

Lochbuie Comprehensive Plan

A Framework for a Balanced Community

DRAFT 7/21/2025

WELCOME TO
LOCHBUIE



Acknowledgements

Town of Lochbuie

Christopher Kennedy, Community Development Director
Sonya Thornton, Planner II
Rachael Bender, Community Development Technician
AJ Euckert, Town Administrator
Paula Mehle, Economic Development Director

Prepared by:

**Cushing
Terrell**

cushingterrell.com

Advisory Committee

Christopher Kennedy, Community Development Director
Sonya Thornton, Planner II
Chris Larmon, Public Works Director
Steve Stamey, Former Town Administrator
Sylvia Lopo, Transportation Consultant
Dave Ott, Former Board of Trustees Member
Larry Strock, Board of Trustees Member
Josh Shipman, The Bromley Companies
Cary Clark, Fuller Real Estate

In association with:

Fehr & Peers

Leland Consulting Group

Town Board of Trustees

Jamie Jeffery, Mayor
Dawn Coen, Former Mayor Pro Tem
May Wescott
Larry Strock
Tami Wattenberg
Kat Bristow
Nicole Mendoza

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0 | Executive Summary



Purpose

Title 31, Article 23, Section 206 of the Colorado Revised Statutes (CRS) requires municipalities that have a population of 2,000 or more to adopt a Comprehensive Plan. A Comprehensive Plan is a big picture, advisory document that guides future changes in a community. While not legally binding, the Comprehensive Plan is an adopted public document that establishes a framework for land use decisions, public service expansions, park and trail development, economic development strategies, and the general growth of the Town. This plan serves as a guide that should be used to gauge short-term and current decisions against the long-range vision that the community has developed.



Need

The last update to Lochbuie's Comprehensive Plan was in 2017. Although this was only 8 years ago, a lot has changed in and around Town. The new plan takes these changes into account and provides specific guidance on how to properly address the following opportunities and challenges.

Below are some of the key motivators for this plan update:

1. The Burlington Northern and Santa Fe (BNSF) Rail Co. annexation and subsequent development will dramatically change the land use composition and everyday function of town.
2. Water supply continues to constrain growth in the region.
3. The Town has planned upgrades to and expansions of water and wastewater infrastructure.
4. Lochbuie has the opportunity to leverage Town owned land to meet a variety of parks, recreation, and open space and trails needs.
5. Private development interest continues to increase in and around Lochbuie.
6. Continued growth requires transportation improvements to ensure people can travel reliably and safely around Lochbuie and the region.

Community Input

What We Heard

The following emerged as key themes or consistent take-aways from various engagement activities:



Residents live in Lochbuie primarily for housing affordability and ownership and want to continue to see more affordable housing types (duplexes, townhomes, etc.).



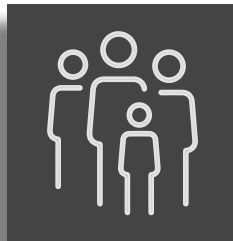
Residents want the Town to look better, with nicer natural areas and improved buildings.



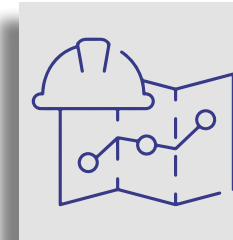
There is a strong desire for more local shopping, restaurants, and entertainment options in Town.



Residents value the small-town character and size.



There is a strong desire for a multi-purpose community center and other civic/public spaces that are family-oriented.



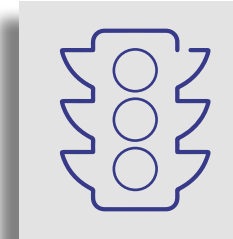
Residents want the Town to focus on maintaining and improving infrastructure such as roads, trails, water, and sewer.



Residents value Lochbuie's proximity to other regional destinations.



There is a strong desire for more outdoor recreational amenities such as trails and sport courts.



There is a desire for greater traffic safety including pedestrian crossings and traffic calming in neighborhoods.

Vision

Lochbuie is a family-oriented community that is active and vibrant. Our strong sense of community is built on dedicated and caring residents. We provide for our current and future residents through excellent schools, welcoming neighborhoods, a wide-range of shopping opportunities, and affordable housing. With its open space, recreational amenities, and small-town character, Lochbuie provides an attractive location to live, work, and play.

Goals, Policies, Actions

[Chapter 4](#) lays out a clear and exciting path to help the Town achieve its vision. It begins with the same planning elements found in the Existing Conditions section, creating a strong foundation that clearly connects the current information with next steps. Then, it brings in the community input received throughout the engagement process to ensure the recommendations truly reflect the needs and priority of residents. Finally, best practices from other communities are woven in, helping the Town stay in step with broader trends.

GOALS are broad statements that push towards the aspirational vision for the future of Lochbuie.

POLICIES are derived from goals and represent a set of guidelines that inform decision-making.

ACTIONS translate policies into actions that departments/organizations should perform to implement the plan. Departments responsible and priority levels for Actions are found in the implementation matrix in [Chapter 5](#).

Future Land Use

Purpose

The Future Land Use Map is a tool for communities to help guide orderly and responsible development. The map represents the geography of desired future land use and character of Lochbuie and its Three-Mile Area (“Planning Area”) while the designations define the future intent, uses, and intensity of each parcel. The Future Land Use Map and Designations were initially workshopped with the consultant team and Town staff and then refined based on the Advisory Committee, Board of Trustees, and Public’s feedback. Factors the project team took into consideration when determining how areas were designated included:

- Existing land use
- Existing zoning
- Proximity to current Town limits and inclusion in the Three-Mile Area
- Capacity of existing water and sanitation facilities
- Proximity to existing roads and transportation infrastructure
- Character and intensity of adjacent properties or proposed development
- Location relative to natural resource constraints such as natural hazards, floodplains, and conservation easements
- Real estate conditions and market pressures
- Growth projections

Approach

The Future Land Use Tiers are organized into three easy-to-understand categories: Residential, Commercial, and Environmental. Each tier reflects the general types of activities and development suited for that area. Within these tiers, detailed land use designations provide greater clarity, including the intent behind each area, the preferred and permitted uses, and, where relevant, the range of allowable densities. Together, these tiers and designations form a roadmap for thoughtful, purposeful growth across the community.

Residential

- Rural Residential
- Low Density Residential
- Medium Density Residential

Commercial

- Business
- Employment
- Mixed-Use

Environmental

- Agriculture
- Parks/Open Space
- Public

Figure 1: Town of Lochbuie DRAFT Three-Mile Area Future Land Use Map

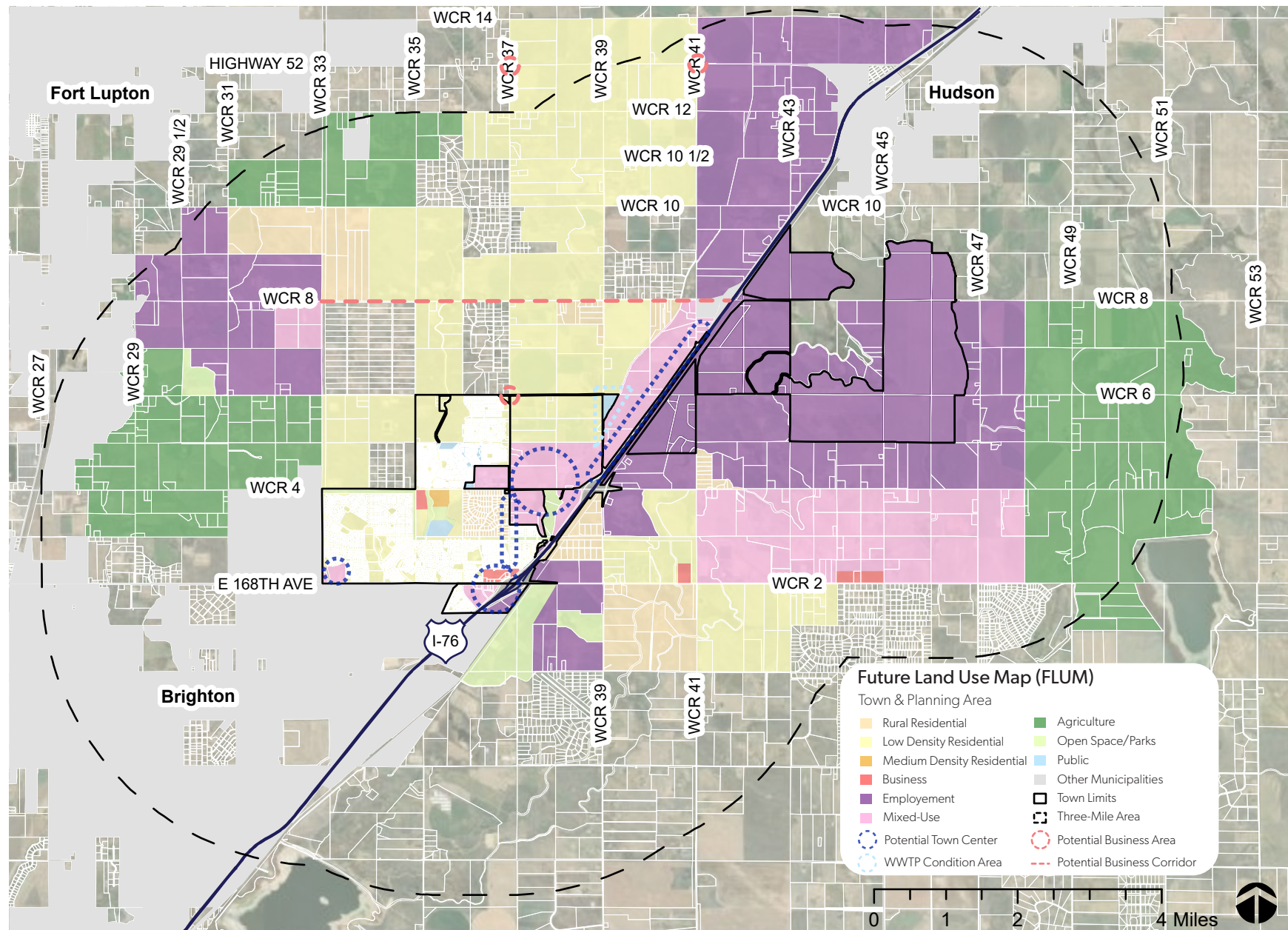
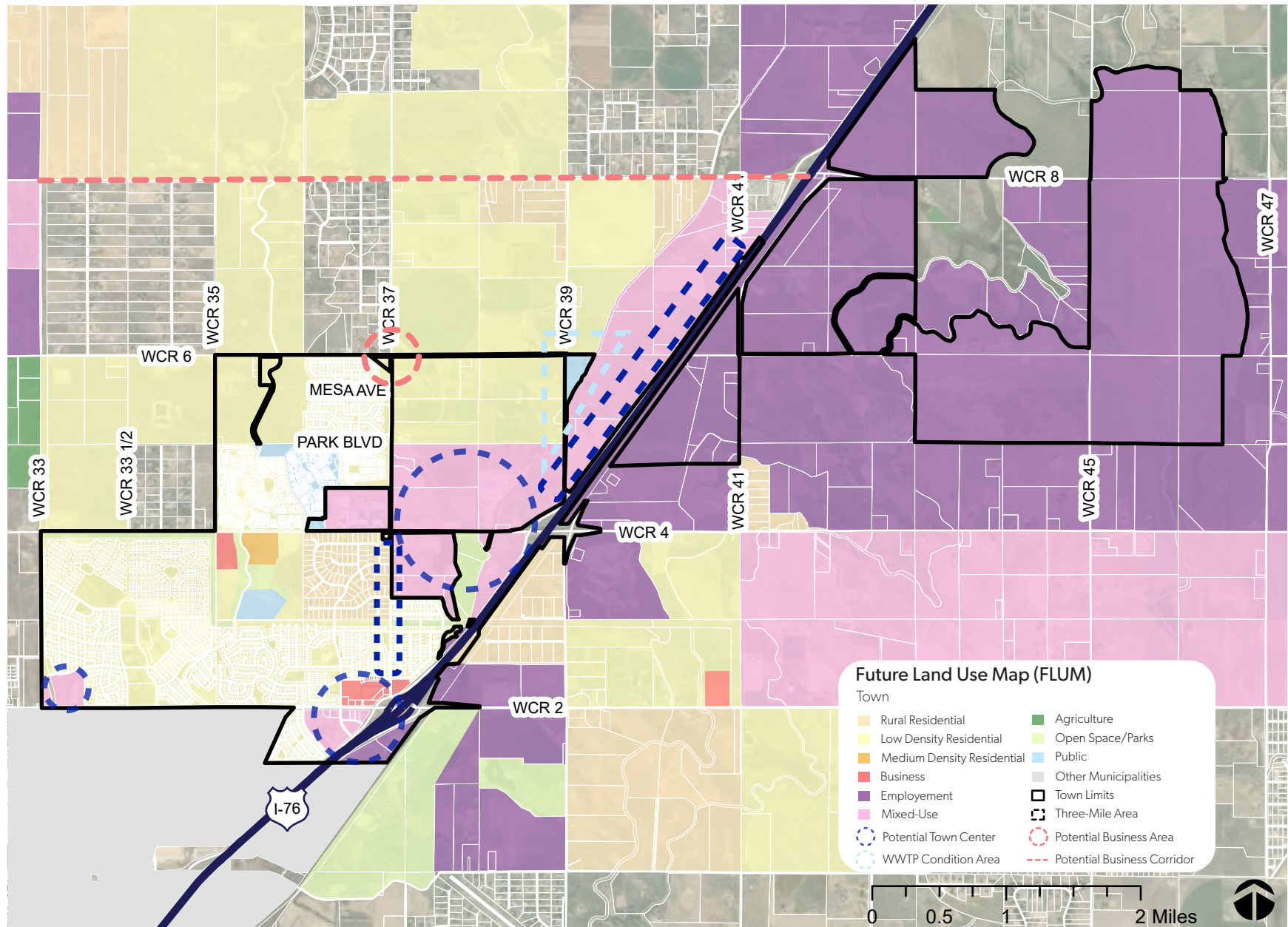


Figure 2: Town of Lochbuie DRAFT Future Land Use Map



1 | Introduction

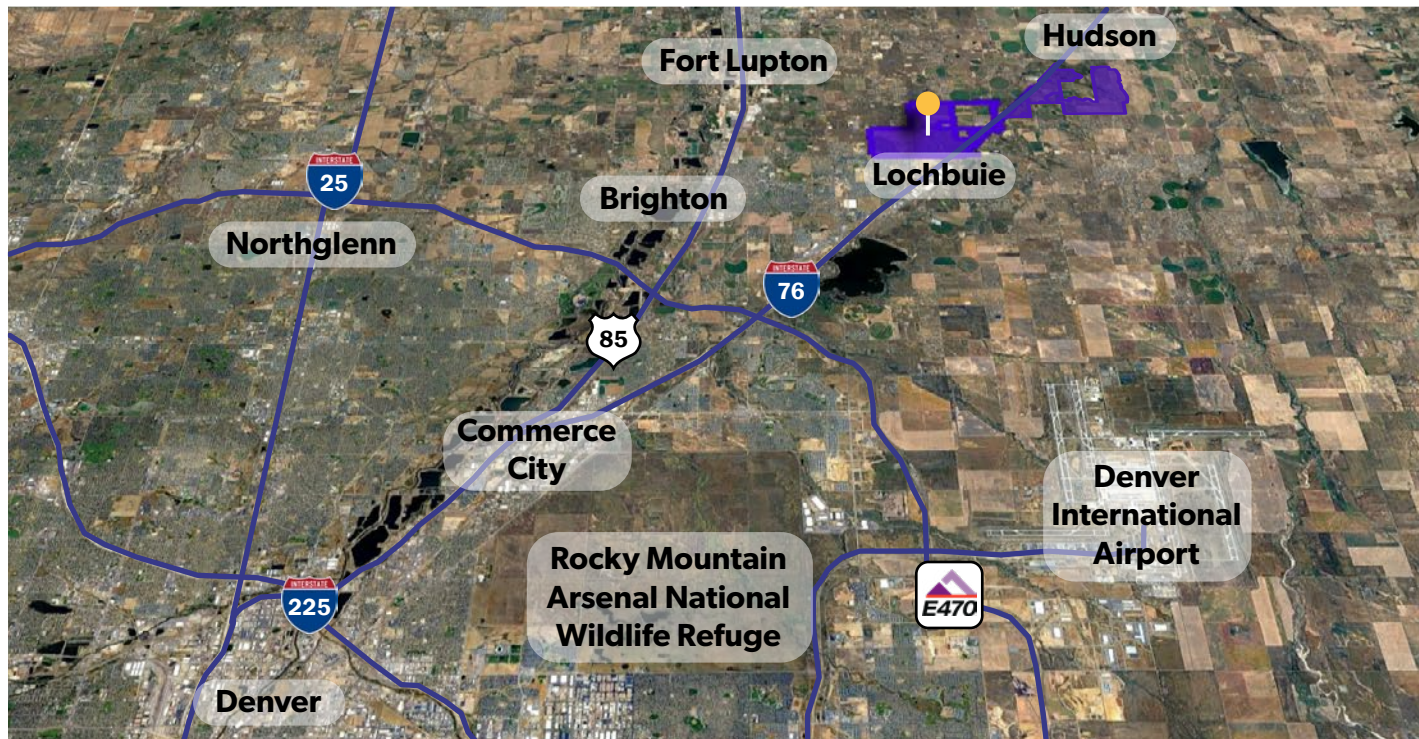


Regional Context

The Town of Lochbuie is primarily located in Weld County with a small portion of Town limits occupying land in Adams County. It lies about 20 miles northeast of Downtown Denver and 11 miles north of Denver International Airport (DEN). Nearby attractions include Barr Lake State Park, Prairie Center Shopping Center, and both Downtown Brighton and Fort Lupton. Lochbuie is directly abutted to the south and west by the City of Brighton, with a swath of unincorporated Weld County separating Lochbuie from other municipalities to the north (City of Fort Lupton) and northeast (Town of Hudson).

With newly annexed properties east of Interstate 76, Lochbuie is now bifurcated by the Interstate. The recent (2024) annexation has more than doubled the Town's footprint, for a total of 4,764 acres (7.44 square miles). In terms of land area, Lochbuie is comparable to other medium-sized, front range communities such as the City of Northglenn (7.36 square miles) and the City of Louisville (7.96 square miles) (US Census, 2020).

Figure 3: Lochbuie Regional Context



History

Lochbuie began in 1961 when property owner Gordon McClain developed a 12-acre mobile home subdivision called Spacious Living, which was affectionately nicknamed “Space City.” This area, now known as “Original Lochbuie,” remains the only part of town designed with a traditional grid street pattern.

The Town of Lochbuie was officially incorporated in 1974, spanning both Weld and Adams Counties. Incorporation was driven by the need to improve essential services, such as water and sewer systems, for local residents. The name “Lochbuie” was inspired by Mr. McClain’s ancestral homeland in Scotland.

Following the development of Spacious Living, several additional residential neighborhoods were established, including Lochwood Farms, High Plains, and Berkshire. More recently, growth has continued with the construction of new subdivisions such as Silver Peaks, Blue Lake/Bella Vista, and Lochbuie Station, reflecting the town’s ongoing development and expansion.

The steady residential growth rate and location of Lochbuie has allowed the Town to develop as a relatively affordable bedroom community. Subway, Family Dollar, and the Exxon station strip center were the only commercial services in Town for many years, until the recent opening of Santiago's, 7-Eleven, Starbucks, and QuikTrip. However, the Denver Metro area continues to expand and local growth pressures are beginning to materialize. With various residential, commercial, and industrial developments in the pipeline, the Town is maturing and has the potential to become a balanced community with commercial services and other amenities to complement its widespread residential uses.

Table 1: Lochbuie Development History

Development	Type	Year
Spacious Living	Residential	1961
Exxon	Commercial	1963
Lochwood Farms	Residential	1984 – 1988
Highplains	Residential	1999
Berkshire	Residential	2000
Silver Peaks	Residential	2000 – current
Blue Lake / Bella Vista	Residential	2005 – current
Subway	Commercial	2007
Family Dollar	Commercial	2010
Lochbuie Station	Residential	2019 – current
7-Eleven	Commercial	2020
Santiago's	Commercial	2021
Starbucks	Commercial	2024
QuikTrip	Commercial	2025

Source: Town of Lochbuie

What is a Balanced Community?

A balanced community is a place where residents can easily meet most of their everyday needs without having to travel outside of town. This is achieved by having a variety of destinations—like shops, schools, parks, and places to eat—close to where people live. These places are all connected by a multimodal transportation network, making it easier for residents to get around. While there will always be times when people need to travel outside of town for certain things, it should be the exception, not the rule. A complete community allows people to spend more time and money locally, which helps strengthen social ties, contributes to the Town's tax base, and makes the community more connected.

Currently Lochbuie has the beginning elements of a balanced community.

Most people have to leave the Town to work, shop, eat, and participate in social activities. However, there is growing interest and demand from residents to have more of these services and activities available locally, but without losing the small-town charm that makes Lochbuie special.

The Town is also reaching a population size where it can support more businesses, making Lochbuie a more self-sufficient town that meets more of its residents' needs. This change can strengthen the local economy and improve the quality of life for everyone, as long as it balances growth with maintaining the qualities that make Lochbuie unique.



Elements of a Balanced Community

Figure 4: Elements of a Balanced Community



Source: Town of Lochbuie

What is a Comprehensive Plan?

A Comprehensive Plan is a big picture, advisory document that guides future changes in a community. While not legally binding, the Comprehensive Plan is an adopted public document that establishes a framework for land use decisions, public service expansions, park and trail development, economic development strategies, and the general growth of the Town. This plan serves as a guide that should be used to gauge short-term and current decisions against the long-range vision that the community has developed.

The Comprehensive Plan has three defining features:

1. **General.** It provides high-level guidance that will be used to direct future land use and resource decisions.
2. **Comprehensive.** It covers a wide range of topics including economic development, land use, housing, transportation, and community services and facilities, among others.
3. **Long-Range.** It provides guidance on how to achieve a vision that may be 10-15 or more years in the future with a list of goals, policies, and actions that address both immediate and long-term needs.

Comprehensive Plans can be powerful tools in shaping a community, however, it's important to understand the distinction of what a Comprehensive Plan can and cannot do.

The Comprehensive Plan DOES:

- Provide a vision for how future development should proceed in and around Lochbuie.
- Guide future rezoning and further regulation through the Land Development and Zoning Code.
- Provide guidance and options for properties that are eligible for annexation into the Town.
- Guide future evolution of the transportation, utility, and parks and open space networks serving Lochbuie and the Three-Mile Area
- Provide policies and actions for various planning topic areas to achieve overarching goals established in the creation of this plan.

The Comprehensive Plan DOES NOT:

- Provide legal review criteria for specific development proposals.
- Define and regulate site specific design requirements.
- Guarantee annexation will occur if it is not in the best interest of the community or is otherwise contrary to the goals of the plan.
- Immediately authorize the construction or improvement of transportation, utility, parks and open space networks or other public facilities.
- Immediately authorize the formation of any formal economic development tools or districts such as tax incentives, Urban Renewal Areas (URA's), or Downtown Development Authorities (DDA's).

Plan Authority

Title 31, Article 23, Section 206 of the Colorado Revised Statutes (CRS) requires municipalities that have a population of 2,000 or more to adopt a Comprehensive Plan. While an advisory document, other regulatory documents, such as the Town's Land Development Code, are used to help ensure the vision of the Comprehensive Plan is fulfilled.

Three-Mile Area

As a guide for the future of the community, the Lochbuie Comprehensive Plan covers lands within the incorporated Town limits, but also extends to provide planning guidance to areas within the Town's Three-Mile Area (also referred to as the Planning Area). In 1987, the state legislature made changes to annexation law limiting municipal annexations to no more than three miles beyond the current municipal boundary in any given year. Further, municipalities in Colorado are required to prepare and adopt a three-mile plan prior to annexing property into their territorial boundaries per Colorado Revised Statute 31-12-105. Although the Three-Mile Area Plan covers annexation administration, it's important to include planning for all properties in the Three-Mile Area in this plan so that future development is consistent with the vision and character within current Town limits. This can be understood further through the Future Land Use Map and Designations in the Implementation section.

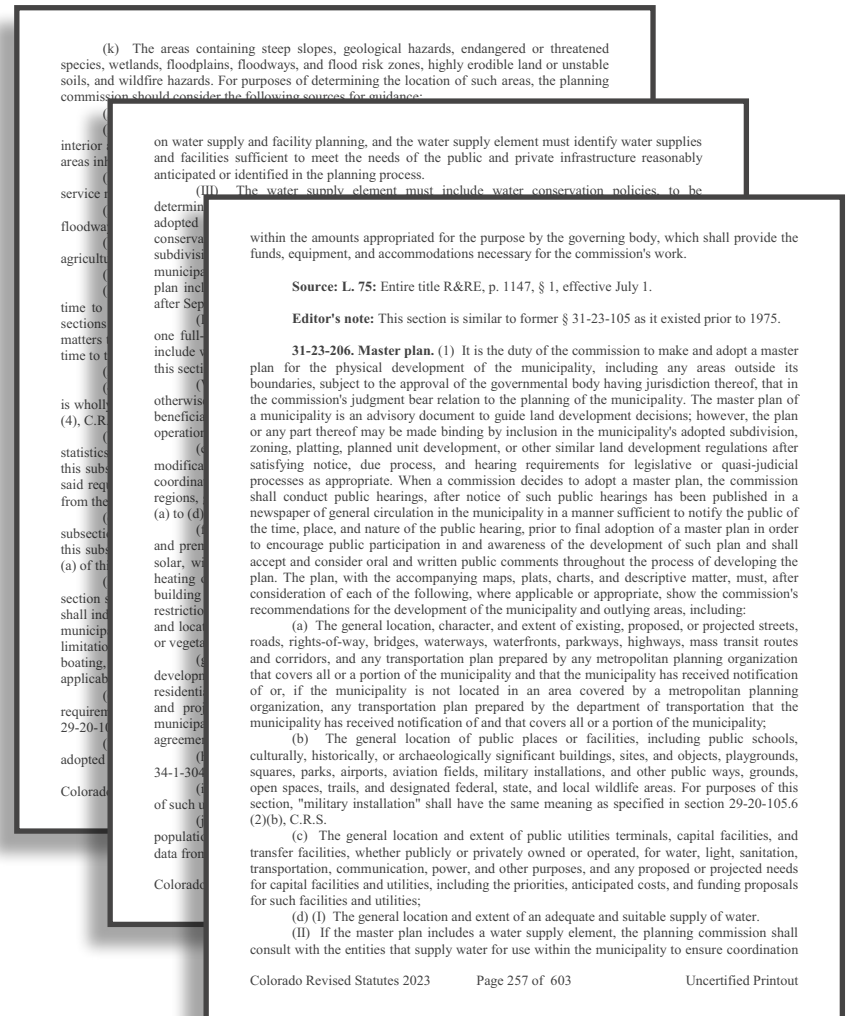
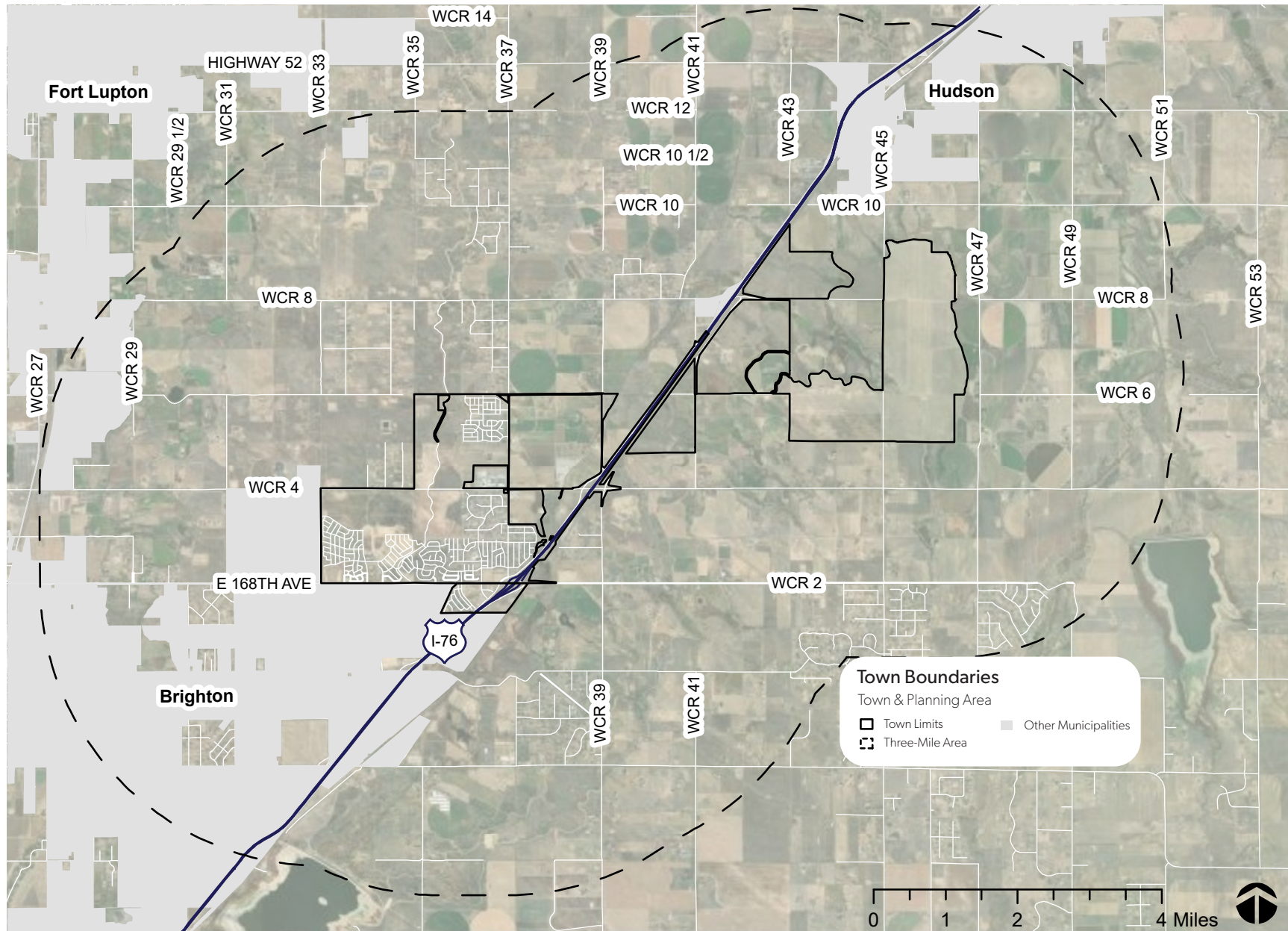


Figure 5: Lochbuie and Three-Mile Area Map



How is the Comprehensive Plan Used?

The following provides information on how different people and organizations might use the updated Lochbuie Comprehensive Plan.

Board of Trustees – The Plan represents the vision of the Board and members of the community that they serve. More specifically, they will use the plan to guide decision making when considering site specific annexation proposals, prioritizing capital improvement projects, and making other important decisions.

Developers and Property Owners – Developers and property owners will use the Plan to understand how and where future development and redevelopment should proceed. These stakeholders should pay attention to [Chapter 4](#) which provides recommendations for certain development standards and [Chapter 5](#) that includes the Future Land Use Map and Designations which outline envisioned land uses and density ranges while recommending zoning districts for specific areas.

Current and Future Residents – People in Lochbuie can understand the Plan as a way to envision what the Town might look like in the following years. It can also be used to identify the motivators behind various Town initiatives and improvements.

Town Staff – Town Staff will reference the Comprehensive Plan to guide day-to-day functions, plan for future improvements and initiatives, and provide a framework for future development and regulatory code changes. Again, while the Plan does not automatically authorize construction or improvement projects, it does outline actions various departments might take towards more detailed plans and studies. More information on these actions can be found in [Chapter 5](#) pertaining to the Implementation Matrix.



Plan Update Motivators

The last update to Lochbuie's Comprehensive Plan was in 2017. Although this was only 8 years ago, a lot has changed in and around Town. The new plan takes these changes into account and provides specific guidance on how to properly address the following opportunities and challenges.

Below are some of the key motivators for this plan update:

1. The Burlington Northern and Santa Fe (BNSF) Rail Co. annexation and subsequent development will dramatically change the land use composition and everyday function of town.

The most direct and likely the most significant change the Town faces is the anticipated development and recent annexation of the BNSF Railroad Co. properties. This project dates back to May 2021 when BNSF began the process of obtaining acreage for an intermodal facility along the railroad corridor that runs parallel to I-76 near Lochbuie. Since then, BNSF has also purchased property to the east of the planned intermodal facility for a logistics park that could accommodate 11 million square feet, or more, of logistics/warehouse space and the potential to generate 10,000 to 20,000 jobs. As it is planned today, the development encompasses about 2,700 acres and is roughly north of Weld County Road 4, south of Weld County Road 10, with some parcels extending eastward toward Weld County Road 47. ([See Figure 7](#)).

Figure 6: Photo of Similar Facility in Edgerton, KS BNSF

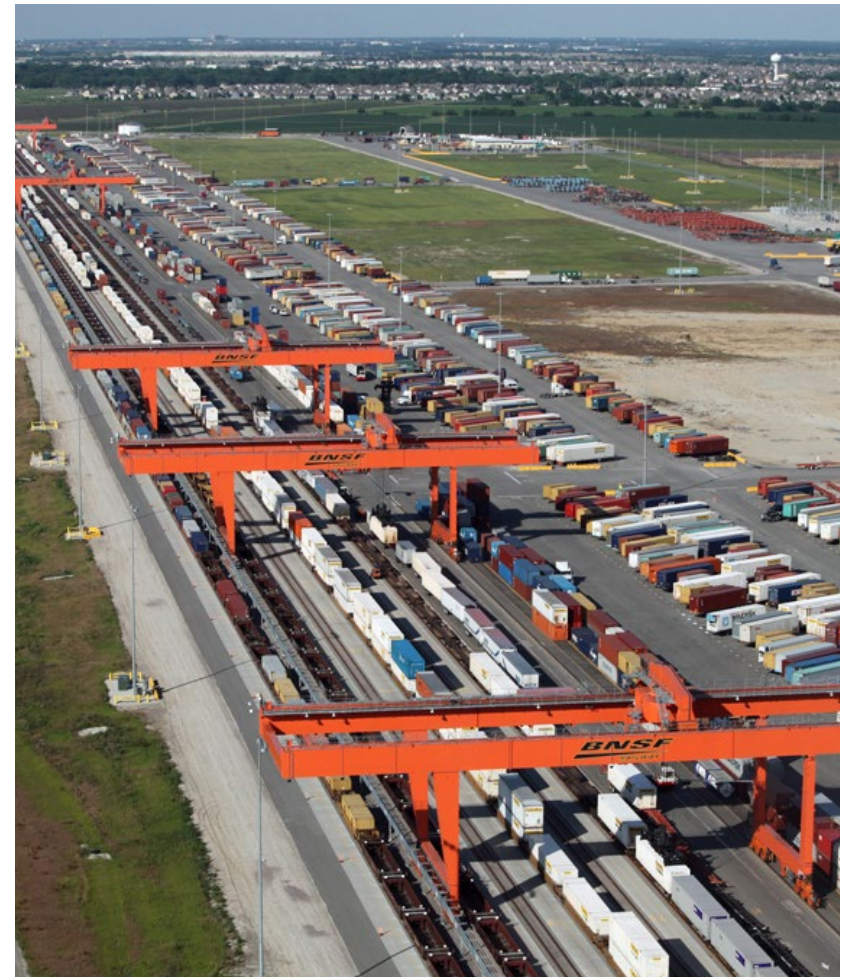
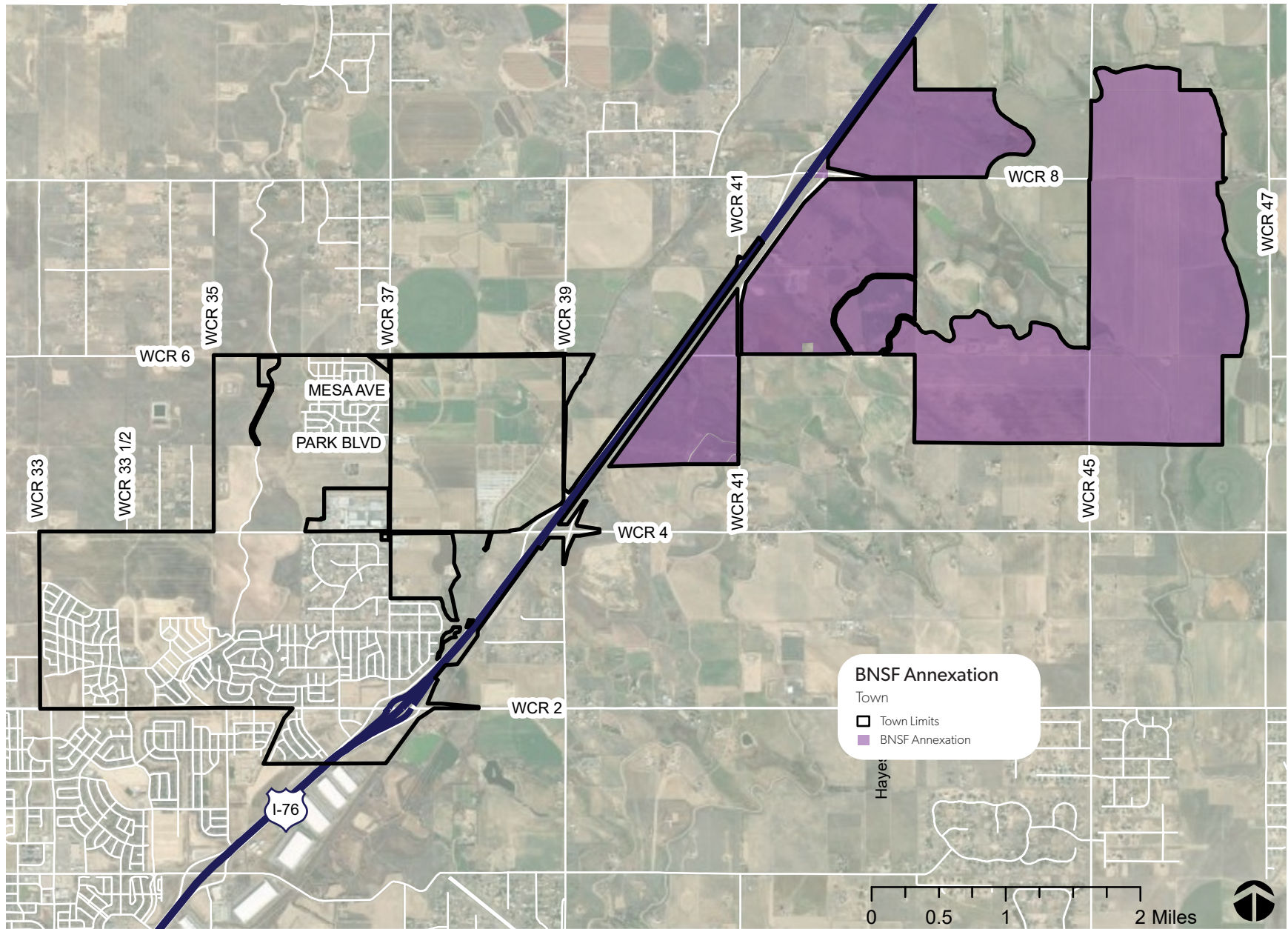


Figure 7: Map of BNSF Annexation Properties



2. Water supply continues to constrain growth in the region.

Although the Town currently requires new development to provide water to meet all the needs of any proposed development, further research and policy updates are recommended to plan for the future. The Town is currently working on an update to its water resources master plan that will serve as the water supply element of this Comprehensive Plan, and will include detailed discussions of the range of water supplies and facilities needed to support the potential public and private development and water conservation measures across a variety of development sectors, including residential, industrial, and commercial. That 2025 Master Plan Report on Water Resources and Water Rights is included as (TO BE INSERTED) Appendix E.

3. The Town has planned upgrades to and expansions of water and wastewater infrastructure.

The Town is currently constructing an elevated water storage tank north of the Silver Peaks neighborhood and expanding its water treatment facilities behind Town Hall to address growth demands in the coming years. The Town's Waste Water Treatment Facility (WWTF) expansion has also been planned for construction in several phases, with an ultimate capacity of 10 million gallons per day (the current facility is rated for 2 million gallons per day). Finally, the Town is currently working on an updated utility plan to expand the Town's existing Water Utility Service Area (WUSA) to the north and east of town. Maintaining infrastructure has also been identified by residents through this effort as one of the most important topics to consider in the future of the Town's development.

4. Lochbuie has the opportunity to leverage Town owned land to meet a variety of parks, recreation, and open space and trails needs.

Lake Henry is a 43-acre Town-owned property east of Town Hall that currently captures stormwater runoff for water storage. While a portion of the property must continue to retain water, there is an opportunity to consolidate storage into a reservoir that could also serve as a natural amenity for residents. Consolidating the water storage would allow the Town to build additional recreational amenities surrounding the reservoir. A conceptual site plan for Lake Henry was developed as a part of this planning effort and can be found in [Chapter 5](#).

5. Private development interest continues to increase in and around Lochbuie.

Since the last Comprehensive Plan Update there has been significant interest in not just residential development as Lochbuie has historically seen, but also in commercial and mixed-use proposals. As a part of this planning effort, the Future Land Use Map was updated to confirm that these proposed developments fit in with the larger vision of the Town. Further information on specific subdivisions and development details can be found in the Land Use & Growth section ([Chapter 4](#)).

6. Continued growth requires transportation improvements to ensure people can travel reliably and safely around Lochbuie and the region.

With all of the growth expected in Lochbuie in the coming year, planning for a safe and reliable multimodal transportation system is critical to ensure Lochbuie continues to be a great place to live, work, and play. Anticipated new development brings the opportunity for reenvisioning how transportation infrastructure is built in Lochbuie going forward including street standards aligned with national best practices, building out a townwide trail network, and ensuring intersections around town are designed to move people safely and reliably whether in a car, on foot, or on a bicycle. Additionally, new growth will mean more people commuting between Lochbuie and the rest of the region. For this reason it is critical that Lochbuie coordinate with regional partners on roadway, trail, and public transit projects to ensure Lochbuie residents have convenient and comfortable options for connecting across the region.



2 | Community Input



Plan Process

Figure 8: Planning Process Chart

Milestones	2023	2024	2025
Project Website	Jul '23 through entire plan process		
Community Survey	Sep-Nov		
Fall Festival Engagement	Sep	Sep	
Open House Events		Feb Nov	
Focus Groups	Oct-Dec		
Advisory Committee Meeting Workshops	Aug Dec	Nov	Jul
Board of Trustees Updates	Aug	Jan	Jun Aug

Website

The project website was launched and hosted by the consultant team in July of 2023: <https://cushingterrell.com/lochbuie-comprehensive-plan/>. The link to the page was made available on the Town's website under the "Long-Range Planning" tab of the "Community Development" page. The website provided a platform and landing page for information regarding the project, key dates, resources, timeline, and updates/notifications of milestones along the way. Additional tabs were included for residents to leave general comments/questions as well as an "Online Feedback" tab where people could virtually provide feedback on the Open House #1 and #2 material if they were not able to attend in-person.

Community Survey

An online survey was open for over 10 weeks starting on September 5th, 2023, and closing on November 17th, 2023. Both an English and Spanish version were made available with 205 people completing the English version, and 5 people completing the Spanish version for a total of 210 respondents. The survey comprised of a mix of multiple choice and open-ended questions that were then categorized for a total of 19 questions. Complete survey questions and responses can be found in the Appendix ([Chapter 6](#)).

Lochbuie Comprehensive Plan Update 2023 – 2024



So, what is a comprehensive plan?

A comprehensive plan is a guiding document for decision makers that includes a vision for what kind of place Lochbuie wants to be. It uses a framework of goals, strategies, and actions in order to achieve said vision. It includes topics like land use, transportation, housing, economic vitality, and community resiliency. Also included is a Future Land Use Map that more specifically identifies where and how Lochbuie might change over time.

We want to hear from you!

City and Resident input will inform the core of the final plan. Therefore we will be hosting various in-person and online engagement opportunities to collect community feedback. Please attend any of the events or leave any general comments below.

KEY DATES

Engagement Events:

OPEN HOUSE #2 - November 7th at Town Hall, 530 - 7pm

RESOURCES

- Lochbuie Comprehensive Plan, 2017
- Future Land Use Map, 2017

TIMELINE

Phase I: Initiation / Visioning (July-Aug 2023)

In this phase we will identify project goals and objectives, note existing issues, and define the big picture desired outcomes and measures of success for the planning process.

Phase II: Data Collection & Analysis (Sept-Oct 2023)

In this phase we will assess different physical, social, and economic factors to identify trends that the Comprehensive Plan will need to account for.

Phase III: Exploration (Nov 2023-Apr 2024)

In this phase the Future Land Use Map (FLUM) and other relevant models will be used to shape the first draft of policy recommendations and implementation strategies.

Phase IV: Draft & Final Comprehensive Plan (May 2024-Jun 2025)

In this phase a drafted plan will be created from stakeholder input, technical analysis, and a shared community vision for the Town of Lochbuie.



Lochbuie is updating its Comprehensive Plan! Please take this short survey to help us better understand the needs and wants of the community.

Take Our Survey

 English

 Español



Fall Festival

The project team used the Lochbuie Fall Festival, the largest community-based event of the year, as an opportunity to both advertise the Comprehensive Plan Update and engage with the community. In 2023, the team set up engagement activities with sticky notes and a raffle with prizes for signing up for the project email list. The team also handed out bilingual postcards that included a QR code to the project website and a QR code to the Community Survey. In 2024, the team used the event again, this time to advertise Open House #2 by handing out bilingual postcards with the time, date, and location of that upcoming engagement opportunity.

Open Houses

On February 22nd, 2024, the first open house was hosted at Lochbuie Town Hall from 6 – 8pm. Engagement boards displayed the Community Survey results, existing conditions highlights, existing land use map, and the preliminary concept plan for the Lake Henry property. There were over 20 people in attendance who contributed 23 written comments.

On November 7th, 2024 the second open house was hosted at Lochbuie Town Hall from 5:00 – 7:30pm. Engagement boards displayed the Community Survey results, draft plan goals and policies, draft future land use and transportation maps. There were over 15 people in attendance who contributed 12 written comments.

A Spanish Interpreter was made available at both Open Houses.



Focus Groups

The project team identified various stakeholders, organizational representatives, and subject matter experts with whom to conduct five topic-based workshops. The focus groups were held between October and December 2023 and consisted of the following topics:

- Land Use, Housing, & Market Economics
- Transportation & Mobility
- Town Services
- Lake Henry Charrette
- Water Supply

Advisory Committee Meeting Workshops

The Advisory Committee was incorporated into the public engagement process to gain local knowledge and provide feedback on various plan elements. Committee members were selected by project staff based on their knowledge of planning paradigms, familiarity with comprehensive planning, and experience in Lochbuie. Four workshops were facilitated throughout the lifetime of the project.

- August 9, 2023
- December 14, 2023
- November 30, 2024
- July 7, 2025

Board of Trustees Updates

Three Board of Trustees Updates were given throughout the lifetime of the project. This gives the ultimate Town decision makers a chance to understand the planning process and insights into community sentiments. These updates were on the following dates:

- August 16th 2023
- January 2nd, 2024
- June 3rd, 2025
- August 5, 2025



What We Heard

The following emerged as key themes or consistent take-aways from various engagement activities:



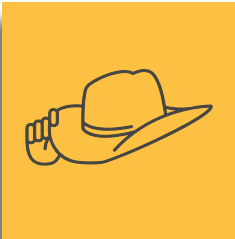
Residents live in Lochbuie primarily for housing affordability and ownership and want to continue to see more affordable housing types (duplexes, townhomes, etc.).



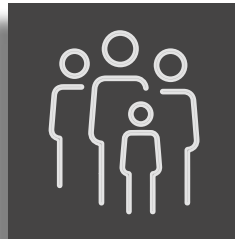
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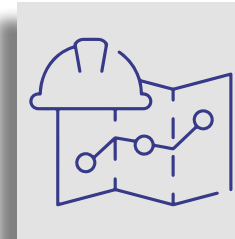
There is a strong desire for more local shopping, restaurants, and entertainment options in Town.



Residents value the small-town character and size.



There is a strong desire for a multi-purpose community center and other civic/public spaces that are family-oriented.



Residents want the Town to focus on maintaining and improving infrastructure such as roads, trails, water, and sewer.



Residents value Lochbuie's proximity to other regional destinations.



There is a strong desire for more outdoor recreational amenities such as trails and sport courts.



There is a desire for greater traffic safety including pedestrian crossings and traffic calming in neighborhoods.

3 | Existing Conditions



Key Takeaways

The following information represents highlights from an extensive report on Lochbuie's existing conditions, available upon request. This data and findings directly influenced this Plan's Goals, Policies, and Actions outlined in [Chapter 5](#). Lochbuie was analyzed alongside its neighbors—Weld County, the broader Denver-Aurora-Lakewood Metro Area, and the state of Colorado—to offer a compelling comparison across local, regional, and statewide contexts.

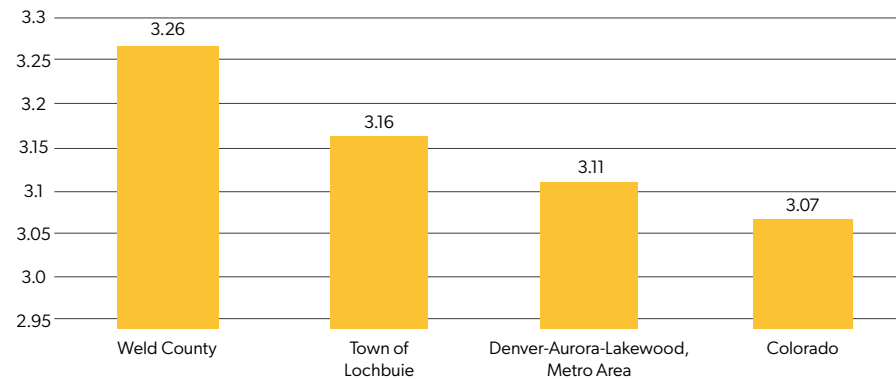


Population

Lochbuie is primarily a younger, family-oriented community.

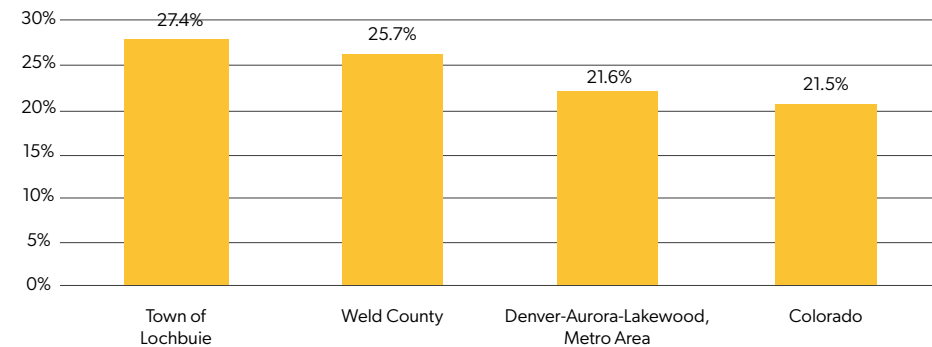
The Town has the second largest average household size at 3.1 members per household and the largest share of its population under the age of 18 (27.4%) amongst comparison areas. The largest age brackets are people between 25 and 34 years old (17.9%) followed closely by people between 35 and 44 years old at 16.3%. (See Figures 9, 10, and 11)

Figure 9: Average Household Size, 2022



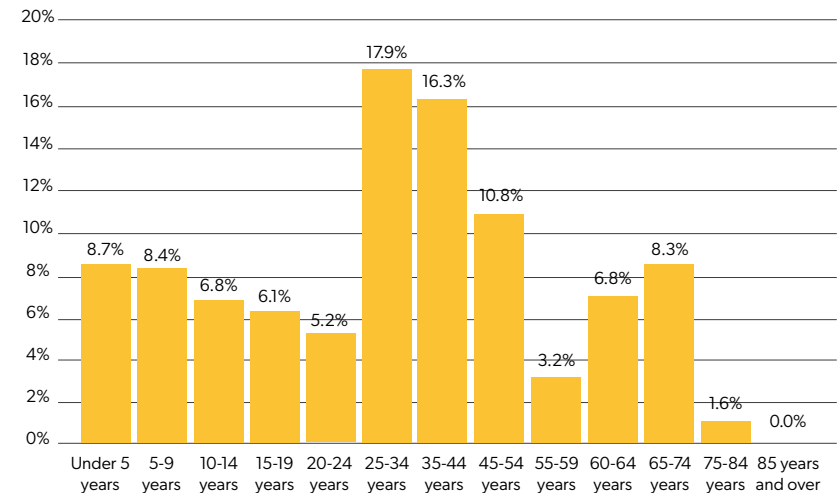
Source: US Census ACS 2018-2022

Figure 10: Percent of Population Under 18 years, 2022



Source: US Census ACS 2018-2022

Figure 11: Age in Lochbuie, 2022

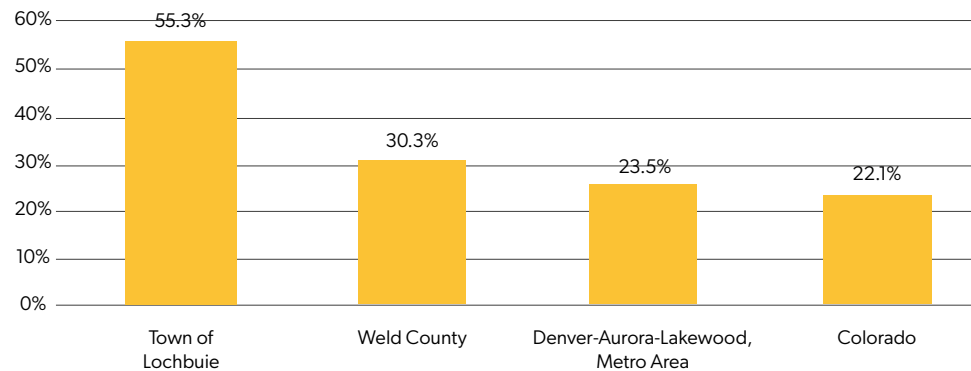


Source: US Census ACS 2018-2022

Lochbuie has a relatively large share of Hispanic, Spanish speaking residents.

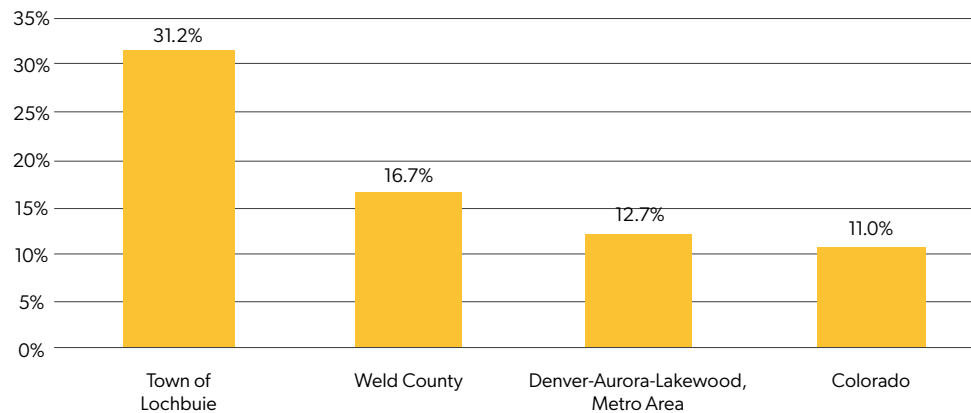
More than half (55.3%) of residents identify as Hispanic/Latino and nearly one third (31.2%) are solely Spanish speakers. These are significantly higher shares than comparison areas highlighting Lochbuie as a major Hispanic and Spanish speaking serving community. (See [Figure 12](#))

Figure 12: Hispanic/Latino Ethnicity, 2022



Source: US Census ACS 2018-2022

Figure 13: Spanish Language Spoken at Home, 2022



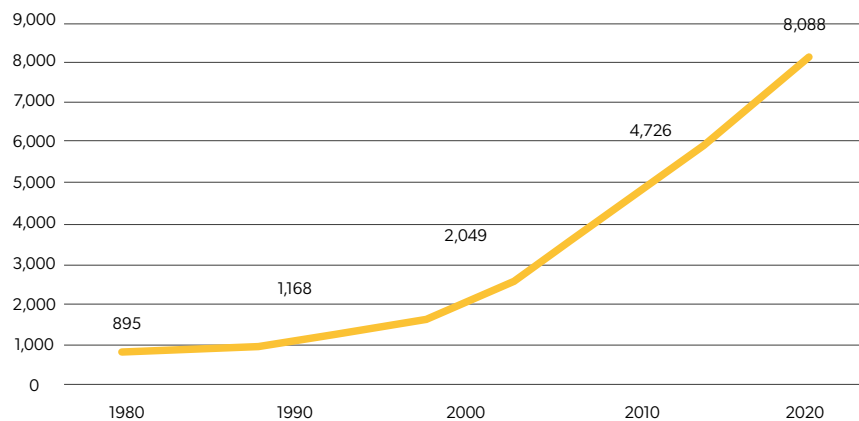
Source: US Census ACS 2018-2022

Land Use & Growth

Lochbuie is no stranger to growth: the Town has historically seen a relatively steady growth in population since its inception and more so in the recent decade.

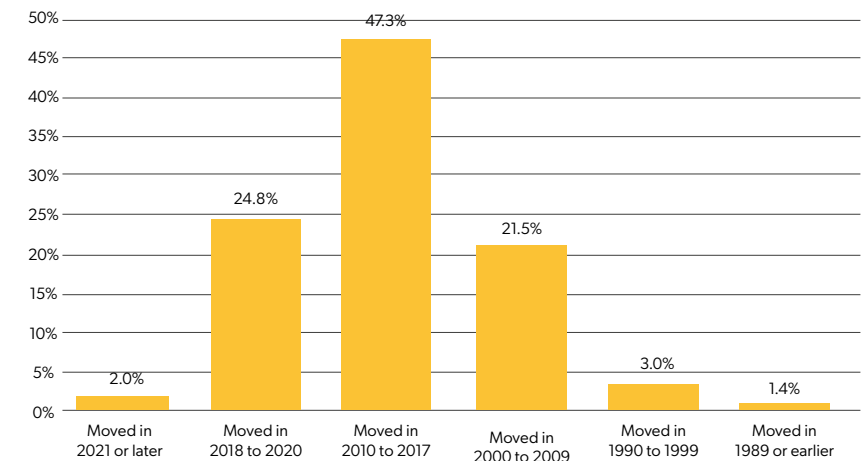
Lochbuie has the highest population growth rate among nearby communities, almost doubling in population every decade since 1990. Almost half (47.2%) of the population has moved in between 2010 and 2017 and nearly a quarter (24.8%) has moved in the three-year period between 2018 and 2020. (See [Figure 15](#))

Figure 14: Lochbuie Population 1980-2020



Source: US Census ACS 2018-2022

Figure 15: Year Household Moved into Unit, 2022

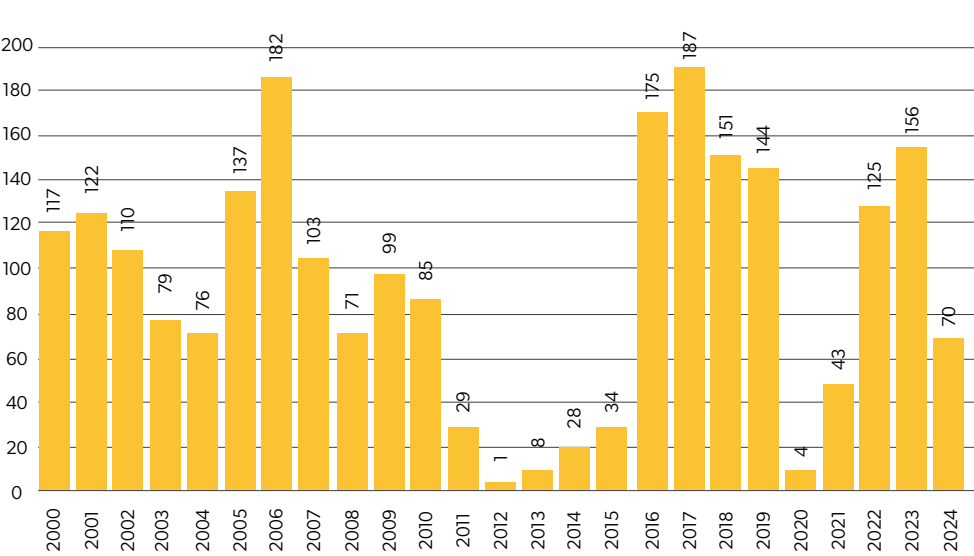


Source: US Census ACS 2018-2022

Lochbuie can expect to see similar, if not a more rapid population growth rate in the near future.

Annual building permitting activity is trending upwards towards pre-pandemic levels including 610 single-family residential units that are already under construction, while 594 single-family/multi-family are currently under review. Meanwhile, 2,900 – 3,500 single-family/multi-family units in and around Lochbuie are in the Pre-application phase. Both the anticipated short-term and long-term injection of housing supply has the potential to create greatest 10-year population growth rate the Town has ever seen. (See [Figure 16](#))

Figure 16: Town of Lochbuie Annual Building Permit Activity



Source: Town of Lochbuie, CoStar, Leland Consulting

Table 2: Under Construction, as of May 2024

Project Name	Unit Count	Unit Type
Silver Peaks Planning Area 4	248	Detached Single Family
Silver Peaks East Residential	160	Detached Single Family
Lochbuie Station Residential	202	Detached Single Family
Total	610	

Table 3: Under Review, as of May 2024

Project Name	Unit Count	Unit Type
Blue Lake Filing 2	194	Detached Single Family
Kairoi Multi-family & Mixed Use	400	Multi-family
Total	594	

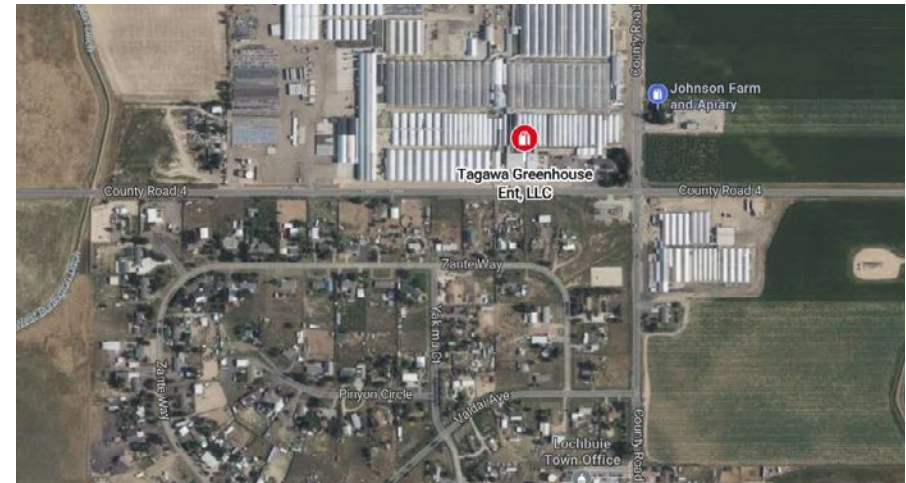
Table 4: Pre-application Process, as of May 2024

Project Name	Unit Count	Unit Type
Blue Lake Filing 3-4	400	Detached Single Family, Townhomes, Duplexes
Altamira Replat	1,000	Mix of residential densities
Silver Peaks North Replat	500-600	Mix of residential densities
Mixed Use at Silver Peaks	400	Multi-family
Silver Peaks Replat Block 20 Replat	100	Townhomes, Duplexes
Highlands Mixed Use	500-1,000	Mix of residential densities
Total	2,900-3,500	

Source: Town of Lochbuie, CoStar, Leland Consulting

The Town is reaching a population threshold that can serve more commercial and mixed-uses.

The Town has added three commercial projects in the last 2 years (all near the County Road 2 and I-76 interchange) and is expecting more in the near future. Additionally, there is the potential for existing businesses around Lochbuie to annex into the Town, such as Tagawa Greenhouse located on the corner of County Road 4 and 37, just north of existing Town Limits. This may be an indicator of more commercial development to come along major transportation corridors and interchanges as residential housing stock continues to grow and diversify in Lochbuie.



Given its relatively young age and suburban character, the Town lacks a traditional town center or downtown.

While this sets it apart from many older, more established communities, it also presents a significant opportunity. Without the constraints of legacy infrastructure or historic preservation limitations, Lochbuie is uniquely positioned to thoughtfully plan and develop a vibrant, modern town center that reflects its values, meets the needs of a growing population, and fosters a stronger sense of place. With intentional design, this future hub could support local businesses, create public gathering spaces, encourage walkability, and strengthen community identity for generations to come. While the last plan update called for a town center on the existing Lake Henry Property, that has yet to materialize.



Housing

Lochbuie is primarily a place for people looking to own affordable, single-family homes.

Among comparison areas, Lochbuie has the lowest median home price (\$333,900) and the highest owner occupancy rate (93.3%). The vast majority of the housing stock currently in Lochbuie are 1-unit detached homes. At 77.2% of all housing units, this is the most amongst all comparison areas.

(See [Table 5](#) and [Figures 17-18](#))

Table 5: Structure Type

Structure Type	Percent	Count of Units
1-unit, detached	77.2%	2,257
Mobile home	22.3%	652
1-unit, attached	0.5%	16
Total	100.0%	2,925

Source: US Census ACS 2018-2022

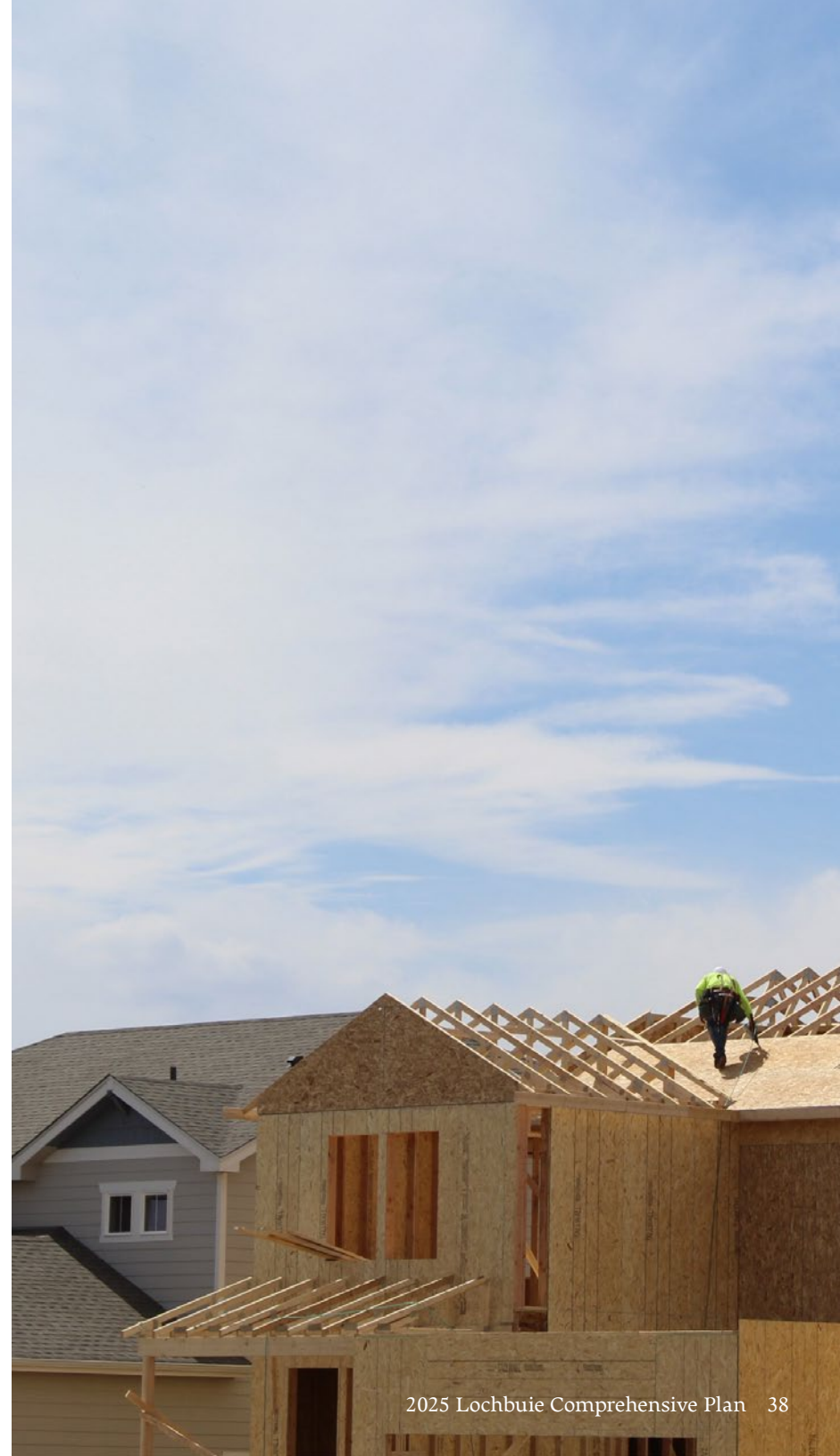
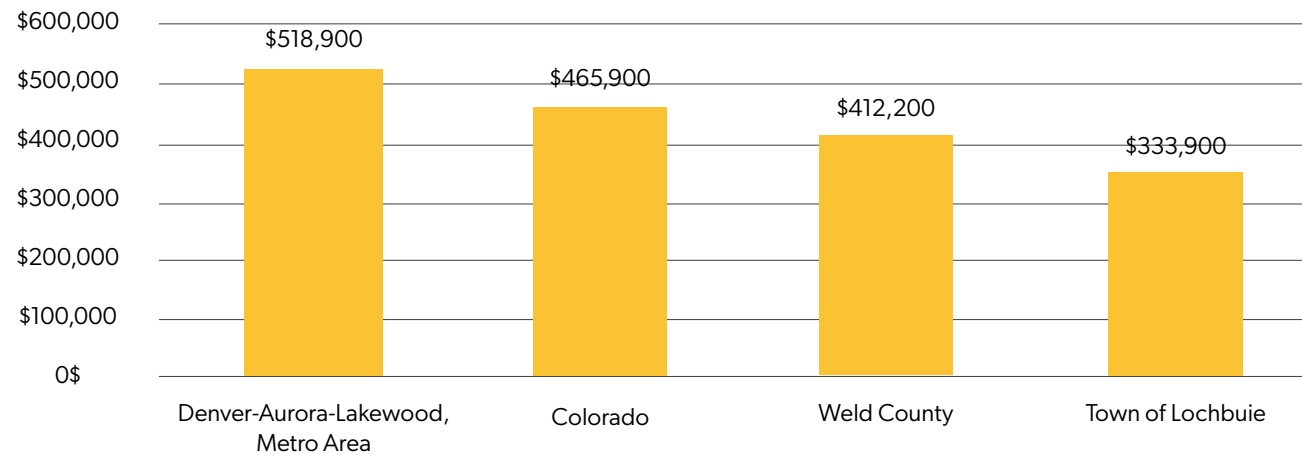
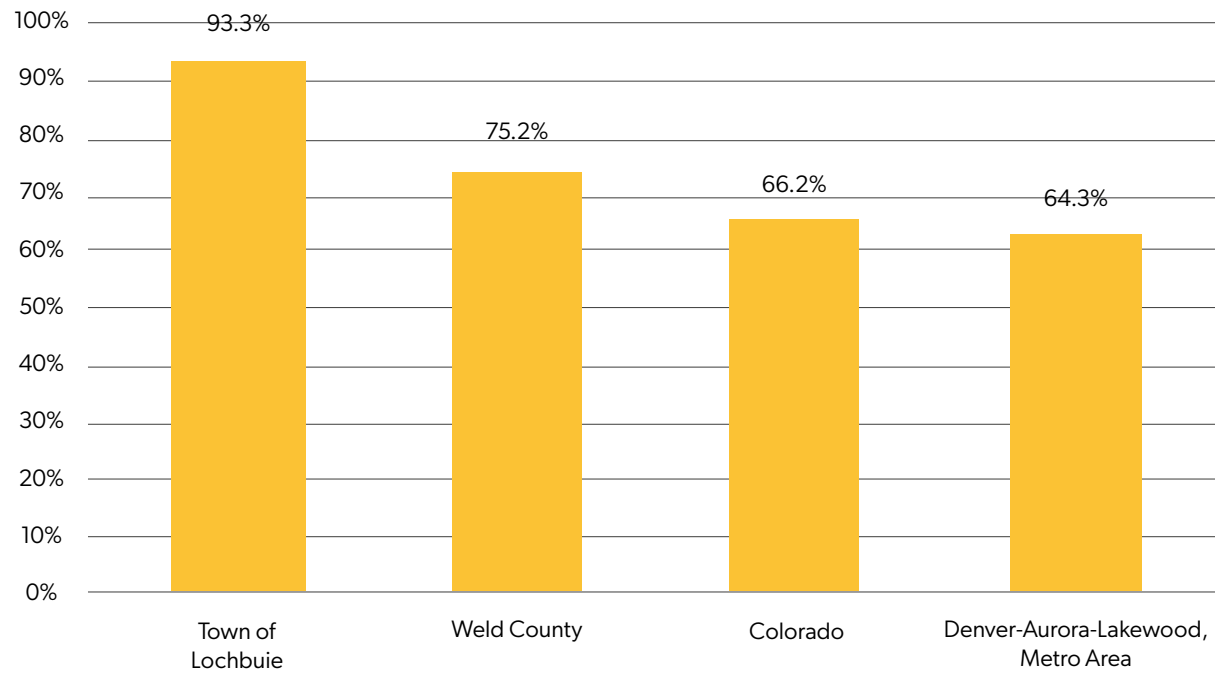


Figure 17: Median Home Price (dollars), 2022



Source: US Census ACS 2018-2022

Figure 18: Housing Tenure: Owner-occupied, 2022

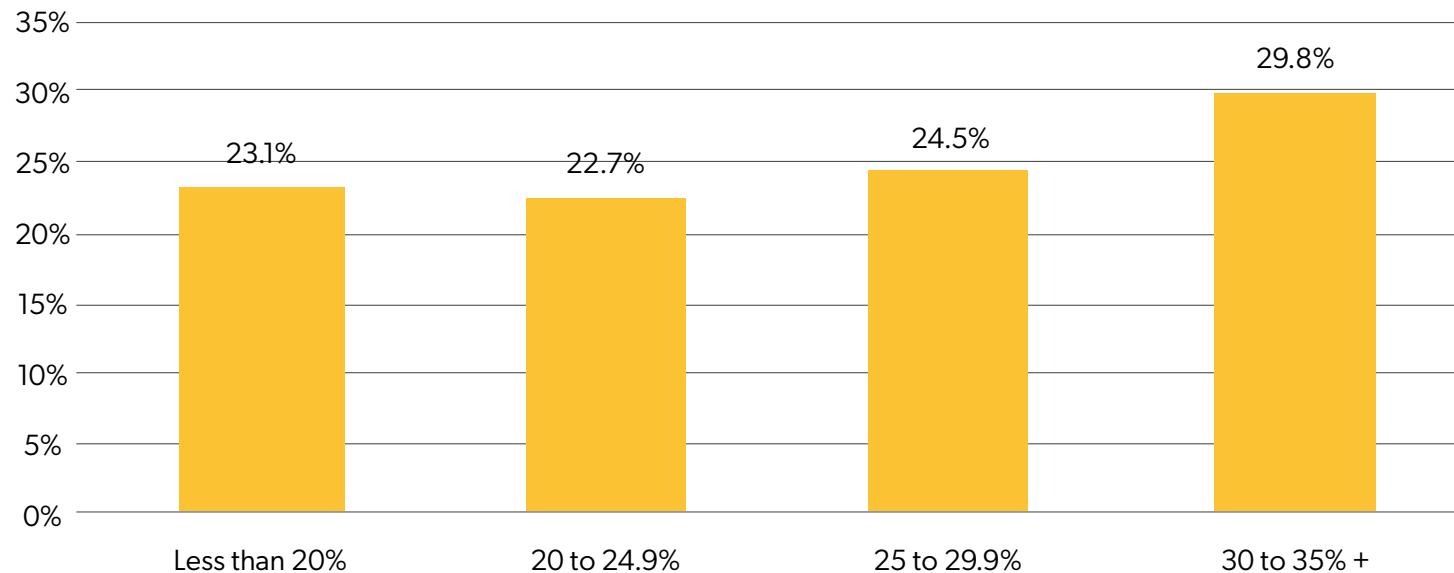


Source: US Census ACS 2018-2022

However, some residents, particularly homeowners, are still struggling to keep up with housing costs.

Just under a third (29.8%) of households with a mortgage are cost-burdened, meaning housing costs account for more than 30% of household disposable income. (See [Figure 19](#))

Figure 19: Selected Monthly Owner Cost as a Percentage of Household Income, 2022



Source: US Census ACS 2018-2022

Economic Development & Workforce

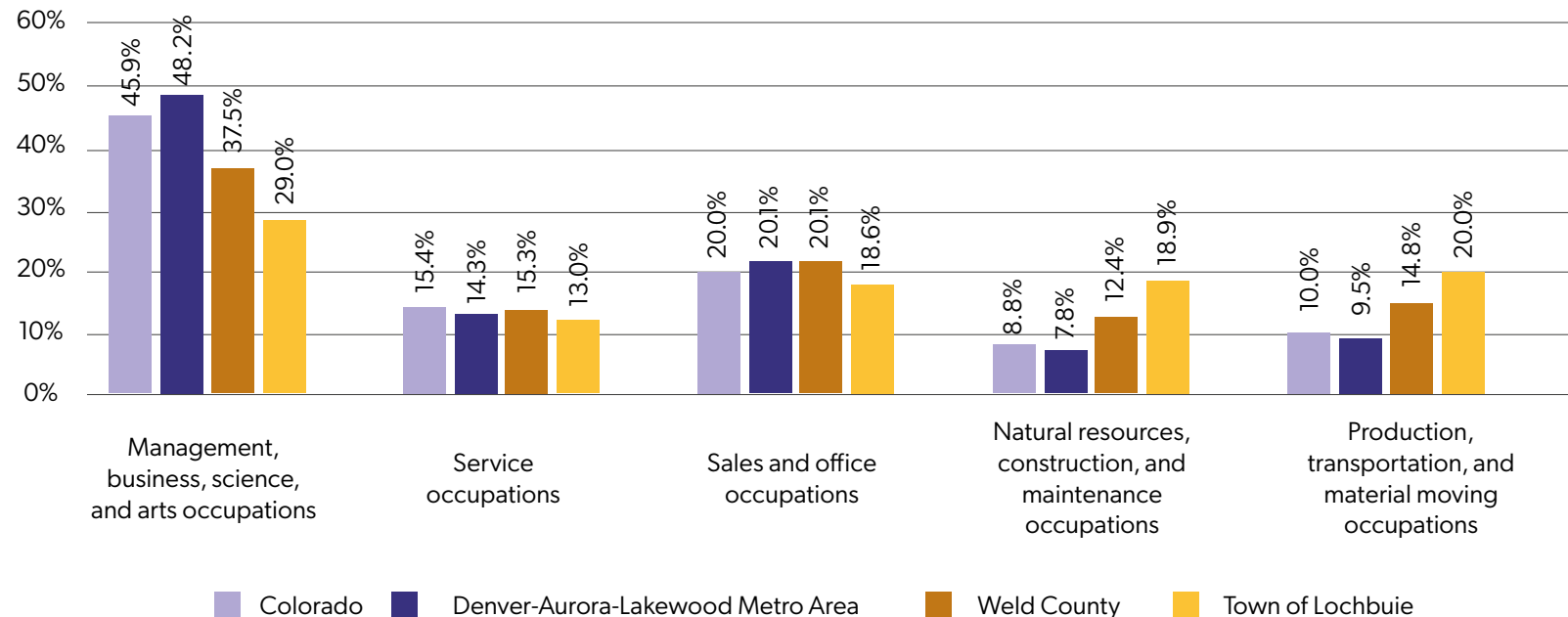
The addition of the BNSF intermodal facility and logistics park has the potential to drastically change the economy of Lochbuie.

A case study in Gardner, KS shows that while a BNSF facility of this size and scale may not impact local workforce very much, it will have a significant regional draw and subsequent development pressures on the surrounding area to serve this new workforce hub (commercial, retail) and clustering of similar industries (industrial). (See [Figure 20](#))

Lochbuie has a balanced, middle class workforce.

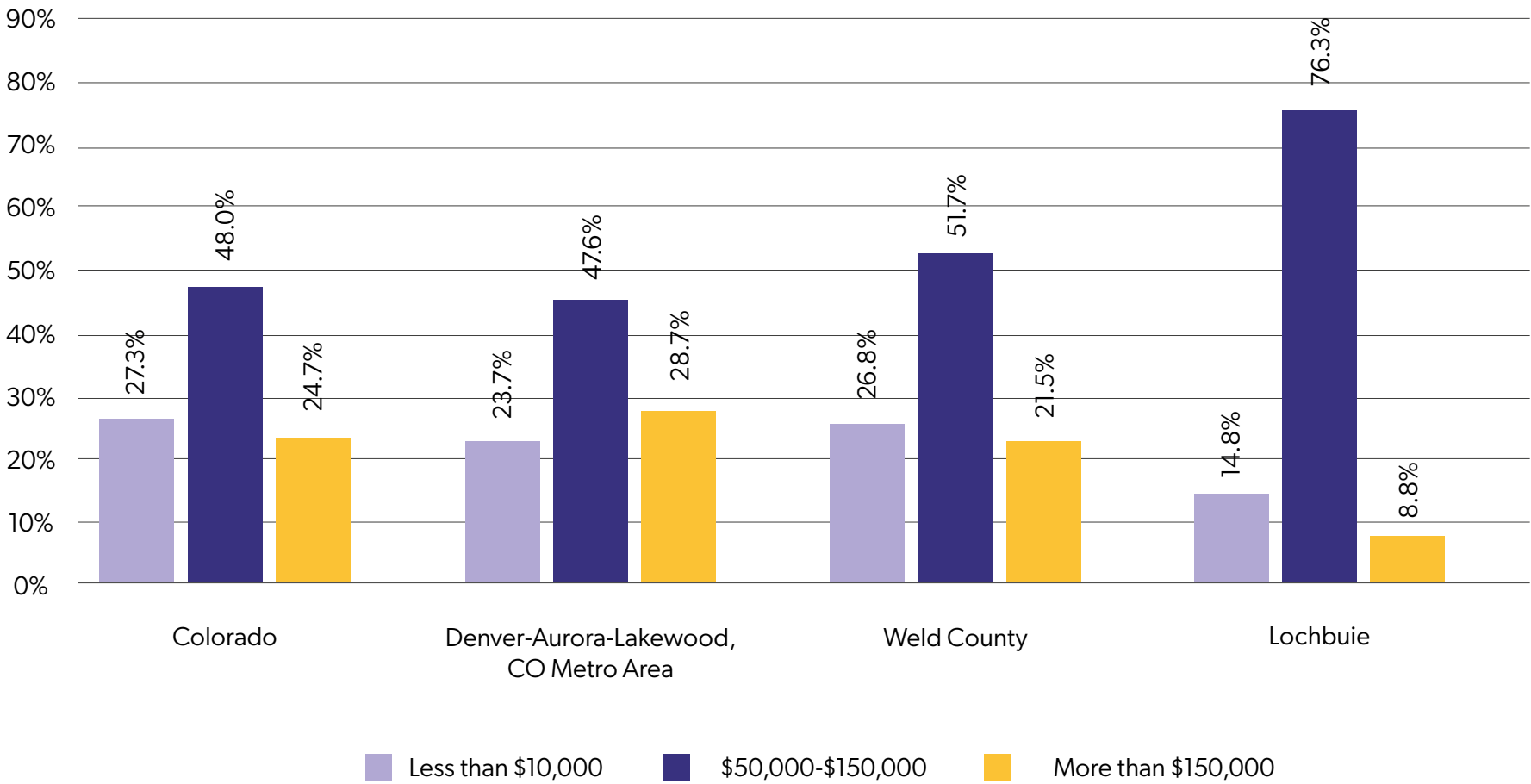
Lochbuie has a higher share of its workforce in natural resources, construction, and maintenance (18.9%) as well as production, transportation, and material moving (20.5%) than comparison areas. While a smaller share than comparison areas, the management, business, science, and arts still represent almost a third (29.0%) of total occupations. Incomes in Lochbuie are concentrated towards the middle with 76.4% of households earning between \$50,000 and \$150,000. (See [Figure 21](#))

Figure 20: Occupation, 2022



Source: US Census ACS 2018-2022

Figure 21: Household Income, 2022



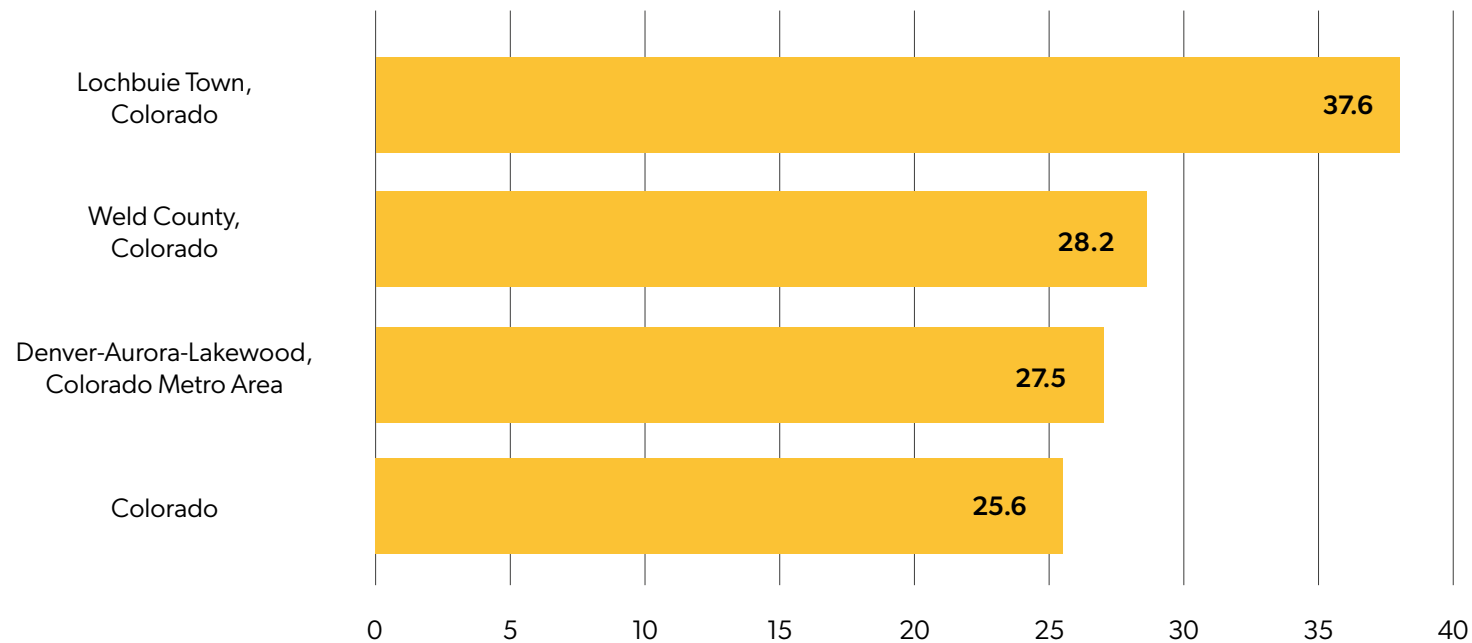
Source: US Census ACS 2018-2022

Transportation & Mobility

Residents primarily commute alone by car to a wide variety of work destinations that require long commute times.

Most (82.7%) workers over 16 years old commute to work alone by car, truck, or van. The most popular destination for residents is Denver followed by Brighton, Commerce City, and Aurora. The median commute in Lochbuie is 37.6 minutes, nearly 10 minutes greater than the next greatest comparison area and nearly half (46.1%) of people are commuting 45 minutes or greater. (See Figures [22-24](#))

Figure 22: Mean Travel Time to Work (minutes), 2022



Source: US Census ACS 2018-2022

Figure 23: Travel Time to Work, 2021

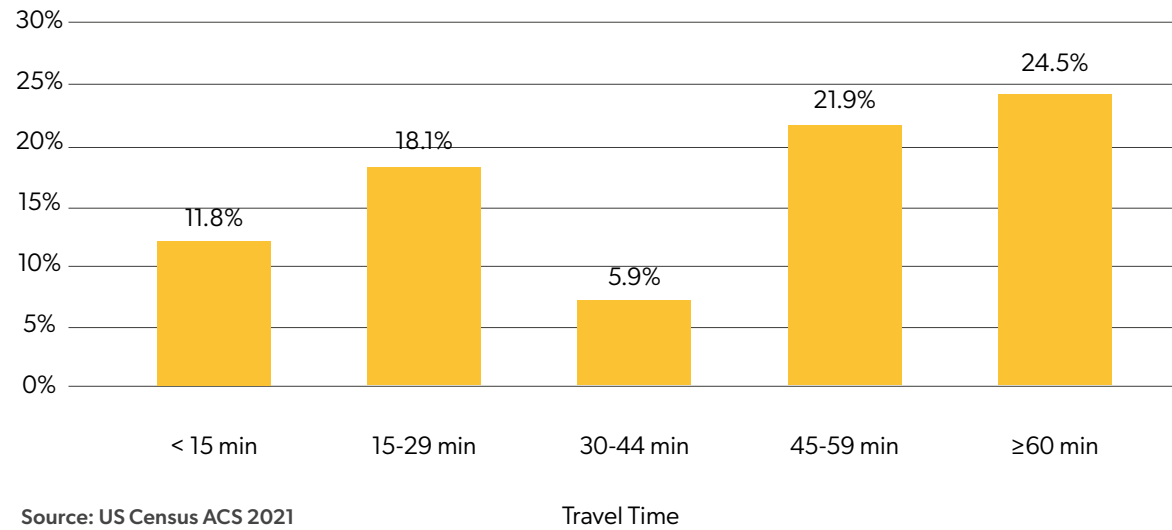
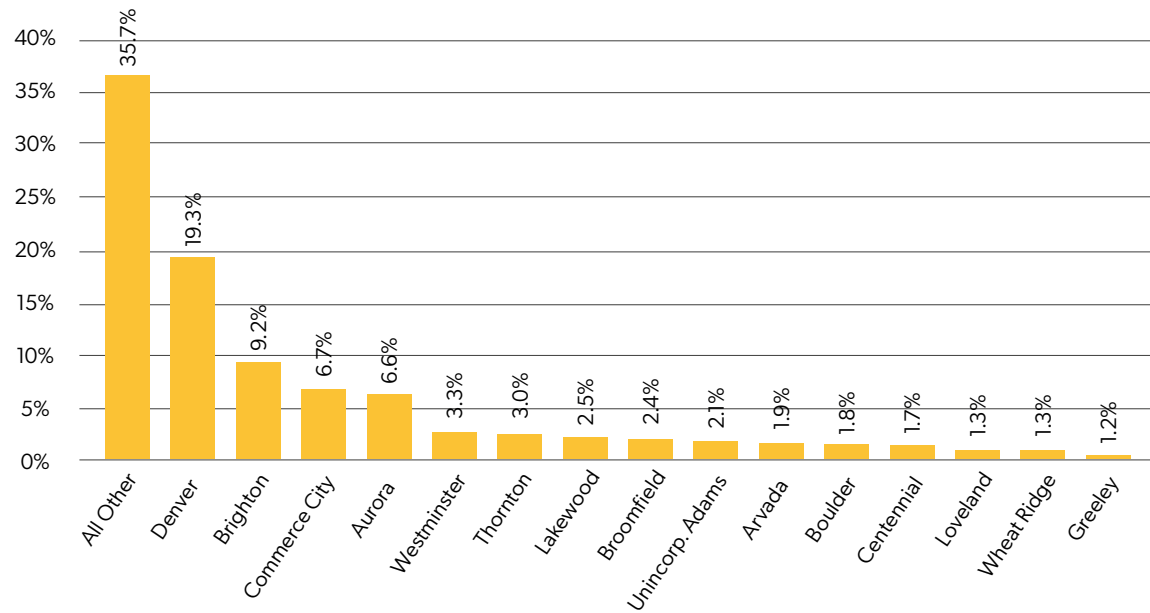


Figure 24: Commuting Destination for Employed Lochbuie Residents, 2021



Throughout the Town there is limited bicycle and pedestrian infrastructure, with inconsistent sidewalks and no dedicated bike lanes.

The suburban style street pattern (curved roadways with few connections between subdivisions) has resulted in limited direct east-west, north-south and through connections across Town, especially for people walking and biking.

Natural Resources & Sustainability

The Town of Lochbuie and its Three-Mile Area are located in a broad, shallow valley surrounded by sand hills and slight ridgelines.

Lands generally drain towards the Beebe Seep Canal that cuts across the middle of the Three-Mile Area. The topography of the Three-Mile Area is rather gentle except for a few ridges at the western edge where the grade can exceed 20%. (See [Figure 25](#))

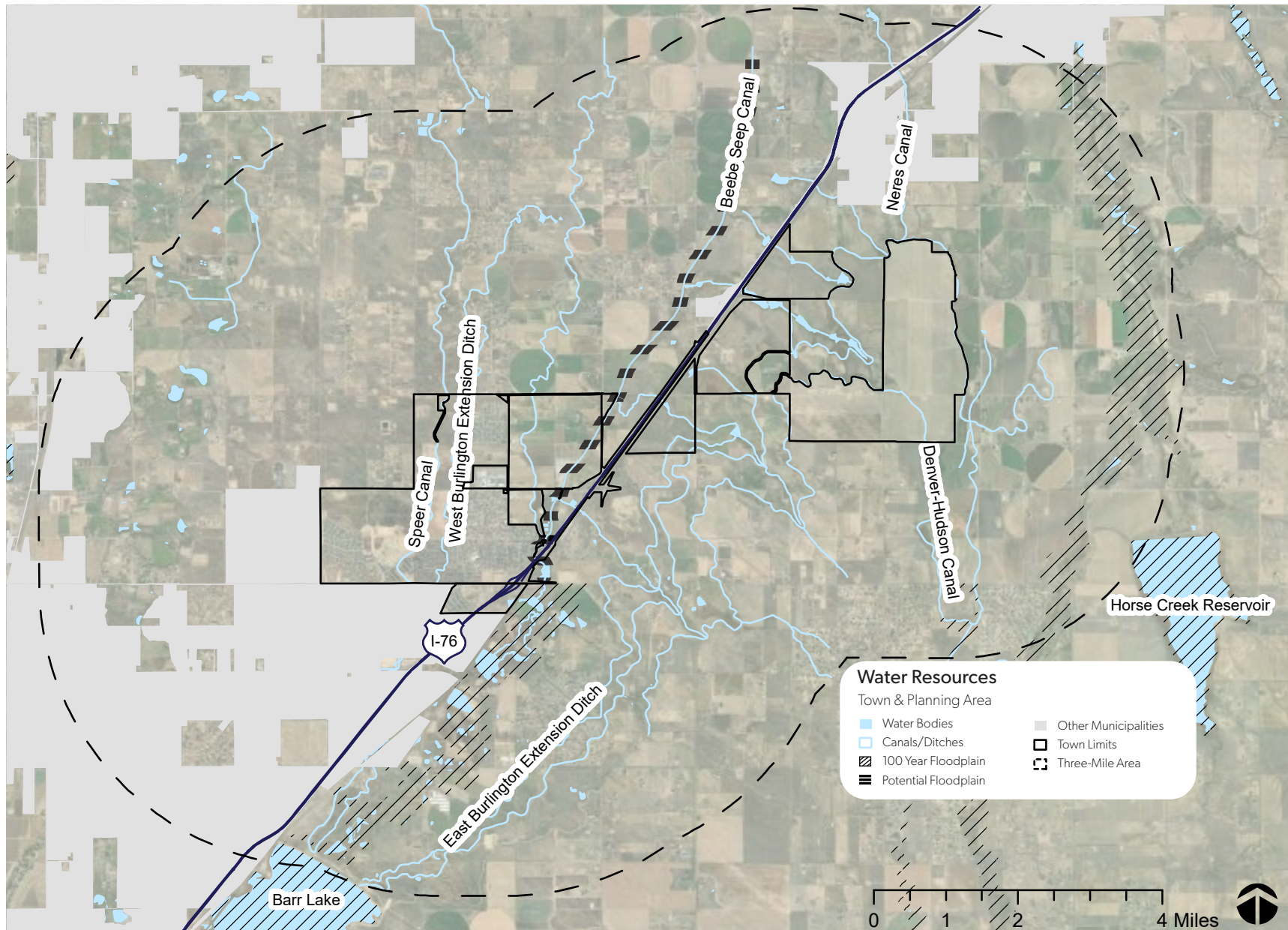
The Lochbuie Three-Mile Area is divided by a number of ditches that generally run from south to north.

Most of these canals are used for irrigation and still serve communities, ranchers, and farmers north of Barr Lake. Barr Lake lies roughly 3 miles south of Lochbuie along the east side of

Interstate 76 and features a Colorado State Park and important wildlife habitats. No floodplains have been identified in the Town because no flood study has been completed along Beebe Seep Canal in Weld County. There is an identified floodplain area outside of Town limits to the southeast within the Planning Area, in unincorporated Adams County. Given the mapped floodplain along the Beebe Seep Canal in unincorporated Adams County, there is likely floodplain along the Beebe Seep Canal in the eastern portion of Town and the eastern side of I-76. (See [Figure 25](#))



Figure 25: Town of Lochbuie Water Resources Map



Town Services

Lochbuie provides necessary, yet limited Town services due to its composition of mostly residential land uses.

The Public Works Department provides maintenance for public roads, parks, and water and sewer infrastructure. Funding for infrastructure and service delivery is limited due to the Town's tax structure, low mill levy, and limited commercial land uses that generate sales and property tax revenue.



Many Town services are provided by private contractors and metropolitan districts, or are shared with nearby jurisdictions.

Services such as trash, fire protection, broadband internet, libraries, schools, and some parks and trails are provided by entities other than the Town. Lochbuie manages stormwater across the entire municipal limits with South Beebe Draw Metro District and Mile High Flood District providing support in their limited jurisdictions within town. These services are provided by the private market, special districts, or nearby communities because it is most cost-efficient for residents. However, as the Town continues to grow and mature, some of these services could be considered as capacity and funding allows.



Parks, Recreation, Open Space, & Trails

Lochbuie's network of parks, open space, and trails is maintained by multiple entities.

Because of Lochbuie's development pattern, there are various levels of ownership and subsequently various levels of connectivity, quality, and maintenance of parks, open space, and trails. The Town maintains Lochwood Park, Leo Sachs Park, and Boulder Park Trail while other amenities are owned and maintained by Metro Districts and Homeowners Associations (HOAs).



There are gaps in Lochbuie's recreational infrastructure that should be addressed as growth continues.

The Town currently lacks some amenities that nearby communities of similar size have that include but are not limited to:

- Sports fields/courts (including soccer, tennis, volleyball, and baseball/softball)
- Recreation facility (including an indoor gym, basketball courts, swimming pool)
- A larger community park/plaza/public space for hosting large events



4 | Vision & Plan



Vision

A Vision Statement articulates the core values of community members and expresses their collective aspirations for the future. It serves as an inspirational foundation, guiding the development of the Comprehensive Plan's goals, policies, and actions. By capturing what is most valued and envisioning what the community seeks to become, the Vision Statement establishes a clear and motivating direction for long-term planning efforts.



Lochbuie is a family-oriented community that is active and vibrant. Our strong sense of community is built on dedicated and caring residents. We provide for our current and future residents through excellent schools, welcoming neighborhoods, a wide-range of shopping opportunities and affordable housing. With its open space, recreational amenities, and small-town character, Lochbuie provides an attractive location to live, work, and play.



Goals, Policies, Actions



The Goals, Policies, and Actions section lays out a clear and exciting path to help the Town achieve its vision. It begins with the same planning elements found in the Existing Conditions section, creating a strong foundation that clearly connects the current information with next steps. Then, it brings in the community input received throughout the engagement process to ensure the recommendations truly reflect the needs and priority of residents. Finally, best practices from other successful communities are woven in, helping the Town stay in step with broader trends.

GOALS are broad statements that push towards the aspirational vision for the future of Lochbuie.

POLICIES are derived from goals and represent a set of guidelines that inform decision-making.

ACTIONS translate policies into actions that departments/organizations should perform to implement the plan. Departments responsible and priority levels for Actions are found in the implementation matrix in [Chapter 5](#).

Land Use & Growth

LUG Goal 1



Foster a complete community with a well-balanced mix of land uses.

Community Values: Commercial/Retail Growth, Town Character/Size, Growth Management, More Restaurants/Retail

Beneficial Land Uses

LUG 1.1 Promote land uses that will benefit the community, especially those that are in small supply, such as retail and commercial services.

LUG 1.1.A - Ensure any rezoning in Town Limits is compatible with the Future land Use Map (FLUM) and be prepared to zone land in the Planning Area in accordance with the FLUM when annexation is imminent.

LUG 1.1.B – Identify and explore incentives to attract revenue-generating commercial development, first within Town Limits and then in the Planning Area. In the Planning Area, encourage commercial uses in the Business and Potential Business Areas along developing corridors.

LUG 1.1.C – Minimize conditional uses in the Land Development Code to allow greater flexibility and less administrative review time.

LUG 1.1.D – Continue to encourage subdivisions to develop as mixed-use neighborhoods that have a balance of residential and commercial components (where applicable, along primary corridors or adjacent to intersections) with dedicated public/open space and parks.

BNSF

LUG 1.2 Build on and leverage the BNSF development to attract complementary land uses adjacent to the facility.

LUG 1.2.A – As adjacent properties to the BNSF development annex, zone those areas to allow for industrial, manufacturing, commercial, retail, and workforce housing uses and to encourage industry clustering and spillover.

Town Center

LUG 1.3 Facilitate development of a future town center/main street to serve as a location where people can work, shop, live, and recreate in an attractive, walkable, mixed-use area. Ensure this includes a mix of uses at a scale that facilitates the efficient flow of goods and services in a diversified and healthy economic hub. [See Appendix C.](#)

LUG 1.3.A – Commission a Downtown Development Plan that would identify a suitable location of a potential town center/main street to facilitate economic development.

LUG 1.3.B – Continue working towards establishing a Downtown Development Authority (DDA) to facilitate the economic development of a new town center.

LUG Goal 2



Plan for growth in the Planning Area while being a good neighbor to other communities.

Community Values: Growth Management

Smart Growth

LUG 2.1 Strategically annex properties to manage growth in a way that limits impact on the Town’s fiscal sustainability, promotes economic development, and strives to maintain a high quality of life for current and future Lochbuie residents.

LUG 2.1.A – Develop a formal Annexation Policy that prioritizes the fiscal health of the Town. Factors that should be included in this policy include but are not limited to: proximity to current Town limits, capacity of Town infrastructure and utilities to serve annexation properties, capacity of Town services (police, fire, emergency medical services), and proximity to other municipalities.

Growth Concentration

LUG 2.2 Concentrate growth in areas that can be served by infrastructure in an efficient and fiscally responsible manner.

LUG 2.2.A – Require that annexation applications include a cost-benefit analysis for extension of Town services, considering the cost to serve residential properties vs. revenue-generating uses.

LUG 2.2.B – Work with developers to achieve build out and occupancy of vacant residential developments in Town such as Mixed Use at Silver Peaks, Silver Peaks North, Silver Peaks East, Altamira, Lochbuie Station, and Blue Lake.

Intergovernmental Agreements

LUG 2.3 Work with neighboring communities and counties to develop cooperative planning agreements.

LUG 2.3.A – Continue and to update and re-establish intergovernmental agreements with Brighton.

LUG 2.3.B – Pursue more formal agreements with Fort Lupton and Hudson that acknowledge overlapping growth areas and outline a process to handle future annexations.

LUG Goal 3



Modify the regulatory framework to better enhance the character and quality of properties in Town.

Community Values: Streetscape Improvements, Civic/Public Space

Zoning and Subdivisions

LUG 3.1 Modify the Residential Design Standards to allow for a greater diversity in housing types.

LUG 3.1.A – Update the Development Standards to enhance residential architectural design and building materials to meet the desired character of Lochbuie residents while employing best practices.

LUG 3.1.B – Modify the Subdivision Regulations to allow for flexibility in the development process to promote smaller lot sizes where appropriate, a greater diversity of housing types, and additional recreational amenities for residents.

LUG 3.1.C – Zone land and allow for a range of housing types (single-family, duplex, townhome, and multi-family) to offer a more diversified housing stock at a variety of price points.

LUG 3.1.D – Revisit Residential Design Standards for housing types with more than one unit to ensure alignment with modern best practices and the community's desired character.

Landscaping and Streetscape Standards

LUG 3.2 Update the Town's Land Development Code to include landscaping and streetscape standards to promote an enhanced public realm.

LUG 3.2.A – Expand on xeriscaping or other planting types that require no or low-watering in the Town's Landscaping and Streetscape standards.

LUG 3.2.B – Coordinate with CDOT to improve the maintenance of landscaping along State-owned rights of way in a manner that reflects the Town's concerted efforts.



Town Services

TS Goal 1



Strive to be a fiscally solvent and a financially responsible community regarding the provision of infrastructure and services.

Community Values: Maintaining Infrastructure, Growth Management

Fair share

TS 1.1 Ensure private developments pay their fair share to provide the necessary public facilities and infrastructure to accommodate the growth and maintain levels of services for Lochbuie residents.

TS 1.1.A – Use the Town’s updated impact fee schedule to ensure new development pays proportionally for its long-term impacts on providing Town services, particularly considering the effects on the greater area’s traffic and mobility systems.

Develop Additional Revenue Streams

TS 1.2 Continue to explore new revenue streams, like the updated impact fee schedule, to ensure the Town can maintain a consistent level of service provision as the Town grows. These may include but are not limited to a specific use or sales tax.

TS 1.2.A – Continue to encourage the incorporation of retail and commercial uses in developments to ensure a stable sales tax base.

TS 1.2.B – Pursue grant funding for infrastructure improvements and other investments in the public realm to offset Capital Improvement costs.

TS Goal 2



Ensure current and future residents have reliable access to public infrastructure and utility services.

Community Values: Public Services

Water

TS 2.1 Ensure the provision of a water system with adequate supply, transmission, distribution, and storage facilities to meet the needs of existing and future development.

TS 2.1.A – Continue to require that new development demonstrate adequate water supply before approval.

TS 2.1.B – Implement facility and infrastructure improvements as identified in the Town Water System Master Plan.

TS 2.1.C - Continue to explore opportunities to acquire water

resources that give the Town the ability to support and, if appropriate, incentivize economic development projects.

TS 2.1.D – Promote water conservation through the use of xeriscaping instead of turf grass, and limits on irresponsible irrigating.

Wastewater

TS 2.2 Ensure the provision of adequate wastewater treatment and capacity.

TS 2.2.A - Implement facility and infrastructure improvements as identified in the Town Wastewater Master Plan.

TS 2.2.B – Examine the Wastewater Utility Service Area (WUSA) boundary annually to ensure it reflects the true capacity of the Town and new Planning Area.

TS 2.2.C – Align CIP investments in wastewater infrastructure with the Wastewater Master Plan

Stormwater

TS 2.3 Ensure the provision and sizing of storm drainage infrastructure to accommodate existing and planned development.

TS 2.3.A – Coordinate development review with South Beebe Draw Metropolitan District (SBDMD) on projects within their district boundaries to ensure new development includes appropriate stormwater control measures.

TS 2.3.B – Develop a stormwater management plan with input from the Brighton, Adams County, Weld County, Mile High Flood District, and SBDMD.

Solid Waste

TS 2.4 Ensure the provision of an efficient program for the management and reduction of solid waste materials, including collection and disposal.

TS 2.4.A – Work with current and future solid waste service provider(s) to promote solid waste reduction throughout the Planning Area.

Other Utilities

TS 2.5 Ensure the provision of consistent, efficient, cost-effective, and environmentally sound utility services to current and future residents and businesses.

TS 2.5.A – Coordinate with natural gas and electricity providers on plans for utility extensions based on the location and density of new development.

Telecommunications

TS 2.6 Ensure that communication system services are accessible to all residents.

TS 2.6.A – Work with telecommunication providers to ensure all current and future residents and businesses have access to high-speed broadband service.

TS 2.6.B – Continue to use digital channels to provide easy and equal access to Town information and invite public participation.

TS Goal 3



Ensure the safety of residents and protection of property.

Community Values: Safety/Family Values

Public Services

TS 3.1 Maintain levels of service for all services provided by the Town and its partner agencies.

Fire Department

TS 3.2 Continue to coordinate with existing Fire Protection agencies to provide fire protection for Lochbuie residents and start exploring how Planning Area might be serviced as Town grows.

TS 3.2A – Collaborate with Hudson and Brighton Fire District to understand their long-term growth plan and their ability to service Lochbuie’s Planning Area as it develops north, adjacent to Hudson.

TS 3.2.B – Collaborate with Fort Lupton Fire District to understand their long-term growth plan and their interest in potentially servicing Lochbuie’s Planning Area as it develops north, adjacent to Fort Lupton.

Police Department

TS 3.3 As part of an overall planning effort for municipal facilities, seek expansion and/or separation of Town Hall/Police Department to address current and future capacity issues.

TS 3.3.A – Conduct a municipal facility needs assessment to understand current needs and future capacities of Town-owned buildings and work to procure future properties for additional or expanded facilities.

Emerging Technologies

TS 3.4 Work to adopt emerging technology to aid in fire and policing operations and implement best practices to serve the needs of the community.

Emergency Response

TS 3.5 Continue to coordinate emergency response service with Weld and Adams Counties and other jurisdictions within these counties to ensure adequate response times to emergencies.

TS Goal 4



Develop facilities that serve the needs of the community.

Community Values: Recreation/Community Center, Civic/Public Space

Community Facilities

TS 4.1 Ensure residents have sufficient community facilities to meet their needs and enhance their quality of life.

TS 4.1.A - Assess which community facilities are most needed and would provide the most benefit for Lochbuie residents - including but not limited to: a Recreation Center, Senior Center, local Public Library, Youth Center, and identify potential funding sources and/or partners for their development.

TS 4.1.B – Explore funding opportunities and phasing of a public facility on the Lake Henry property or elsewhere.

Schools

TS 4.2 Continue to collaborate with Weld County RE-3(J) School District and Adams County 27J on the locations of schools to serve the Lochbuie area as it grows. Sites should be adequately sized to include outdoor recreation space.

TS 4.2.A – Continue to pursue a middle or high school on the 60-acre campus site in the AltaMira subdivision that has a land dedication.

TS 4.2.B – Evaluate other school locations in new residential development as the community grows.

Level of Service

TS 4.3 Identify an approach and strategy to fund, plan, design, permit, schedule, and construct facilities to deliver municipal services. See [Table 32](#).

TS 4.3.A – Determine a funding approach that includes Federal, State, and local funds that is based on comparable communities' facilities and town-owned properties for five major assets including:

- Town Hall/Municipal Center
- Public Works Facility
- Fleet Management Facility
- Auxiliary Public Works yard
- Ice Slicer and Equipment Storage

TS 4.3.B – Public Safety Facilities & Equipment - Determine a funding approach that includes Federal, State, and local funds that is based on comparable communities' facilities and town-owned properties for a new police station or substation.

- New Police Station or substation

TS Goal 5



Ensure residents are informed and actively engaged in Town affairs.

Community Values: Town character/size

Communication and Access

TS 5.1 Make sure every resident can easily access and explore important Town documents

TS 5.1.A - Continue to provide Spanish translation services and easy access to public notices, newsletters, announcements, and provide interpretation at public meetings and elsewhere where feasible

TS 5.1.B – Wherever possible, make public documents digitally accessible.

Community Events

TS 5.2 Continue to offer and expand community-wide events and programming to inform residents and promote strong community participation.



Housing

H Goal 1



Strive to maintain housing affordability.

Community Values: Housing Affordability/Ownership, Low Cost of Living

Natural and Subsidized Affordability

H 1.1 Continue to be a regional leader in the provision of naturally-occurring affordable housing while considering sensible additions of subsidized affordable housing where appropriate to improve the balance between housing supply and the needs of workers and families.

H 1.1.A - Monitor regional affordable housing needs, especially via updates to the Weld County Housing Needs Assessment and similar efforts in Adams County.

H 1.1.B - Monitor Lochbuie's existing and pipeline housing supply as relates to those housing needs.

H 1.1.C - Continue to facilitate new residential development in town.

Partnerships and Housing Development Resources

H 1.2 Explore pros and cons of partnerships with state, regional, and philanthropic groups for affordable housing funding, renter services, and other housing resources.

H.1.2.A - Consider establishing or strengthening partner relationships with the Greeley-Weld Housing Authority, the Brighton Housing Authority, and/or the Adams County Housing Authority, to increase awareness of potentially advantageous financial programs and other housing-related resources.

H.1.2.B - Investigate pros and cons of participating in the DOLA-administered State Proposition 123 program of financial assistance for communities that commit to growing their annual production of affordable housing.

H Goal 2



Expand housing diversity.

Community Values: Housing Affordability/Ownership, Low Cost of Living

Variety of Types, Sizes, Prices, and Rents

H 2.1 Allow for and promote a wider variety of housing types and sizes to provide a broader range of home prices and rent levels to meet changing community and workforce needs.

H.2.1.A - Modify zoning and other regulations as applicable to continue encouraging a wider variety of housing products (including "missing-middle" housing such as townhome, plex, cottage clusters, etc.) where added density makes sense given surrounding land uses (see [Land Use Goals 1 and 2](#)).

H.2.1.B - Allow for and encourage housing that meets multigenerational needs and allows more options for aging in place -- through diversity of form and safe proximity to schools, parks, and healthcare resources, potentially including independent and/or assisted senior living facilities.

H Goal 3 **Shape future housing growth intentionally.**

Community Values: Housing Affordability/Ownership, Too Much Population/Residential Growth, Town Character/Size

Housing Density Matched to Amenities, Infrastructure and Economic Goals

H.3.1 Promote patterns of development that concentrate new housing units around needed resources, infrastructure, and amenities while encouraging lower-density neighborhood options further from the center of Town.

H.3.1.A - Zone for increased housing density, along with flexibility for mixed-use development, in future Town Center area(s), with decreasing zoned density further from those centers.

H.3.1.B - Work in partnership with BNSF and other potential employers around the proposed multimodal logistics facilities to understand likely workforce housing needs and address those needs through residential zoning convenient to the area.

Infill and Redevelopment Opportunities

H.3.2 Consider potential redevelopment opportunities in areas with aging housing stock.

H.3.2.A - Weigh community sentiment, costs, and potential benefits of replacement of aging manufactured housing as opportunities arise for infill redevelopment that might better meet Town housing or commercial goals.

H.3.2.B - Continue working to establish a Downtown Development Authority (DDA) to plan for and fund infrastructure for infill redevelopment activities that may include residential components, especially as may relate to developing a town center.

Economic Development

ED Goal 1



Promote Retail Growth in Lochbuie.

Community Values: More Restaurants/Retail, Retail/Commercial Growth, Economic Development

Attract Retail Development

ED 1.1 Attract needed retail stores townwide, but, primarily along 168th Avenue, west of I-76, and later east of I-76 as BNSF develops, including a mix of highway-serving and local resident-serving stores, services, and dining options.

ED 1.1.A - Ensure appropriate zoning and infrastructure for development of retail specifically targeted to capture potential daytime shopping/dining/service needs of BNSF-area logistics workforce.

ED 1.1.B - Ensure appropriate zoning and infrastructure to encourage development of retail in a designated Town Center area.

ED 1.1.C - Continue development of a Downtown Development Authority (DDA) encompassing both the Town Center and the expanded Town limits covering the BNSF area to help plan for and fund infrastructure and land assembly necessary for development and to coordinate funding for promotion, beautification, and related efforts going forward.

Support Retail Success

ED 1.2 Support the ongoing operational success of retail businesses in Lochbuie by working to provide adequate access, functionality, safety, aesthetic appeal, and overall vitality of retail centers.

ED 1.2.A - Coordinate efforts and investments of public works and other departments to ensure attractive wayfinding and access to existing and future retail and hospitality establishments.

ED 1.2.B - Support existing local retail and other businesses by ensuring they have the resources to expand and evolve along with the Town.

ED 1.2.C - Consider creation of a Business Improvement District (BID) made up of commercial establishments operating within the Town Center and/or BNSF areas to help plan and fund ongoing promotional and support activities (longer term).

ED Goal 2



Increase Lochbuie's Appeal as a Visitor Destination.

Community Values: Economic Development, Retail/Commercial Growth

Private Sector Hospitality Destinations

ED 2.1 Attract high quality, market-supported hospitality establishments such as lodging, dining, and recreation businesses to encourage longer visitor stays (including overnight visits) and more visitor spending in Lochbuie.

ED 2.1.A - Provide appropriate zoning for and actively pursue potential hotel, restaurant, recreational (bowling, mini-golf, corn maze, pumpkin patch, go-cart racing, etc.), and other entertainment development with favorable visibility from and access to I-76.

Events, Festivals, and Public Amenities

ED 2.2 Enhance the destination appeal of Lochbuie through public recreational amenities that are designed to attract residents and residents of adjacent communities.

ED 2.2.A - Enhance and promote a growing portfolio of permanent and event-based public attractions in Lochbuie—lake, parks, trails, speciality park, town center art, outdoor performance/event space, etc.

ED 2.2.B - In conjunction with Highway-oriented lodging, consider a lodging tax to support visitor promotion amenities and efforts such as signage, advertising, and personnel for event programming.

ED Goal 3



Capitalize on Logistics/Distribution Development East of I-76.

Community Values: Economic Development, Retail/Commercial Growth

Zoning and Regulatory Environment

ED 3.1 Ensure that zoning and other regulatory policy elements are adequate for and supportive of successful development East of I-76.

ED 3.1.A - Establish and/or modify commercial and industrial zoning, or related PUD/mixed zoning, around the BNSF facility area to accommodate adjacent development.

Regional Partnerships to Strengthen Complementary Uses

ED 3.2 Engage existing regional economic development resources and partners to assist in recruitment and retention of complementary businesses around the BNSF project.

ED 3.2.A - Work closely with Upstate Colorado Economic Development to ensure that regional industry targeting,

employer site selection resources, and business attraction efforts appropriately align with the significance of the BNSF development cluster.

ED Goal 4



Increase Workforce Preparedness for Lochbuie Residents.

Community Values: Economic Development, Retail/Commercial Growth

Workforce Preparedness Resources

ED 4.1 Leverage regional, state, and philanthropic funding and other resources to support resident workforce preparedness (e.g. job fairs, training facilities, apprenticeship programs, trade-focused language classes, trade schools, etc.).

ED 4.1.A - Explore ways to encourage the location of new trade school facilities in Lochbuie, supportive of regionally in-demand trades and the evolving needs of local employment centers (including BNSF and nearby DIA).

ED 4.1.B - Actively communicate and collaborate with the local school district to explore vocational and workforce preparedness programs for middle- and high school students also tailored to regionally in-demand trades and evolving needs of local employment centers (including BNSF and nearby DIA).

ED 4.1.C - Promote existing education assistance programs (e.g. Weld County funding for community college) in support of workforce preparedness.

Makers Space

ED 4.2 Consider establishing multipurpose “makers” space for entrepreneurial and creative activity as part of workforce development-related efforts.

ED 4.2.A - Investigate opportunities to acquire or (re)develop low-cost flexible workshop space, possibly as part of Town Center development, to allow a space for self-directed technical skill-acquisition around the intersection of practical fabrication and artistic expression.



Source: CSUM.edu

Natural Resources & Sustainability

NRS Goal 1



Become more environmentally sustainable and adapt to climate impacts.

Community Values: Maintain Infrastructure

Energy and Greenhouse Gas Emissions

NRS 1.1 Identify, promote, and expand the use of renewable energy resources and reduce consumption of non-renewable sources to reduce greenhouse gas emissions.

NRS 1.1.A – Explore the possibility of attracting renewable energy farms in the Lochbuie Planning Area where feasible and where land lends itself to such uses, subject to a cost/benefit analysis.

NRS 1.1.B – Continue to work with oil and gas, mining, and similar companies to mitigate undesirable impacts to noise, traffic, and wildlife.

NRS 1.1.C - Consider the feasibility and economic impact of developing an electric vehicle charging station along I-76 frontage roads for visitor and resident use.

NRS 1.1.D – Strive to comply with state statute regarding new energy conservation requirements and code updates.

NRS 1.1.E - Seek partnerships with local utility providers

and other jurisdictions to make Town facilities more energy efficient.

Water Resources

NRS 1.2 Conserve water and protect the ecological integrity of water resources.

NRS 1.2.A – Review Development Regulations and implement water conservation methods that encourage efficiency, reuse, and reductions in water use in new developments, redevelopment, and Town facilities.

NRS 1.2.B – Launch a campaign to promote low-water use methods for landscaping on residential properties.

NRS 1.2.C – Explore water conservation strategies for the Lake Henry property and conduct a water storage plan as a part of its redevelopment.

NRS 1.2.D – Review stormwater standards and ensure that they adequately reduce stormwater runoff and protect water quality.

NRS 1.2.E – Work with other entities such as Weld and Adams Counties to mitigate the impacts of older, less reliable septic systems on groundwater resources.

Sustainable Facilities

NRS 1.3 Strive to align Town upgrades and facilities with best practices related to sustainability.

NRS 1.3.A - Purchase fuel efficient vehicles for new and replacement fleet vehicles when financially viable.

Sustainable Growth

NRS 1.4 Grow responsibly by respecting and enhancing the natural environment.

NRS 1.4.B – Work with local businesses and residents to explore and encourage ways to conserve water and energy use.

Regional Collaboration

NRS 1.5 Collaborate with regional partners on efforts to reduce greenhouse gas emissions.

NRS 1.5.A – Partner with the County and other neighboring jurisdictions and pursue grant funding to conduct a GHG inventory to understand current emissions levels. Support organizations working towards establishing regional GHG reduction goals and strategies to enhance air quality.

NRS 1.5.B – Explore the feasibility of the development of a platform that permits extended communication with citizens to discuss environmental and other issues.



NRS Goal 2



Increase the resiliency of infrastructure and ecosystem services.

Community Values: Maintain Infrastructure

Natural Disasters

NRS 2.1 Maintain and improve community preparedness for all types of natural disasters.

NRS 2.1.A – Evaluate the recommendations outlined in the 2021 Weld County Hazard Mitigation Plan and incorporate into the Zoning Code and Development Regulations, as may be appropriate and feasible.

NRS 2.1.B – Actively participate in updates to regional hazard mitigation plans.

NRS 2.1.C – Identify and educate the public on emergency evacuation routes in the event of a natural disaster.

NRS 2.1.D – Assist Weld County with its county flood study. Independently commission a flood study of South Beebe Draw to elucidate the Town's flood risk.

NRS 2.1.E – Evaluate joining the National Flood Insurance Program (NFIP) and the NFIP's Community Rating System.



Source: <https://kdvr.com/video/storms-flood-homes-in-weld-county/7872098/>

Parks, Recreation, Open Space & Trails

PROST Goal 1



Create and maintain a parks, recreation, open space, and trails system that is accessible and comprehensive.

Community Values: Parks/Recreation/Open Space/Trails, Recreation/Community Center, Parks

Parks and Recreation

PROST 1.1 Support the advancement of parks and recreation as an essential community resource and amenity.

PROST 1.1.A – Prepare and adopt a parks, recreation, open space, and trails (PROST) plan and update every five years to meet state requirements.

PROST 1.1.B – Explore the feasibility to develop and fund a variety of outdoor programming.

Open Space and Trails

PROST 1.2 Collaborate with private entities and public agencies to develop a connected and protected open space and trails system.

PROST 1.2.A – Work with Farmers Reservoir and Irrigation Company (FRICO) other relevant stakeholders on potential opportunities to develop trails along canals and within existing open spaces, parks, and street corridors.

PROST 1.2.B – Actively pursue partnerships and grants for funding of trails and open space to acquire sites and develop access.

PROST 1.2.C – When developing trails, design them to be safe and convenient to open spaces, parks, schools, and residential areas, as well as interconnected for on- and off-street bicycle and pedestrian paths.

Access

PROST 1.3 Provide a wide range of indoor and outdoor recreation and cultural opportunities for residents of all ages and abilities.

PROST 1.3.A - Develop a community center and/or recreation center and improved community park to provide a full array of indoor and outdoor recreation options, outdoor gathering and event space, and passive recreation opportunities in town.

PROST 1.3.B – Seek partnerships and funding to develop an active sports complex to meet relevant sports demand.

PROST Goal 2



Maintain level of service (LOS) standards in major categories to benchmark progress towards an overall Lochbuie parks, recreation, open space, and trails (PROST) system.

Community Values: Parks/Recreation/Open Space/Trails, Recreation/Community Center, Parks

Parks Level of Service

PROST 2.1 Develop and Maintain a set of level of service (LOS) standard for parks comparable to similar communities and consistent with the National Parks and Recreation Association (NRPA) standards.

PROST 2.1.A – Explore LOS Standards of 1.46 acres / 1,000 residents for Parks, 12.11 acres / 1,000 residents for Open Space and 55 linear foot / 1 resident for Trails. [See Appendix C.](#)

PROST 2.2 Develop and Maintain a set of level of service (LOS) standards for recreational amenities comparable to categories in similar communities and consistent with the National Parks and Recreation Association (NRPA) standards.

PROST 2.2.A – Explore opportunities to provide additional amenities in the community, possibly including the following:

- Lake Henry Regional Park
- Recreation Center
- Sports Complex
- Outdoor Pool & Mini Water Complex

PROST Goal 3



Include recreation as a target industry for tourism as Lochbuie continues to grow in size and regional prominence.

Community Values: Proximity to Regional Destinations, Parks/ Recreation/Open Space/Trails

Recreation and Tourism

PROST 3.1 Plan, design, and manage recreation sites and facilities that encourage tourism including activities and venues for residents and visitors. [See Figure 44.](#)

PROST 3.1.A – In negotiations with large-scale developments, provide incentives for the development of regional recreation amenities.



Transportation & Mobility

This section serves not only as the Goals, Policies, and Actions for Transportation & Mobility but also as an interim Transportation Master Plan. It is recommended that the Town develop a Transportation Master Plan in the near future, but until then this will help serve the immediate need. Additional tables, maps, and recommendations are included here to help guide the Town on more specific transportation related decisions.

Network

This section proposes a connected, comfortable multimodal transportation network for Lochbuie, consisting of a roadway network for people driving, trails and on-street bicycle facilities for people walking and biking, and connections to regional transit. The proposed future transportation network in Lochbuie is shown in [Figure 37 - Figure 39](#).

Driving

The network for people driving will be connected, safe, and reliable. In order to create a connected network, neighborhood developments should be connected to the street grid in at least two places to create sufficient access points and reduce vehicle miles traveled. Traffic calming devices can be applied to ensure travel speeds align with posted speed limits, prioritizing locations around parks, schools, and where pedestrians and bicyclists are likely to be present.

Walking and Bicycling

The pedestrian network should be comprehensive, with ADA accessible sidewalks or trails on all roadways (except rural roads), as shown in the cross sections. Marked crosswalks should be striped at all warranted intersections, with midblock crosswalks at key locations, per the Colorado Department of Transportation (CDOT) Pedestrian Crossing Installation Guidelines. Additional signage or operational treatments such as Leading Pedestrian Intervals should be considered at key locations such as around schools and parks.

The proposed connected, low stress bicycle network should be built out, with priority given to corridors that provide access to key destinations. Developers should contribute to the funding of bicycle and pedestrian facilities adjacent to or nearby developments.

Figures [26](#) - [36](#) show roadway classifications and characteristics of each such as total Right of Way (ROW) width and number of travel lanes and how they can differ based on context. Roadways are categorized by functional class with arterials typically carrying the largest amount of vehicular traffic, then collectors and local/residential roadways.

Figure 26: Major Arterial - 6 Lane Cross Section

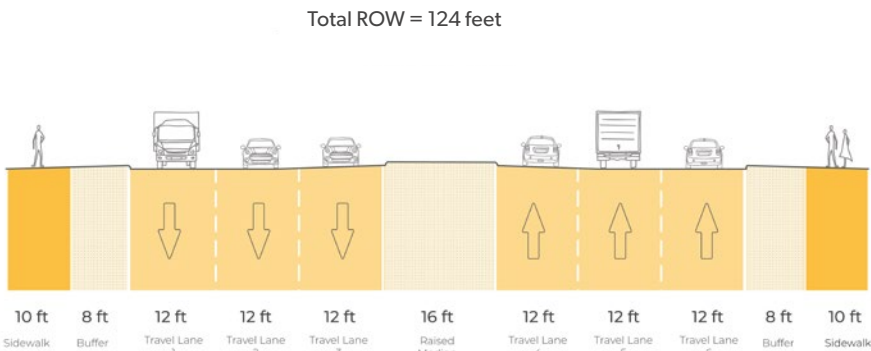


Figure 27: Minor Arterial - 4 Lane Cross Section

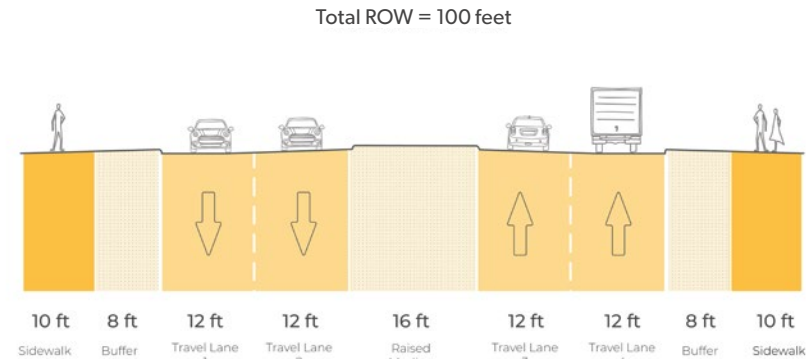


Figure 28: Collector with On-Street Parking Cross Section

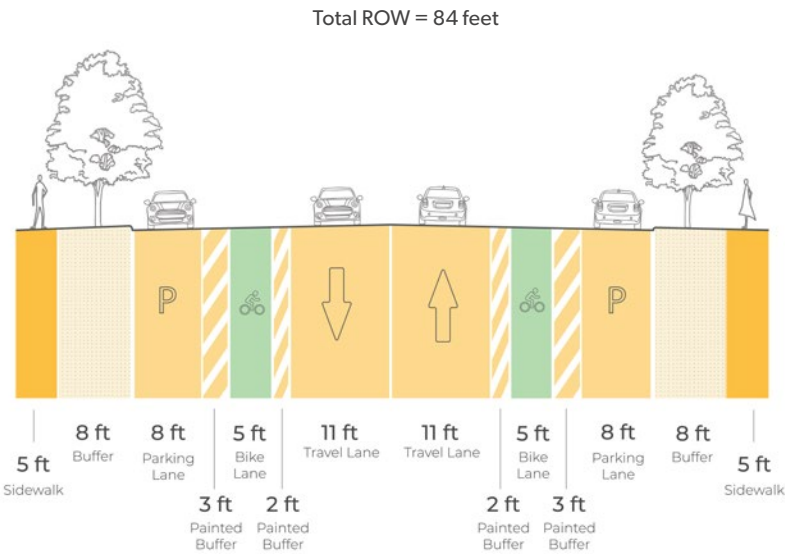


Figure 29: Collector with On-Street Parking (Constrained ROW) Cross Section

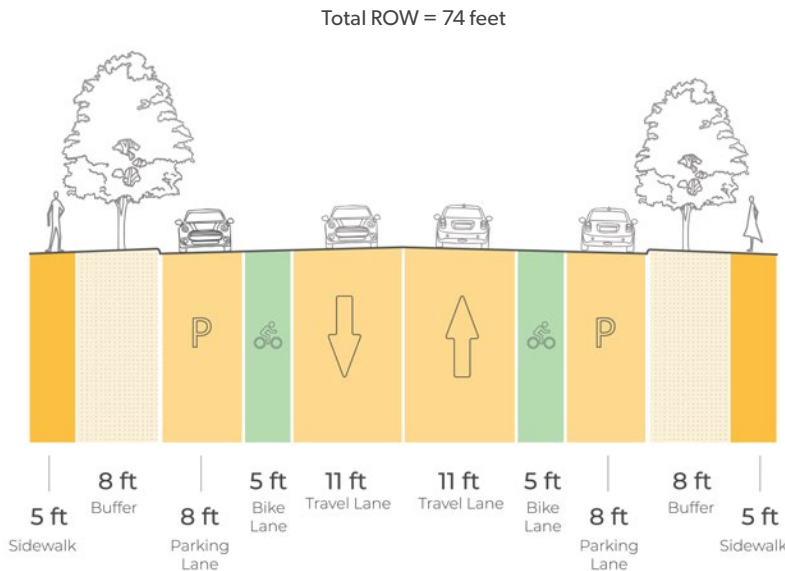


Figure 30: Collector with Center Turn Lane or Landscaped Median Cross Section

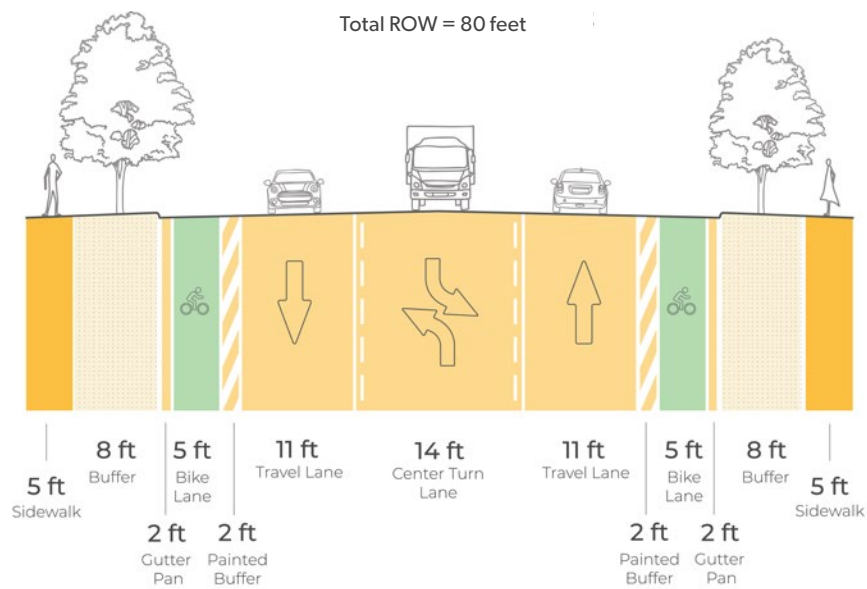


Figure 31: Collector with Center Turn Lane or Landscaped Median (Constrained ROW) Cross Section

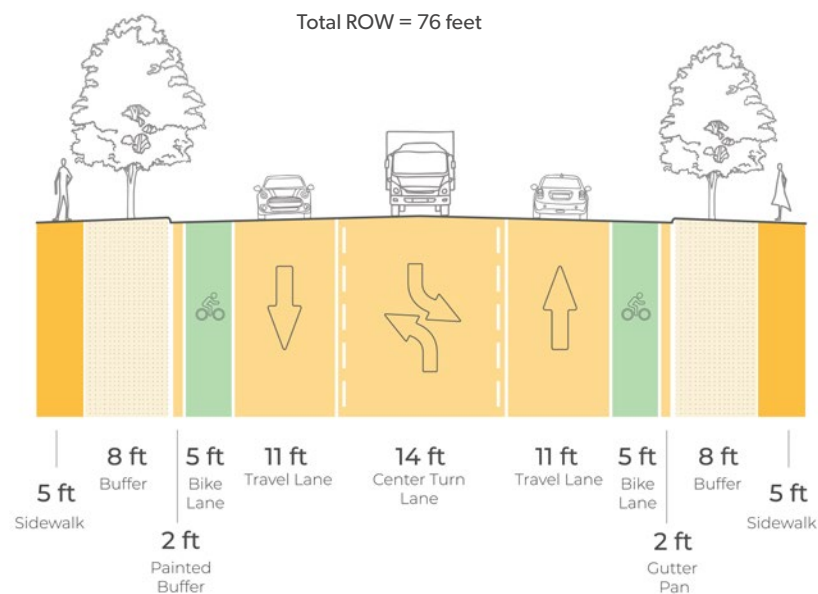


Figure 32: Collector with On-Street Parking and Center Turn Lane or Landscaped Median Cross Section

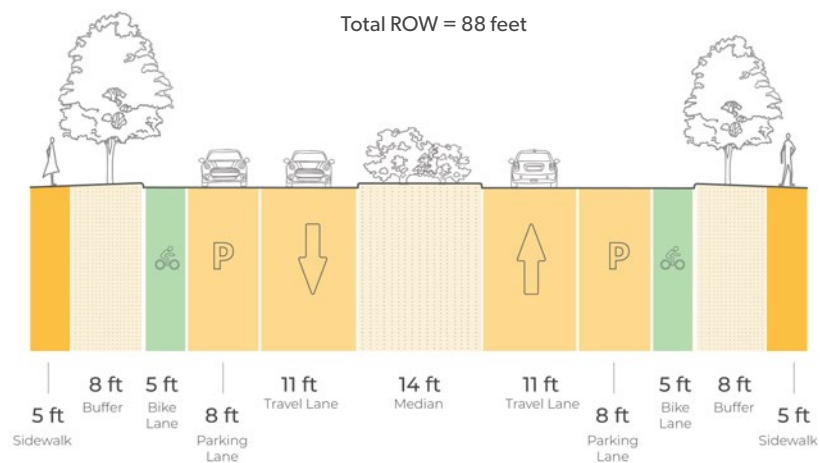


Figure 33: Collector with On-Street Parking and Center Turn Lane or Landscaped Median (Constrained ROW) Cross Section

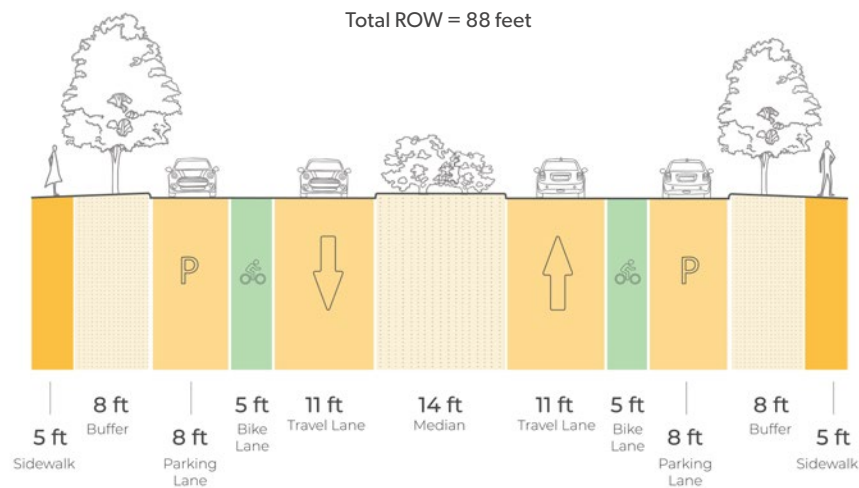


Figure 34: Local with Landscaped Buffers Cross Section

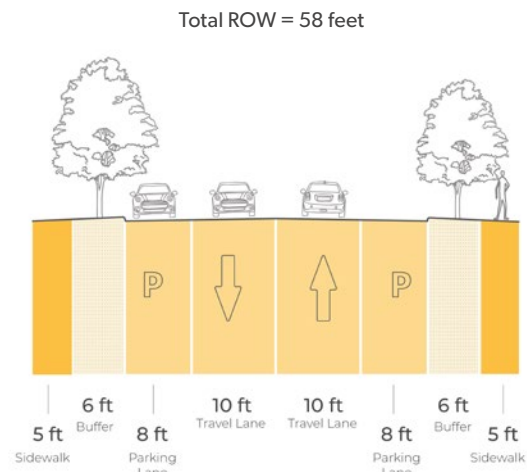
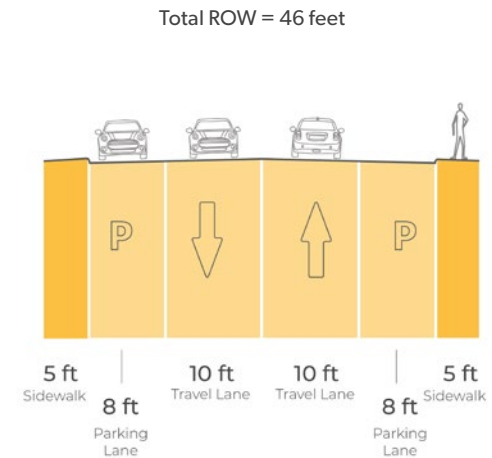
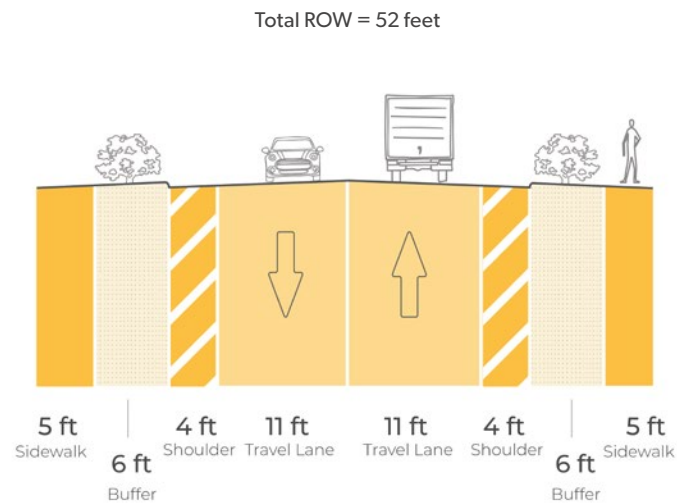


Figure 35: Local without Landscaped Buffers Cross Section*



*(Cross Section will only be considered for use in existing developments.
Staff approval required)

Figure 36: Estate Rural Local Cross Section

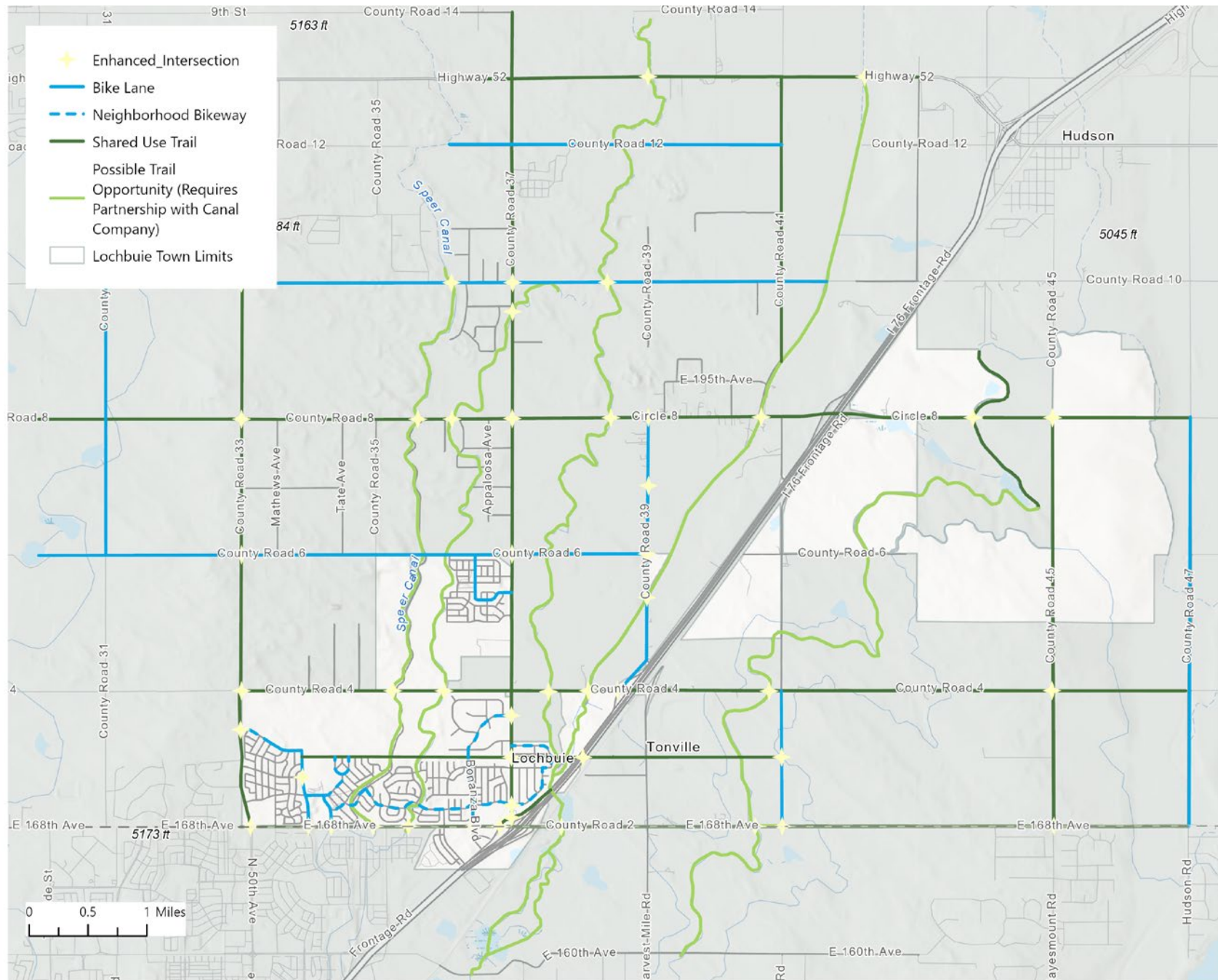




[illegible]

2025 Lochbuie Comprehensive Plan 75

Figure 38: Future Multimodal Circulation Map – Lochbuie Planning Area



[illegible]

Potential Connections to Transit

Lochbuie currently lacks local transit options that serve the Town, and residents have limited regional transit connections.

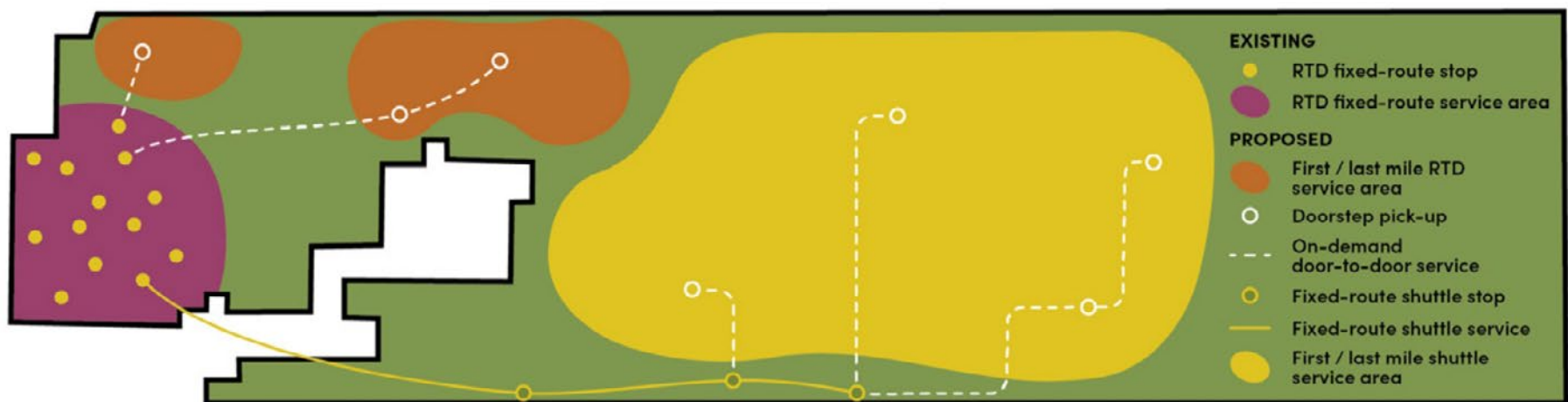
Connections to Regional Transit

[Figure 40](#) shows the proposed transit recommendations as a part of Advancing Adams- the Adams County 2022 Transportation Master Plan. The orange shapes represent areas in the central and northwestern parts of the County, including Brighton and parts of Lochbuie, where the existing RTD service does not cover or operates at a low frequency. Adams County recommended additional on-demand door-to-door service to connect users from communities such as Lochbuie to key destinations or RTD transit stations within the denser parts of the County (shown in the purple area). The proposed CO 7 Bus Rapid Transit system

(BRT) should be a priority connection, as it provides high-speed and reliable service from Brighton west to Boulder. This service would only operate when requested and advanced bookings would be required, as this service can be expensive to provide.

In Weld County, transit service is primarily provided through a demand-response service for rural Weld County residents that connects outlying communities to Greeley. There are currently no fixed transit routes that serve Lochbuie to connect the Town to neighboring communities. Through the Weld County 2045 Transportation Master Plan, Weld County Public Works recommended developing a County-wide Regional Transit Plan to explore regional connection opportunities.

Figure 40: Adams County proposed regional transit connections



Source: Adams County Transportation Master Plan (2022)

Recommended Transportation Programs

This section highlights opportunities to meet the vision for transportation using programs and policies that incentivize alternative travel modes to the private vehicle, implement bicycle and pedestrian infrastructure, and support health and safety outcomes. Beyond simply maintaining and building physical infrastructure, programs and policies ensure that roadways, active transportation facilities, and transit services are efficient, effective, and intuitive. These programs and policies also align the Town's transportation system with broader community values and move the city toward its vision for transportation.

Transportation Demand Management

Transportation demand management (TDM) is a set of strategies and policies aimed at improving mobility, reducing traffic congestion, optimizing transportation infrastructure, and encouraging the use of alternative modes of transportation. Successful TDM strategies can result in lower emissions, improved air quality, more sustainable and efficient transportation systems, and lower vehicle miles traveled by travelers opting out of single occupancy vehicles (SOV) and choosing alternative modes of transportation. TDM identifies barriers to and leverages existing but under-utilized non-SOV options to overcome those barriers and incentivize travelers to

choose alternative modes of transportation such as walking, rolling, biking, or riding transit. Lochbuie should consider the following TDM programs:

- Make code updates to require large developments to provide bicycle or pedestrian amenities through site design to support alternative transportation modes other than driving. (Refer to the Colorado Department of Local Affairs' Small Town Model Land Use Code for ways to integrate TDM strategies into land use codes in a small town context.)
- Walk pools/walking school bus: Organized walking groups for students encourage replacing driving with walking for short trips: http://guide.saferoutesinfo.org/walking_school_bus/
- Education, information, and marketing campaigns on transportation options like participating in DRCOG's bike to workday and national bike/walk to school day:
 - <https://www.drcog.org/bike-to-work-day>
 - <https://www.codot.gov/programs/bikeped/saferoutes/biketoschool>

Traffic Calming Policy/Program

The primary purpose of traffic calming is to support livability and enhance safety through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects. To help reduce speeding, Lochbuie staff should work closely with residents to identify roadways where speeding is prevalent, and safety is a concern. An effective program will have a process on which to identify roadways, employ traffic calming devices, and monitor for effectiveness.

Signage, Wayfinding, and Bicycle/Pedestrian Amenities

Signage is a practical component of a community's transportation system, directing users to key destinations. However, it also offers an opportunity for the Town to create a sense of place and cohesive, artistic system for orienting visitors and bringing people into the Lochbuie. In this way, wayfinding can simultaneously act as an economic development driver and unite transportation and land use.

Signage plays an important role in facilitating multimodal circulation. While missing or confusing signage may irritate visitors and cause unnecessary circling in the car, clear and simple signage correctly enables people to explore and enjoy a downtown area on foot or by bicycle. Additionally, standardized

features like light bollards, consistent pedestrian-scale lamp posts, and signs can signal that one has entered the Town. Signage and wayfinding in Lochbuie should communicate four main messages: 1) when you are entering town; 2) where you are going; 3) where you are allowed to park; and 4) where you can walk, bike, and take transit.

Lochbuie should also implement amenities to support walking and biking such as benches, landscaping or infrastructure that provides shade, bike parking, and maps. These amenities should be located at key locations such as near parks, schools, and trailheads.



Develop a Safe Routes to School Program

Safe Routes to School (SRTS) is a national program that strives to make it safer for students to walk, roll, and bike to school. The most successful Safe Routes to School programs incorporate the Six E's: engagement, equity, engineering, encouragement, education, and evaluation. The Six E's represent an integrated and comprehensive approach to making streets safer for everyone, regardless of their destination or travel mode. The Town of Lochbuie should continue to support the Weld County School District as it develops and manages a comprehensive SRTS program. The Town will also continue to pursue infrastructure funding from the Colorado Department of Transportation's SRTS grant program as appropriate. This "engineering" component will need to be supported by Weld County School District "encouragement and education" of this program. The Town should coordinate with Weld County School District on the following tasks:

- High-visibility signage and markings in school zones
- Police enforcement during peak travel times in school zones
- Designating curb space outside schools for pick-up and drop-off zones
- Conducting safety audits at pick-up and drop-off times to identify safety issues
- Evaluating built environment barriers to walking, rolling, and biking near school properties

In addition to improving safety outcomes, a successful SRTS program can reduce traffic congestion, provide environmental benefits, and create positive walking, rolling, and biking habits that may influence travel behavior later in life.

Maintenance

The Town currently plows and sweeps streets according to set schedules. Once the Town installs additional multimodal infrastructure, routine roadway maintenance activities should also consider bikeway conditions. For example, maintenance can extend to bike lanes since uneven pavement, cracks, potholes, and other pavement quality issues impact people biking as well as people driving. Roadway maintenance should ensure bikeways are clear of detritus and larger objects. Clearing bicycle facilities and trails following snow or other weather events is also a key component of maintenance for these facilities. This may entail the acquisition of specialized plowing equipment for protected or separated bicycle facilities or expanding the fleet of snow removal equipment as the bicycle network grows.

TM Goal 1



Use the vision and tools established in this Comprehensive Plan, to inform decision making around investments in transportation infrastructure.

Community values: Maintain Infrastructure, Transportation and Mobility, Traffic Concerns

Circulation Diagram

TM 1.1 Use the future transportation network maps shown in [Figure 37](#) - [Figure 39](#) to inform the construction of new and improved transportation infrastructure through future development and Town capital improvement projects.

TM 1.1.A – Develop a Transportation Master Plan to guide the Town’s transportation infrastructure development, ensuring it aligns with community goals.

TM 1.1.B - Establish right-of-way and required easements for new roads, trails, and bicycle/pedestrian cut-throughs with new development agreements to ensure improvement of multimodal connectivity as the network grows.

TM 1.1.C – Identify the Town’s top priorities for new and improved transportation infrastructure projects to invest in over the next 10 years. The Town has identified the following projects that are high transportation priorities:

- CR 2 and I-76 Interchange
- Himalaya St (CR 33)
- Baseline Rd (CR 2)

- CR 37
- CR 4

TM 1.1.D – Identify primary traffic corridors that will facilitate efficient traffic flow at full buildout, helping to alleviate congestion on local streets.

Roadway Cross Sections

TM 1.2 Design new and reconstructed roadways according to the cross-sections shown in Table 6 whether constructed by the Town or future development.

TM 1.2.A – Integrate updated cross sections into future development agreements.

TM 1.2.B – Adopt a policy that roadways will be updated to the new standards when roadways are fully reconstructed, and that striping will be updated to better align with the new standards when roadways are repaved.

Regional Integration

TM 1.3 Collaborate with neighboring communities, Weld County, Adams County, and CDOT to align Town transportation projects with other local and regional initiatives.

TM 1.3.A – Set up recurring meetings, potentially quarterly, with neighboring jurisdictions to collaborate on implementing regional projects, aligning local projects across jurisdictions, and pursuing funding opportunities jointly when possible.

TM Goal 2



The Town and developers will build and maintain a safe transportation network.

Community Values: Pedestrian Infrastructure

Traffic Calming

TM 2.1 Implement traffic calming techniques on streets where vehicle speeds routinely exceed the posted speed limit and where there are higher numbers of people walking and biking, such as near commercial areas, parks, and schools.

TM 2.1.A – Adopt a list of approved traffic calming improvements that can be implemented on streets where speeding issues are identified. Use state or national guidance on engineering designs and best practices for when to implement different improvements. The Federal Highway Administration’s Traffic Calming primer is a great place to start developing this list of approved treatments: <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>

TM 2.1.B – Adopt a traffic calming policy that identifies a process for responding to community concerns, evaluates speeding issues on roadways, and provides improvements to calm traffic and reduce speeding where a problem is identified.

TM 2.1.C – Develop a program for proactively installing traffic calming improvements on high-priority streets or where people are walking and biking (like near schools and through neighborhoods). These improvements can be implemented alongside scheduled repaving or as additional funding is

available. A starting place for identifying these locations are the neighborhood bikeways identified in Figure 30. Neighborhood bikeways are streets where people driving and biking share the same travel lanes, but traffic speed calming elements are used to make the street comfortable and safe for everyone whether walking, biking, or driving.

Maintain Streets

TM 2.2 Maintain existing streets and trails in a safe condition and support statewide and regional maintenance investments.

TM 2.2.A – Conduct a townwide inventory of the maintenance conditions of streets and trails throughout town to identify high-priority locations for paving, repaving, or maintenance.

TM 2.2.B – Develop a Pavement Management plan to determine a schedule for repaving/maintenance projects where a set of high priority projects are implemented each year according to annual funding and maintenance on all infrastructure in town is scheduled at regular intervals.

TM 2.2.C – Develop an Asset management Plan to determine strategies and actions the Town can take to manage its infrastructure assets, including roads, throughout their lifecycle, aiming to optimize performance, extend lifespan, and manage risks while balancing costs and benefits.

Enhanced Roadway Crossings

TM 2.3 Implement enhanced intersections and roadway crossings at key locations where trails and bikeways intersect major roadways. These enhanced roadways crossings will

be designed to slow vehicles approaching the intersection, clearly delineate where people walking and biking are crossing the road using crosswalks and green conflict striping paint, shorten crossing distances for people walking and biking, and provide controlled crossings like signals, pedestrian hybrid beacons, or rectangular rapid flashing beacons at these locations.

TM 2.3.A – As part of new development agreements, enhanced crossing locations should include amenities for people walking and biking in the initial designs for these intersections.

TM 2.3.B - Pursue state and federal grant opportunities to fund enhanced crossing improvements - at high-priority crossing locations that are not likely to be constructed with new development.

TM Goal 3



Improve the availability of public transit options.

Community values: Transportation and Mobility

Explore Options for Local Transit Service

TM 3.1 Explore different opportunities for providing a local transit service in Lochbuie.

TM 3.1.A - Evaluate the ability to partner with RTD through the Partnership Program. Connect with nearby communities like Hudson and Brighton to see if they would be interested

in coordinating on applying for the partnership program to bring local transit to Lochbuie and neighboring communities efficiently.

TM 3.1.B – Meet with communities involved in the CO 7 Bus Rapid Transit (BRT) development project to understand current plans and explore opportunities to extend service to Lochbuie or plan for bicycle and pedestrian connections between Lochbuie and the last BRT stop.

TM 3.1.C - Explore partnership with Weld County and North Front Range Metropolitan Planning Organization (NFRMPO) to expand existing on-demand transit service to also cover Lochbuie.

TM Goal 4



Enhance the appearance of local streetscapes.

Community Values: Streetscape Improvements

Attractive Street Vistas

TM 4.1 Implement landscaping, pedestrian-scale lighting, amenities, and wayfinding that offer an attractive and inviting experience for people traveling on all modes.

TM - 4.1.A – Integrate minimum streetscape improvements into requirements for new development, differentiating between residential and commercial development and the different streetscape needs these types of development have.

TM – 4.1.B - Develop a streetscape enhancement plan for key corridors where the Town will provide and maintain additional streetscape funding, improvements, and enhancements that are not likely to occur with new development.

TM – 4.1.C – Identify high-priority locations within town for enhanced streetscape improvement to create a sense of place or main street like atmosphere particularly as new commercial areas in town develop and a sense of a town center is established.

TM Goal 5



Enhance connectivity between subdivisions, neighborhoods, and adjacent communities to create an interconnected and accessible town.

Community Values: Pedestrian Infrastructure

Trails System

TM 5.1 Continue to develop and maintain a backbone trail system, as illustrated in the Future Transportation Network.

TM 5.1.A - Developers are required to fund or build the trails and/or on-street bicycle facilities, as identified in Figures 30-31, relative to their development.

Future Connectivity

TM 5.2 Guide new development and regional projects to

create a connected transportation network for all modes of transportation as Lochbuie grows.

TM - 5.2.A - New subdivisions and neighborhood developments will include at least two connections to the Town's existing roadway network and connections to any nearby existing trails, bike lanes, or sidewalks.

TM - 5.2.B - Develop logical transportation linkages that facilitate efficient transportation connections within the region including new roadways, trails, enhanced roadway crossings, connections to transit, and freight movement.

TM - 5.2.C - Work with utility Xcel Energy to create roads in their easement and parallel to the utility line where possible to improve vehicular connectivity and traffic flow.

TM Goal 6



Develop a comprehensive network of bicycle and pedestrian facilities that provide comfortable access to key destinations for users of all ages and abilities.

Community Values: Pedestrian Infrastructure

Improved Access

TM 6.1 Design and operate town streets to enable comfortable and convenient access for users of all abilities prioritizing people walking, biking, and taking transit, giving access to key destinations, including bus stops, schools, parks, commercial areas, and the Town Center.

TM 6.1.A - Include bicycle and pedestrian facilities on new and/or improved roadways where feasible, per the Future Transportation network and roadway cross-sections.

TM 6.1.B - Create a connected bicycle and pedestrian network within and between neighborhoods by establishing bicycle/pedestrian cut-throughs where the street grid is not connected, such as at cul-de-sacs.

TM 6.1.C - Develop a program to install attractive and branded wayfinding signage at major nodes in Lochbuie that guide people to major attractions throughout the Town.

TM 6.1.D – Develop a program to upgrade existing infrastructure to meet current ADA standards.

Improved Transportation Safety

TM 6.2 Improve transportation safety in Lochbuie for all modes of transportation with an emphasis on improving safety and comfort for vulnerable roadway users like people traveling without a car and children.

TM 6.2.A - Improve intersections and sidewalks to make it comfortable for pedestrians of all ages and abilities and meet ADA requirements. Stop controlled and signalized intersections should include pedestrian crossing treatments, as determined by the Colorado Department of Transportation Pedestrian Crossing Installation Guidelines.

TM 6.2.B - Work with the Weld County RE-3J School District to identify routes to schools that have safety issues that should be addressed through upgraded infrastructure and programs.

Transportation Planning and Coordination Initiatives

In addition to the guiding goals and policies listed earlier in this report, the Town will also continue to plan, coordinate, and implement on infrastructure projects as the Town grows. The following is a list of key projects the Town will continue to plan and coordinate on:

- 1. Coordination with Neighboring Municipalities and Counties.**
 - a.** Collaborate with abutting municipalities, as well as Weld and Adams Counties, to plan and develop adjoining roadways.
 - b.** Specifically, work with the City of Brighton and the Town of Fort Lupton to establish the ultimate road classification for County Road 33.
- 2. Engagement with the Colorado Department of Transportation (CDOT).**
 - a.** Work with CDOT to determine the ultimate configuration of the I-76 overpass at County Road 2.
 - b.** Ensure that any interim improvements align with the final overpass design.
 - c.** Seek funding opportunities for interim improvements until the ultimate bridge design and construction are scheduled.
- 3. Aesthetic and Functional Design of County Road 37**
 - a.** Define the aesthetic design for County Road 37 through the downtown core (between County Road 4 and the Frontage Road).
 - b.** Leverage this segment as an opportunity to create a distinct visual and functional identity for the corridor leading to Town Hall.
- 4. Identification of Key Traffic Corridors.**
 - a.** Identify primary traffic corridors that will facilitate efficient traffic flow at full buildout, helping to alleviate congestion on local streets.
- 5. Enhancing Connectivity Across the Freeway.**
 - a.** Explore opportunities to improve connections between both sides of the freeway to prevent the Town from becoming overly bifurcated, ensuring a cohesive community identity rather than the perception of two separate towns.
- 6. Development of a Comprehensive Arterial Road Network.**
 - a.** Ensure the area between Highway 52 and County Road 8 (from County Road 37 to County Road 43) is developed with a well-planned arterial road network.
 - b.** The road network in this quadrant should seamlessly integrate with the broader town infrastructure, promoting smooth traffic flow and connectivity.

5 | Implementation



The Implementation Plan will serve as a roadmap for Lochbuie staff, leadership, and partner organizations to implement the Plan's Goals and Policies. Each Action is assigned responsible parties, whose duty it is to initiate the action. Each Action is also assigned a priority, the framework of which is as follows.

Implementation Priority Levels:

LOW = 6+ years to implement

Given available staff and funding resources, and/or lower levels of community support, this action is deemed a lower priority than others.

MEDIUM = 3-6 years to implement

Staff and resources are likely to be found, but are not readily available to implement this Action; and/or; medium levels of community support have deemed this action a medium priority.

HIGH = 0-3 years to implement

Staff and funding resources are either available or can be procured; and/or; this Action gained high levels of community support, which has deemed it a high priority.

DURATION:

Some Actions will be ongoing in nature. These should be marked with an asterisk (*) to signify that they are not expected to be completed within the lifetime of this Plan.

Table 6: Land Use & Growth Implementation Matrix

#	Policy/Action	Responsible Party	Priority
LUG 1.1	Promote land uses that will benefit the community, especially those that are in small supply, such as retail and commercial services.		
LUG 1.1.A	Ensure any rezoning in Town Limits are compatible with the Future land Use Map (FLUM) and be prepared to zone land in the Planning Area in accordance with the FLUM when annexation is imminent.	Community Development	*
LUG 1.1.B	Identify and explore incentives to attract revenue-generating commercial development, first within Town Limits and then in the Planning Area. In the Planning Area, encourage commercial uses in the Business and Potential Business Areas along developing corridors.	Community Development, Finance, Town Administrator's Office, Downtown Development Authority, Economic Development	HIGH
LUG 1.1.C	Update Zoning code to minimize conditional uses to allow greater flexibility and less administrative review time.	Community Development	MEDIUM
LUG 1.1.D	Continue to encourage subdivisions to develop as mixed-use neighborhoods that have a balance of residential and commercial components (where applicable, along primary corridors or adjacent to primary intersections) with dedicated public/open space and parks.	Community Development	*
LUG 1.2	Build on and leverage the BNSF development to attract complementary land uses adjacent to the facility.		
LUG 1.2.A	As adjacent properties to the BNSF development annex, zone those areas to allow for industrial, manufacturing, commercial, retail, and workforce housing uses and to encourage industry clustering and spillover.	Community Development	*
LUG 1.3	Facilitate development of a town center/main street to serve as a location where people can work, shop, live and recreate in an attractive, walkable, mixed-use area. Ensure this includes a mix of uses at a scale that facilitates the efficient flow of goods and services in a diversified and healthy economic hub. See Appendix C.		
LUG 1.3.A	Commission a Downtown Development Plan that would identify a suitable location of the Town Center/Main Street and explore strategies for economic development, programming, and regulations.	Community Development	LOW/MEDIUM

Table 7: Land Use & Growth Implementation Matrix

#	Policy/Action	Responsible Party	Priority
LUG 1.3.B	Continue working towards establishing a Downtown Development Authority (DDA) to facilitate the economic development of a new town center.	Town Manager, Economic Development, Community Development	HIGH
LUG 2.1	Annex properties strategically to manage growth in a way that limits impact on Town's fiscal sustainability, promotes economic development, and strives to maintain a high quality of life for current and future Lochbuie residents.		
LUG 2.1.A	Develop a formal Annexation Policy that prioritizes the fiscal health of the Town. Factors that should be included in this policy include but are not limited to: proximity to current Town limits, capacity of Town infrastructure and utilities to serve annexation properties, capacity of Town services (police, fire, emergency medical services), and proximity to other municipalities.	Town Administrator's Office, Economic Development, Community Development, Finance Dept, Public Works, Public Utilities, Board of Trustees	MEDIUM/ HIGH
LUG 2.2	Concentrate growth in areas that can be served by infrastructure in an efficient and fiscally responsible manner.		
LUG 2.2.A	Require that annexation applications include a cost-benefit analysis for extension of Town services, considering the cost to serve residential properties vs. revenue-generating uses.	Community Development, Economic Development, Public Works, Public Utilities, Board of Trustees	MEDIUM
LUG 2.2.B	Work with developers to achieve build out and occupancy of vacant residential developments in Town such as Mixed Use at Silver Peaks, Silver Peaks North, Silver Peaks East, Altamira, Lochbuie Station, and Blue Lake.	Community Development, Board of Trustees	HIGH
LUG 2.3	Work with neighboring communities and counties to develop cooperative and complementary cooperative planning agreements.		
LUG 2.3.A	Continue and keep updated on intergovernmental agreements with Brighton.	Town Manager, Community Development	HIGH
LUG 2.3.B	Pursue more formal agreements with Fort Lupton and Hudson that acknowledge overlapping growth areas and outline a process to handle annexations in those areas.	Town Manager, Community Development	HIGH
LUG 3.1	Modify the Residential Design Standards to allow for a greater diversity in housing types while preserving natural features.		

Table 8: Land Use & Growth Implementation Matrix

#	Policy/Action	Responsible Party	Priority
LUG 3.1.A	Update the Development Standards to enhance residential architectural design and building materials to meet the desired character of Lochbuie residents while employing best practices.	Community Development	HIGH
LUG 3.1.B	Modify the Subdivision Regulations to allow for flexibility in the development process to promote smaller lot sizes where appropriate, a greater diversity of housing types, and additional recreational amenities for residents.	Community Development	LOW/MEDIUM
LUG 3.1.C	Zone land and allow for a range of housing types (single-family, duplex, townhome, and multi-family) to offer a more diversified housing stock at a variety of price points.	Community Development	*
LUG 3.1.D	Revisit Residential Design Standards for housing types with more than one unit to ensure alignment with modern best practices and the community's desired character.	Community Development	HIGH
LUG 3.2	Update the Town's Zoning Code to include Landscaping and Streetscape standards to promote an enhanced public realm.		
LUG 3.2.A	Encourage xeriscaping or other planting types that require no or low-watering into the Town's Landscaping and Streetscape standards.	Community Development, Public Works	*
LUG 3.2.B	Coordinate with CDOT to improve the maintenance of landscaping along State-owned Right of Way in a manner that reflects the Town's concerted efforts.	Community Development, Public Works, Public Utilities	*

Table 9: Town Services Implementation Matrix

#	Policy/Action	Responsible Party	Priority
TS 1.1	Ensure private developments pay their fair share to provide the necessary public facilities and infrastructure to accommodate the growth and maintain levels of services for Lochbuie residents.		
TS 1.1.A	Use Town's updated impact fee schedule to ensure new development pays proportionally for its long-term impacts on providing Town services, particularly considering the effects on the greater area's traffic and mobility systems.	Community Development, Public Works, Public Utilities	HIGH
TS 1.2	Continue to explore new revenue streams, like the updated impact fee schedule, to ensure the Town can maintain a consistent level of quality in services as the Town grows. These may include but are not limited to a specific use or sales tax.		
TS 1.2.A	Continue to encourage the incorporation of retail and commercial uses in developments to ensure a stable sales tax base.	Economic Development, Community Development, Finance	*
TS 1.2.B	Pursue grant funding for infrastructure improvements and other investments in the public realm to offset Capital Improvement costs.	Town Administrator's Office, Public Works, Finance, Community Development	*
TS 2.1	Ensure the provision of a water system with adequate supply, transmission, distribution, and storage facilities to meet the needs of existing and future development.		
TS 2.1.A	Continue to require that new development demonstrate adequate water supply capacity before approval.	Public Works, Community Development	*
TS 2.1.B	Implement facility and infrastructure improvements as identified in the Town Water System Master Plan to ensure the Town has adequate water supply for new and existing development.	Public Works, Community Development	HIGH
TS 2.1.C	Continue to explore opportunities to acquire water resources that give the Town the ability to support and, if appropriate, incentivize economic development projects.	Public Works, Community Development, Finance	MEDIUM/HIGH
TS 2.1.D	Promote water conservation through the use of xeriscaping instead of turf grass, and limits on irresponsible irrigating.	Public Works, Community Development	*

Table 10: Town Services Implementation Matrix

#	Policy/Action	Responsible Party	Priority
TS 2.2	Ensure the provision of adequate wastewater treatment capacity.		
TS 2.2.A	Implement facility and infrastructure improvements as identified in the Town Wastewater Master Plan to ensure the Town has adequate wastewater treatment capacity for new and existing development.	Public Works, Community Development, Public Utilities, Municipal Sewer Board	HIGH
TS 2.2.B	Examine the Wastewater Utility Service Area (WUSA) boundary to ensure it reflects the true capacity of the Town and new Planning Area.	Public Works, Community Development, Public Utilities, Municipal Sewer Board	HIGH
TS 2.2.C	Align CIP investments in wastewater infrastructure with the Town Utility Plan as a part of a five-year CIP plan.	Public Works, Community Development, Public Utilities, Municipal Sewer Board	HIGH
TS 2.3	Ensure the provision and sizing of adequate storm drainage facilities to accommodate existing and planned development.		
TS 2.3.A	Coordinate development review with South Beebe Draw Metropolitan District (SBDMD) on projects within their district boundaries to ensure new development includes appropriate stormwater control measures.	Community Development, Public Works, Public Utilities	*
TS 2.3.B	Develop a stormwater management plan with input from the Brighton, Adams County, Weld County, Mile High Flood District, and SBDMD.	Community Development, Public Works, Public Utilities	MEDIUM/HIGH
TS 2.4	Ensure the provision of an efficient program for the management and reduction of solid waste materials, including collection and disposal.		
TS 2.4.A	Work with current and future solid waste service provider(s) to promote solid waste reduction throughout the Planning Area.	Community Development, Public Works, Public Utilities	*
TS 2.5	Ensure the provision of consistent, efficient, cost-effective, and environmentally sound utility services to current and future residents and businesses.		

Table 11: Town Services Implementation Matrix

#	Policy/Action	Responsible Party	Priority
TS 2.5.A	Coordinate with gas and electricity providers on plans for utility extensions based on the location and density of new development.	Community Development, Public Works, Public Utilities	*
TS 2.6	Ensure the provision of consistent, efficient, cost-effective, and environmentally sound utility services to current and future residents and businesses.		
TS 2.6.A	Work with telecommunication providers to ensure all current and future residents and businesses have access to high-speed broadband service.	Community Development, Public Works, Public Utilities	*
TS 2.6.B	Continue to use telecommunication channels to provide easy and equal access of Town information and invite public participation.	Community Development, Public Works, Public Utilities	*
TS 3.1	Maintain the levels of service for all services provided by the Town and its partner agencies.		
TS 3.2	Continue to coordinate with existing Fire Protection agencies to provide fire protection for Lochbuie residents and start exploring how Planning Area might be serviced as Town grows.		
TS 3.2.A	Contact and collaborate with Hudson and Brighton Fire District to understand their long-term growth plan and their ability to service Lochbuie's Planning Area as it develops north, adjacent to Hudson and Brighton.	Community Development, Hudson Fire Protection District	MEDIUM/HIGH
TS 3.2.B	Contact and collaborate with Fort Lupton Fire District to understand their long-term growth plan and their interest in potentially servicing Lochbuie's Planning Area as it develops north, adjacent to Fort Lupton.	Community Development, Fort Lupton Fire District	MEDIUM/HIGH
TS 3.3	As part of an overall planning effort for municipal facilities, seek expansion and/or separation of Town Hall/Police Department to address current and future capacity issues.		
TS 3.3.A	Conduct a municipal facility needs assessment to understand current needs and future capacities of Town-owned buildings and work to procure future properties for additional or expanded facilities.	Community Development, Public Works, Public Utilities, Board of Trustees	HIGH

Table 12: Town Services Implementation Matrix

#	Policy/Action	Responsible Party	Priority
TS 3.4	Work to adopt emerging technology to aid in fire and policing operations and implement best practices to serve the needs of the community.		
TS 3.5	Continue to coordinate with emergency response service with Weld and Adams Counties and other jurisdictions within these counties to ensure adequate response times to emergencies.		
TS 4.1	Ensure residents have sufficient community facilities to meet their needs and enhance their quality of life.		
TS 4.1.A	Assess which community facilities are most needed and would provide the most benefit for Lochbuie residents - including but not limited to: a Recreation Center, local Public Library, Youth Center, Senior Center, and identify potential funding sources and/or partners for their development.	Community Development, Public Works	HIGH
TS 4.1.B	Explore funding opportunities and phasing of a public facility on the Lake Henry property or elsewhere.	Community Development, Finance, Public Works	MEDIUM/HIGH
TS 4.2	Continue to collaborate with Weld County RE-3(J) School District on the potential location of a middle school and/or high school within Lochbuie's Planning Area. Sites should be adequately sized to include enough room for park/open space amenities and recreation.		
TS 4.2.A	Properly size, configure, and acquire sites, facilities, and major equipment to deliver planned levels of services across Town Services.	Community Development, Public Works, Public Utilities	*
TS 4.2.B	Continue to pursue a middle or high school on the 60-acre campus site on the AltaMira subdivision that has land dedication.	Community Development, Public Works, Public Utilities	*
TS 4.3	Identify an approach and strategy to fund, plan, design, permit, schedule and construct sites and facilities to deliver levels of service across Town Services. See Table 32.		

Table 13: Town Services Implementation Matrix

#	Policy/Action	Responsible Party	Priority
TS 4.3.A	Municipal Facilities & Equipment – Based on comparable Denver front range community existing sites and facilities, plus existing properties, determine a funding approach to include a combination of federal, state, and local funding for five major assets: • Town Hall/Municipal Center • Public Works Facility • Fleet Management Facility • Auxiliary Public Works yard • Ice Slicer and Equipment Storage	Community Development, Municipal Court, Public Works, Public Utilities, Board of Trustees	HIGH
TS 4.3.B	Public Safety Facilities & Equipment - Based on comparable Denver front range community existing sites and facilities, plus existing properties, determine a funding approach to include a combination of federal, state, and local funding for a major asset: •New Police Station or substation	Community Development, Police, Public Works, Public Utilities, Board of Trustees	HIGH
TS 5.1	Make sure every resident can easily access and explore important Town documents.		
TS 5.1.A	Continue to provide Spanish translation services and easy access to public notices, newsletters, announcements, and provide interpretation at public meetings and elsewhere where feasible	Community Development	*
TS 5.1.B	Wherever possible, make public documents digitally accessible.	Community Development	*
TS 5.2	Continue to offer and expand community-wide events and programming to inform residents and promote strong community participation.		

Table 14: Housing Implementation Matrix

#	Policy/Action	Responsible Party	Priority
H 1.1	Continue to be a regional leader in the provision of naturally affordable housing while considering sensible additions of subsidized affordable housing where appropriate to improve the match between housing supply and the needs of workers and families.		
H 1.1.A	Monitor regional affordable housing needs, especially via updates to the Weld County Housing Needs Assessment and similar efforts in Adams County.	Community Development	*
H 1.1.B	Monitor Lochbuie's existing and pipeline housing supply as relates to those housing needs.	Community Development	*
H 1.1.C	Continue to facilitate new residential development in town.	Community Development, Finance	*
H 1.2	Explore pros and cons of partnerships with state, regional, and philanthropic groups for affordable housing funding, renter services, and other housing resources.		
H 1.2.A	Consider establishing or strengthening partner relationships with the Greeley-Weld Housing Authority, the Brighton Housing Authority, and/or the Adams County Housing Authority, to increase awareness of potentially advantageous financial programs and other housing-related resources.	Town Manager, Community Development	MEDIUM
H 1.2.B	Investigate pros and cons of participating in the DOLA-administered State Proposition 123 program of financial assistance for communities that commit to growing their annual production of affordable housing.	Town Manager, Community Development	MEDIUM
H 2.1	Allow for and promote a wider variety of housing types and sizes to provide a broader range of home prices and rent levels to meet changing community and workforce needs.		

Table 15: Housing Implementation Matrix

#	Policy/Action	Responsible Party	Priority
H 2.1.A	Modify zoning and other regulations as applicable to continue encouraging a wider variety of housing products (including “missing-middle” housing such as townhome, fourplex, cottage clusters, etc.) where added density makes sense given surrounding land uses (see Land Use Goals 1 and 2).	Community Development	HIGH
H 2.1.B	Allow for and encourage housing that meets multigenerational needs and allows more options for aging in place -- through diversity of form and safe proximity to schools, parks, and healthcare resources, potentially including independent and/or assisted senior living facilities.	Community Development	*
H 3.1	Promote patterns of development that concentrate new housing units around needed resources, infrastructure, and amenities while encouraging lower-density neighborhood options further from the center of Town.		
H 3.1.A	Once a future Town Center is established, zone for adjacent properties for appropriate increased housing density and mixed-use development.	Community Development	LOW/ MEDIUM
H 3.1.B	Work in partnership with BNSF and other potential employers around the proposed multimodal logistics facilities to understand likely workforce housing needs and address those needs through complementary residential zoning convenient to the area.	Town Manager, Economic Development, Community Development, BNSF	HIGH
H 3.2	Consider potential redevelopment opportunities in areas with aging housing stock.		
H 3.2.A	Weigh community sentiment, costs, and potential benefits of replacement of aging manufactured housing as opportunities arise for infill redevelopment that might better meet Town housing or commercial goals.	Town Manager, Community Development, Board of Trustees	MEDIUM/ HIGH
H 3.2.B	Continue working to establish a Downtown Development Authority (DDA) to plan for and fund infrastructure for infill redevelopment activities that may include residential components, especially as may relate to the developing a town center.	Town Manger, Economic Development, Community Development, Finance, Board of Trustees	HIGH*

Table 16: Economic Development Implementation Matrix

#	Policy/Action	Responsible Party	Priority
ED 1.1	Attract needed retail stores townwide, but, primarily along 168th Avenue, west of I-76, and later east of I-76 as BNSF develops, including a mix of highway-serving and local resident-serving stores, services, and dining options.		
ED 1.1.A	Ensure appropriate zoning and infrastructure for development of retail specifically targeted to capture potential daytime shopping/dining/service needs of BNSF-area logistics workforce.	Economic Development, Community Development	HIGH*
ED 1.1.B	Ensure appropriate zoning and infrastructure to encourage development of retail in a designated Town Center area.	Economic Development, Community Development	MEDIUM/HIGH
ED 1.1.C	Continue development of a Downtown Development Authority (DDA) encompassing both the Town Center and the expanded Town limits covering the BNSF area to help plan for and fund infrastructure and land assembly necessary for development and to coordinate funding for promotion, beautification, and related efforts going forward.	Economic Development, Community Development, Finance, Board of Trustees	HIGH*
ED 1.2	Support the ongoing operational success of retail businesses in Lochbuie by working to provide adequate access, functionality, safety, aesthetic appeal, and overall vitality of retail centers.		
ED 1.2.A	Coordinate efforts and investments of public works and other departments to ensure attractive wayfinding and access to existing and future retail and hospitality establishments.	Economic Development, Community Development, Public Works, Public Utilities	MEDIUM
ED 1.2.B	Support existing local retail and other businesses by ensuring they have the resources to expand and evolve along with the Town.	Economic Development, Community Development, Public Works, Public Utilities	MEDIUM
ED 1.2.C	Consider creation of a Business Improvement District (BID) made up of commercial establishments operating within the Town Center and/or BNSF areas to help plan and fund ongoing promotional and support activities (longer term).	Economic Development, Community Development, Finance, Board of Trustees, BNSF	MEDIUM

Table 17: Economic Development Implementation Matrix

#	Policy/Action	Responsible Party	Priority
ED 2.1	Attract high quality, market-supported, hospitality establishments such as lodging, dining, and recreation businesses to encourage longer visitor stays (including overnight visits) and more visitor spending in Lochbuie.		
ED 2.1.A	Provide appropriate zoning for and actively pursue potential hotel, restaurant, and recreational (bowling, mini-golf, corn maze, pumpkin patch, go-cart racing, etc.) development with favorable visibility from and access to I-76.	Economic Development, Community Development	MEDIUM/HIGH
ED 2.2	Enhance the destination appeal of Lochbuie through public recreational amenities (lake, skate park, trails, and events) that are designed to attract residents and residents of adjacent communities.		
ED 2.2.A	Enhance and promote a growing portfolio of permanent and event-based public attractions in Lochbuie– lake, parks, trails, skate park, town center art, outdoor performance/event space, etc.	Economic Development, Public Works, Community Development	MEDIUM/HIGH
ED 2.2.B	In conjunction with Highway-oriented lodging, consider a lodging tax to support visitor promotion amenities and efforts such as signage, advertising, and personnel for event programming.	Economic Development, Community Development, Finance	MEDIUM/HIGH
ED 3.1	Ensure that zoning and other regulatory policy elements are adequate for and supportive of successful development East of I-76.		
ED 3.1.A	Establish and/or modify commercial and industrial zoning, or related PUD/mixed zoning, around the BNSF facility area to accommodate adjacent development.	Economic Development, Community Development, BNSF	HIGH
ED 3.2	Engage existing regional economic development resources and partners to assist in recruitment and retention of complementary businesses around the BNSF project.		
ED 3.2.A	Work closely with Upstate Colorado Economic Development to ensure that regional industry targeting, employer site selection resources, and business attraction efforts appropriately align with the significance of the BNSF development cluster.	Economic Development, Town Administrator, Community Development, Upstate Colorado Economic Development, BNSF	HIGH*

Table 18: Economic Development Implementation Matrix

#	Policy/Action	Responsible Party	Priority
ED 4.1	Leverage regional, state, and philanthropic funding and other resources to support resident workforce preparedness (e.g. job fairs, training facilities, apprenticeship programs, trade-focused language classes, trade schools, etc.).		
ED 4.1.A	Explore ways to encourage the location of new trade school facilities in Lochbuie, supportive of regionally in-demand trades and the evolving needs of local employment centers (including BNSF and nearby DIA).	Economic Development, Town Administrator, Upstate Colorado Economic Development, AIMS Community College, Front Range Community College	MEDIUM
ED 4.1.B	Actively communicate and collaborate with the local school district to explore vocational and workforce preparedness programs for middle- and high school students also tailored to regionally in-demand trades and evolving needs of local employment centers (including BNSF and nearby DIA).	Economic Development, Town Administrator, School District	MEDIUM
ED 4.1.C	Promote existing education assistance programs (e.g. Weld County funding for community college) in support of workforce preparedness.	Economic Development, Town Administrator, Weld County, School Districts	MEDIUM
ED 4.2	Consider establishing multipurpose “makers” space for entrepreneurial and creative activity as part of workforce development-related efforts.		
ED 4.2.A	Investigate opportunities to acquire or (re)develop low-cost flexible workshop space, possibly as part of Town Center development, to allow a space for self-directed technical skill-acquisition around the intersection of practical fabrication and artistic expression.	Economic Development, Town Administrator, Library	MEDIUM

Table 19: Natural Resources & Sustainability Implementation Matrix

#	Policy/Action	Responsible Party	Priority
NRS 1.1	Identify, promote, and expand the use of renewable energy resources and reduce consumption of nonrenewable energy sources to reduce greenhouse gas emissions.		
NRS 1.1.A	Explore the possibility of attracting the location of renewable energy farms in the Lochbuie Planning Area where feasible and where land lends itself to such uses, subject to cost and benefit analysis for community.	Public Works, Economic Development, Town Administrator, Community Development, Public Utilities	MEDIUM
NRS 1.1.B	Continue to work with oil and gas, mining, and similar companies to mitigate undesirable impacts and address reclamation for the community.	Public Works, Economic Development, Town Administrator, Community Development, Public Utilities	*
NRS 1.1.C	Consider the feasibility and economic impact of developing an electric vehicle charging station along I-76 frontage roads for visitor and resident use.	Public Works, Economic Development, Town Administrator, Public Utilities	MEDIUM
NRS 1.1.D	Strive to comply with state statute with regard to new energy conservation requirements and code updates.	Public Works, Economic Development, Community Development, Public Utilities, Xcel	*
NRS 1.1.E	Seek partnerships with local utility providers and other jurisdictions to make Town facilities more energy efficient.	Public Works, Economic Development, Community Development, Public Utilities, Xcel	*
NRS 1.2	Conserve water and protect the ecological integrity of water resources.		
NRS 1.2.A	Review Development Regulations and implement water conservation methods that encourage efficiency, reuse, and reductions in water use in new developments, redevelopment, and Town facilities.	Public Works, Economic Development, Community Development	HIGH

Table 20: Natural Resources and Sustainability Implementation Matrix

#	Policy/Action	Responsible Party	Priority
NRS 1.2.B	Launch a campaign to promote low-water use methods for landscaping on residential properties.	Public Works, Economic Development, Town Administrator	HIGH
NRS 1.2.C	Explore water conservation strategies for the Lake Henry property and conduct a water storage plan as a part of its redevelopment.	Public Works, Economic Development, Community Development, Public Utilities, FRICO	*
NRS 1.2.D	Review stormwater standards and ensure that they adequately reduce stormwater runoff and protect water quality.	Public Works, Economic Development, Community Development	*
NRS 1.2.E	Work with other entities such as Weld and Adams County to mitigate the impacts of older, less reliable septic systems on groundwater resources.	Public Works, Economic Development, Community Development, Public Utilities	*
NRS 1.3	Strive to align Town upgrades and facilities with best practices related to sustainability.		
NRS 1.3.A	Purchase fuel efficient vehicles for new and replacement fleet vehicles when financially viable.	Public Works, Economic Development, Police, Finance	*
NRS 1.4	Grow responsibly by respecting and enhancing the natural environment.		
NRS 1.5	Collaborate with regional partners on efforts to reduce greenhouse gas emissions.		
NRS 1.5.A	Partner with the County and other neighboring jurisdictions and pursue grant funding to conduct a GHG inventory to understand current emissions levels. Support organizations working towards establishing regional GHG reduction goals and strategies to enhance air quality.	Community Development	LOW
NRS 1.5.B	Explore the feasibility of the development of a platform that permits extended communication with citizens to discuss environmental and other issues.	Community Development, Public Utilities	LOW

Table 21: Natural Resources & Sustainability Implementation Matrix

#	Policy/Action	Responsible Party	Priority
NRS 2.1	Maintain and improve community preparedness for all types of natural disasters.		
NRS 2.1.A	Evaluate the recommendations outlined in the 2021 Weld County Hazard Mitigation Plan and incorporate into the Zoning Code and Development Regulations, as may be appropriate and feasible.	Public Works, Economic Development, Police, Town Administrator, Weld County	MEDIUM/HIGH
NRS 2.1.B	Actively participate in updates to regional hazard mitigation plans.	Public Works, Economic Development, Police, Town Administrator, Weld County	*
NRS 2.1.C	Identify and educate the public on emergency evacuation routes in the event of a natural disaster.	Public Works, Economic Development, Police, Town Administrator, Weld County	MEDIUM/HIGH
NRS 2.1.D	Assist Weld County with its county flood study. Independently commission a flood study of South Beebe Draw to elucidate the Town's flood risk.	Public Works, Economic Development, Police, Town Administrator, Weld County	
NRS 2.1.E	Evaluate joining the National Flood Insurance Program (NFIP) and the NFIP's Community Rating System.	Public Works, Economic Development, Police, Town Administrator, Weld County	

Table 22: Parks, Recreation, Open Space, & Trails Implementation Matrix

#	Policy/Action	Responsible Party	Priority
PROST 1.1	Support the advancement of parks and recreation as an essential community resource and service.		
PROST 1.1.A	Prepare and adopt a parks, recreation, open space, and trails (PROST) plan and update every five years to meet state requirements.	Public Works, Community Development	HIGH
PROST 1.1.B	Explore the feasibility to develop and fund a variety of outdoor programming.	Public Works, Community Development	MEDIUM
PROST 1.2	Collaborate with private entities and public agencies to develop a connected and protected open space and trails system.		
PROST 1.2.A	Work with Farmers Reservoir and Irrigation Company (FRICO) other relevant stakeholders on potential opportunities to develop trails along canals and within existing open spaces, parks, and street corridors.	Public Works, Community Development, FRICO	*
PROST 1.2.B	Actively pursue partnerships and grants for funding of trails and open space to acquire sites and develop access.	Public Works, Community Development	MEDIUM/HIGH
PROST 1.2.C	When developing trails, design them to be safe and convenient to open spaces, parks, schools, and residential areas, as well as interconnected for on- and off-street bicycle and pedestrian paths.	Public Works, Community Development	*
PROST 1.3	Provide a wide range of indoor and outdoor recreation and cultural opportunities for residents of all ages and abilities.		
PROST 1.3.A	Explore the possibility of developing a community center and/or recreation center and improved community park on the existing Lake Henry or other site to provide a full array of indoor and outdoor recreation options, outdoor gathering and event space, and passive recreation opportunities in town.	Town Manager, Public Works, Community Development	MEDIUM/HIGH

Table 23: Parks, Recreation, Open Space, & Trails Implementation Matrix

#	Policy/Action	Responsible Party	Priority
PROST 1.3.B	Seek partnerships and funding to develop an active sports complex to meet relevant sports demand.	Town Manager, Public Works, Community Development	MEDIUM/HIGH
PROST 2.1	Develop and Maintain a set of level of service (LOS) standards for parks comparable to categories in similar communities and consistent with the National Parks and Recreation Association (NRPA) standards.		
PROST 2.1.A	Explore LOS Standards of 1.46 acres / 1,000 residents for Parks, 12.11 acres / 1,000 residents for Open Space and 55 linear foot / 1 resident for Trails. See Appendix C.	Public Works	MEDIUM/HIGH
PROST 2.2	Develop and Maintain a set of level of service (LOS) standards for recreational amenities comparable to categories in similar communities and consistent with the National Parks and Recreation Association (NRPA) standards.		
PROST 2.2.A	Explore opportunities to provide additional amenities in the community, possibly including the following: •Lake Henry Regional Park •Recreation Center •Sports Complex •Outdoor Pool & Mini Water Complex	Public Works	MEDIUM/HIGH
PROST 3.1	Plan, design, and manage recreation sites and facilities that encourage tourism including activities and venues for residents and visitors. See Figure 44.		
PROST 3.1.A	In negotiations with large-scale developments, explore a mechanism for providing incentives for the development of regional recreation amenities.	Public Works, Community Development	*

Table 24: Transportation & Mobility Implementation Matrix

#	Policy/Action	Responsible Party	Priority
TM 1.1	Use the future transportation network maps shown in Figure 37 - Figure 39 to inform the construction of new and improved transportation infrastructure through future development and Town capital improvement projects.		
TM 1.1.A	Develop a Townwide Transportation Master Plan.	Public Works, Community Development	HIGH
TM 1.1.B	Establish right-of-way and required easements for new roads, trails, and bicycle/pedestrian cut-throughs with new development agreements to ensure improvement of multimodal connectivity as the network grows.	Public Works, Community Development	HIGH*
TM 1.1.C	Identify the Town's top priorities for new and improved transportation infrastructure projects to invest in over the next 10 years.	Public Works, Community Development	HIGH
TM 1.1.D	Identify primary traffic corridors that will facilitate efficient traffic flow at full buildout, helping to alleviate congestion on local streets.	Public Works, Community Development	HIGH*
TM 1.2	Design new and reconstructed roadways according to the cross-sections shown in Table 6 whether constructed by the Town or future development.		
TM 1.2.A	Integrate updated cross sections into future development agreements.	Public Works, Community Development	HIGH*
TM 1.2.B	Adopt a policy that roadways will be updated to the new standards when roadways are fully reconstructed, and that striping will be updated to better align with the new standards when roadways are repaved.	Public Works, Community Development	MEDIUM*
TM 1.3	Collaborate with neighboring communities, Weld County, Adams County, and CDOT to align Town transportation projects with other local and regional initiatives.		
TM 1.3.A	Set up recurring meetings, potentially quarterly, with neighboring jurisdictions to collaborate on implementing regional projects, aligning local projects across jurisdictions, and pursuing funding opportunities jointly when possible.	Public Works, Community Development	MEDIUM/*

Table 25: Transportation & Mobility Implementation Matrix

#	Policy/Action	Responsible Party	Priority
TM 2.1	Implement traffic calming techniques on streets where vehicle speeds routinely exceed the posted speed limit and where there are higher numbers of people walking and biking, such as near commercial areas, parks, and schools.		
TM 2.1.A	Adopt a list of approved traffic calming improvements that can be implemented on streets where speeding issues are identified. Use state or national guidance on engineering designs and best practices for when to implement different improvements. The Federal Highway Administration's Traffic Calming primer is a great place to start developing this list of approved treatments: https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer	Public Works, Community Development, CDOT	MEDIUM
TM 2.1.B	Adopt a traffic calming policy that identifies a process for responding to community concerns, evaluates speeding issues on roadways, and provides improvements to calm traffic and reduce speeding where a problem is identified.	Public Works, Community Development	MEDIUM
TM 2.1.C	Develop a program for proactively installing traffic calming improvements on high-priority streets or where people are walking and biking (like near schools and through neighborhoods). These improvements can be implemented alongside scheduled repaving or as additional funding is available. A starting place for identifying these locations are the neighborhood bikeways identified in Figure 30. Neighborhood bikeways are streets where people driving and biking share the same travel lanes, but traffic speed calming elements are used to make the street comfortable and safe for everyone whether walking, biking, or driving.	Public Works, Community Development	MEDIUM
TM 2.2	Maintain existing streets and trails in a safe condition and support statewide and regional maintenance investments.		
TM 2.2.A	Conduct a townwide inventory of the maintenance conditions of streets and trails throughout town to identify high-priority locations for paving, repaving, or maintenance.	Public Works, Community Development	HIGH

Table 26: Transportation & Mobility Implementation Matrix

#	Policy/Action	Responsible Party	Priority
TM 2.2.B	Develop a schedule for repaving/maintenance projects where a set of high priority projects are implemented each year according to annual funding and maintenance on all infrastructure in town is scheduled at regular intervals.	Public Works, Community Development	HIGH*
TM 2.2.C	Develop an Asset Management Plan to determine strategies and actions the Town can take to manage its infrastructure assets, including roads, throughout their lifecycle, aiming to optimize performance, extend lifespan, and manage risks while balancing costs and benefits.	Public Works, Community Development	MEDIUM
TM 2.3	Implement enhanced intersections and roadway crossings at key locations where trails and bikeways intersect major roadways. These enhanced roadway crossings will be designed to slow vehicles approaching the intersection, clearly delineate where people walking and biking are crossing the road using crosswalks and green conflict striping paint, shorten crossing distances for people walking and biking, and provide controlled crossings like signals, pedestrian hybrid beacons, or rectangular rapid flashing beacons at these locations.		
TM 2.3.A	As part of new development agreements, enhanced crossing locations should include amenities for people walking and biking in the initial designs for these intersections.	Public Works, Community Development	MEDIUM*
TM 2.3.B	Pursue state and federal grant opportunities to fund enhanced crossing improvements - at high-priority crossing locations that are not likely to be constructed with new development.	Public Works, Community Development	MEDIUM*
TM 3.1	Explore different opportunities for providing local transit service in Lochbuie.		
TM 3.1.A	Evaluate the ability to partner with RTD through the Partnership Program. Connect with nearby communities like Hudson and Brighton to see if they would be interested in coordinating on applying for the partnership program to bring local transit to Lochbuie and neighboring communities efficiently.	Public Works, Community Development, RTD	LOW*

Table 27: Transportation & Mobility Implementation Matrix

#	Policy/Action	Responsible Party	Priority
TM 3.1.B	Meet with communities involved in the CO 7 Bus Rapid Transit (BRT) development project to understand current plans and explore opportunities to extend service to Lochbuie or plan for bicycle and pedestrian connections between Lochbuie and the last BRT stop.	Public Works, Community Development, CDOT	LOW*
TM 3.1.C	Explore partnership with Weld County and North Front Range Metropolitan Planning Organization (NFRMPO) to expand existing on-demand transit service to also cover Lochbuie.	Public Works, Community Development, Weld County, NFRMPO	LOW*
TM 4.1	Implement landscaping, pedestrian-scale lighting, amenities, and wayfinding that offer an attractive and inviting experience for people traveling on all modes.		
TM 4.1.A	Integrate minimum streetscape improvements into requirements for new development, differentiating between residential and commercial development and the different streetscape needs these types of development have.	Public Works, Community Development	MEDIUM
TM 4.1.B	Develop a streetscape enhancement plan for key corridors where the Town will provide and maintain additional streetscape funding, improvements, and enhancements that are not likely to occur with new development.	Public Works, Community Development	MEDIUM
TM 4.1.C	Identify high-priority locations within town for enhanced streetscape improvement to create a sense of place or main street like atmosphere, particularly as new commercial areas in town develop and a sense of town character is established.	Public Works, Community Development	MEDIUM
TM 5.1	Continue to develop and maintain a backbone trail system, as illustrated in the Future Transportation Network.		
TM 5.1.A	Developers are required to fund or build the trails and / or on-street bicycle facilities, as identified in the Future Transportation Map, relative to their development.	Public Works, Community Development	HIGH*

Table 28: Transportation & Mobility Implementation Matrix

#	Policy/Action	Responsible Party	Priority
TM 5.2	Guide new development and regional projects to create a connected transportation network for all modes of transportation as Lochbuie grows.		
TM 5.2.A	New subdivisions and neighborhood developments will include at least two connections to the Town's existing roadway network and connections to any nearby existing trails, bike lanes, or sidewalks.	Public Works, Community Development	MEDIUM
TM 5.2.B	Develop logical transportation linkages that facilitate efficient transportation connections within the region including new roadways, trails, enhanced roadway crossings, connections to transit, and freight movement.	Public Works, Community Development	HIGH*
TM 5.2.C	Work with utility Xcel Energy to create a road on CR 33 between CR 6 and CR 8 in their easement and parallel to the utility line to improve vehicular connectivity and traffic flow.	Public Works, Community Development, Xcel Energy	HIGH*
TM 5.3	Explore ways opportunities to improve connections between both sides of town to ensure a cohesive community identity.		
TM 6.1	Design and operate town streets to enable comfortable and convenient access for users of all abilities prioritizing people walking, biking, and taking transit, giving access to key destinations, including bus stops, schools, parks, commercial areas, and the Town Center.		
TM 6.1.A	Include bicycle and pedestrian facilities on new and/or improved roadways where feasible, per the Future Transportation network and roadway cross-sections.	Public Works, Community Development	MEDIUM*
TM 6.1.B	Create a connected bicycle and pedestrian network within and between neighborhoods by establishing bicycle/pedestrian cut-throughs where the street grid is not connected, such as at cul-de-sacs.	Public Works, Community Development	MEDIUM*
TM 6.1.C	Develop a program to install attractive ad branded wayfinding signage at major nodes in Lochbuie that guide people to major attractions throughout the Town.	Public Works, Community Development	MEDIUM*
TM 6.1.D	Develop a program to upgrade existing infrastructure to meet current ADA standards.	Public Works	*

Table 29: Transportation & Mobility Implementation Matrix

#	Policy/Action	Responsible Party	Priority
TM 6.2	Improve transportation safety in Lochbuie for all modes of transportation with an emphasis on improving safety and comfort for vulnerable roadway users like people traveling without a car and children.		
TM 6.2.A	Improve intersections and sidewalks to make it comfortable for pedestrians of all ages and abilities and meet ADA requirements. Stop controlled and signalized intersections should include pedestrian crossing treatments, as determined by the Colorado Department of Transportation Pedestrian Crossing Installation Guidelines.	Public Works, Community Development	HIGH*
TM 6.2.B	Work with the Weld County RE-3J School District to identify routes to schools that have safety issues that should be addressed through upgraded infrastructure and programs.	Public Works, Community Development, Weld County	HIGH*

Future Land Use

The Future Land Use Map is a tool for communities to help guide orderly and responsible development. The map represents the geography of desired future land use and character of Lochbuie and its Three-Mile Area (“Planning Area”) while the designations define the future intent, uses, and intensity of each parcel. The Future Land Use Map and Designations were initially workshopped with the consultant team and Town staff and then refined based on the Advisory Committee, Board of Trustees, and Public’s feedback. Factors the project team took into consideration when determining how areas were designated included:

- Existing land use
- Existing zoning
- Proximity to current Town limits and inclusion in the Three-Mile Area
- Capacity of existing water and sanitation facilities
- Proximity to existing roads and transportation infrastructure
- Character and intensity of adjacent properties or proposed development
- Location relative to natural resource constraints such as natural hazards, floodplains, and conservation easements
- Real estate conditions and market pressures
- Growth projections

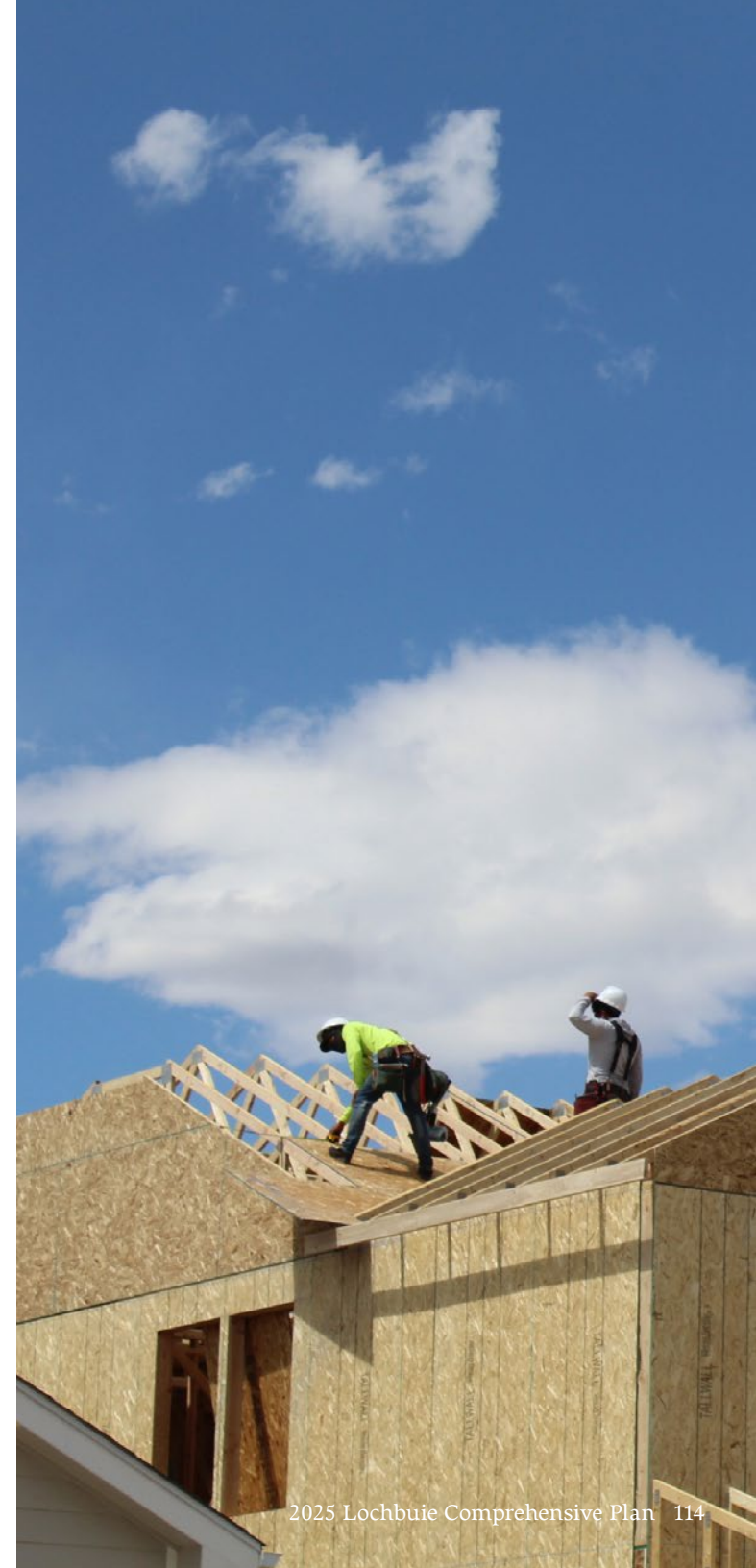


Table 30: Future Land Use Tiers

Future Land Use Tier		Future Land Use Designation	Intent	Preferred Uses	Permitted Uses	Envisioned Density Range
Residential		Rural Residential	Provide lower density residential environment that retains a rural atmosphere with large lots, setbacks, and animal keeping.	Single-family detached homes	Accessory secondary homes, parks, schools, churches, agricultural uses, and storage	1 unit/acre max
		Low Density Residential	Provide sense of individual identity and neighborhood cohesion in a more compact arrangement than Rural Residential.	Single-family detached homes, single family attached homes	Accessory secondary homes, parks, schools, and churches	5 - 10 units/acre
		Medium Density Residential	Provide higher density attached dwellings in multiple story buildings with common outdoor areas or compact private space.	Multi-family homes	Single-family detached homes, single-family attached homes, accessory secondary homes, parks, schools, churches, and assisted living (senior homes, etc.)	10 - 20 units/acre
Commercial		Business	Provide goods and services adequate to meet most residents shopping needs.	Retail uses, restaurants, hotels and motels, grocery stores	Discount stores, service stations, banks, parks, schools, churches, community services, and professional offices	5 - 20 units/acre
		Employment	Provide manufacturing operations and flex spaces to meet employment needs and demands.	industrial uses	Retail uses, personal services and offices, parks, schools, churches, auto repair and sales, storage and warehousing, utilities, and transportation facilities	2 - 5 units/acre
		Mixed-Use	Provide multiple uses clustered together to create a dense, walkable, and active urban area located around major nodes/ focal points.	Retail uses, restaurants, multi-family homes	Specialty stores, department stores, discount stores, restaurants, parks, schools, churches, community services, professional offices, and flex space	15 - 20 units/acre
Environmental		Agriculture	Provide for agricultural production and preservation of natural features. Not to be annexed by the Town.	Agricultural uses	Active and passive recreation	N/A
		Open Space/Parks	Provide public park facilities and preserve open land for recreational opportunities and essential utility structures.	Neighborhood, community, regional parks	Active and passive recreation, trails, recreational sport facilities, playgrounds, community centers, public restrooms, parks, schools, and churches	N/A
		Public	Provide public, cultural, and quasi-public uses to meet residents social needs.	Parks, schools	Town, County, and State offices, healthcare facilities, social services, cultural and public recreation uses, compatible private businesses, caretaker quarters, churches	1 - 20 units/acre

Figure 41: Town of Lochbuie DRAFT Three-Mile Area Future Land Use Map

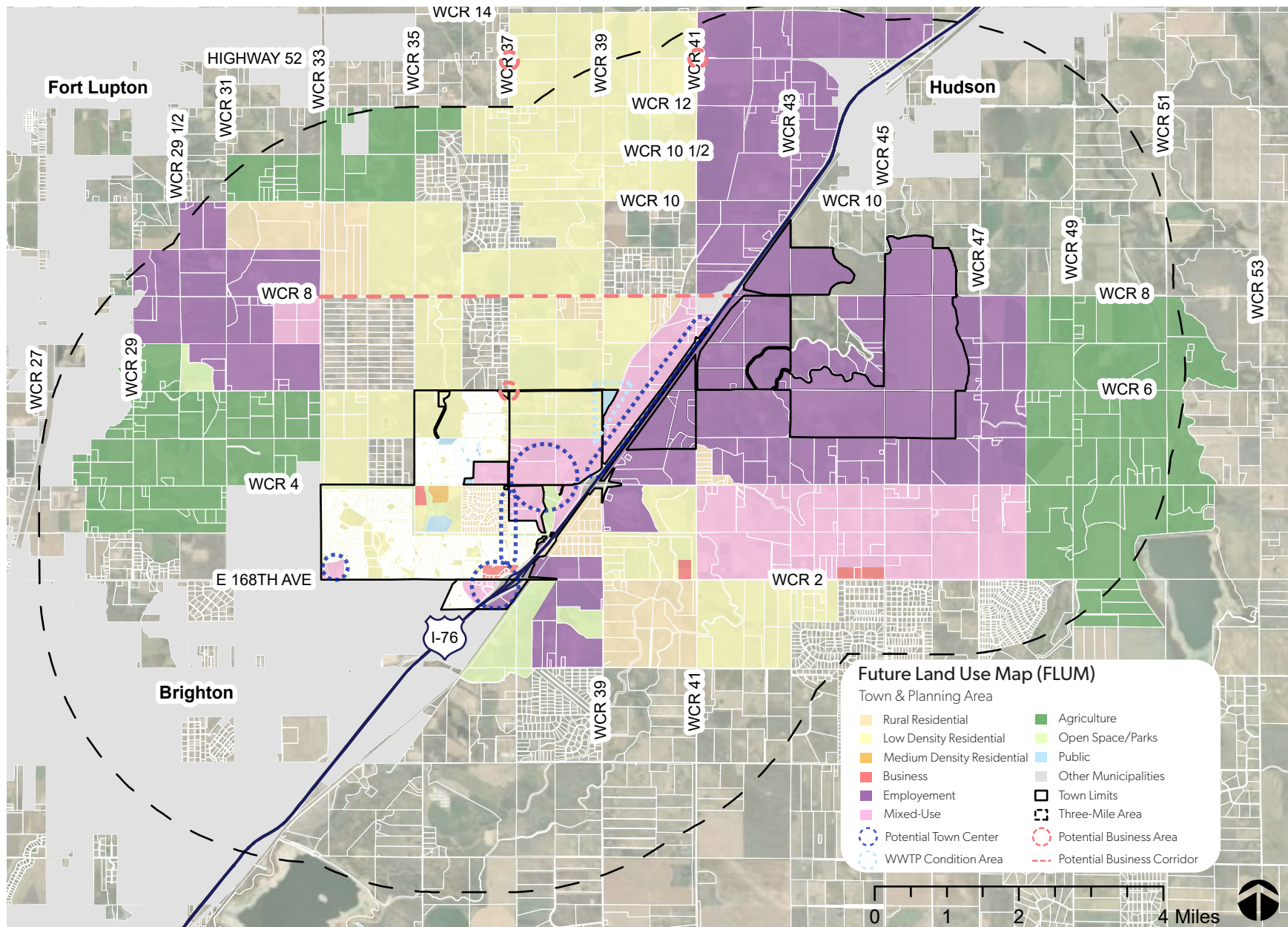
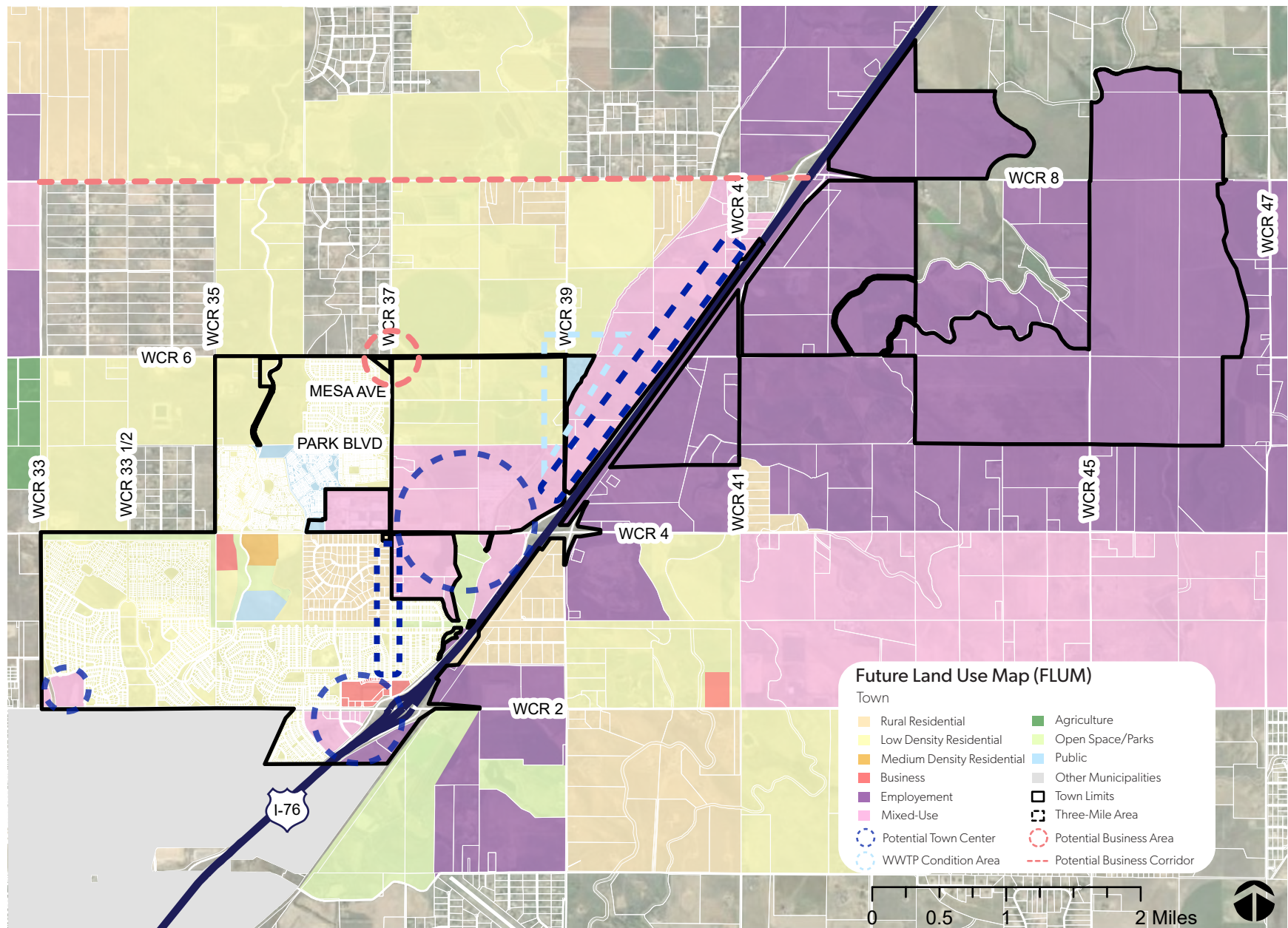
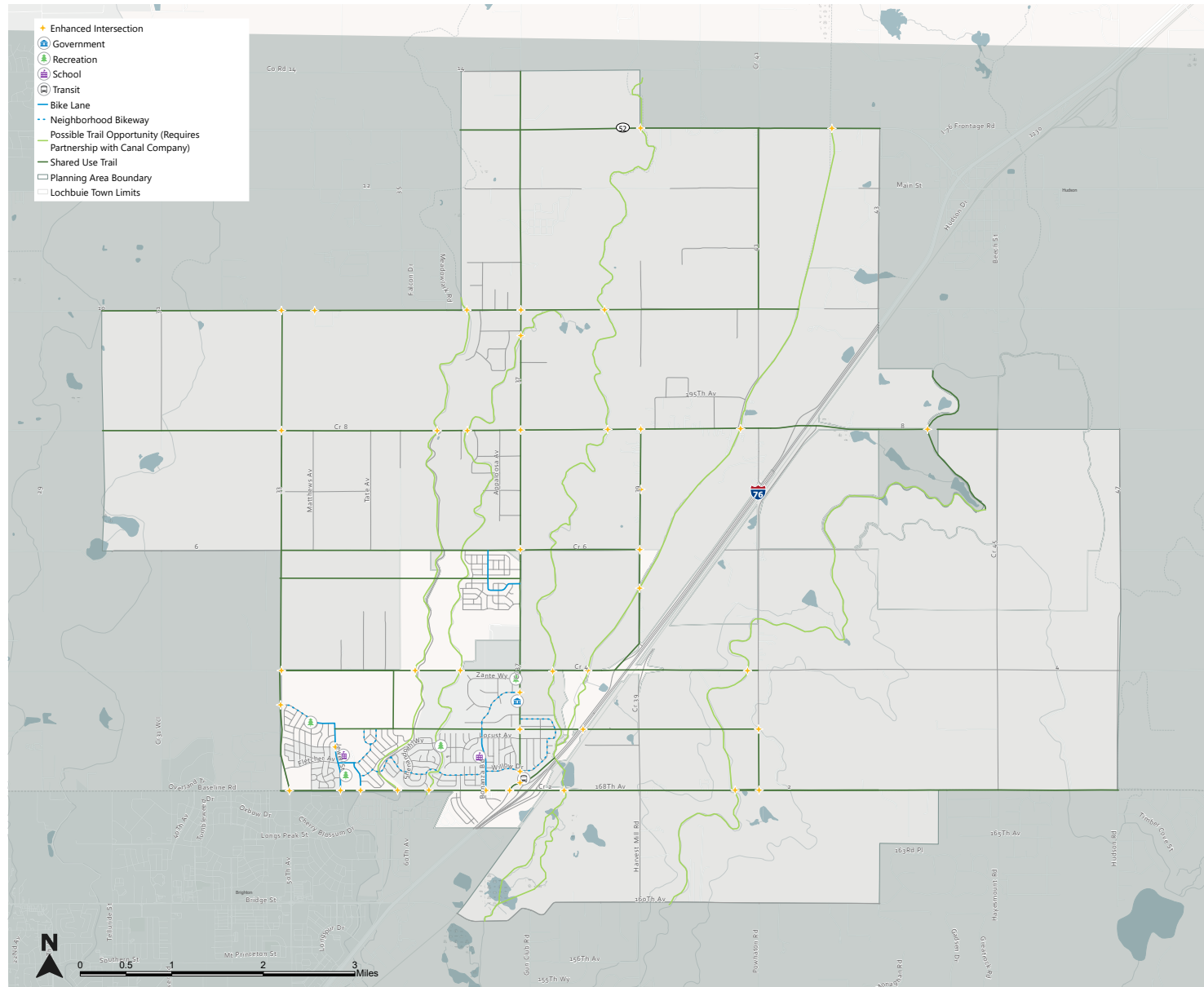


Figure 42: Town of Lochbuie DRAFT Future Land Use Map



Transportation Systems

Figure 43: Town of Lochbuie Transportation Systems Map



Lake Henry Vision

The Lake Henry Concept Plan is a subarea site plan for the 43-acre, Town-owned property off of CR 4 and I-76. The original design was informed by the existing conditions analysis and community survey that asked an open-ended question about what respondents would like to see the property used for. Then residents were given the opportunity to provide further input at two open houses, and an online feedback option via the project website that revised the concept plan into what is seen in [Figure 44](#).

The site plan includes a linear trail, recreation center, and playground that addresses the community's desire for more recreational opportunities. An amphitheater, programmable lawn, and dog park would provide a central gathering place for Town events and opportunity for neighbors to get to know one another. Consolidating the water onsite into "Lake Henry" would also allow the Town to fulfil its obligation to FRICO who have the water rights to the property and create a scenic amenity that lays the foundation for the other improvements identified.

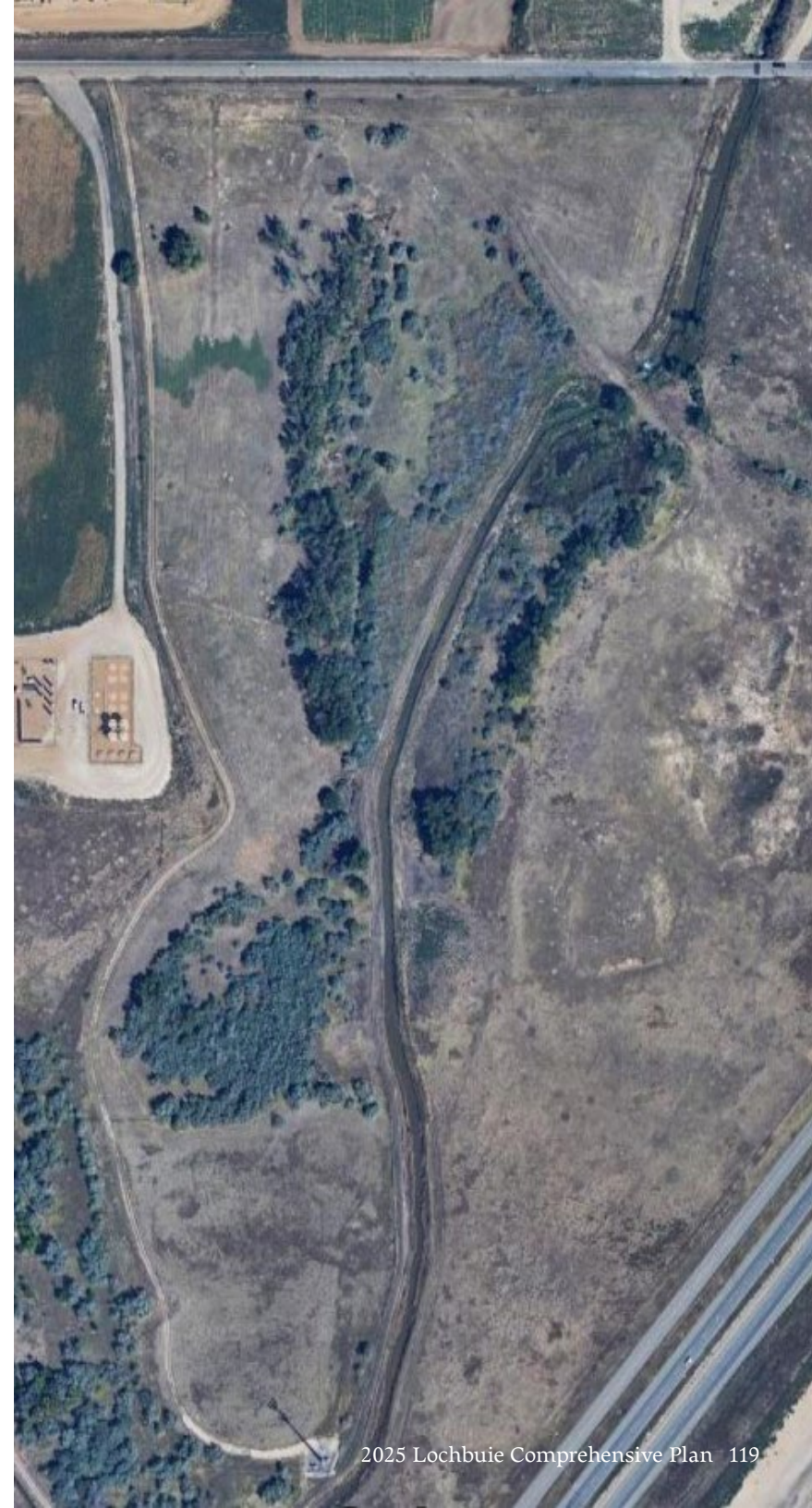


Figure 44: Lake Henry Site Concept

LAKE HENRY | SITE CONCEPT

Cushing
Terrell



6 | Appendix



Appendix A: Previous Plan

C. Town Center

Location

The Town Center Focus Area is located on the undeveloped land across from Lochbuie's Town Hall, between CR 37 and through Henry Reservoir and from CR 4 to the north to Lilac Drive.



Issues and Opportunities

This area is currently used for agriculture, but is directly across from the newly constructed Town Hall. This can provide the opportunity to become a focal point for Lochbuie. This focus area also contains Henry Reservoir and a canal that travel through the region, which could become other potential assets the Town can capitalize on for recreation and open space enhancements.

Future Land Use

This site will become a vertical mixed-use district, including retail store fronts at the ground level and residential homes and / or office spaces on the floors above, creating a live-work-play environment. A variety of housing options and types makes this location inclusive for all current and future Lochbuie residents.

The site also includes a large open space for recreational opportunities, as well as linear parks running along the existing canals that may connect to other areas within Lochbuie and the region.

The anchors for this development are the Town Hall to the west and Henry Lake to the east. Henry Lake will be a focal point for development and also a major recreational asset to the community. The project would include restoration of the water retention area and development of a community park with a trail looping around the lake. Commercial venues near the lake can use this vista as an aesthetic amenity for uses such as restaurants or office spaces.

This location, tied with its easy access from throughout Lochbuie and the region from Interstate 76, will make it a center point for the community and a de-facto downtown.



Planning Framework

Features

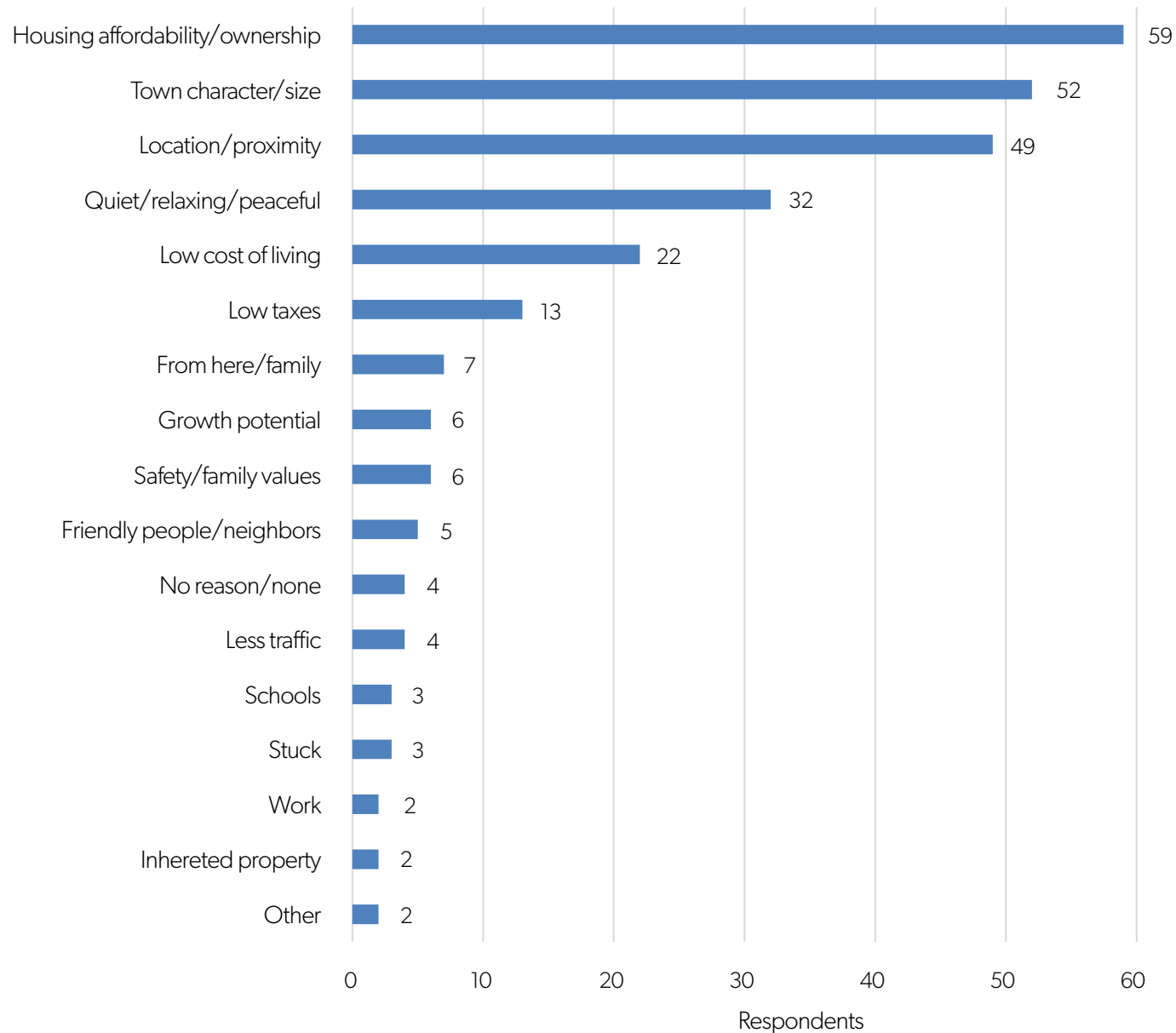
- 1 A variety of uses creates a live-work-play environment, while offering a range of housing options for residents.
- 2 Pedestrian and bike trails run along the canals that pass through Lochbuie, connecting and circulating around Henry Reservoir.
- 3 Enhanced connectivity between the Town Center developments and Henry Reservoir Park, including a new Lochbuie Boulevard that creates an iconic axis corridor from the Town Hall axis corridor from the Town Hall to the open space.
- 4 Additional new streets divide the site into smaller blocks to support pedestrian activity throughout the Town Center for a downtown atmosphere.
- 5 A new roundabout at the intersection of CR 4 and CR 37 helps to improve traffic flow.



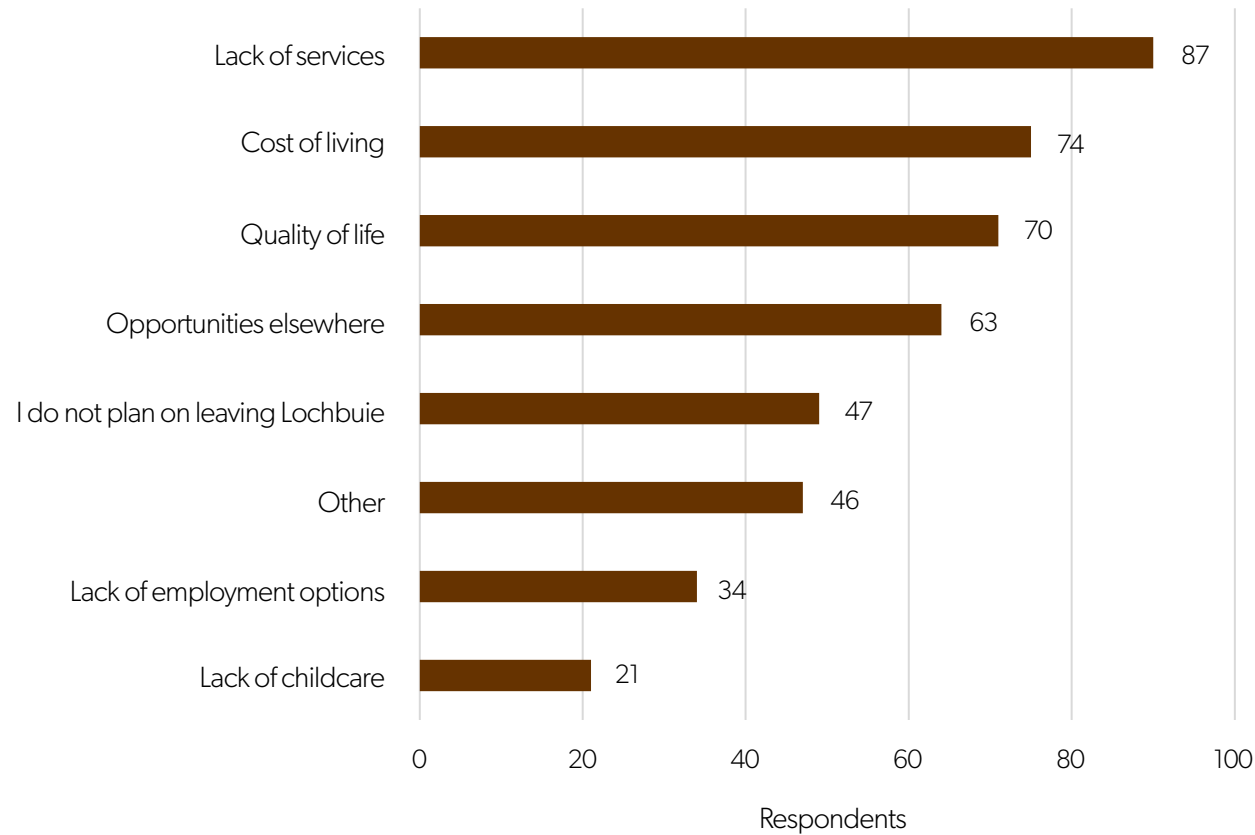
Appendix B:

Community Survey Results

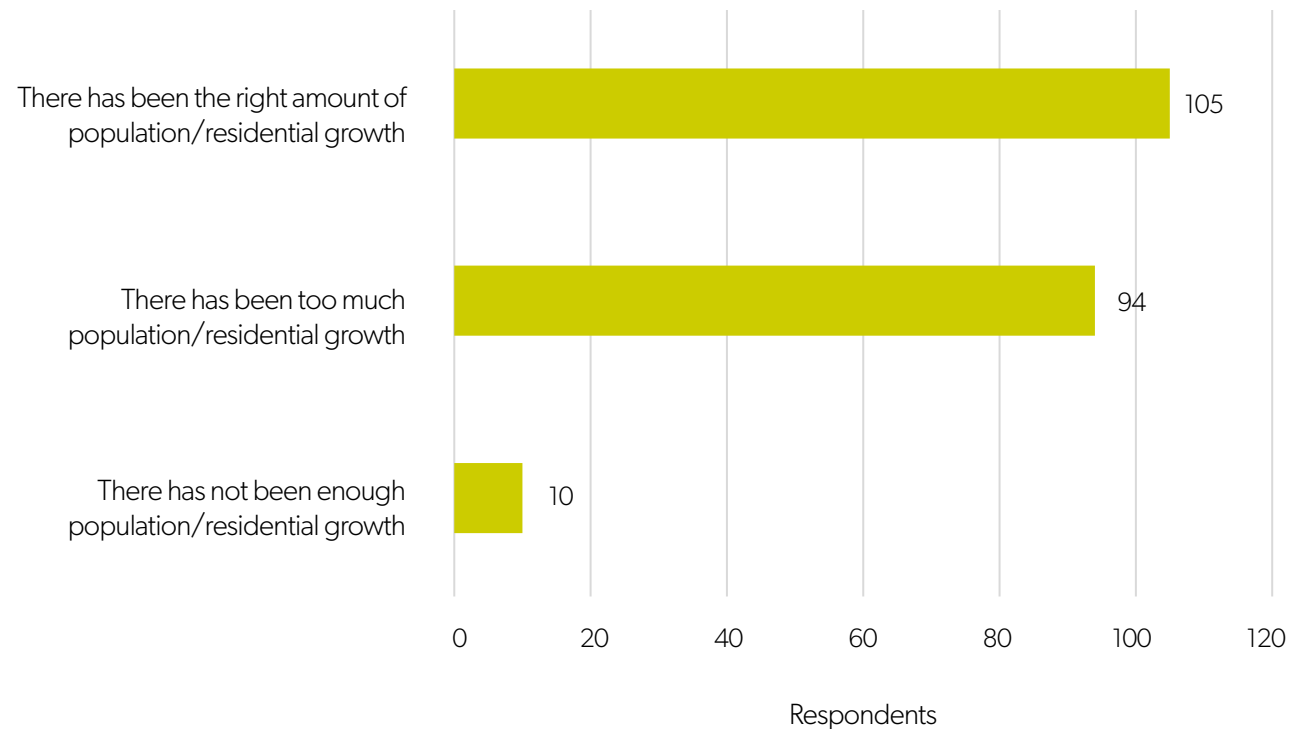
Q2 - Why do you choose to live/work/play in Lochbuie?



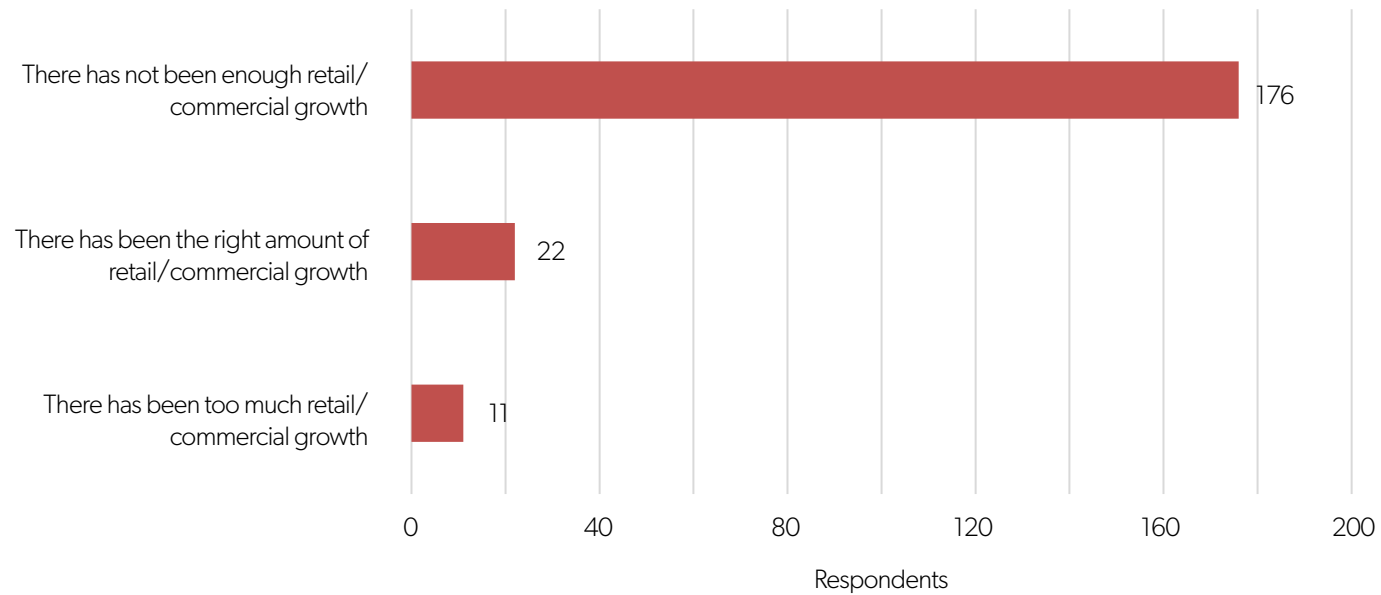
Q3 - What, if anything, would potentially lead you to leave Lochbuie? Select all that apply.



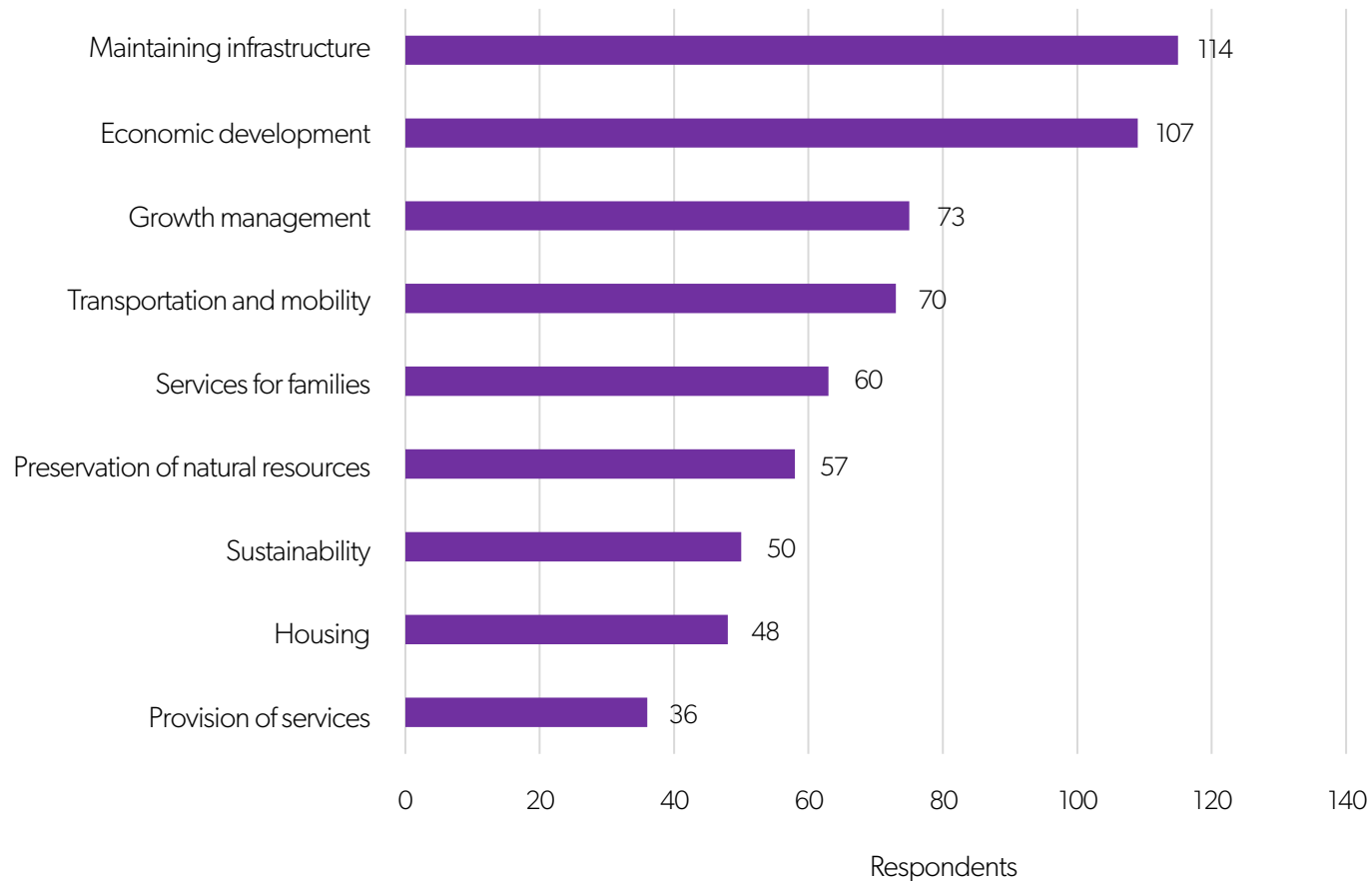
Q4 - How do you feel about population/residential growth in Lochbuie?



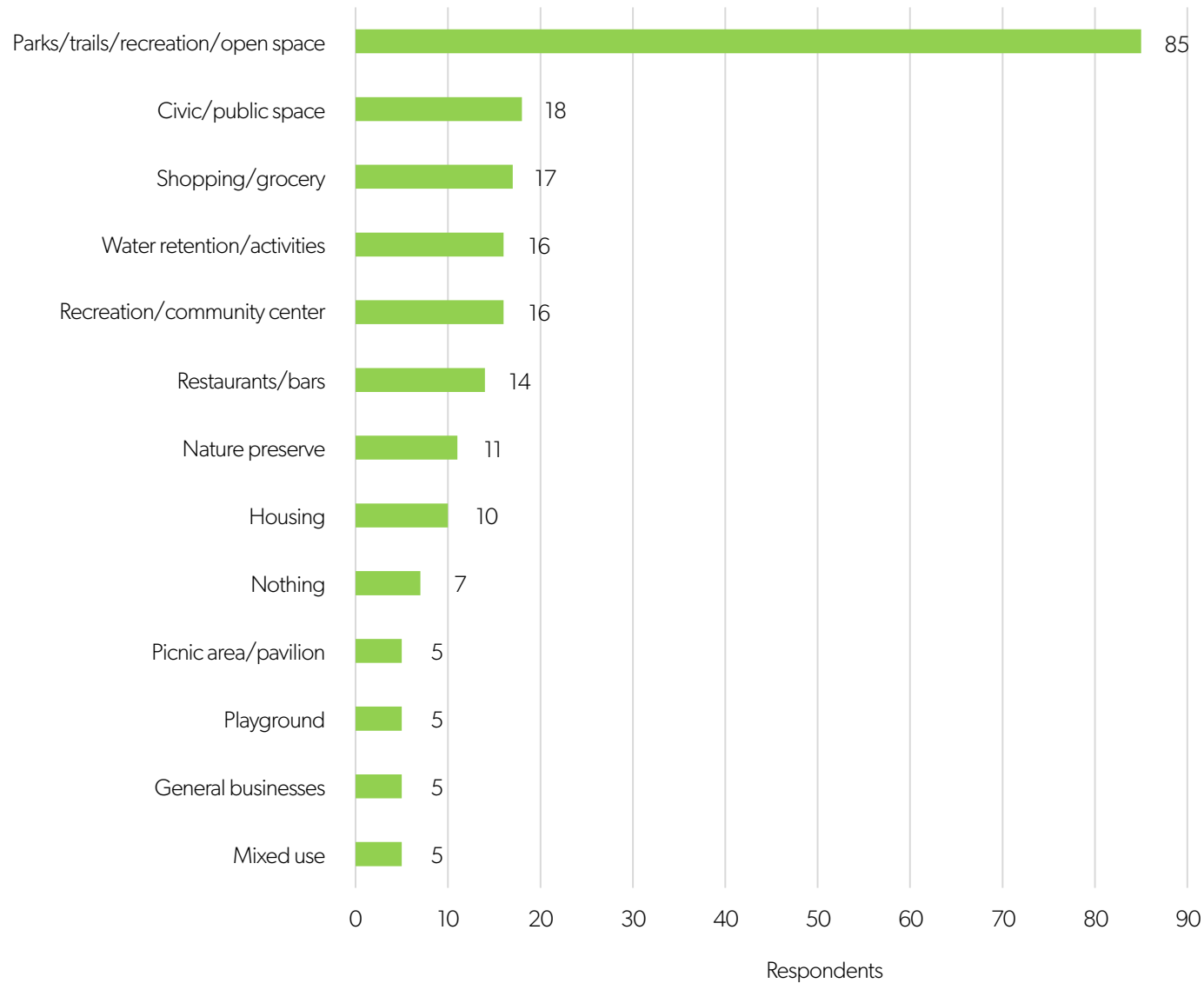
Q5 - How do you feel about retail/commercial growth in Lochbuie?



Q6 - What are the most important topics that the Comprehensive Plan should focus on?
Select your top three (3).

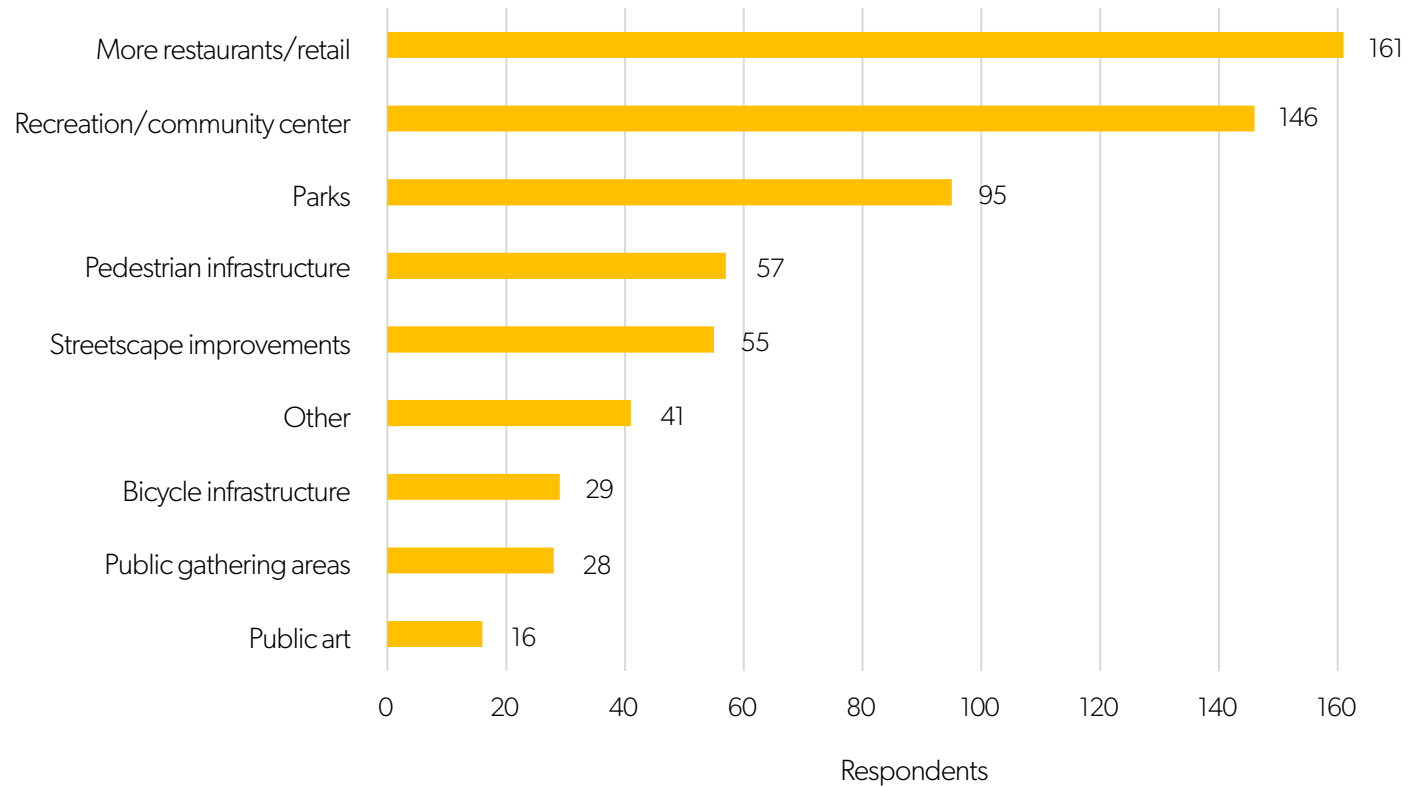


Q7 - Henry Reservoir or “Lake Henry” represents a significant asset to the Town of Lochbuie as it is approximately 42 acres of Town-owned property that is currently undeveloped land. The previous Comprehensive Plan from 2017 envisioned the restoration of the water retention area, the development of a community park and trails around the lake. The amount of land that the Town owns would support additional uses on the site like commercial, multi-family residential, mixed use, civic/public spaces, etc. What is your vision for the Town-owned land at Henry Reservoir?

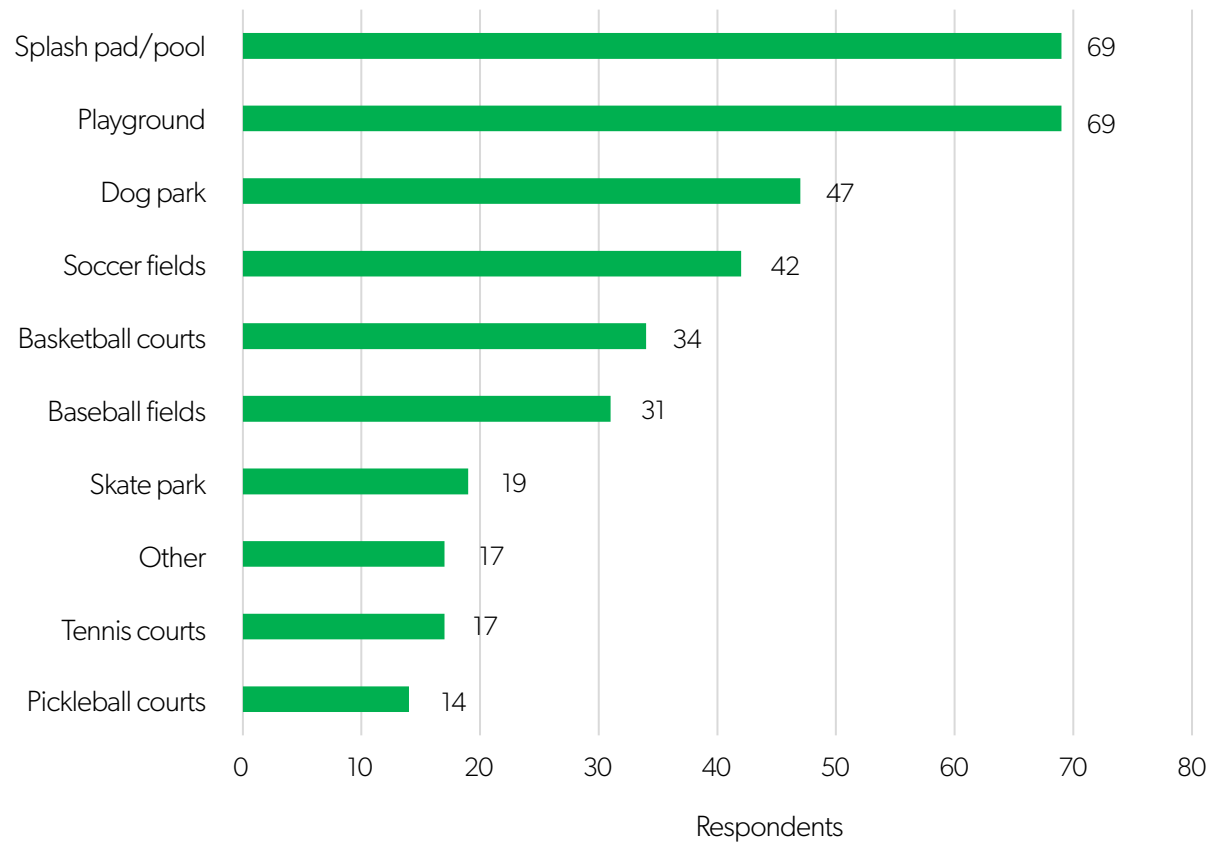


**Only answers with 5 or more included*

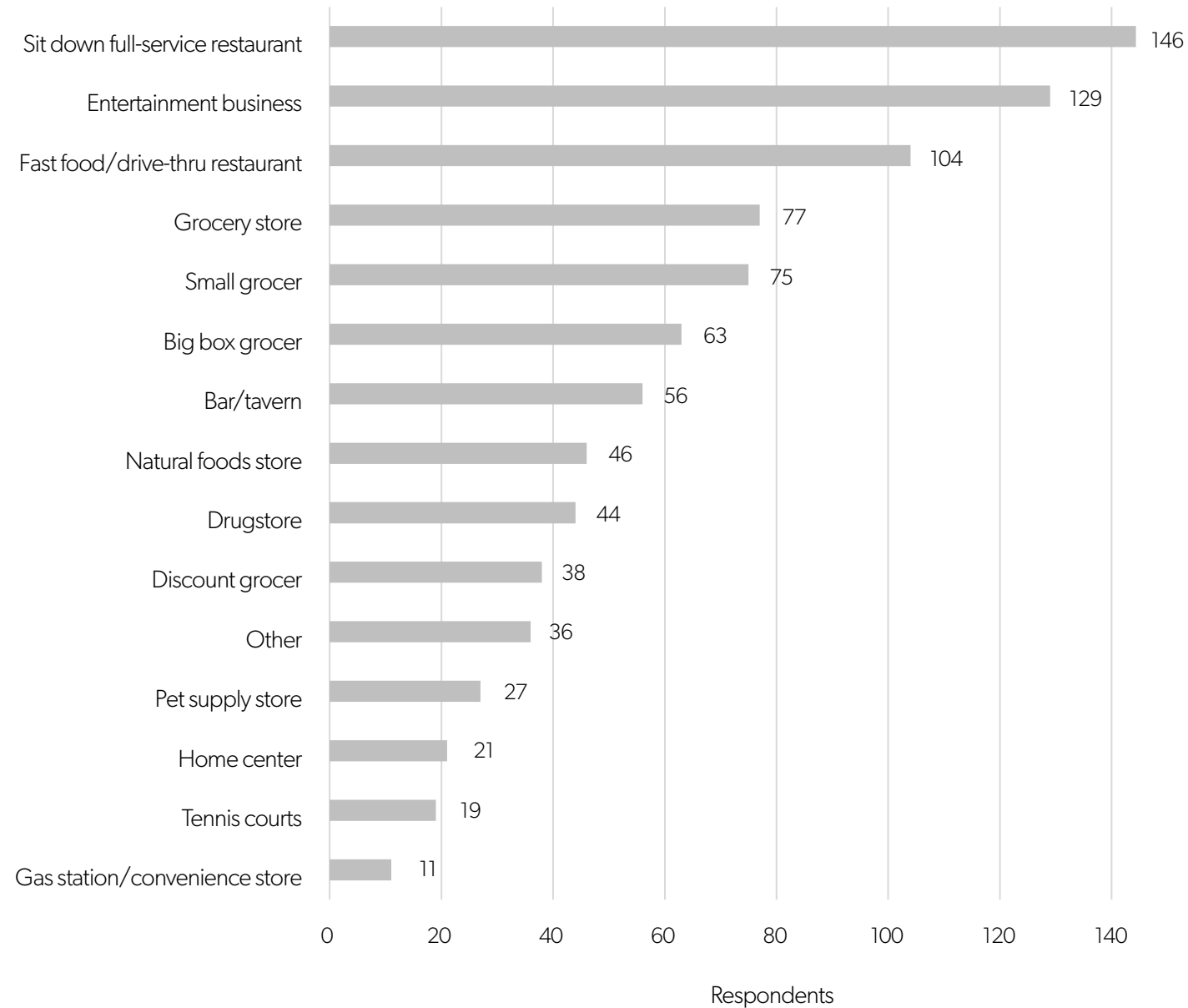
Q8 - What amenities would you like to see more of in Lochbuie? Select your top three (3).



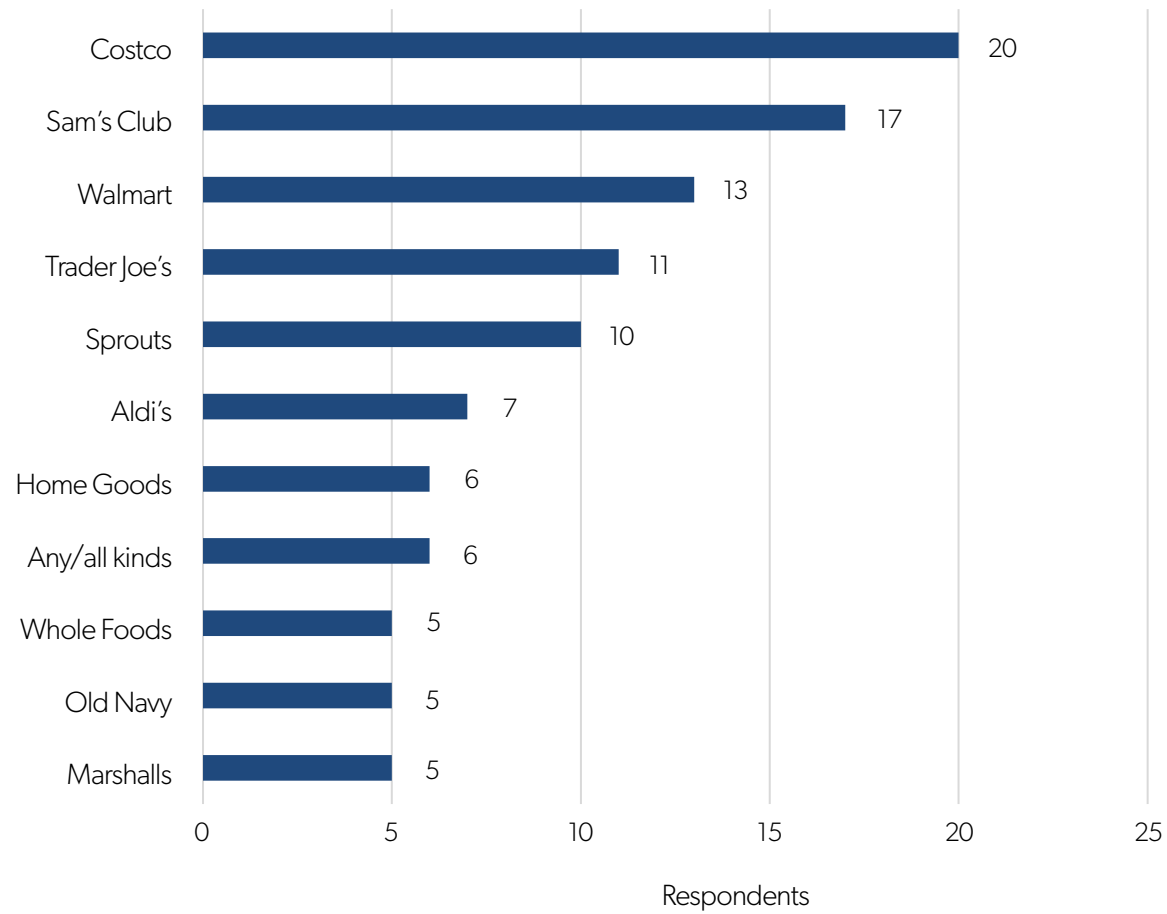
Q9 - What type of parks would you like to see? Select all that apply.



Q10 - What retail types would you like to see in Lochbuie? Select all that apply.

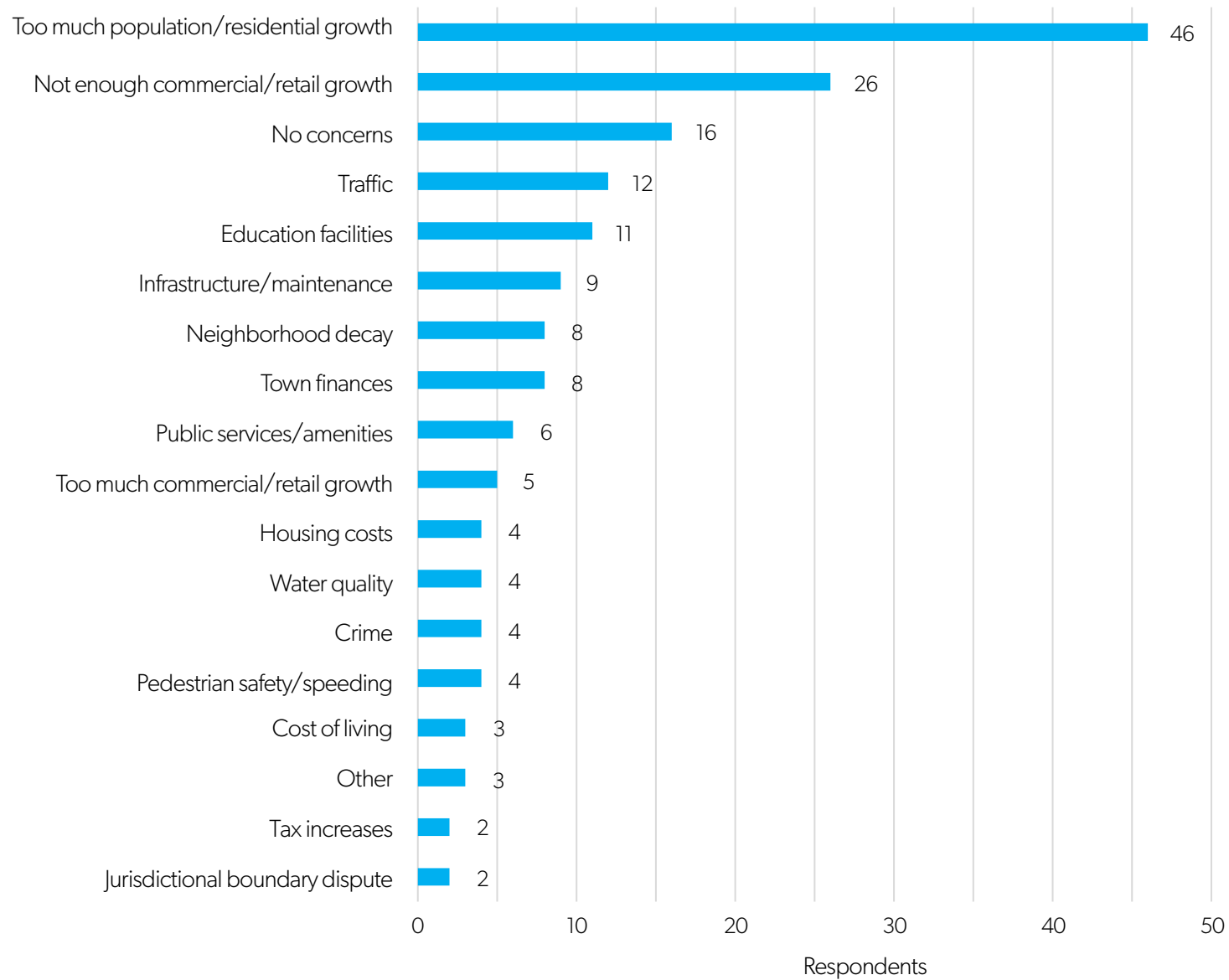


Q11 - Are there any particular brands of retail stores you would like to see?

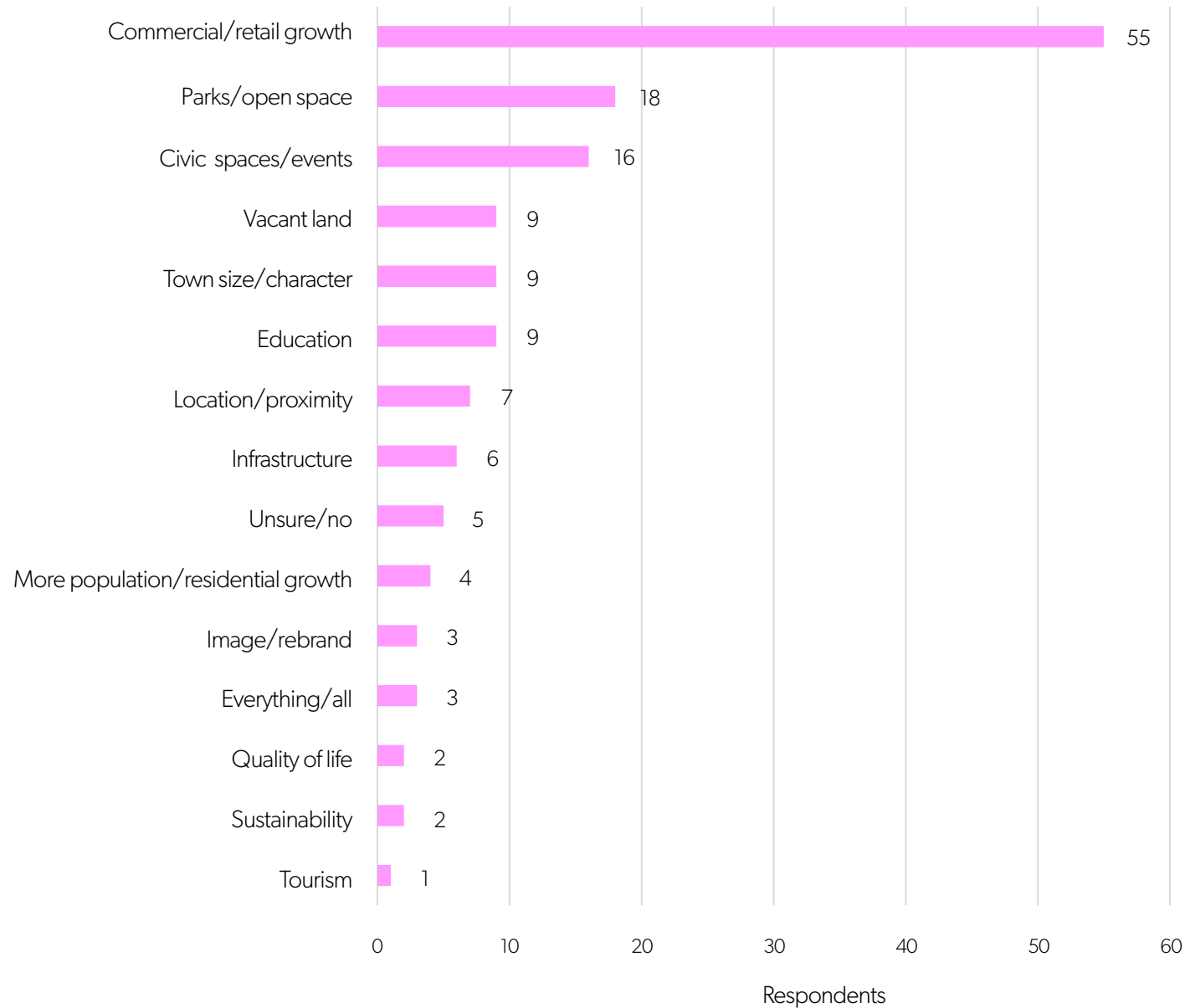


**Only answers with 5 or more included*

Q18 - Do you have any concerns about the future of Lochbuie?



Q19 - What do you see as opportunities for Lochbuie?



Appendix C:

Level of Service

Table 31: Town Services Level of Service

Action	Level of Service (LOS)	Outcome by year 2034
TS 4.3.A Municipal Facilities & Equipment		
Town Hall & Municipal Center	25,000 SF / 8,380 res = 2,983 SF per 1,000 res in 2024 25,000 SF / 13,901 res = 1,798 SF per 1,000 res in 2034	All city department offices in 25,000 SF building with 50 parking (25 staff, 25 visitor) on 8.93 acre site.
Public Works Facility	14.26 acres / 18,070 = 0.79 acres per 1,000 residents in 2024 14.26 acres / 23,647 = 0.60 ac per 1,000 res in 2034 - Average Site size: $14.3 + 28.6 \text{ ac} / 2 = 21.45 \text{ ac}$ - Large: 50,000 SF / 1,749 SF /ac = 28.6 acres - Small: 25,000 SF / 1749 SF/ac = 14.3 acres - Average Facility size: $25,000 + 50,000 / 2 = 37,500 \text{ SF}$	37,500 SF Public Works facility including 21,000 SF shops and 15,000 SF offices and 1,500 SF storage on 21.45 acre site.
Fleet Management Facility	45,000 SF of office with 50,000 SF shop space on 17 ac = 5,294 SF per acre 9,712 SF @ 1,159 SF / 1000 res (8,380 res in 2024) 9,712 SF @ 698 SF per 1,000 res (13,901 res in 2034)	9,712 SF size of initial phase building on 2 to 5 acre site. Long term, plan for 45,000 square-feet of office with 50,000 square-feet shop space in a master plan for 17 ac.
Auxiliary Public Works yard	2 acres site 10,000 SF outdoor paved parking and equipment access drive -5,000 gross square feet (500 SF office, 2,000 SF storage, 1,000 SF bathroom, 400 SF showers, 400 SF conference, 1 vehicle work bay 600 SF plus storage and equipment 100 SF) -Ice-slicer storage (unheated, enclosed, lighting)	2 acres including 10,000 SF paved area with one building 5,000 gross square feet (500 SF office, 2,000 SF storage, 1,000 SF bathroom, 400 SF showers, 400 SF conference, 1 vehicle work bay 600 SF plus storage and equipment 100 SF) Ice-slicer storage (unheated, enclosed, lighting)
Ice Slicer and Equipment Storage	- Option A: Addition to wastewater treatment plant site - Option B: Addition to Existing Town Hall site	Ice-slicer storage (unheated, enclosed, lighting) in exact size of facility and location TBD.
TS 4.3.B Public Safety Facilities & Equipment		
New Police Station or substation	9,000 SF / 8,380 = 1.07 SF per 1 res in 2024 9,000 SF / 13,901 = 0.64 SF per 1 res in 2034	Police station (substation) includes 9,000 SF customer area, 7,000 SF offices, 1,000 SF conference rooms, 300 storage and equipment, 200 SF mechanical, 20 parking mostly in fenced secured vehicle areas.

Acres = ac Miles = mi

Residents = res

Linear Feet = LF

Square Feet = SF

Table 32: Parks, Recreation, Open Space, & Trails Level of Service

Action	Level of Service (LOS)	Outcome by year 2034
PROST 2.2.A Parks, Recreation, Open Space, & Trails		
Lake Henry Regional Park	Community Park LOS 41.85 acres /8,380 res = 4.99 ac per 1,000 res in 2024 41.85 ac / 13,901 = 3.01 ac per 1,000 res in 2034 Use 2024 as planning year to implement two phases: Phase 1: 16.35 ac in 2025 to 2027 Phase 2: 25.5 ac including 59,500 SF community center 2032-2034	16.35 acre portion of 41.85 acre existing Lake Henry community park site. 100 parking spaces, 1,800 LF trails, 1 amphitheater, 1 pedestrian bridge, 1 picnic shade pavilion, 1 dog park, 1 playground, 4 water access 100,00 SF landscape and irrigation on the 16.3 acre portion of 41.85 acre existing Lake Henry community park site.
Recreation Center	Lake Henry Community Park is the best currently available site to add the community recreation center facility. Basis for Level of Service: Brighton – 50,000 SF on 30 ac Fort Lupton – 48,000 SF on 16 ac Greeley – approx. 65,000 SF Family Funplex Recreation Center on 40 ac Commerce City - City Civic Center approx. 75,000 SF in 16 ac Average: 59,500 SF on 25.5 ac site Use 2024 as planning year to implement two phases: Phase 1: 16.35 ac in 2025 to 2027 Phase 2: 25.5 acres including 59,500 SF community center in 2032 to 2034.	59,500 SF proposed community recreation center building including a combination of indoor aquatic and active recreation spaces, 300 parking spaces on 25.5 ac portion of 41.85 ac existing Lake Henry community park site.
Sports Complex	60 acres / 8,380 res = 7.15 ac per 1,000 res in 2024 60 acres / 13,901 res = 4.13 acres per 1,000 res in 2034 Target Lochbuie Program: Boulder Pleasant View - 11 fields on 45 ac Brighton Sports Complex – 8 fields on 32 acres (project in design in 2024) Brighton Sports Complex 4 fields on 27 ac (existing complex in use) Longmont Sandstone Ranch Sports Complex – 37 fields on 150 ac Average: 63.4 ac site includes 15 fields and 3,900 SF structures (2,000 SF bathrooms, 400 SF changing area, 1,500 SF concessions) plus 300 parking area (including ADA barrier free parking) 100,000 SF maintained landscape and irrigation.	63.4 ac site includes 15 fields and 3,900 SF structures (2,000 SF bathrooms, 400 SF changing area, 1,500 SF concessions) plus 300 parking area (including ADA barrier free parking) 100,000 SF maintained landscape and irrigation.
Outdoor Pool & Mini Water Complex	Target Lochbuie Program: Brighton – 7,000 SF on 7 ac site Golden – 10,000 SF on 10 ac site Average: 8.5 acres site includes 8,500 SF (3,000 SF outdoor pool, 500 SF water park with slides, 2,000 SF lazy river, 1,500 SF pavilions, 1,000 SF bathrooms, 400 SF changing area, 400 SF concessions) plus 50 parking area (including ADA barrier free parking) 50,000 SF maintained landscape and irrigation.	8.5 acres site includes 8,500 SF (3,000 SF outdoor pool, 500 SF water park with slides, 2,000 SF lazy river, 1,500 SF pavilions, 1,000 SF bathrooms, 400 SF changing area, 400 SF concessions) plus 50 parking area (including ADA barrier free parking) 50,000 SF maintained landscape and irrigation.

Acre = ac Miles = mi

Residents = res

Linear Feet = LF

Square Feet = SF

Table 33: Lochbuie Level of Service Against Comparable Communities

	Lochbuie Existing LOS in 2023	Comparable Communities Existing LOS 2023)	Lochbuie Outcomes by year 2033	Lochbuie Outcomes by year 2034, if all 4 major projects are completed by 2034	Lochbuie Possible Future LOS to consider adopting in next 5-year Comprehensive Plan update (2028/2029)
Population	9,124	N/A	13,467	13,901	
Parks LOS (acres / residents)	1.46 ac / 1,000 res	Brighton – 7.3 ac / 1,000 res Fort Lupton – 13.05 ac / 1,000 res. Greeley – 4.91 ac / 1,000 res Longmont – 5.09 ac / 1,000 res	0.46 ac / 1,000 res	1.45 ac /1,000 res	1.45 ac / 1,000 res
Open Space LOS (acres / residents)	12.11 ac / 1,000 res	Greeley – 8.71 ac / 1,000 res Longmont – 21.77 ac. / 1,000 res	3.9 ac / 1,000 res	12.09 ac / 1,000 res	12 ac / 1,000 res
Trails LOS (miles / Residents)	10.4 mi / 1,000 res	Greeley – 0.24 mi / 1,000 res	10.42 ac / 1,000 res	10.4 mi / 1,000 res	10 mi / 1,000 res

Acres = ac Miles = mi Residents = res Linear Feet = LF Square Feet = SF

Basis for LOS and projections:

- 8,088 Population (2020 US Census)
- 9,124 Population (2023)
- 13,467 Projected Population (2033)
- 13,901 Project Population (2034)
- Land Area: 3.707 sq mi (2023)
- Land Area: 7.397 sq mi (2024 after BNSF annexation)

Appendix D:

Potential Funding

Potential Funding Sources and Partners

Land Use & Growth

- Adams County Community Development Block Grant
- Adams County Community Enrichment Grant
- Weld County Community Development Block Grant
- Department of Local Affairs (DOLA) Community Development Block Grant

Economic Development

- Upstate Colorado Economic Development
- Metro Denver Economic Development Corporation
- U.S. Economic Development Administration
- Targeted Economic Development District (TEDD)
- Tax Increment Financing (TIF)

Housing

- Department of Local Affairs (DOLA) Home Investment Partnership Program (HOME)
- Department of Local Affairs (DOLA) Housing Development Grant (HDG)
- Department of Local Affairs (DOLA) Proposition 123
- Colorado Housing and Finance Authority (CHFA)

Natural Resources & Sustainability

- Colorado Agriculture Future Loan Program
- Colorado Water Conservation Board grants
- Trust for Public Land grants

- Department of Local Affairs (DOLA) Energy and Mineral Impact Assistance fund
- Federal Emergency Management Agency (FEMA) Hazard Mitigation Assistance Grants
- Colorado Department of Public Health and Environment (CDPHE) Recycling Recovery and Economic Opportunity Grants
- Recycle Colorado C3 grants
- Xcel Energy
- United Power

Town Services

- RE-3(J) School District
- The Weld Trust
- USDA

Parks, Recreation Open Space

- Great Outdoors Colorado (GOCO) grants
- Colorado Parks & Wildlife State Trails Grant
- Land and Water Conservation Fund
- Rails to Trails Conservancy grants

*some funding sources apply to more than one planning topic area and can be used for multiple actions. They are under the most pertinent.

