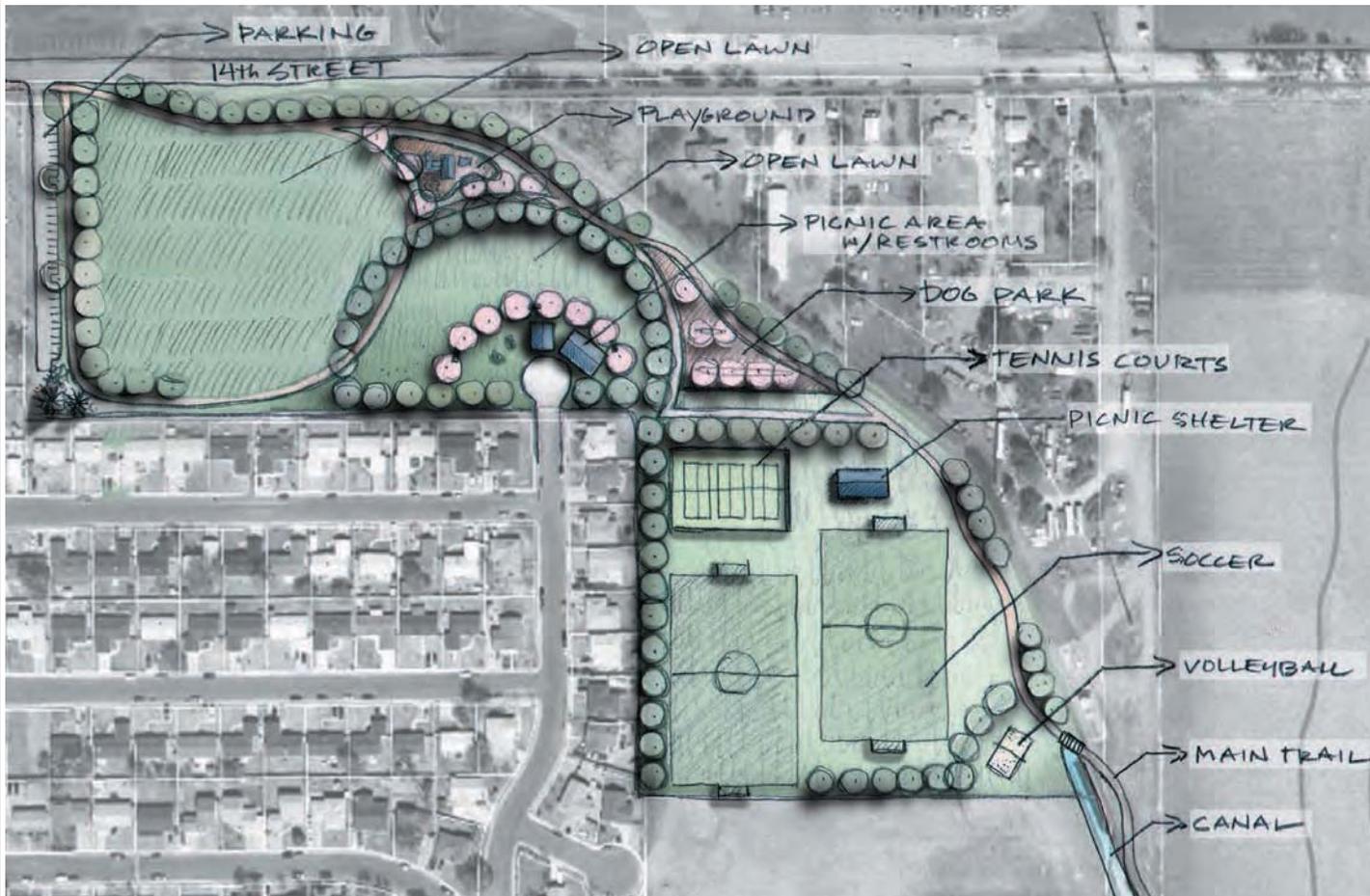
incorporated into this space. *Locations, quantities, and uses can be rearranged in accordance to what the town feels fits best for this park.*

The large grass lawn on the western part of the site has been left open. Though it is suggested that a 300' ballfield eventually be phased into the area, providing another valuable amenity to this community park (Fig. 3.14).

Several residents of the town have expressed interest in a dogpark. This concept incorporates an approximate 30,000 square foot park into the design. Depending on levels of

use, this size may need to be increased significantly.

This site is prone to flooding, so proper site grading is important. Areas of the park which need to stay drier, like the picnic area, should be on higher grades. Areas such as soccer fields, which can handle occasional flooding can be located on the lower parts of the site. Tree plantings and open areas break this park up, allowing for multiple uses. *The open space to the south of the site would be a good addition to this park.*



**Figure 3.14 (above)**  
300' future ballfield addition. Maintenance equipment could be stored on-site.

**Figure 3.15 (left)**  
Golden Pond Community Park concept



## Skate Park Design



## SKATEPARK BASICS

A skatepark is an athletic facility typically part of a **community park**. Designed and constructed specifically for skateboarders, in-line skaters and arguably freestyle BMX riders. It offers a place to congregate, relax and perform skills in a safe environment. Ideally, it should have a fence to protect spectators. Lighting is a great addition.

For skateparks, **concrete is the way to go**. A concrete park offers a permanent and virtually maintenance-free solution to a cities skatepark needs. Plus, the majority of skaters prefer concrete parks. A ramp park, whether fabricated from wood, steel or other materials should be considered only if the municipality already has an unused basketball, tennis court or parking lot available. These types of ramp structures are for short term use only. There is no good reason to build this type of facility if there are sufficient resources for a permanent facility. Under no circumstances should a city pour a slab of concrete to build temporary ramps as the funds would be much better spent building a permanent concrete skatepark to begin with.

Most concrete skateparks will cost between **20 and 25 dollars per square foot** to build. (\$270 per meter) That cost figure typically includes all design fees and services, construction materials and labor. However, that is just the skating surface. That cost will not include common amenities, such as bringing water and power to the site, fencing, lighting, bathrooms or landscaping. In general, **parks worth building cost**

**a minimum of \$250,000**. Compared to the cost of other athletic facilities, that is quite reasonable.

A skatepark designed to meet all skill levels will be between **18,000 and 25,000 square feet**. A park of 10,000 square feet is the absolute minimum recommended. It is important not to directly combine beginner and intermediate/advanced areas as this design approach tends to be unsafe and leads to more collisions. It is best to determine the variety of events and features required for each skill level and then design buffer zones between each riding area. It can be a blast to zip full tilt around a park that really flows. But, it is more important to be realistic and make the skatepark safe for all users at all times of day.



All parks must have **beginner areas**. A beginner area is a portion of the skatepark where individuals with limited or no experience can practice in a controlled environment. It is essential for beginners to be out of the skating area of intermediate and advanced skaters for their own safety, and the safety of others. A beginner area should be between 5,000 to 8,000 square feet and should have slow sloping areas with small hips, moguls, banks, curbs and rail slides that range in height eight inches to four feet

All parks need to have **street elements** that combine to form a street course. A street course tends to mimic obstacles and events that can be found in real life. It includes elements such as ledges, stairs and rails. It is this type of terrain that most non-skaters are familiar with. A street course can range in size from 10,000 to 20,000 square feet. A well designed street course will contain multiple events and the speed will range from slow to really fast. Some of the events can be transitions, vert walls, large banks and flat bank surfaces that have ledges, stairs, rails and curbs built into them so that a skater can interact and negotiate these obstacles. The design must have plenty of space where a skater can make a trick and then have 8 to 10 lines to choose from after the maneuver is completed. The most common mistake made in skatepark design is trying to pack too much into a small space.

## COMPONENTS

### 1. Flatbottom

Any skatepark design must have a minimum of ten feet of flatbottom between obstacles and opposing transition. Skateboarders generate speed by pumping up and down transitions and can carry speed for good distances across flat, smooth concrete. Maximum flatbottom allows more skateboarders to skate simultaneously and avoid collisions. Recovery from the last trick and set-up for the next is made easier when one can adjust stance or line across the flat. No design should have two opposing walls where a skater can fall from one wall and slam into another. Not being able to roll or run out of a bail can mean the difference between a scraped elbow and a trip to the hospital.

### 2. Transition

Transition between flatbottom and inclined surfaces can be accomplished in either of two designs: round with a perfect radius curve like a swimming pool, or banked with a tighter transition curve to a flat bevel like a modified drainage ditch. Height of the wall to the top of the lip may determine the measure of these transitions, but the angle should be no more than 50 degrees. A small, round transition wall, no more than four feet high would be skateable with a 5-7 foot round radius, while a taller, transitional wall would call for a larger radius of 6-9 feet.

### 3. Lips, Edges and Coping

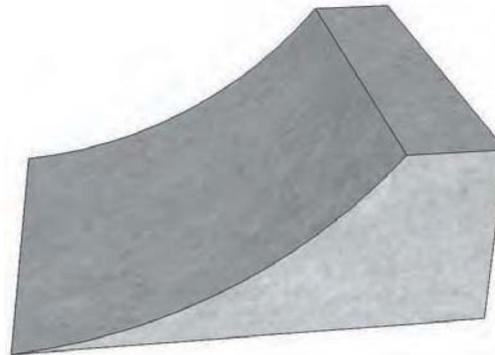
The edges of any wall, bank or skateable pool must be hard and grindable. Skaters are looking for something to grind or slide on when

they get to the top of a wall. You can't be on the edge if there is no edge. A slightly protruding edge allows a skater to know exactly where they are by feel. A round metal coping edge (minimum two inches in diameter, steel pipe) that sticks out slightly, grinds well and protects the cement from wear. A big, round edge at the top of a wall or bank is useless and considered boring to skate after only a short period.

### 4. Curbs, Blocks, Steps and Walls

Everyday street elements such as these can and should be included in modern skatepark design. Curbs, blocks and steps function best in a park situation when used judiciously in combination with other elements. Such as a curb at the top of a banked wall. Another idea is to create a street area away from any bowls or banks, or incorporate blocks or steps into the surrounding boundary landscaping of the park on which skaters can either sit or skate.

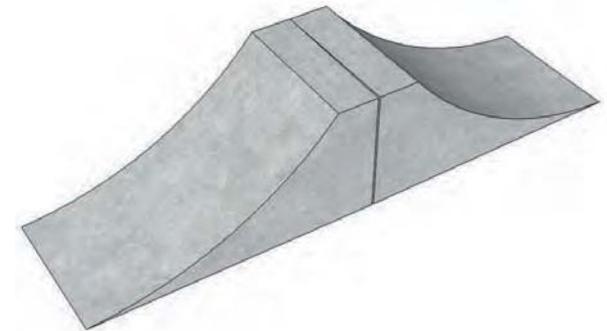
#### Example Elements



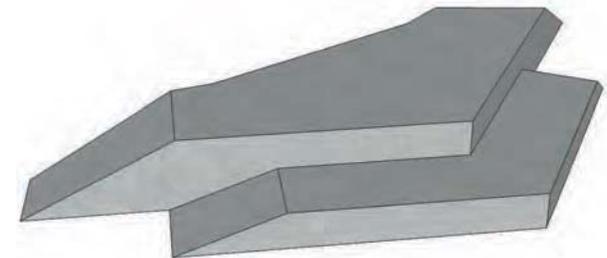
Quarter Pipe



Spine



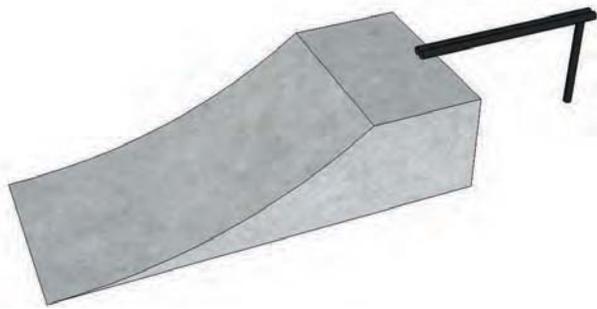
Back-to-back Quarter Pipes



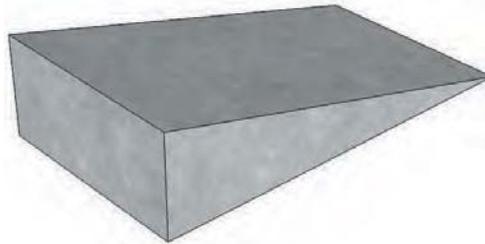
Funbox



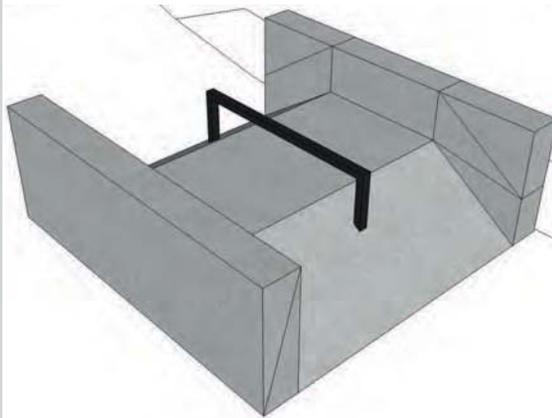
Rail



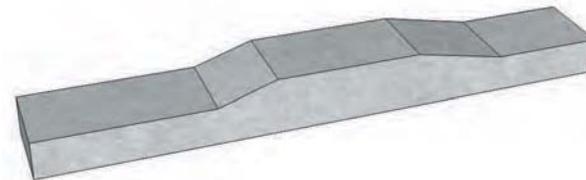
Funbox with Kinked Rail



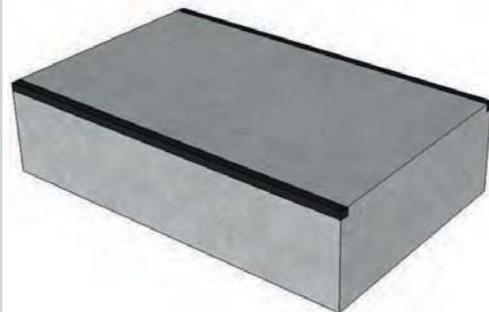
Angle Box



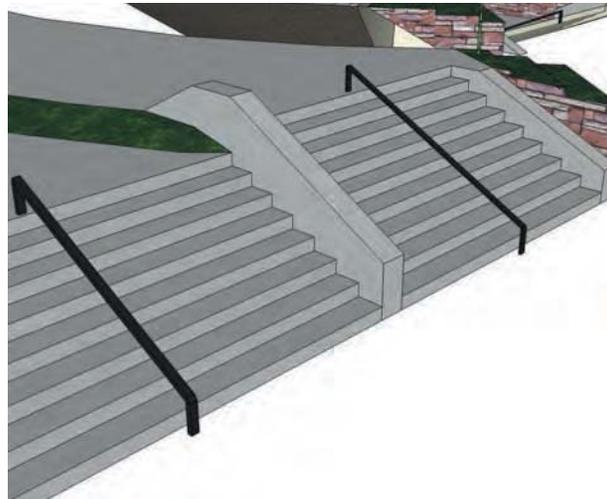
Funbox with Rail



Ledge



Lil' Box



Stairs (w/ledges and rails)

## Design Process

Interest has been expressed by local skaters, as well as members of the planning board, to incorporate a newly designed skatepark into a community park. *Levi Anderson*, a local skater and resident of Fort Lupton, offered his assistance in the design process. Once an overall vision was established, plans were drafted by our program, attempting to reflect the desires of the skating community. The plans are conceptual in nature, but combine essential elements of a skatepark into a series of logical transitions that make the park easy to experience.

The park is 100'x120', a total of 12,000 square feet. The recommended size for a quality skatepark should be no less than 10,000 square feet, while recommendations of 18,000 to 25,000 square feet are common. The size of this park is well within these parameters, and could be expanded if felt necessary in the future. Furthermore, the skatepark could be built in phases. One section, such as the street course, could be built now, and the rest could be constructed as funding becomes available.

This particular design consists of several different spaces, giving the park various feels as the rider progresses. The top portion consists of a series of **street elements** intended to mimic obstacles normally found throughout the town. Spaces between these elements are no less than 10' apart, giving the skater time to fully recover and transition from one element to the next. All forms are

concrete, and edges are made up of round metal coping, allowing for clean grinds. This area is also lighted so that skating can be done after the sun goes down. Other areas of the park could be lighted, but it was chosen to light only the street course to keep costs and noise to a mini-

mum.

A **beginner space** is also located on this upper section, separated by grass and trees. It features some small elements for beginners to learn the basics of skating.

Two staircases are utilized to allow the grade to change 4.5' down to the **second level**. The stairs are 6" in height, and 1' in depth, bordered by 18" ledges. One foot metal rails span the steps from top to bottom, allowing skaters to



**Figure 3.16**  
Angled view of the skatepark concept.

grind the entire length. Ramps complete the grade change in areas where there are no steps. The second level features a large funbox and a couple of ledges.

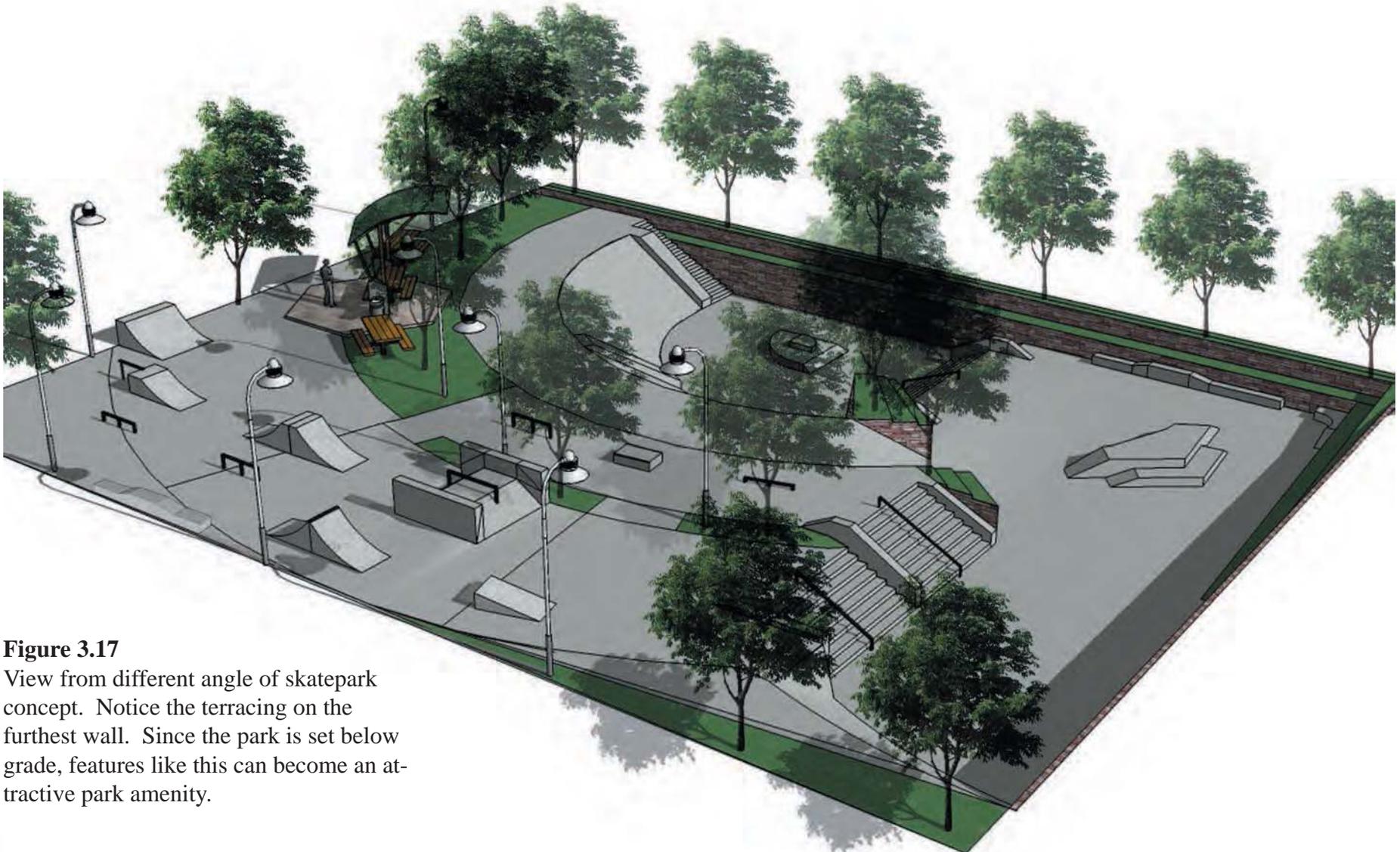
The **lower level** is accessed either down a bowl or steps. This large bowl is made entirely of concrete and is set 7.5' below original

grade. Several ledges also run down the bowl all leading to a two leveled funbox at the bottom.

The **picnic area** is made up of three picnic tables, with a custom designed shelter covering one. It is located on the top level, making it easy to sit and watch the activities

going on in the park. It is also located in close proximity to the beginner area so that parents can keep a close watch on their children. A drinking fountain is also located here, as well as lighting.

**Site detailing** is incorporated into the design to make this park more than pure con-



**Figure 3.17**

View from different angle of skatepark concept. Notice the terracing on the furthest wall. Since the park is set below grade, features like this can become an attractive park amenity.

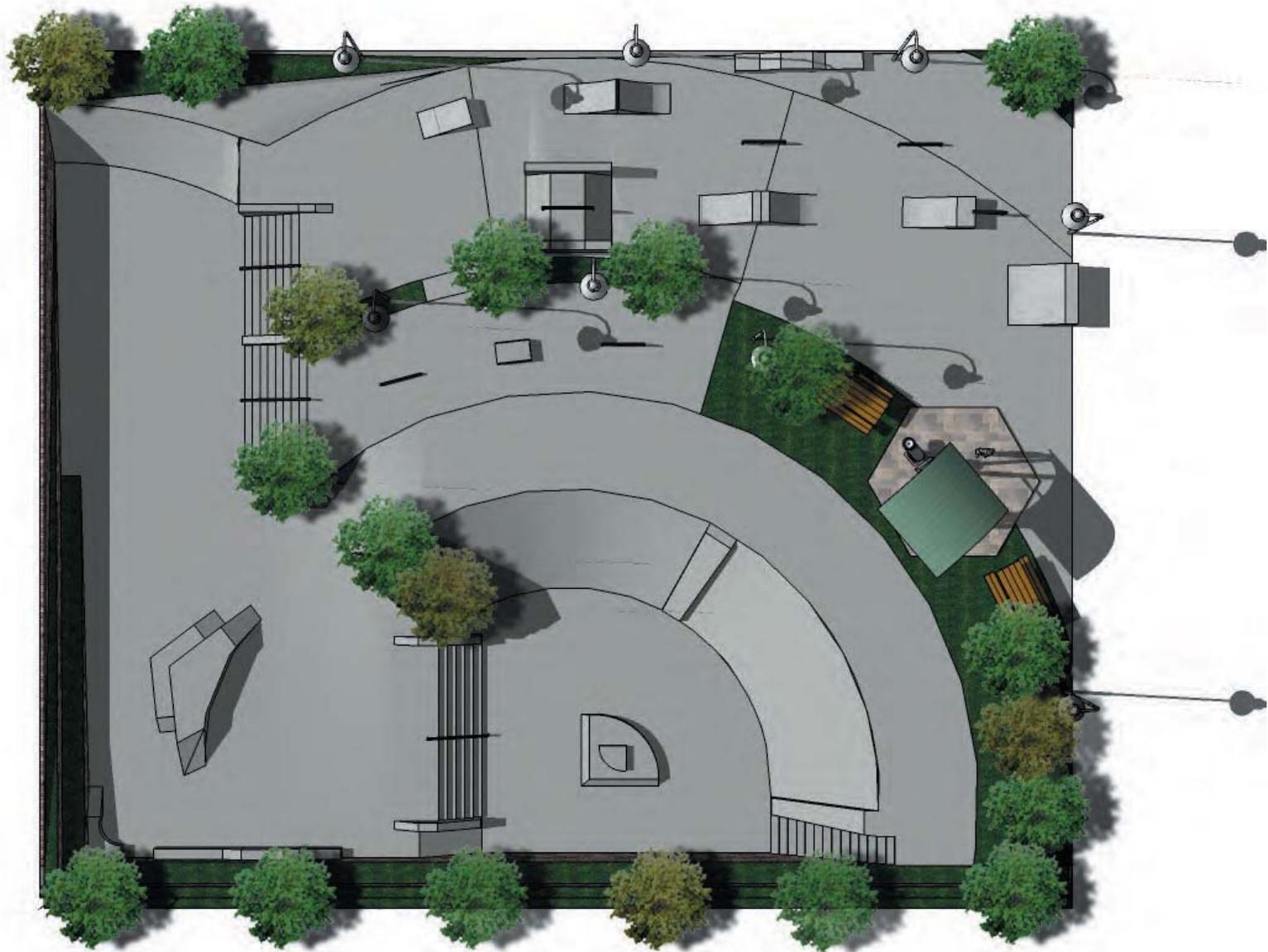
crete. Grass bands run in a circular pattern across the site, and small shade trees are planted in these areas. A unique site detail is the terraced gateway from the top level to the second, lower level. The tops of the terraces are planted with grass, and trees frame the ramp. Stonework is found throughout this site supporting

terraces and contrasting the concrete elements. Users can use these areas, as well as the many ledges on site, to sit and rest. Although not pictured, a chain link fence should be placed around the entire site, allowing the park to be locked up when not in use.

For more information on skateparks, their components, and ideas on how to approach the building process visit: [www.skateparkguide.com](http://www.skateparkguide.com)



**Figure 3.18** Perspective looking towards the bowl and picnic area. This is what a 5'6" person would likely see at this location, on the second level of the park. Also viewable in this perspective are the steps and ramp leading down to the second level. Terraces and trees frame the ramp coming down, giving the experience of emerging into a different space.



**Figure 3.19**  
Planview of skatepark concept.



## Chapter 4: Town Entry Signage



## Purpose

Signage gives an important first impression to people entering the town. Fort Lupton wanted some ideas for what this sign could look like. Two concepts were explored, both modeled after the existing sign at the recreation center. The signs shown are examples of what could go in at Pearson Park, a main town entrance. The signs serve to welcome people into the town as well as identify Pearson Park. These models could be changed to fit other town entrances.

## Single Stone Sign

Standing 15' high, this sign is made up of a single stone resembling the one at the rec center. However, this sign is intended to stand higher than it is wide. The height of the sign should be

enough to capture the attention of passing cars (see visibility study page 4-4). It is engraved as shown in the figure below, and should be easily readable. The back of the sign is also engraved to communicate to people leaving the town. A phrase such as "Come See Us Again" would be appropriate for the back side. An American flag is placed next to the sign, and decorative plant-

ings placed at its base. Stonework is also a possibility to further enhance the aesthetics of the sign and to hold the plantings. Setting the sign on a berm would serve to raise the sign, making it easier to view from the road. Uplighting is also recommended to allow the sign to be visible at all times.

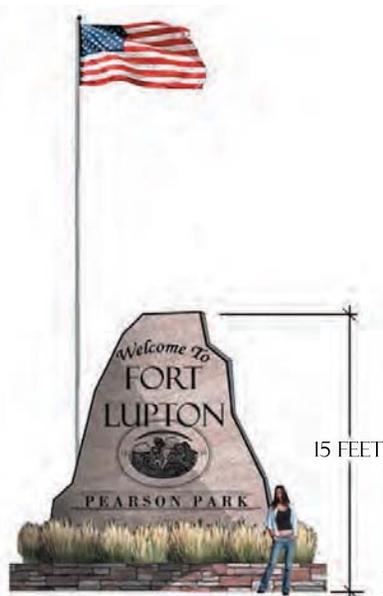


Figure 4.1

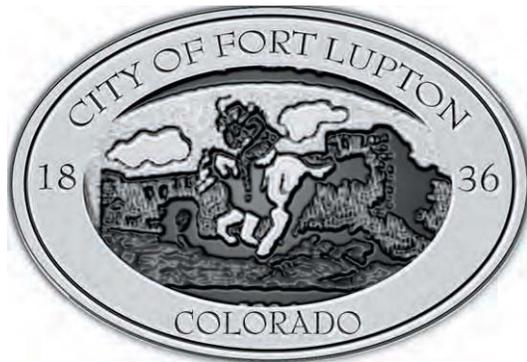


Figure 4.2 - Single Stone sign

## Multi-Stone Gateway Sign

Comprised of multiple layers, this sign is slightly more complicated. Two of the layers are made up of the same stone present at the rec center, and two layers are made of brick. More elaborate plantings are found at the base of this sign as well as in a planter located midway up the sign. It stands approximately 20', and possesses significant depth as well (Figures 4.4, 4.5). The town's name is engraved into the stone large enough to be easily viewed from a distance.

A difference with this sign are the metal inlays set into it. One is the town logo (Figure 4.3), and the other is the "Pearson Ballpark" identification plate. The back of the sign acknowledges people as they leave town. Lastly, ample lighting ensures that this sign is viewable day and night.



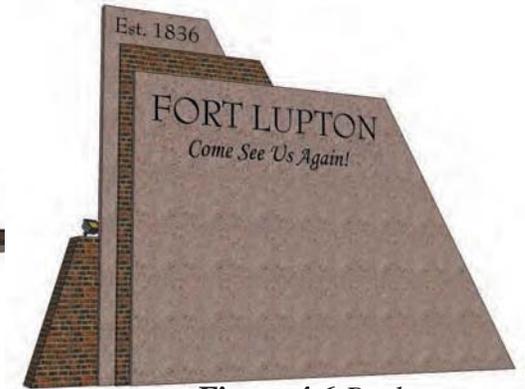
**Figure 4.3**  
Town logo metal inlay



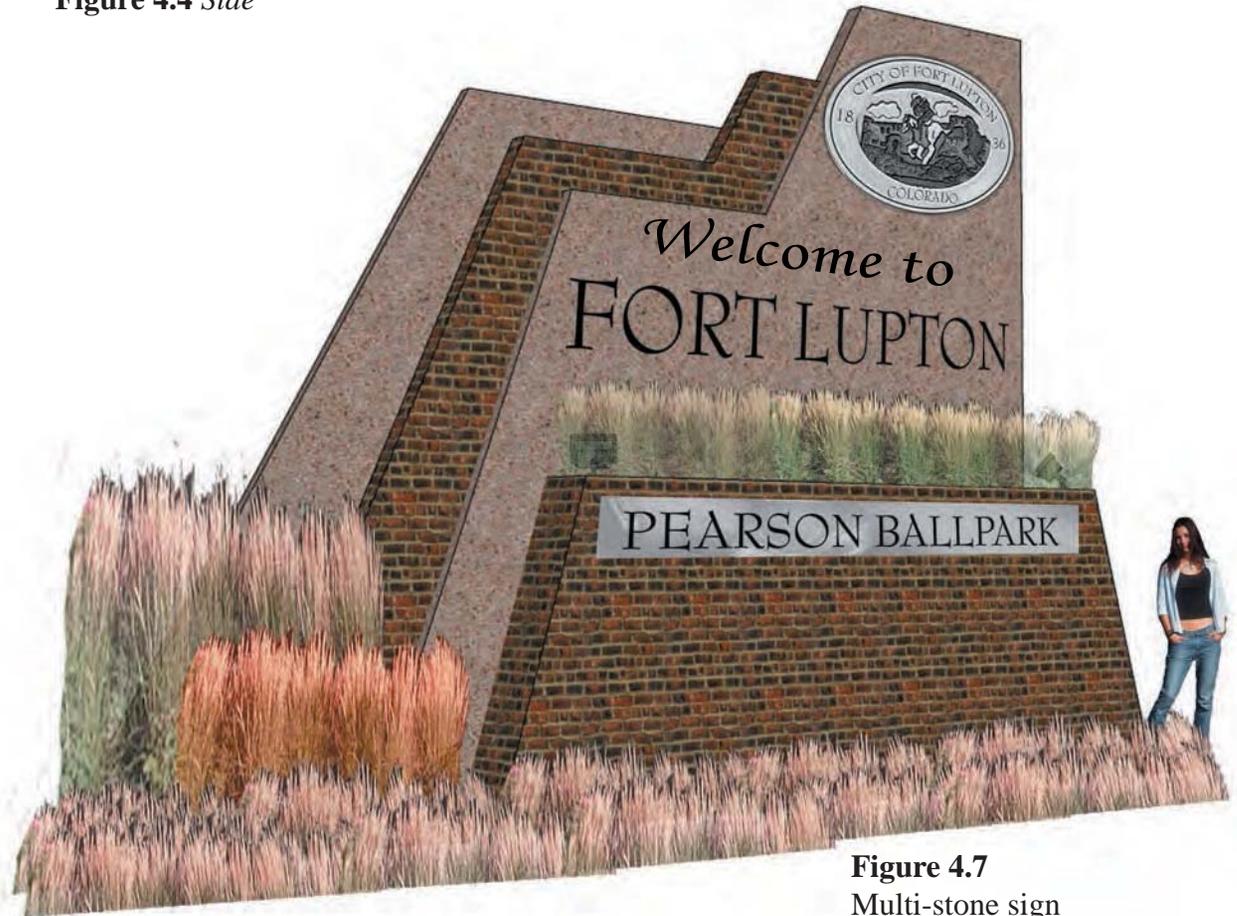
**Figure 4.4** Side



**Figure 4.5** Top



**Figure 4.6** Back



**Figure 4.7**  
Multi-stone sign

## Visibility Study

What happens when a motorist passing by on Highway 52 passes the town signage? Two possible locations for where the sign could be located were analyzed to see how visible they would be from the road. Distances were measured from the existing Pearson Park sign (Fig. 4.8) on a straight line towards Highway 52.

The first location measures 20' closer to the road. The study shows that this location is relatively hard to see in a car from the road. Even though the sign stands approximately 15' high, the sign isn't very noticeable and the words are hard to read. In addition, existing trees block the line of view further west on Highway 52. The trees would have to be removed in order to even be able to see that the sign was there. The sign's location would also be in the parking lot, requiring drivers to pass around the sign in order to park at certain locations in the lot.

The second location seems to be in a better location relative to the road. The sign is visible for a longer stretch along the road, and all of the writing is easily readable.

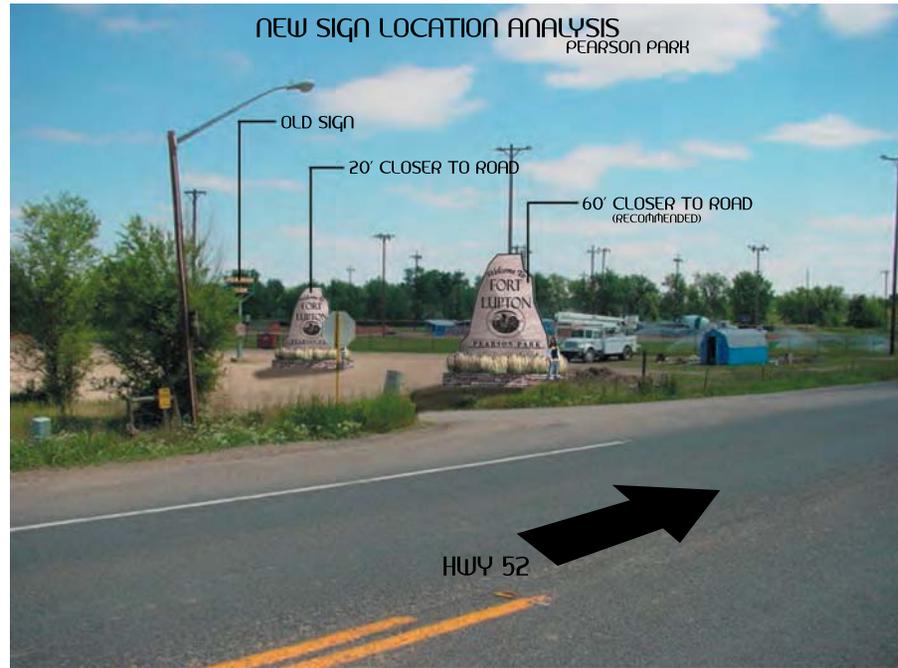


Figure 4.8



Figure 4.9



## Chapter 5: Implementation

## PROJECT PHASING

To assure that the plan's vision and future residents' needs are met on a timely schedule, Fort Lupton should have a strategic phasing plan to complete projects before greenway and inter-connected trail right-of-way opportunities are lost. Based on this comprehensive plan, several important criteria to guide project phasing can be identified:

- The Fort Lupton Trail is the top priority for the town to complete before means to establish it are lost.
- Consider critical properties, natural resources and key right-of-ways that might be lost.
- The project should meet an identified community need.
- Verify availability of funds, resources or regulatory tools to complete the project.
- Select high visibility, usable projects with broad community benefit.
- The project demonstrates the plan's vision.
- Emphasize "connectivity" and logical segments. The project should form a vital link of spine of a larger system or network including the regional system.
- The project takes advantage of special funding, acquisition or partnering opportunities.

Using these criteria and input by staff, elected officials, stakeholders, and user groups, a number of projects can be indentified for immediate team action:

## ORGANIZATIONAL LEADERSHIP

### Long-term Committed Leadership:

The commitment factor will be vital to the success of this plan. This means sustained leadership by staff, elected officials and especially the community. This requires an effective and enduring organizational process and structure. Key functional areas include:



> *Staff Advocacy and Oversight*- To accomplish this, Fort Lupton should designate a manager assigned to oversee this effort addressing such issues as right-of-way acquisition, volunteer projects, fundraising, design, construction, and maintenance of facilities.

> *Assure Policy Consistency*- Fort Lupton

should regularly review its development regulation ordinances including subdivision, storm drainage, and utility policies to assure they are in conformance with and supportive of the plan.

> *Garner Resources and Funds*- This includes grant writing, financial strategizing and partnership building.

> *Build and Maintain Effective Partnerships Among Agencies, Jurisdictions and Stakeholders*- This will help optimize funds and resources, strengthening the position of all the partners in securing grants, and promoting policies and programs that support the plan. Coordination will also help promote an integrated system of trails, parks and open space corridors that transcend jurisdictional lines.

> *Citizen Advocacy to Champion the Plan*- Fort Lupton should identify community leaders and groups willing to step forward and champion this plan. Sub-committees chaired by dedicated individuals should also be created to work with the staff to oversee and promote the implementation of the various identified priority projects. At some point, if private sector funds are raised, this group might incorporate as a non-profit under *Sec. 501(c)(3) of the Internal Revenue Code*.

## BUILDING AND MAINTAINING COMMUNITY SUPPORT

Solid community support for the project is critical. Citizens, developers, business people and land owners must not only be inspired by the plan, but also embrace it over the long term. Stakeholders should be kept informed, involved and realize a direct benefit to them and their community. This can be accomplished in a variety of ways set forth below:

> **Having an Effective Public Information Program** including clear, easy-to-read reports, brochures, web site updates, posters, and progress presentations. Prominently located “status boards” should be maintained at strategic locations, such as the Rec Center, posting the plan



map and key objectives. The boards should be regularly updated to show progress and need for additional support or funds,

> **Prioritizing Projects** that will benefit all Fort Lupton residences and provide linkage to the larger regional trail system.

> **Immediately Moving Forward with Pilot Projects** that demonstrate the plan’s vision as well as completing and dedicating additional usable projects and project elements year-by-year.

> **Having a Quality Management and Maintenance Program** that includes an effective citizen/user feedback mechanism to provide a responsive ear for each user concern.

## FUNDING

There are a number of potential funding sources and policy measures that can benefit implementation of the plan. These include resources at the local, County, regional, State and Federal levels as well as potential private sector contributions. Fort Lupton should investigate and track programs and explore funding potentials on a on-going basis.

A key fund source at the State level is GO Colorado. The Great Outdoors Colorado program has several funding sources available including grants for trails, open space, parks, planning and small projects. Individual grants typically range from \$10,000 to \$20,000 with grants of several millions of dollars under the *Large Scale and Legacy Program* for projects of statewide interest

Volunteer, youth and other in-kind programs should also be considered as a trail develop-

ment resource. Some organizations include:

> *Volunteers for Outdoor Colorado-* Organizes trail and land stewardship projects on public land in Colorado.

> *Mountain Bike Organizations-* Including the International Mountain Bicycling Association and the Fat Tire Society.



> *Youth Programs-* Including programs under the Job Performance Training Act (JPTA) Program for at-risk youth.

> *In-kind Resources-* Use of City, County, or donated labor and equipment to build projects.

> *Military/Corrections Labor-* This is the use of military or corrections institution labor and equipment to build projects. Contact military bases or Colorado National Guard.

Fort Lupton should also consider the potential for Private Sector Grants. These include:

- **Philanthropic Funds-** Grants from local and national private foundations. In some cases individuals may contribute to a project.

- **Corporate Contributions-** These are grants of funds or in-kind materials or services by businesses. Companies generally will expect a promotional or advertising benefit commensurate with the grant amount.

## POLICY & REGULATORY MEASURES

A key consideration is the town's impact requirements, fees and taxes. These are fees or taxes assessed on new commercial and residential property. Impact fees and requirements reflect the need for facilities created by new development. In some instances fees and requirements are specifically stipulated in the code and other instances certain improvements might be negotiated as part of the development review process.

## POLICY CONSIDERATIONS

- **Subdivision Regulations-** Requires developers to submit plans for review and approval. The plans must meet certain engineering criteria as stipulated in the City Zoning Ordinance and municipal codes. The City can require that land unsuitable for development due to flooding, improper drainage, steep slopes, unsuitable soil conditions, utility right-of-ways and other conditions that may be harmful to public safety, health and general welfare may not be developed unless adequate methods are for-

mulated and approved. Furthermore, the City may withhold approval of the subdivision if it is determined that increased stormwater runoff may overload existing downstream drainage facilities. Developers are also required to dedi-



cate land for parks, open space and recreational facilities or make a cash-in-lieu-of-land dedication and pay fees for park and recreation facilities. The developer is also required to make certain street and sidewalk improvements.

- **Floodplain Ordinances-** Requires that all structures or land modifications in the designated floodway and floodplain comply with certain requirements. Specifically, a permit is required

before any construction can take place in the floodplain. Any encroachment in the floodway is prohibited unless a licensed professional engineer or architect can demonstrate that encroachment will not increase the flood level of the 100-year flood by more than one foot in the floodway fringe and result in no flood level increase in the floodway. Floodplain corridors may be ideal for trail use with multiple benefits including drainageway maintenance.

- **Buffer Zones-** Requires the developer to dedicate open space and/or setbacks along the edges of stream corridors, wetlands, and other places where potentially incompatible land use may abut. The goals may include preserving water quality, protecting groundwater discharge, attenuating stormwater runoff and other general health, safety and welfare benefits. If appropriately designed, trails may be suitable in some buffer zone areas.

## LAND AND RIGHT-OF-WAY ACQUISITION TECHNIQUES

*Note: Colorado has a Recreational Use Statute (RUS) (Sec.33-41-101 thru-105, C.R.S.) meaning that the liability of property owners and adjacent property owners who grant right-of-way for recreational purposes is limited. An attorney, however, should be consulted to determine current status of the law and specific implications.*

- > **Fee Simple Purchase-** includes the entire "bundle" of rights in perpetuity- usually the

most costly acquisition.

> **Easements-** A conveyance of certain, but not all, rights associated with a property. Several types of easements may be applicable here including: public access (i.e. for trails); conservation (to protect natural resources, floodplain or water quality values); and preservation easements (to protect historical integrity) or combinations thereof. Many easements may allow the owner to continue his use of the property for compatible purposes such as farming and some easements may allow the owner to restrict public access. In some cases, the town may simply purchase the development rights.

> **Donations/Bargain Sale/Tax Incentives-** A willing property owner conveys the property, or right-of-way as a charitable contribution or at a less than fair market value price (bargain sale). The donor may be eligible for Federal, State and local tax deductions and may be able to avoid inheritance taxes, capital gains or recurring property taxes. In some cases, the owner may donate a future interest in the land or retain a life tenancy allowing the donor to remain on the property, use the property, or take income from the property for the remainder of their life or lives.

> **Option, Lease-Option or First Right of Refusal-** This is an agreement with the owner to secure the right to acquire the property or right-of-way in the future. This protects the land in the short term until funds are found to make the purchase. Variations on this might include transaction through a third party such as a

land conservancy or the Trust for Public Lands, where the third party buys and holds the land on the town's behalf. The city may make rent payments or installment payments on the property over an extended period of time.

> **License or Revocable Permit-** A property owner grants the right to use the property (usually a trail right-of-way) for a period of years



(usually 25 years or more). In the case of a revocable permit, the grantor may terminate the right of use or access under certain conditions. Examples include the right for a trail to pass through a State Highway right-of-way or through a property where the owner is hesitant to grant permanent access.

> **Cooperative Partnership Land Management-** Certain public agencies may choose to cooperate and partner in the pursuit of mutual land management benefits. Under this scenario, public land managers agree to manage the land

for multiple objectives such as conservation, land treatment of wastewater, wetland banking, joint use recreational/ maintenance trails and water quality benefits. These might be implemented through short and long term intergovernmental agreements.