



# NEDERLAND CBD REDEVELOPMENT PROPOSAL *NEDERLAND, CO*

114228.00 • TOWN OF NEDERLAND • **PRELIMINARY PUD PLAN** • 2023.09.06



# CBD REDEVELOPMENT SITES



## 1. Hillside Infant Care / Preschool and Workforce Housing

Located at the northwest corner of Hwy. 119, and N. Snyder Street.

**Site Data**  
**Site Area:** 37,730 sf (0.87 acres)  
**Program:** 8 Units (1, 2 & 3 BR)  
BUILDING A: (8) 800-1,000 sf Flats  
BUILDING B: 5,580 sf Infant Care Building  
**Parking:** 25 Spaces  
10 Covered Spaces + 15 Uncovered Spaces



## 2. Snyder-Conger Parking Lot (Future Workforce Housing)

Located diagonally southeast of the Alpine Crossing CBD core block at Snyder and E. 1st Street and adjacent to Middle Boulder Creek.

**Site Data**  
**Site Area:** 50,777 sf (1.17 acres)  
**Program:** 16 Units (Studio, 1, 2 & 3 BR)  
(4) 800-1,000 sf Flats  
(12) 1,000-1,200 sf Townhomes  
**Parking:** 26 Spaces  
20 Covered Spaces + 6 On-Street Spaces  
Temp Use: 31 Parking Spaces



## 5. & 6. Alpine Crossing Mixed-Use / Flex Use

Located at the north “gateway” into town at the crossroads of Bridge Street, Peak-to-Peak Highway and Highway 119, this site is envisioned to become the “heart” of downtown Nederland. Alpine Crossing and it’s related “Service Site” (directly north of Alpine Crossing), will revitalize the downtown core by providing much needed retail, restaurants, lodging and residential uses as well as additional parking in the block bounded by Bridge Street E. 1st Street, Snyder Street and E. 2nd Street. This redevelopment has the potential to incentivize development on the south side of E. 1st Street and provide the foundation for the creation of an **Entertainment District / “Event Street”** in the E. 1st Street Block.

**Site Data (Alpine Crossing)**  
**Site Area:** 86,828 sf (1.99 acres)  
**Preliminary Program**  
Hotel - 120 Rooms  
(70) Hotel + (50) Flex Units  
Residential - 43 Units  
(20) 1 BR Units + (23) Gallery - Live/Work Units  
Retail/Restaurant - 28,000 sf  
**Parking:** 370 Spaces  
331 Under Building Parking Garage Spaces  
39 On-Street Perimeter Parking Spaces

**Site Data (Service Site)**  
**Site Area:** 22,942 sf (0.52 acres)  
**“Old Mill” Buildings:** 10,000 sf  
**Program:** Old Mill “Service Site” to incorporate  
Mechanical, Wood, Electrical, Repair and Sewing Shops  
Inside Parking for Hotel Vehicles  
Staff Break Room  
Receiving Area  
Hotel Laundry  
Recycling/Compost Facilities  
Emergency Response Equipment  
Lock & Key Management  
Conference Furniture Storage and Catering  
HVAC Equipment



## 3. The Amsterdam - Jackson Street Mixed-Use

Located at the northeast corner of Jackson Street & W. 1st Street diagonally adjacent to the RTD Park'n'Ride.

**Site Data**  
**Site Area:** 18,000 sf (0.41 acres)  
**Program:** 23 Units (Studio, 1, 2, & 3 BR)  
4,388 sf Restaurant  
1,572 sf Retail (Leasing Office, Business Center, Lobby)  
**Parking:** 44 Spaces  
14 Parking Garage Spaces  
30 On-Street Parking Spaces



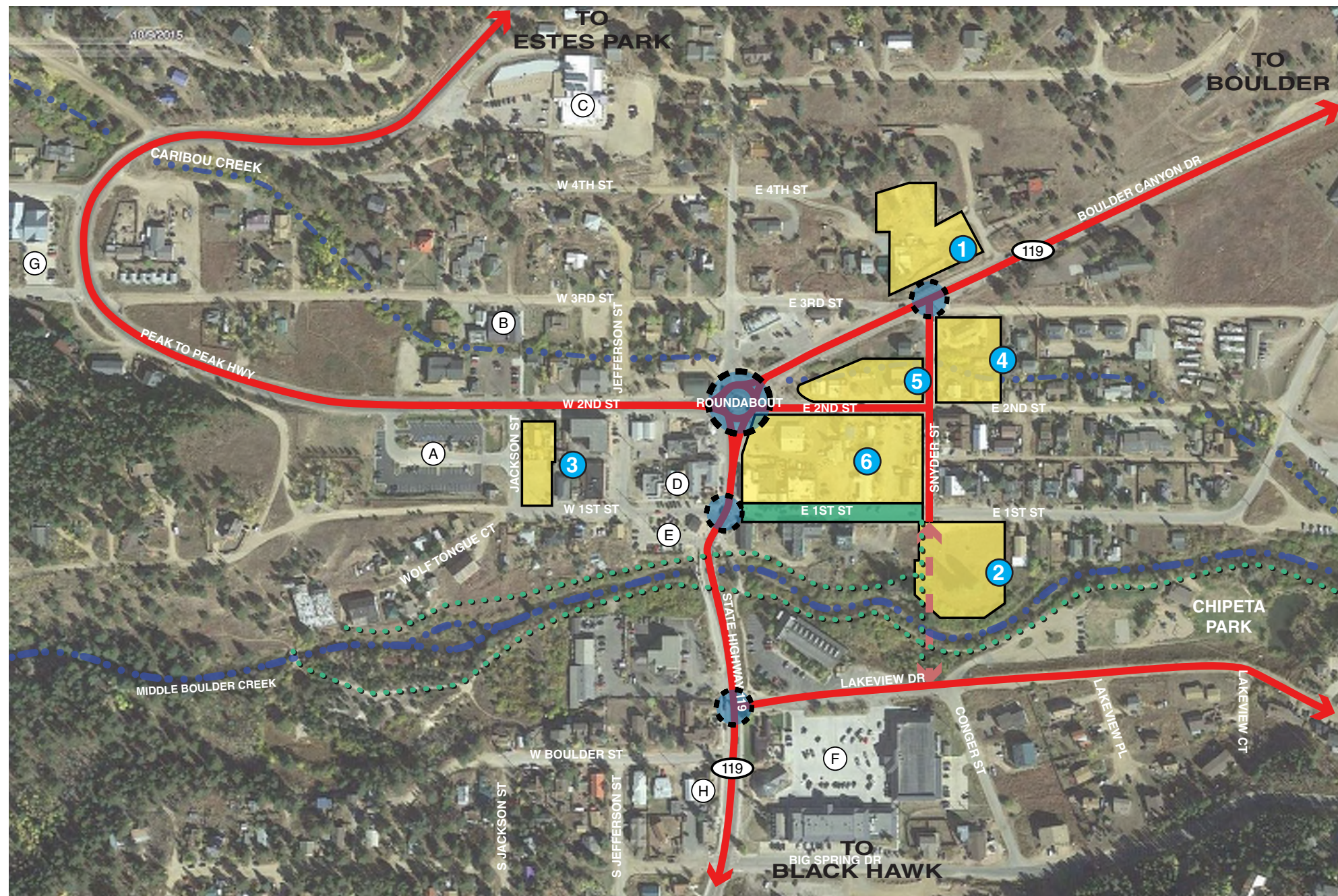
## 4. Snyder & E 2nd Street Mixed-Use

Located adjacent to Alpine Crossing, the CBD core block, at the northeast corner of Snyder and E. 2nd Street.

**Site Data**  
**Site Area:** 28,789 sf (0.68 acres)  
**Program:** 26 Units (1, 2 & 3 BR)  
10,865 sf Commercial  
**Parking:** 35 Spaces  
17 Garage Spaces  
18 Surface Parking Spaces



# LOCATION MAP AND SHEET INDEX



## LEGEND

- PRIMARY ROADS / STREETS
- PROPOSED NORTH-SOUTH MULTI-MODAL CONNECTION
- CBD OPPORTUNITY SITES
- MIDDLE BOULDER CREEK PEDESTRIAN TRAIL
- POTENTIAL EVENT STREET / ENTERTAINMENT DISTRICT
- KEY INTERSECTIONS
- A RTD PARK N RIDE
- B NEDERLAND PUBLIC LIBRARY
- C NEDERLAND COMMUNITY CENTER
- D TOWN HALL
- E VISITOR CENTER
- F SHOPPING CENTER
- G FIRE STATION
- H HOP INN

SCALE: 1" = 600' - 0" 0 300 600 1200 ft.

- 1 HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING - N. SNYDER STREET**
  - (8) Residential Units
  - 5,580 sf Infant Care
- 2 SNYDER / CONGER PARKING LOT (FUTURE WORKFORCE HOUSING)**
  - (13) Residential Units (Temp Use: 31 Parking Spaces - 20 on-site, 11 on-street)
- 3 THE AMSTERDAM - JACKSON STREET MIXED-USE**
  - (23) Residential Units
  - 4,300 sf (+/-) Restaurant
- 4 SNYDER & E. 2ND STREET MIXED-USE**
  - (26) Residential Units
  - 10,900 sf Commercial
- 5 ALPINE CROSSING SERVICE SITE**
  - Service Site to Alpine Crossing
- 6 ALPINE CROSSING MIXED-USE / FLEX USE**
  - Hotel, Retail, Commercial, Restaurants, Gallery Space and Art Studios, Residential, Offices and Services

## SHEET INDEX

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# PRELIMINARY PUD PLAN NARRATIVE

## OVERVIEW

Economic, Environmental, Social and Transportation **Sustainability** are key components of this development and are woven throughout the site planning and design of all the sites.

This Plan encompasses multiple (6) parcels / sites within and adjacent to the Nederland CBD; including:

### HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING

Located on the hillside north of Hwy. 119, north of the CBD in the Lakeview Replat “A” and Lot 2, Block 1 Roose’s second addition subdivision.

#### KEY SITE CONCEPTS

- 8 Workforce Housing units (flat / apartment configuration) on north lot.
- 5,580 sf Infant Care facility located on south lot.
- Easy walking distance to Downtown.
- Utilizes existing vehicle access from Hwy 119 and emergency access / egress from 4th Street.
- South-facing slope allows maximization of solar access.
- Building A - Set into hillside slope.
- Under building parking and garage spaces hide majority of cars.
- Pavilion at the northwest corner of site provides neighborhood gathering space with 180° views to west, south and east.

#### SUSTAINABILITY

- Economic: Provides needed workforce housing.
- Environmental: Adjacent / Walkable to downtown. Innovative sustainable building design. Compact development. Comply with EnergyStar requirements. Excellent solar opportunities.
- Social: Workforce housing & infant care facility.
- Transportation: Walkable to downtown and adjacent to Public Transportation on Hwy 119.

### SNYDER / CONGER PARKING LOT (FUTURE WORKFORCE HOUSING)

Located diagonally southeast of the Alpine Crossing CBD core block at Snyder and E. 1st Street.

#### KEY SITE CONCEPTS

- Temporary Use: 31 Parking spaces. (20 on-site and 11 on-street)
- Workforce housing in downtown.
- Development clustered on north 1/3 of site to respect Middle Boulder Creek Riparian Corridor and floodplain.
- Proposed easement for multi-modal bridge connection between E. 1st Street and Lakeview Drive across Middle Boulder Creek
- Provides pedestrian / bike access to Middle Boulder Creek Trail.
- Traditional neighborhood design facing E. 1st Street with front porches, flower planters, tree lawns and a detached sidewalk.
- South-facing slope allows maximization of solar access.
- Garage spaces hide automobiles.
- Opportunity to accommodate storm water detention from Alpine Crossing Mixed-Use / Flex Use site, and buildings on the south side of East 1st Street from Bridge Street to Snyder.

#### SUSTAINABILITY

- Economic: Provides needed workforce housing.
- Environmental: In downtown. Innovative sustainable building design. Compact development (utilizes only 30% of site). Comply with EnergyStar requirements. Excellent solar opportunities.
- Social: Workforce housing.
- Transportation: Walkable within downtown core. One block from Public Transportation.

### THE AMSTERDAM - JACKSON STREET MIXED-USE

Located at the northeast corner of Jackson Street & W. 1st Street, including a 14 space parking garage with access from W. 2nd Street (Hwy. 72) north, one-way south to W. 1st Street.

#### KEY SITE CONCEPTS

- 4,388 sf Restaurant and 23 Residential units.
- Capture views to south and west / Excellent solar access.
- Activates streetscape along Jackson & W. 1st Streets.
- Mixed-income housing in Downtown.

#### SUSTAINABILITY

- Economic: Desired downtown retail infill.
- Environmental: Energy efficient / sustainable building design with excellent solar opportunities.
- Social: Provides additional opportunities for gathering; a sense of place and destination within the downtown.
- Transportation: Walkable within downtown core.

### SNYDER & E. 2ND STREET MIXED-USE

Located adjacent to the CBD core block at the northeast corner of Snyder and E. 2nd Street.

#### KEY SITE CONCEPTS

- Mixed-use building incorporates “saw tooth” facade parallel to CO Hwy. 119 providing open space “gateway” at intersection of E. 3rd and Snyder Streets. Internal open space amenity / community garden along North Beaver Creek (Caribou Creek).
- 1st floor retail relates to adjacent streets
- Mixed-income housing in downtown.

#### SUSTAINABILITY

- Environmental: Infill / downtown. Innovative sustainable building design. Solar access.
- Transportation: Walkable within downtown core.



HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING - CONCEPTUAL MASSING



SNYDER / CONGER WORKFORCE HOUSING SITE - CONCEPTUAL MASSING



THE AMSTERDAM - JACKSON & 1ST STREET



SNYDER & E. 2ND STREET MIXED-USE - CONCEPTUAL MASSING





ALPINE CROSSING - MIXED-USE / FLEX USE



DDA MASTER PLAN - E. 1ST STREET



DDA MASTER PLAN - EVENT STREET



DDA MASTER PLAN - MIDDLE BOULDER CREEK PATH

## ALPINE CROSSING MIXED-USE / FLEX USE

Located at the north gateway into town at the crossroads of Bridge Street, Peak-to-Peak Highway and Highway 119, Alpine Crossing is envisioned to become the “heart” of downtown Nederland. Alpine Crossing and its related “Service Site” (directly north of Alpine Crossing), will revitalize the downtown core by providing much needed retail, restaurants, lodging and residential uses as well as additional parking in the block bounded by Bridge Street, E. 1st Street, Snyder and E. 2nd Street.

The proposed redevelopment of this block proposes a 25' setback (where a 0.0' build-to setback is allowed in the CBD district) from the south property boundary. This additional site area (approximately 11,200 sf / 12.5% of the Alpine Crossing site) creates the opportunity to reconfigure E. 1st Street and provide generous sidewalks and pedestrian amenities on the north side of the street. (See Sheet 07 Concept Study for details.) This will address the current hazardous condition where pedestrians are forced to walk in E. 1st Street because the sidewalks are either extremely narrow or non-existent.

This reconfiguration has the potential to incentivize development on the south side of E. 1st Street and provide the foundation for the creation of an **Entertainment District / “Event Street”** in the E. 1st Street block.

### KEY SITE CONCEPTS

- Downtown gateway. “Heart” of downtown.
- Hotel porte-cochere on E. 2nd Street just east of roundabout to avoid congestion on E. 1st Street.
- Underground parking allows for strong pedestrian environment at the street.
- N-S Paseo (Wohlcke’s Way) serves as loading and service area for hotel and businesses on E. 1st Street and divides site into two smaller blocks.
- Buildings set back 25' from south property line to accommodate covered walkways and expanded sidewalks on the north side of 1st Street.

# PRELIMINARY PUD PLAN NARRATIVE

- Building steps down the hill to the east to accommodate grade change.
- Courtyard provides public space and access to live / work galleries.
- “Entertainment District / Event Street” - potential to close off E. 1st Street for special events.

### SUSTAINABILITY

- Economic: Additional commercial development increases tax base for the Town. Provides much needed public parking in CBD.
- Environmental: Innovative sustainable building design. Compact infill development. Meets EnergyStar requirements.
- Social: Provides live / work artist studios. Provides synergistic development in downtown core.
- Transportation: Walkability. Expanded sidewalks.

Following is a brief description of the documents related to the Alpine Crossing Mixed-Use / Flex Use Site:

- The **Context and Topography** for this site is illustrated on Sheet 08 and indicates the 16' drop in the site west to east between Bridge Street and Snyder Street.
- The **Concept Plans** on Sheets 09 and 10 provide key information regarding the site planning concepts for both sites. These are followed by Sheet 11, the Alpine Crossing **Parking Plans** that illustrate the layout of the under-building parking and include the parking space distribution tabulations. The proposal provides for both public and private parking and is envisioned as a public/private partnership with the Town of Nederland.
- The **Floor Plans** on Sheet 12 and **Building Sections** on Sheet 13 illustrate the distribution of the land uses for each floor.

- The **Building Elevations** on Sheets 14 and 15 illustrate the architectural character of the buildings, referencing historic buildings in small western mountain towns, in addition to illustrating how the buildings “step down” the hill to accommodate the 16-foot change in grade from west to east. The third floor, in most cases, is stepped back from the 2nd floor facade. The design of the buildings are further described on the building elevation sheets.

## ALPINE CROSSING SERVICE SITE

The service site will provide much needed services space that will cater to the uses in the Alpine Crossing site as well as other businesses in the immediate area.

### KEY SITE CONCEPTS

- Extensive use of solar panels on south facing roof creates renewable energy.
- Incorporates modified loose asher stone for exterior walls.

### SUSTAINABILITY

- Economic: N/A
- Environmental: Innovative sustainable building design. Meets EnergyStar requirements. Incorporates trash / compost / recycling for Alpine Crossing
- Social: N/A
- Transportation: Walkable within downtown core.

## SUMMARY: COMPLIANCE WITH TOWN OF NEDERLAND GOALS & OBJECTIVES

The end of this document includes a series of **Matrices** that summarize how this proposal supports the goals and objectives of the Nederland Comprehensive Plan 2013 Update, Nederland 2017 DDA Master Plan (specifically the First Street Commercial Area), Envision Nederland 2020, #NEDZERO and the 2014 Housing Needs Assessment.



# HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING - N. SNYDER STREET

## ZONING ANALYSIS

### REDEVELOPMENT SITE 1 - HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING

High-Density Residential (HDR) Zoning (Proposed)

SITE AREA - 37,730 SF (0.87 acres)

Yard and Bulk Items	Required (per zoning code)	Proposed	Notes
Minimum lot area per lot and per dwelling unit (sq. ft)	4,000 (10.05 DUs)	4,000 (8 DUs)	Proposed Density: 10.9 DU / Acre
Minimum lot width (ft.)	40	260.5	
Maximum lot coverage (% of lot area)	40	24	
Minimum setback from a street for all uses (ft.) <sup>1</sup>	20	25	
Minimum front yard setback for all uses (ft.) <sup>1</sup>	20	25	
Minimum side yard setback from an interior lot line			
Principal uses (ft.)	5	10	
Accessory uses (ft.)	5	10	Picnic Pavilion
Minimum rear yard setback			
Principal uses (ft.)	15	30	
Accessory uses (ft.)	5	N/A	
Structure criteria			
Maximum building height <sup>2</sup>			
Principal uses (ft.)	35	35	
Accessory uses (ft.)	20	20	Picnic Pavilion
Parking Data	1 Space / BR + 1 Space / 4 Units Guest	25 Spaces (3.1 Spaces / Unit)	10 Covered Spaces + 15 Surface Spaces <sup>3</sup> Unit Mix To Be Determined

<sup>1</sup> Or, in the case of a principal structure only, an established setback line.  
<sup>2</sup> Measured to the uppermost point of the roof. See section 16-6(9).  
<sup>3</sup> 11 Infant care surface spaces to be shared with Residential during off-hours.





# HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING - N. SNYDER STREET

## PRELIMINARY PUD PLAN



## SITE CONCEPT STUDY


 SCALE: 1" = 50' - 0"
 



### 3D MASSING STUDIES - LOOKING NORTHWEST (IN PROGRESS)



### 3D MASSING STUDIES - LOOKING SOUTHWEST (IN PROGRESS)

**NOTE:** ABOVE MASSING STUDIES ARE CONCEPTUAL IN NATURE AND NOT INTENDED TO CONVEY FINAL DESIGN.

## SITE DESIGNATIONS

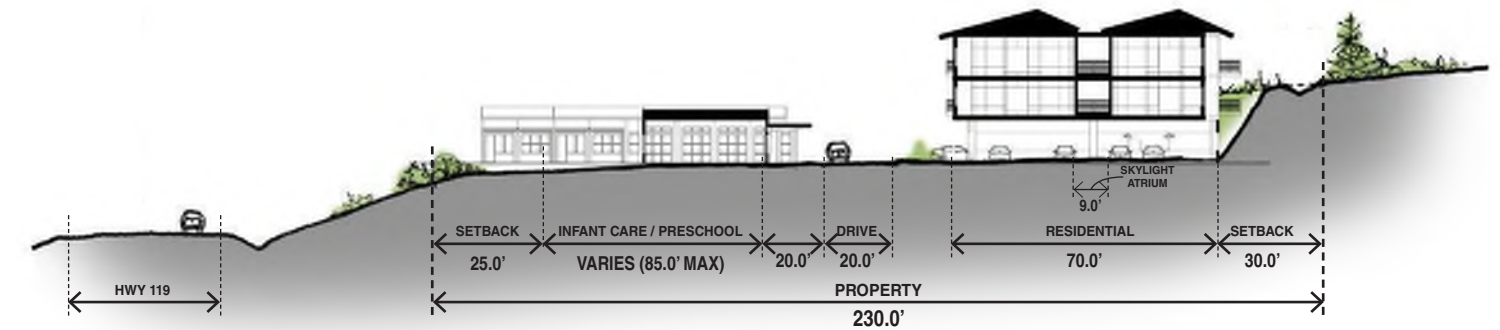
- **Zoning:** High Density Residential (HDR) (Proposed)
  - 1 Unit / 4,000 SF = 10.05 Units
- **2013 Comprehensive Plan:** Medium Density Residential

## SITE DATA

- **Site Area:** 37,730 SF (0.87 acres)
- **Program:** 8 Units (1, 2 and 3 Bedrooms)
  - BUILDING A: (8) Res Units (800-1,000 sf Flats) (1, 2, and 3 Bedrooms)
  - BUILDING B: 5,580 SF Infant Care facility
- **Parking:** 25 Spaces
  - 10 Covered Spaces + 15 Surface Spaces
- **Lot Coverage:** 10,480 SF / 23% (Maximum 40%)
  - Buildings: 10,480 SF (23%)
  - Access Drives / Driveways: 10,246 SF (27%)
- **Maximum Height:** 35.0'

## BUILDING SETBACKS

- **Front (Hwy. 119):** 25.0'
- **Side:** 10.0' (East), 10.0' (West)
- **Rear:** 30.0'



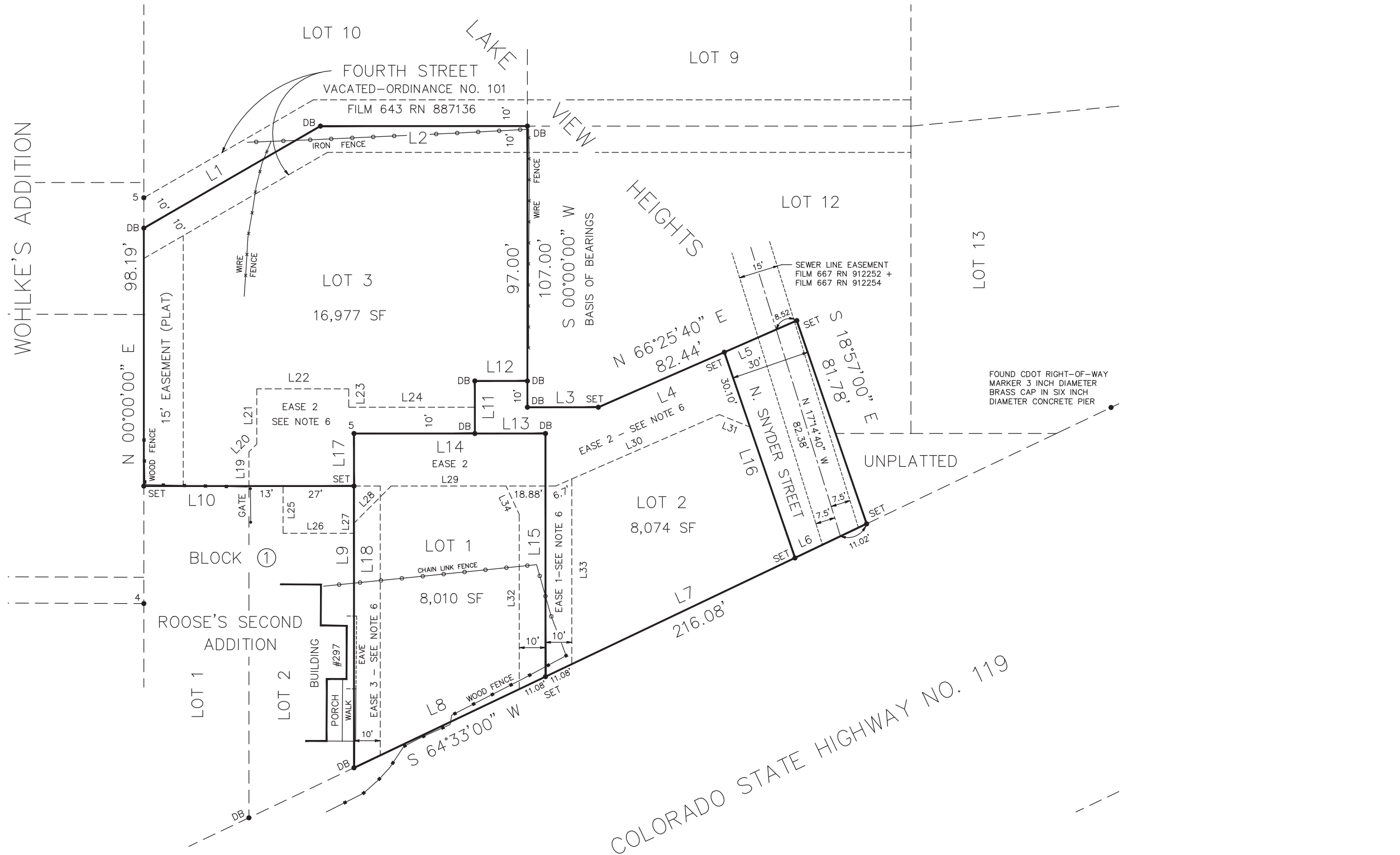
### CROSS SECTION - LOOKING WEST


 SCALE: 1" = 50' - 0"
 



# HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING - N. SNYDER STREET

## PLAT / SURVEY RE-ZONING DIAGRAM




 SCALE: 1" = 40' - 0"
 



# HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING - N. SNYDER STREET

## INFANT CARE FLOOR PLAN



CONCEPT FLOOR PLAN

SCALE: 1" = 20' - 0" 0 10 20 40 ft.



3D MASSING STUDIES - LOOKING SOUTHEAST (IN PROGRESS)



3D MASSING STUDIES - LOOKING SOUTHWEST (IN PROGRESS)

NOTE: ABOVE MASSING STUDIES ARE CONCEPTUAL IN NATURE AND NOT INTENDED TO CONVEY FINAL DESIGN.



# SNYDER / CONGER PARKING LOT (FUTURE WORKFORCE HOUSING)

## ZONING ANALYSIS

### REDEVELOPMENT SITE 2 - SNYDER / CONGER PARKING LOT (FUTURE WORKFORCE HOUSING)

Central Business District (CBD) Zoning

SITE AREA - 50,777 SF (1.17 acres)

Yard and Bulk Items	Required (per zoning code)	Proposed	Notes
Minimum lot area per lot and per dwelling unit (sq. ft)	0	3,905 (13 DUs)	Proposed Density: 11.1 DU / Acre
Minimum lot width (ft.)	0	220	
Maximum lot coverage (% of lot area)	N/A	14	
Minimum setback from a street for all uses (ft.) <sup>1</sup>	0 <sup>1</sup>	12 (Face of Building along E. 1st Street) 10 (Side of Building along Snyder)	Assumption: Snyder Street Extension South is Public
Minimum front yard setback for all uses (ft.) <sup>1</sup>	0 <sup>1</sup>	6 (Front Porch along E. 1st Street)	Traditional Neighborhood Design with Buildings brought up to Street
Minimum side yard setback from an interior lot line			
Principal uses (ft.)	5	40	
Accessory uses (ft.)	0 or 10	10	Potential Picnic Pavilion
Minimum rear yard setback			
Principal uses (ft.)	15	135 - 145	
Accessory uses (ft.)	10	135 - 145	Potential Picnic Pavilion
Structure criteria			
Maximum building height <sup>2</sup>			
Principal uses (ft.)	35	35	
Accessory uses (ft.)	20	20	Potential Picnic Pavilion
Parking Data (Housing)	1 Space / BR + 1 Space / 4 Units Visitor	26 Spaces (2.0 Spaces / Unit)	Unit Mix To Be Determined
Parking Data (Temp. Parking Lot)	N/A	31 Spaces	20 spaces on-site / 11 spaces on-street

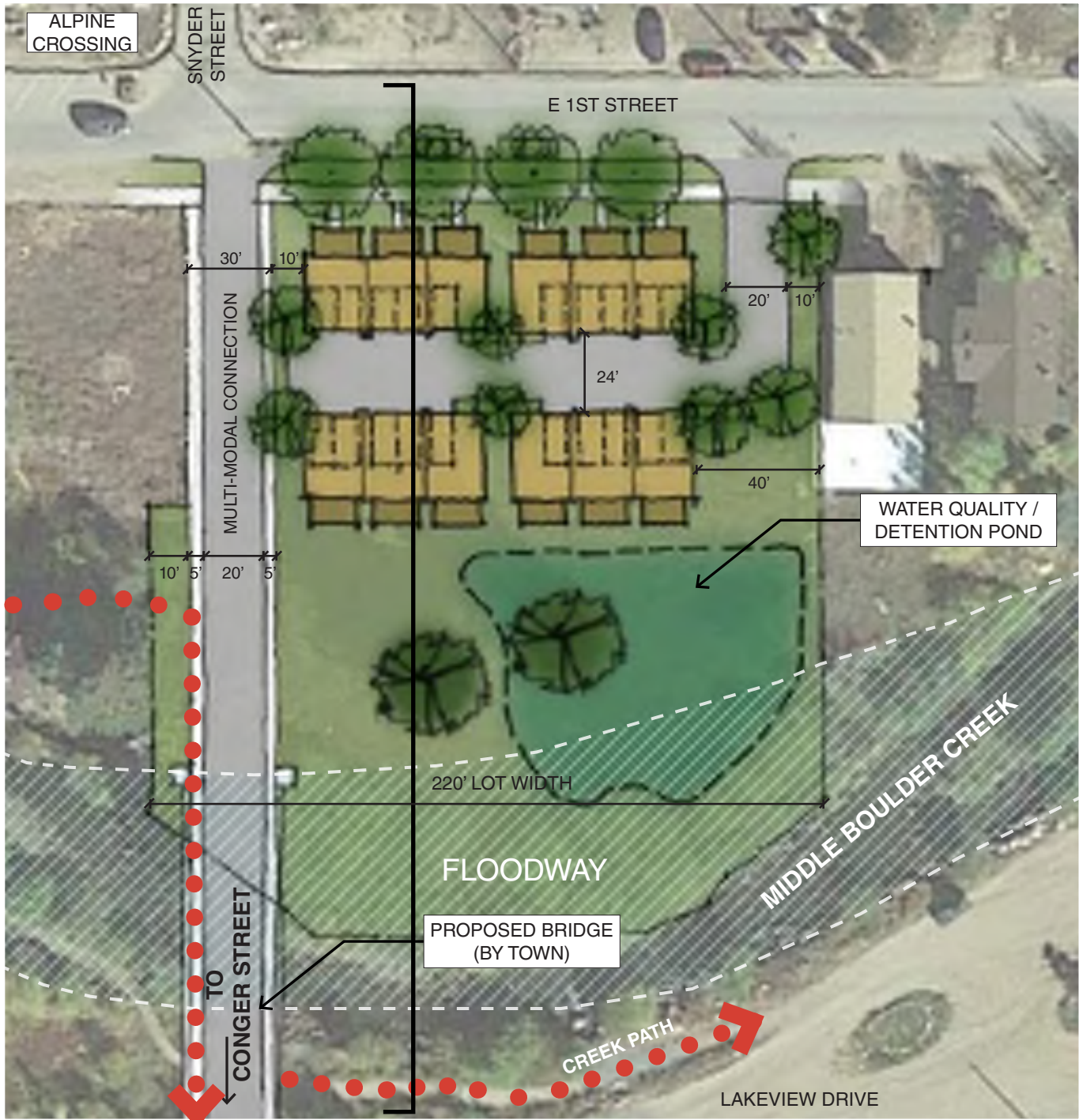
<sup>1</sup> Or, in the case of a principal structure only, an established setback line.  
<sup>2</sup> Measured to the uppermost point of the roof. See section 16-6(9).





# SNYDER / CONGER PARKING LOT (FUTURE WORKFORCE HOUSING)

## PRELIMINARY PUD PLAN



**SITE CONCEPT STUDY - FUTURE WORKFORCE HOUSING**

SCALE: 1" = 50' - 0"

**NOTE:** Boulder County Floodway / Floodplain mapping model to be updated / confirmed incorporating results of soon-to-be-released Middle Boulder Creek study.



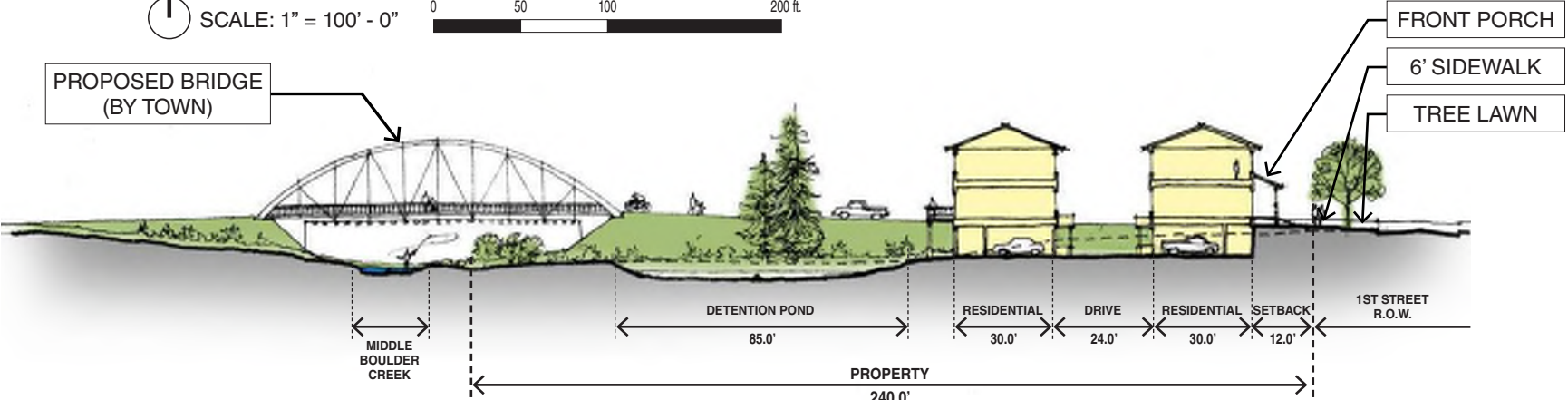
**3D MASSING STUDIES**

**NOTE:** ABOVE MASSING STUDIES ARE CONCEPTUAL IN NATURE AND NOT INTENDED TO CONVEY FINAL DESIGN.



**EXISTING / TEMPORARY PARKING LOT**

SCALE: 1" = 100' - 0"



**CROSS SECTION - LOOKING WEST**

SCALE: 1" = 50' - 0"

### SITE DESIGNATIONS

- **Zoning:** Central Business District (CBD)
  - 1 Unit / 4,000 SF = 12.6 Units
- **2013 Comprehensive Plan:** High Density Residential
- **NDDA:** Residential

### SITE DATA

- **Site Area:** 50,777 SF (1.17 acres)
- **Program:** 13 Units (1, 2 and 3 Bedrooms)
  - (1) 800-1,000 sf Flat
  - (12) 1,000-1,200 sf Townhomes
- **Parking:** 26 Spaces
  - 20 Covered Spaces + 6 On-Street Spaces
- **Lot Coverage:** 7,200 SF / 14% (Maximum 40%)
  - Buildings: 7,200 SF (14%)
  - Access Drives / Driveways: 4,700 SF (9%)
- **Maximum Height:** 35.00'

### BUILDING SETBACKS

- **Front (E. 1st Street):** 6.0' to Front Porch, 12.0' to Face of Building
- **Side:** 10.0' East, 40.0' West
- **Rear:** 135.0' -- 145.0'



# THE AMSTERDAM - JACKSON STREET MIXED-USE

## ZONING ANALYSIS

### REDEVELOPMENT SITE 3 - THE AMSTERDAM - JACKSON STREET MIXED USE

Central Business District (CBD) Zoning

SITE AREA - 18,000 SF (0.41 acres)

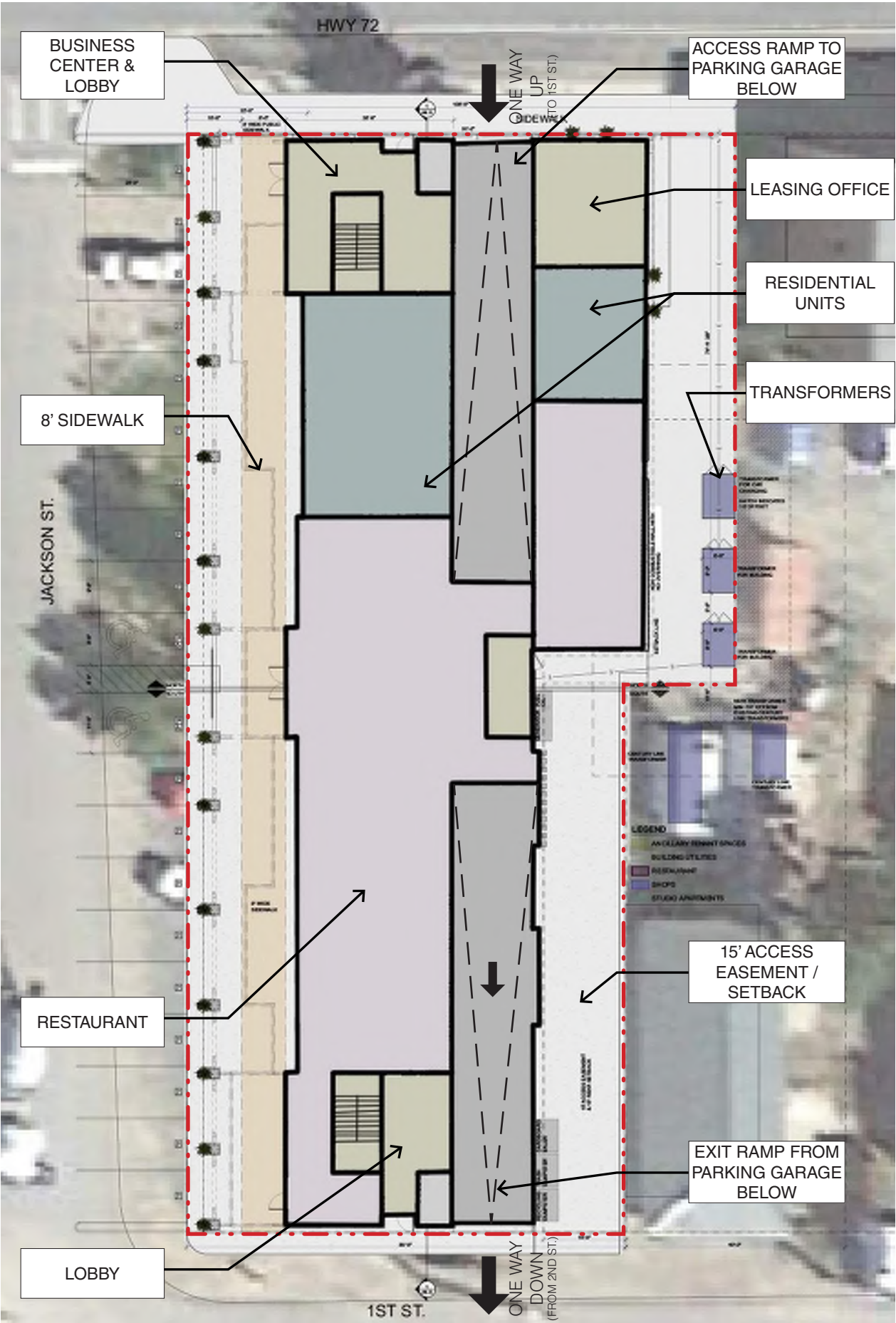
Yard and Bulk Items	Required (per zoning code)	Proposed	Notes
Minimum lot area per lot and per dwelling unit (sq. ft)	0	18,000	Basement Gross Floor Area: 13,165 sf (Parking) First Level Gross Floor Area: 10,579 sf (Retail + Residential) Second Level Gross Floor Area: 10,416 sf (Residential) Third Level Gross Floor Area: 10,416 sf (Residential) Total Gross Floor Area: 44,546 sf (FAR 2.50/1.00)
Minimum lot width (ft.)	0	80	
Maximum lot coverage (% of lot area)	N/A	43	
Minimum setback from a street for all uses (ft.) <sup>1</sup>	0	Lot 5 (Along Jackson Street): 0.0' Lots 6, 7, & 8 (Parking off W. 2nd Street): 10.0' Lots 4 & 5 (Along W. 1st Street): 10.0'	
Minimum front yard setback for all uses (ft.) <sup>1</sup>	0	0 (Covered Porch Along W. 1st Street)	
Minimum side yard setback from an interior lot line			
Principal uses (ft.)	5	10 (Lot 4)	
Accessory uses (ft.)	0 or 10	N/A	
Minimum rear yard setback			
Principal uses (ft.)	15	10 (Lots 4 & 5)	
Accessory uses (ft.)	10	N/A	
Structure criteria			
Maximum building height <sup>2</sup>			
Principal uses (ft.)	35	35	
Accessory uses (ft.)	20	N/A	
Parking Data	1 Space / 4 Seats (Restaurant)	30 Spaces (On-Street)	Note: Number of Seats Undetermined - 4,388 sf Restaurant
	1 Space / BR + 1 Space / 4 Units Visitor	14 Spaces (Garage)	23 Residential Units

<sup>1</sup> Or, in the case of a principal structure only, an established setback line.

<sup>2</sup> Measured to the uppermost point of the roof. See section 16-6(9).







SITE CONCEPT STUDY



# THE AMSTERDAM - JACKSON STREET MIXED-USE

## PRELIMINARY PUD PLAN

### BUILDING PROGRAM SUMMARY

BASEMENT GROSS FLOOR AREA:		13,165 SF
PARKING:		
- 12 STANDARD		
- 2 HANDICAP		
ANCILLARY TENANT SPACES:		
- STAIR, ELEVATOR, LOBBY	732 SF	
- SKI & BIKE LOCKERS	860 SF	
BUILDING UTILITIES:		
- MECHANICAL ROOMS	880 SF	
- WATER RETENTION PONDS	1,837 SF	

### MAIN LEVEL GROSS FLOOR AREA:

PARKING:		10,579 SF
- 18 STANDARD		
- 2 HANDICAP		
- 9 TENANT SPACES ACROSS ST		
- 1 LEASING MANAGER SPACE		
ANCILLARY TENANT SPACES:		
- STAIR, ELEVATOR, LOBBY	824 SF	
- LEASING OFFICE	454 SF	
- BUSINESS CENTER	294 SF	
RESTAURANT:		
- OVERALL RESTAURANT	4,388 SF	
BUILDING UTILITIES:		
- BOILER ROOM, FIRE SPRINKLER	251 SF	
APARTMENTS:		
- STUDIO (3)	533 SF	
	533 SF	
	483 SF	

### SECOND LEVEL GROSS FLOOR AREA

ANCILLARY TENANT SPACES:		10,416 SF
- STAIR, ELEVATOR, LOBBY	732 SF	
- COMMON BALCONY	334 SF	
- LINEN, LAUNDRY, RECYCLING	291 SF	
APARTMENTS:		
- STUDIO (1)	428 SF	
- 1 BEDROOM (4)	573 SF	
	654 SF	
	619 SF	
	688 SF	
	1,005 SF	
	972 SF	
	996 SF	
	1,221 SF	
	1,284 SF	
- 2 BEDROOM (3)		
- 3 BEDROOM (2)		

### THIRD LEVEL GROSS FLOOR AREA

ANCILLARY TENANT SPACES:		10,416 SF
- STAIR, ELEVATOR, LOBBY	732 SF	
- COMMON BALCONY	334 SF	
- LINEN, LAUNDRY, RECYCLING	291 SF	
APARTMENTS:		
- STUDIO (1)	428 SF	
- 1 BEDROOM (4)	573 SF	
	654 SF	
	619 SF	
	688 SF	
	1,005 SF	
	972 SF	
	996 SF	
	1,221 SF	
	1,284 SF	
- 2 BEDROOM (3)		
- 3 BEDROOM (2)		

### ROOF LEVEL AREA

ANCILLARY TENANT SPACES:		
- STAIR, LOBBY, STORAGE	366 SF	
- PUBLIC ROOF DECK	741 SF	

### TOTALS:

- TOTAL GROSS SF = 44,576 SF
- (22) TENANT PARKING SPACES
- (20) PUBLIC PARKING SPACES
- (1) RESTAURANT
- 1 BUSINESS CENTER / AMAZON LOCKER
- (5) STUDIO APARTMENTS
- (8) 1 BEDROOM APARTMENTS
- (6) 2 BEDROOM APARTMENTS
- (4) 3 BEDROOM APARTMENTS

### SITE DESIGNATIONS

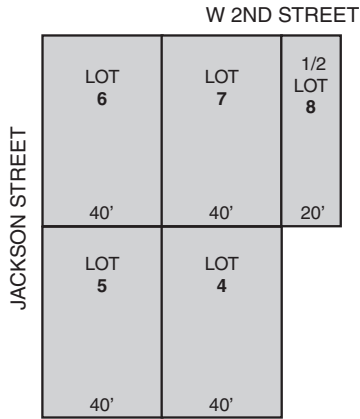
- **Zoning:** Central Business District (CBD)
- **2013 Comprehensive Plan:** Central Business District
- **NDDA:** Residential

### SITE DATA

- **Site Area:** 18,000 sf (0.41 acres)
- **Program:** 23 Units (Studio, 1, 2 and 3 Bedrooms)
  - 4,388 sf Restaurant
  - 1,572 sf Retail (Leasing Office, Business Center, Lobby)
- **Parking:** 44 Spaces
  - 14 Parking Garage Spages
  - 30 On-Street Parking Spaces
- **Lot Coverage:** 7,760 SF / 43% (Maximum: N/A)
  - Buildings: 7,760 SF (43%)
  - Parking / Access Drives / Driveways: 2,819 SF (16%)
- **Maximum Height:** 35.0'

### BUILDING SETBACKS

- **Front:** 18.0' (Along Jackson Street)
- **Along Jackson Street:** 18.0'
- **Along W. 1st and 2nd Street:** 0.0'
- **Side:** 0.0' (Along W. 1st and 2nd Street)
- **Rear:** 15.0' (For Access Easement)



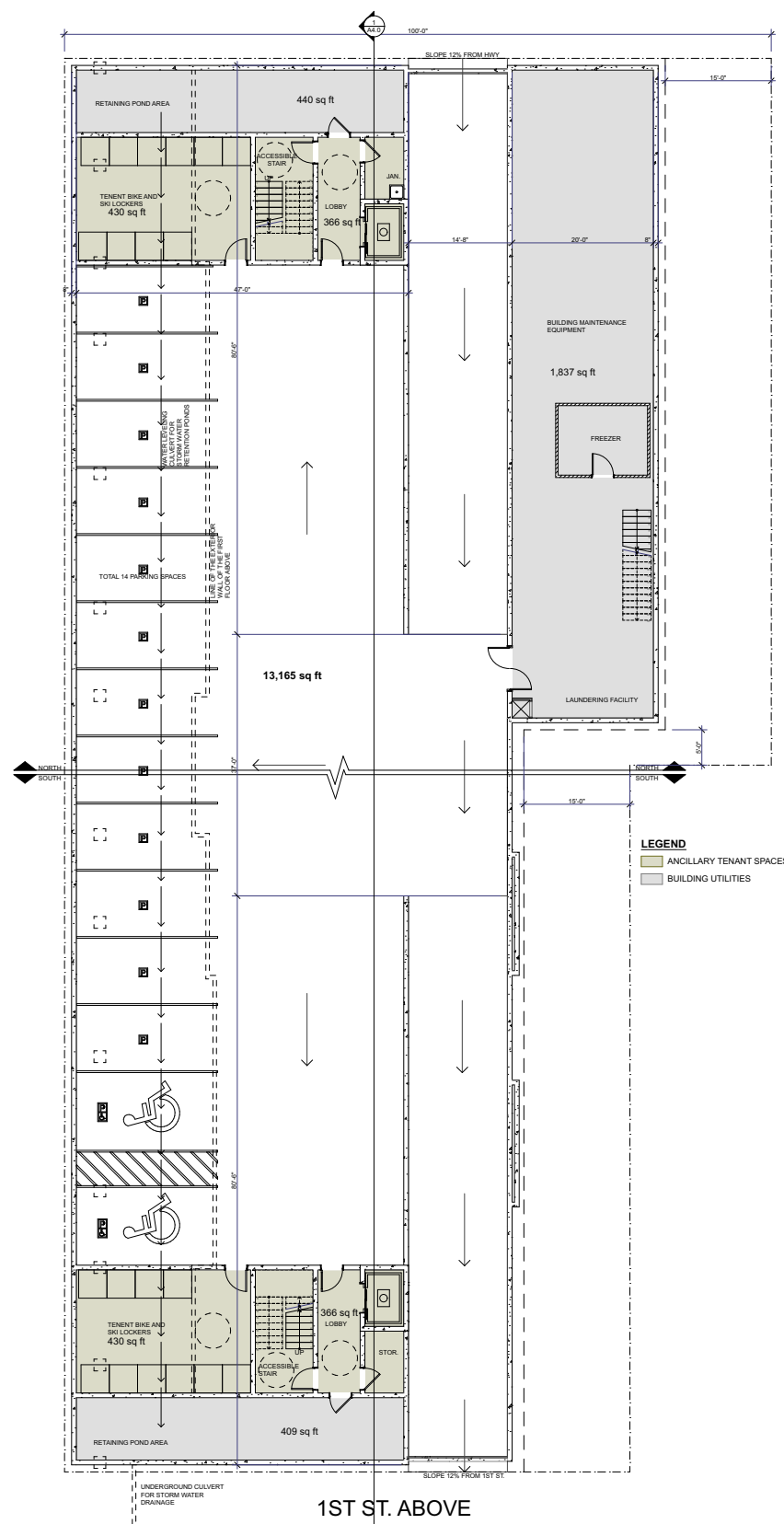
LOT DIAGRAM (NOT TO SCALE)



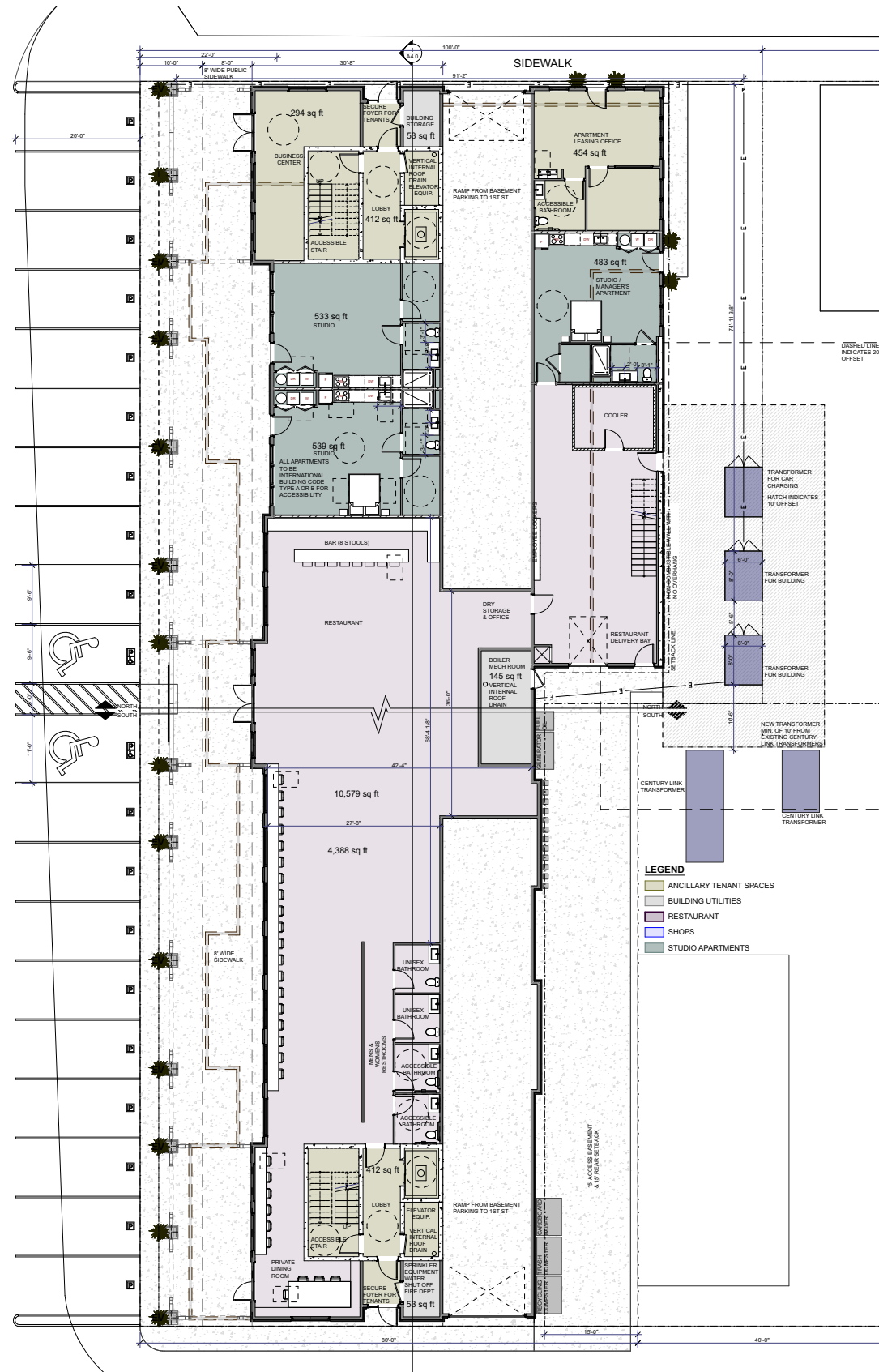
# THE AMSTERDAM - JACKSON STREET MIXED-USE

HWY 72 ABOVE

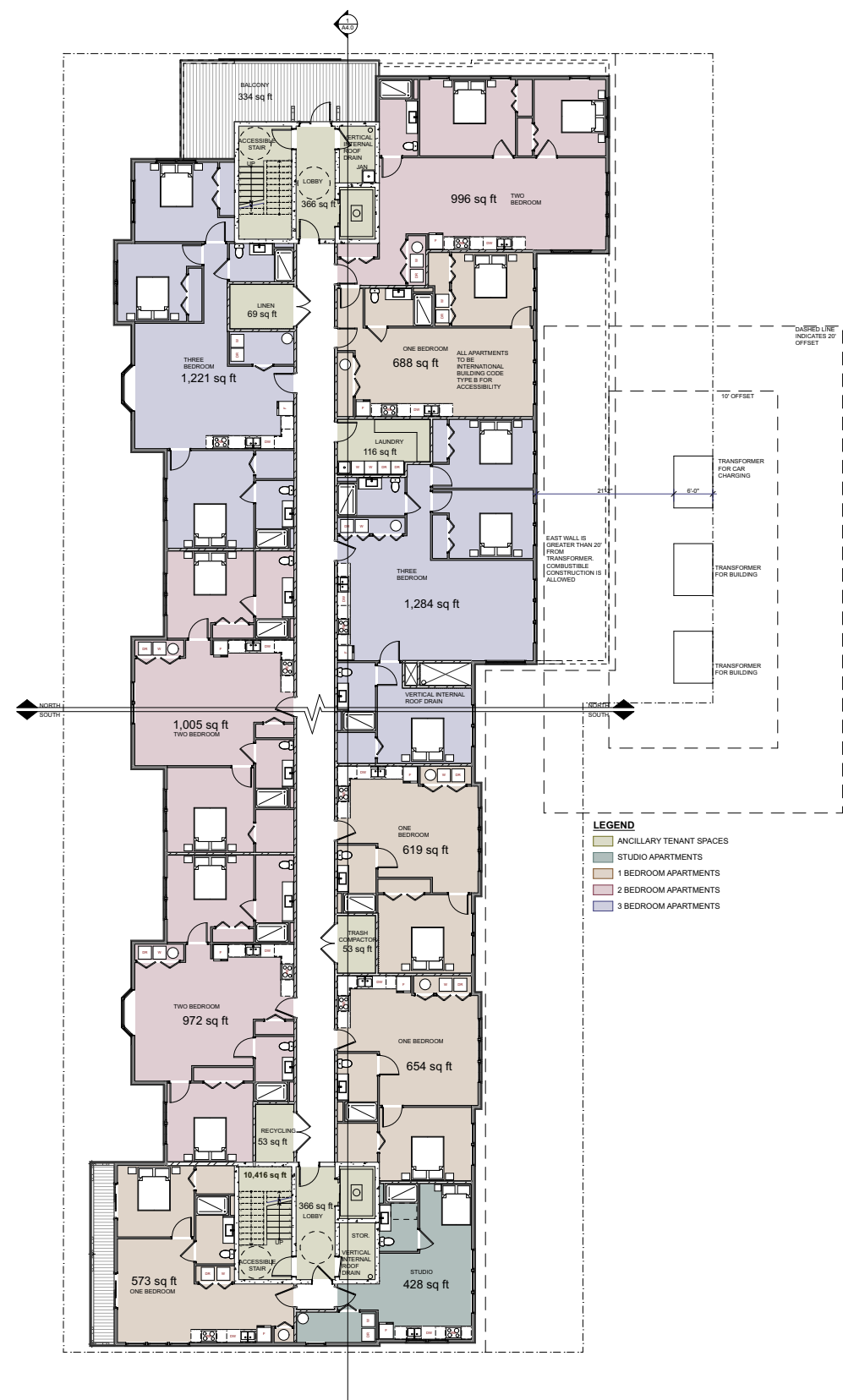
JACKSON ST. ABOVE



## BASEMENT FLOOR PLAN



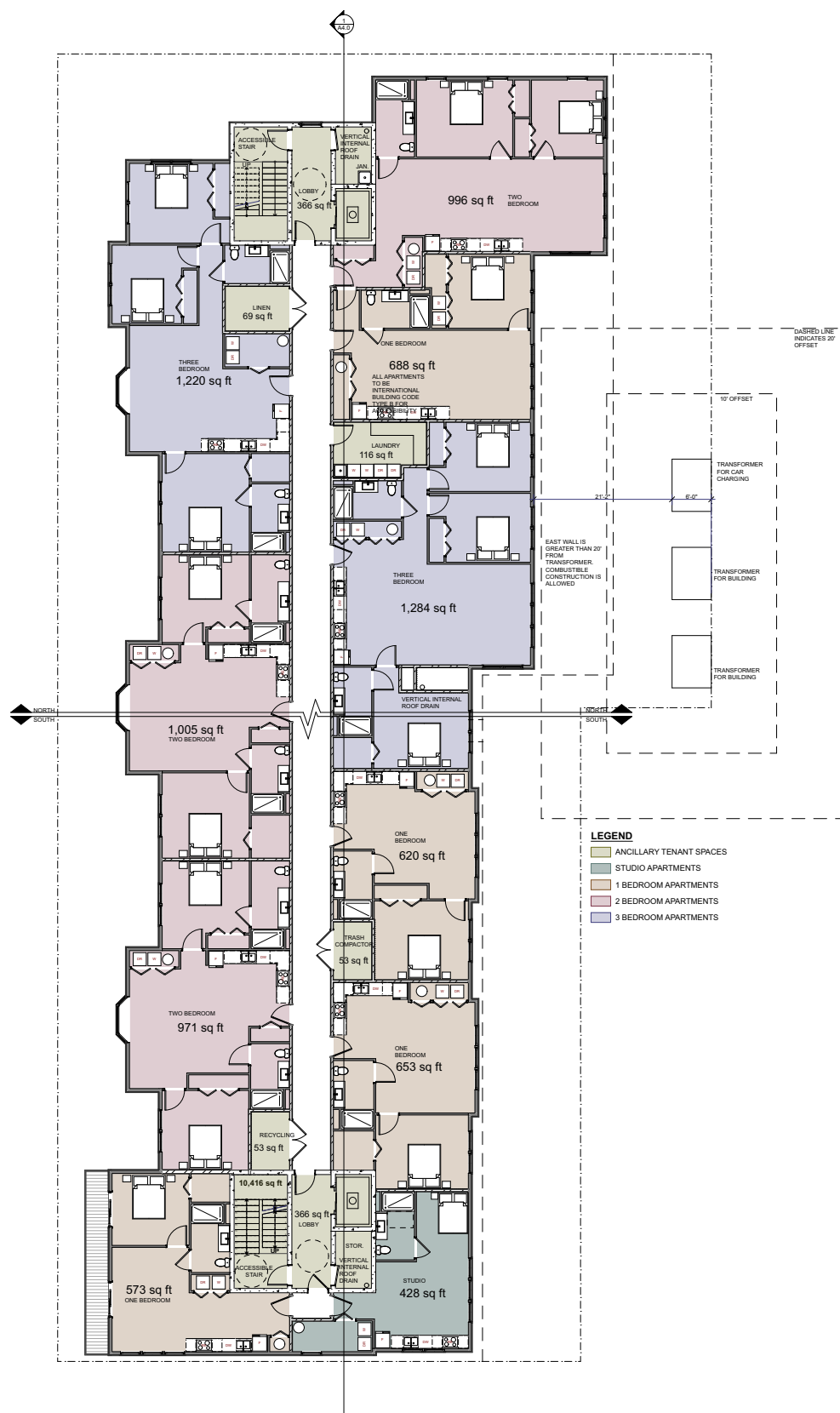
## FIRST FLOOR PLAN



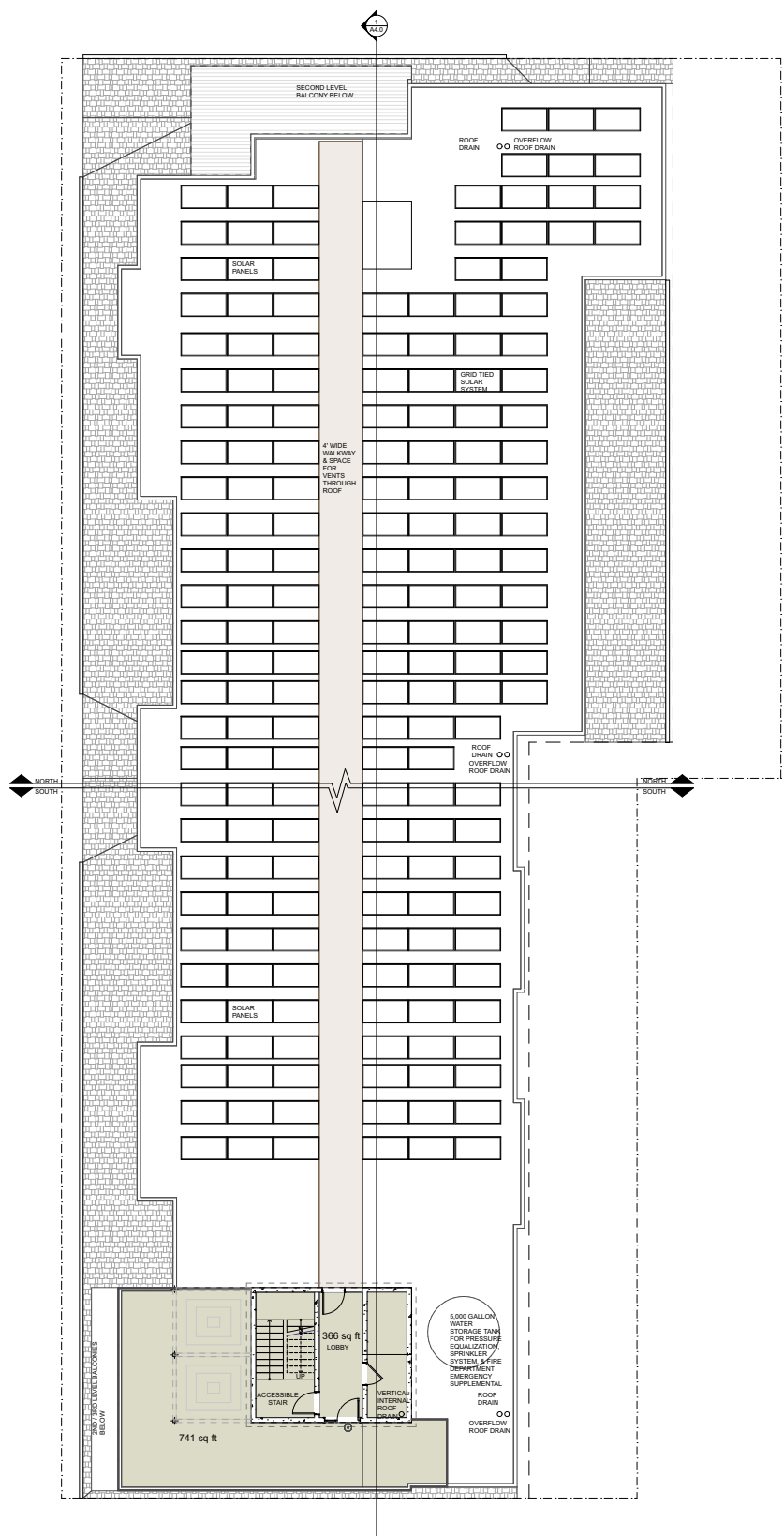
## SECOND FLOOR PLAN



# THE AMSTERDAM - JACKSON STREET MIXED-USE



THIRD FLOOR PLAN



ROOF PLAN



3D MASSING STUDIES

NOTE: ABOVE MASSING STUDIES ARE CONCEPTUAL IN NATURE AND NOT INTENDED TO CONVEY FINAL DESIGN.



# SNYDER & E. 2ND STREET MIXED-USE

## ZONING ANALYSIS

### REDEVELOPMENT SITE 4 - SNYDER & E. 2ND STREET MIXED-USE

Central Business District (CBD) Zoning

SITE AREA - 28,789 SF (0.68 acres)

Yard and Bulk Items	Required (per zoning code)	Proposed	Notes
Minimum lot area per lot and per dwelling unit (sq. ft.)	0	32,000 (26 DUs)	Proposed Density: 38.2 DUs
Minimum lot width (ft.)	0	160	
Maximum lot coverage (% of lot area)	N/A	26	
Minimum setback from a street for all uses (ft.) <sup>1</sup>	0	10	
Minimum front yard setback for all uses (ft.) <sup>1</sup>	0	10 25 (Along Colo Hwy 119)	
Minimum side yard setback from an interior lot line			
Principal uses (ft.)	5	10 (East)	
Accessory uses (ft.)	0 or 10	N/A	
Minimum rear yard setback			
Principal uses (ft.)	15	N/A	
Accessory uses (ft.)	10	N/A	
Structure criteria			
Maximum building height <sup>2</sup>			
Principal uses (ft.)	35	35	
Accessory uses (ft.)	20	20	Potential Picnic Pavilion (Community Amenity)
Parking Data	1 Space / BR + 1 Space / 4 Units Guest	17 Garage Spaces + 18 Surface Spaces = 35 (1.3 Spaces / Unit)	Unit Mix To Be Determined

<sup>1</sup> Or, in the case of a principal structure only, an established setback line.

<sup>2</sup> Measured to the uppermost point of the roof. See section 16-6(9).

NOTE: Variance required to allow residential in CBD zone.



# SNYDER & E. 2ND STREET MIXED-USE

## PRELIMINARY PUD PLAN



SITE CONCEPT STUDY

SCALE: 1" = 50' - 0"

0 25 50 100 ft.

**NOTE:** Floodway / Floodplain modeling / delineation is clearly incorrect. Boulder County Floodway / Floodplain mapping model to be updated / corrected based on correct topography and submitted to FEMA for revised mapping.



3D MASSING STUDIES - LOOKING SOUTHEAST (IN PROGRESS)



3D MASSING STUDIES - LOOKING NORTHWEST (IN PROGRESS)

**NOTE:** ABOVE MASSING STUDIES ARE CONCEPTUAL IN NATURE AND NOT INTENDED TO CONVEY FINAL DESIGN.

### SITE DESIGNATIONS

- **Zoning:** Central Business District (CBD)
- **2013 Comprehensive Plan:** Central Business District
- **NDDA:** Residential

### SITE DATA

- **Site Area:** 28,789 SF (0.68 acres)
- **Program:** 26 Units (1, 2 and 3 Bedrooms)
  - 10,865 SF Commercial
- **Parking:** 35 Spaces
  - 17 Garage Spaces
  - 18 Surface Parking Spaces
  - 0 On-Street Perimeter Parking Spaces
- **Lot Coverage:** 12,090 SF / 84% (Maximum N/A)
  - Buildings: 12,090 SF (42%)
  - Parking: 6,909 SF (24%)
  - Open Space: 16% (Min. N/A)
  - Access Drives / Driveways: 5,182 SF (18%)
- **Maximum Height:** 35.0'

### BUILDING SETBACKS

- **Front (E. 2nd Street and Snyder Street):** 0.0'
- **Front (Hwy 119):** 25.0'
- **Side (East):** 20.0'
- **Rear (E. 3rd Street):** 10.0'



# SNYDER & E. 2ND STREET MIXED-USE

## SITE PERSPECTIVES



3D MASSING STUDIES - LOOKING NORTHEAST (IN PROGRESS)



3D MASSING STUDIES - LOOKING SOUTH ON SNYDER ST. (IN PROGRESS)



3D MASSING STUDIES - EAST FACADE (IN PROGRESS)



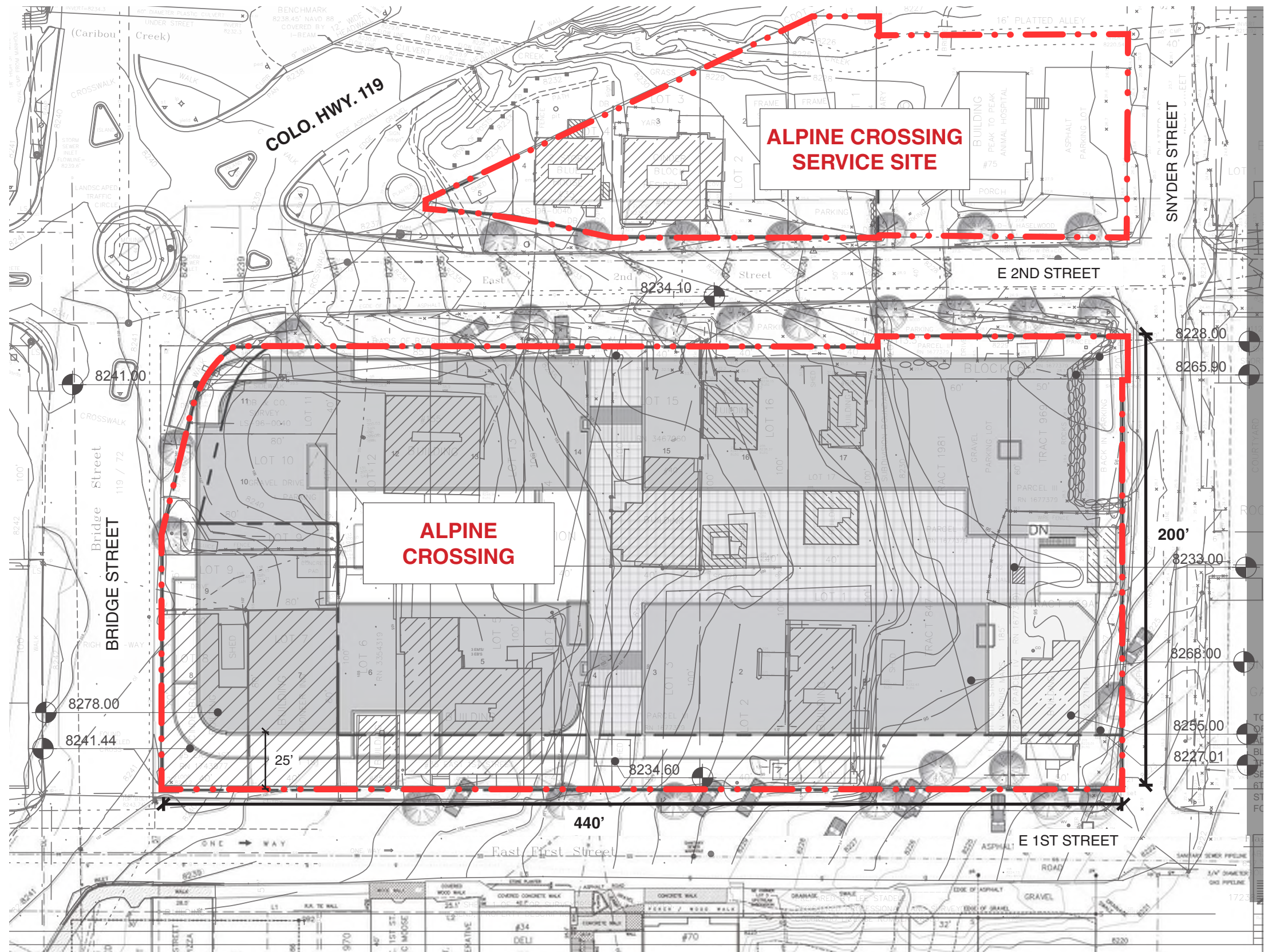
3D MASSING STUDIES - LOOKING WEST ON E 2ND ST. (IN PROGRESS)

**NOTE:** ABOVE MASSING STUDIES ARE CONCEPTUAL IN NATURE AND NOT INTENDED TO CONVEY FINAL DESIGN.



# ALPINE CROSSING & SERVICE SITE

## CONTEXT AND TOPOGRAPHY



TOPOGRAPHY w/ EXISTING BUILDINGS

### SITE DESIGNATIONS

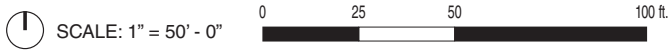
- **Zoning:** Central Business District (CBD)
- **2013 Comprehensive Plan:** Central Business District
- **NDDA:** Commercial

### WEST SIDE HEIGHT CALCULATIONS

- **High Point:** +/- 8241.44'
- **Low Point:** +/- 8234.10'
- **Average Height:** +/- 8237.77'

### EAST SIDE HEIGHT CALCULATIONS

- **High Point:** +/- 8234.60'
- **Low Point:** +/- 8227.01'
- **Average Height:** +/- 8230.80'





# ALPINE CROSSING SERVICE SITE

## ZONING ANALYSIS

### REDEVELOPMENT SITE 6 - ALPINE CROSSING SERVICE SITE

Central Business District (CBD) Zoning

SITE AREA - 22,942 SF (0.52 acres)

Yard and Bulk Items	Required (per zoning code)	Proposed	Notes
Minimum lot area per lot and per dwelling unit (sq. ft.)	0	22,942	
Minimum lot width (ft.)	0	320 (Along E. 2nd Street)	
Maximum lot coverage (% of lot area)	N/A	687	
Minimum setback from a street for all uses (ft.) <sup>1</sup>	0	20 (Along Colo Hwy 119) 10 (Along E. 2nd & Snyder Streets)	
Minimum front yard setback for all uses (ft.) <sup>1</sup>	0	10 (E. 2nd Street)	
Minimum side yard setback from an interior lot line			
Principal uses (ft.)	5	N/A	
Accessory uses (ft.)	0 or 10	N/A	
Minimum rear yard setback			
Principal uses (ft.)	15	90	
Accessory uses (ft.)	10	N/A	
Structure criteria			
Maximum building height <sup>2</sup>			
Principal uses (ft.)	35	35	
Accessory uses (ft.)	20	N/A	
Parking Data	1 Space / BR + 1 Space / 4 Units Guest	331 Parking Garage Spaces + 39 On-Street Spaces = 370	Parking Garage to support service site

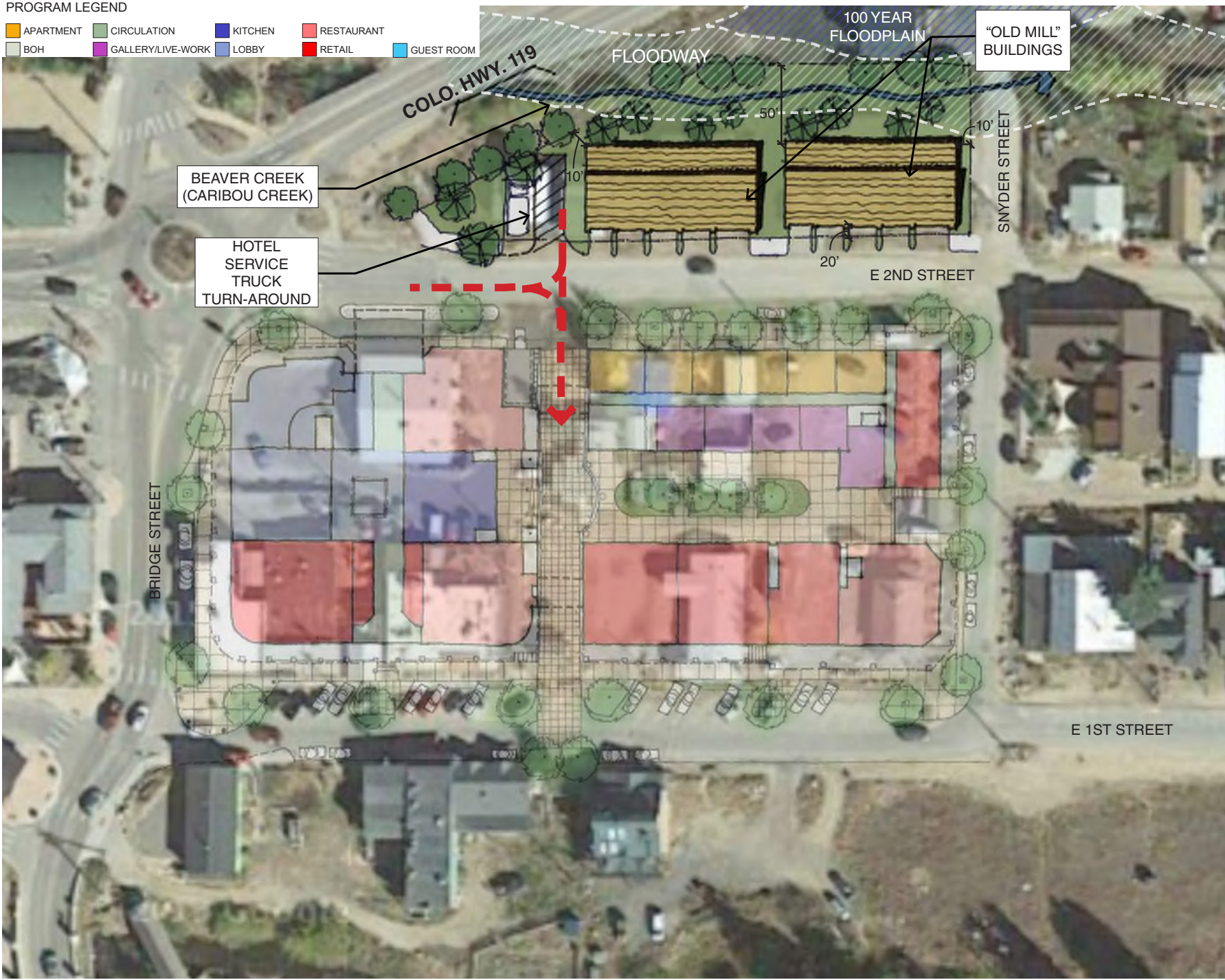
<sup>1</sup> Or, in the case of a principal structure only, an established setback line.

<sup>2</sup> Measured to the uppermost point of the roof. See section 16-6(9).



# ALPINE CROSSING SERVICE SITE

## PRELIMINARY PUD PLAN



SITE CONCEPT STUDY

SCALE: 1" = 80' - 0"

**NOTE:** Floodway / Floodplain modeling / delineation appears correct. Boulder County Floodway / Floodplain mapping model to be updated / corrected based on correct topography and submitted to FEMA for revised mapping.

### SITE DESIGNATIONS

- **Zoning:** Central Business District (CBD)
- **2013 Comprehensive Plan:** Central Business District
- **NDDA:** Commercial

### SITE DATA

- **Site Area:** 22,942 SF (0.52 acres)
- **"Old Mill" Buildings (50' x 100'):** 10,000 sf
  - (2) 5,000 sf Service Buildings
- **Program:** Old Mill "Service Site" to incorporate:
  - Mechanical, Wood, Electrical, Repair and Sewing Shops
  - Inside Parking for Hotel Vehicles
  - Staff Break Room
  - Receiving Area
  - Hotel Laundry
  - Recycling / Compost Facilities
  - Emergency Response Equipment
  - Lock & Key Management
  - Conference Furniture Storage and Catering
  - HVAC Equipment
- **Lot Coverage:** 15,600 SF / 68% (Maximum N/A)
  - Buildings: 13,200 SF
  - Access Drives / Driveways: 2,400 SF
- **Maximum Building Height:** 35.0'

### BUILDING SETBACKS

- **Front (E. 2nd Street):** 20.0'
- **Side:** Snyder Street - 10.0'
- **Rear:** 50.0', Highway 119 - 10.0'



ROOFTOP SOLAR PANELS



EXTERIOR BUILDING MATERIAL



# ALPINE CROSSING MIXED-USE / FLEX USE

## ZONING ANALYSIS

### REDEVELOPMENT SITE 5 - ALPINE CROSSING MIXED-USE / FLEX USE

Central Business District (CBD) Zoning

SITE AREA - 86,828 SF (1.99 acres)

Yard and Bulk Items	Required (per zoning code)	Proposed	Notes
Minimum lot area per lot and per dwelling unit (sq. ft.)	0	87,281	
Minimum lot width (ft.)	0	200 (Measured N-S)	
Maximum lot coverage (% of lot area)	N/A	90	
Minimum setback from a street for all uses (ft.) <sup>1</sup>	0	25 (E. 1st Street) 0 (Bridge, Snyder & E. 1st Streets)	
Minimum front yard setback for all uses (ft.) <sup>1</sup>	0	15 (E. 1st Street)	
Minimum side yard setback from an interior lot line			
Principal uses (ft.)	5	N/A	
Accessory uses (ft.)	0 or 10	N/A	
Minimum rear yard setback			
Principal uses (ft.)	15	N/A	
Accessory uses (ft.)	10	N/A	
Structure criteria			
Maximum building height <sup>2</sup>			
Principal uses (ft.)	35	50 (East Building) / 45 (West Building)	Variance Required for Building Height over 35.0' Note: Proposed floor area would result in 1.44 floors covering entire site.
Accessory uses (ft.)	20	20	
Parking Data	1 Space / BR + 1 Space / 4 Units Guest	331 Parking Garage Spaces + 39 On-Street Spaces = 370	Parking Garage to support service site

<sup>1</sup> Or, in the case of a principal structure only, an established setback line.

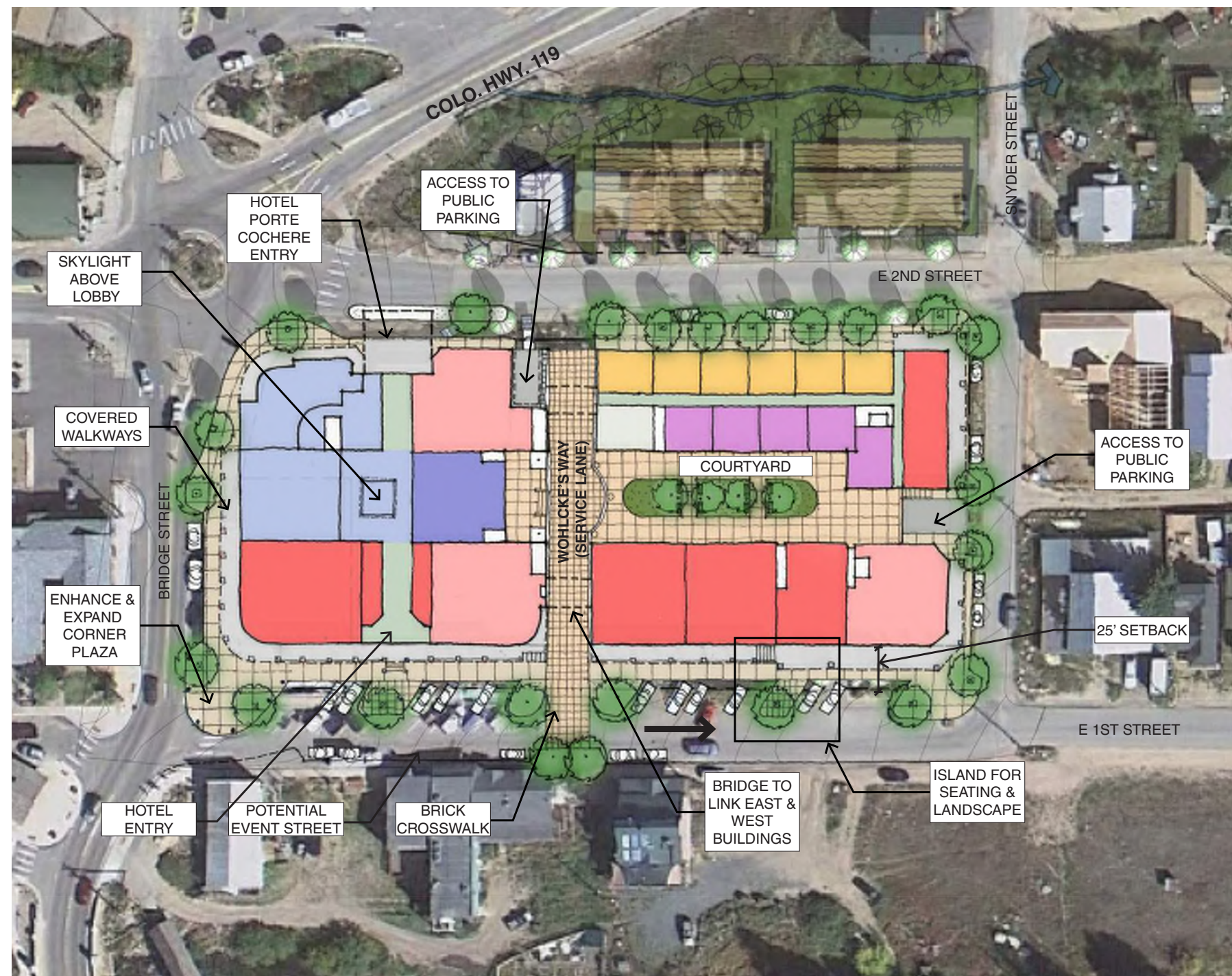
<sup>2</sup> Measured to the uppermost point of the roof. See section 16-6(9).

NOTES: • Special review required for any commercial development over 3,000 sf.  
• Special review required for Mixed-Use.



# ALPINE CROSSING MIXED-USE / FLEX USE

## PRELIMINARY PUD PLAN



SITE CONCEPT STUDY

SCALE: 1" = 80' - 0"

### SITE DESIGNATIONS

- **Zoning:** Central Business District (CBD)
- **2013 Comprehensive Plan:** Central Business District
- **NDDA:** Commercial

### SITE DATA

- **Site Area:** 86,828 SF (1.99 acres)
- **Preliminary Program**
  - **Hotel:** 120 Rooms (70) Hotel + (50) Flex Units
  - **Residential:** 43 Units (20) 1 BR Units + (23) Gallery - Live / Work Units
  - **Retail / Restaurant:** 28,000 sf
- **Parking:** 370 Spaces
  - 331 Under Building Parking Garage Spaces
  - 39 On-Street Perimeter Parking Spaces
- **Lot Coverage:** 78,550 SF / 90% (Maximum N/A)
  - Buildings: 68,750 SF
  - Access Drives / Driveways: 9,800 SF
- **Maximum Height East Building(s):** 50.0'
- **Maximum Height West Building:** 45.0'

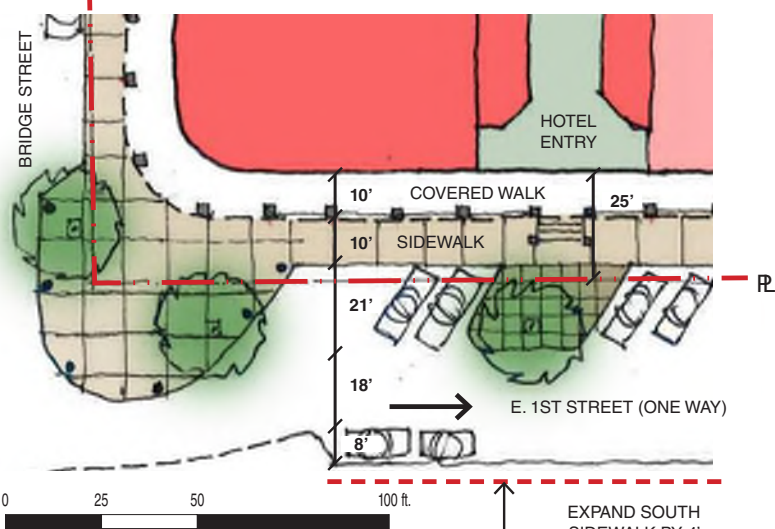
### PROGRAM LEGEND

APARTMENT	CIRCULATION	KITCHEN
BOH	GALLERY/LIVE-WORK	LOBBY
RESTAURANT	GUEST ROOM	
RETAIL		

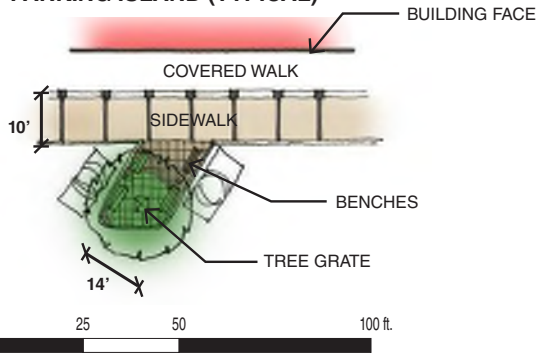
### BUILDING SETBACKS

- **Front (E. 1st Street):** 15.0'
- **Side:** Bridge Street - 0.0', Snyder Street - 0.0'
- **Rear (E. 2nd Street):** 0.0'

### E. 1ST STREET CONCEPT



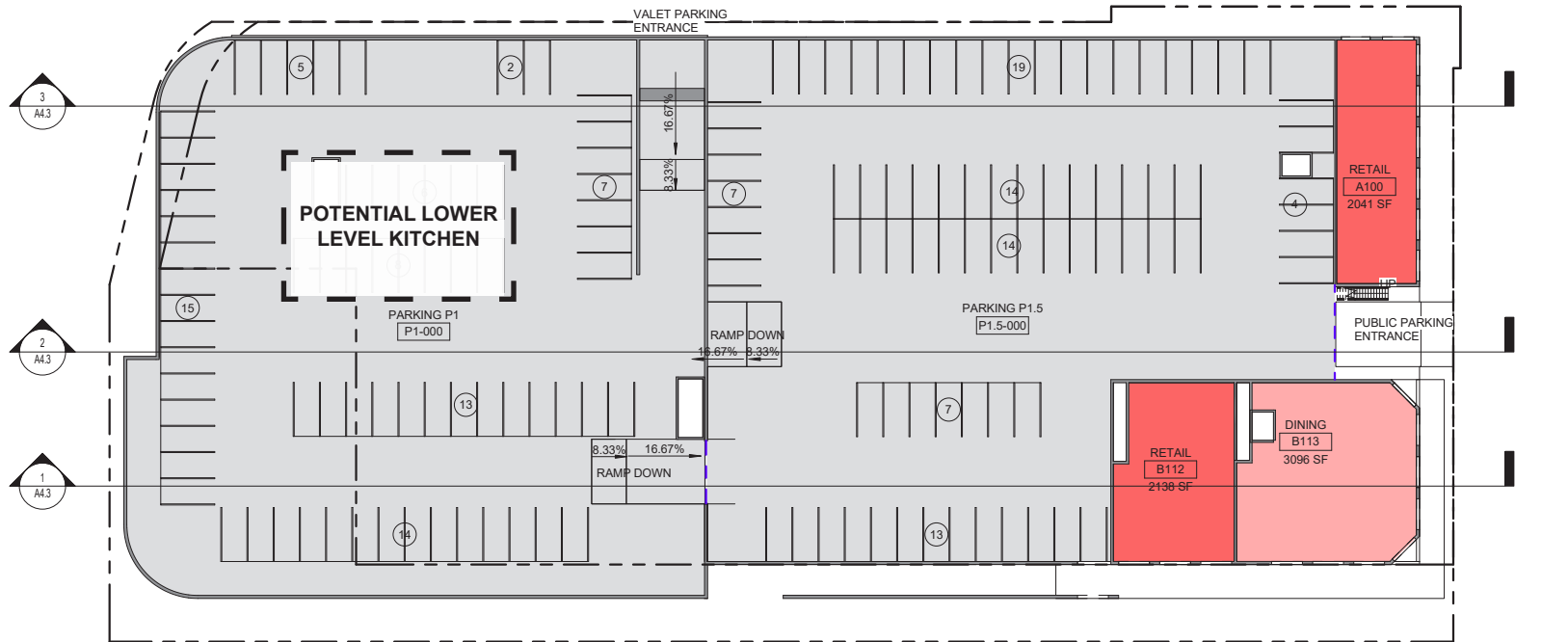
### PARKING ISLAND (TYPICAL)





# ALPINE CROSSING MIXED-USE / FLEX USE

## PARKING PLAN



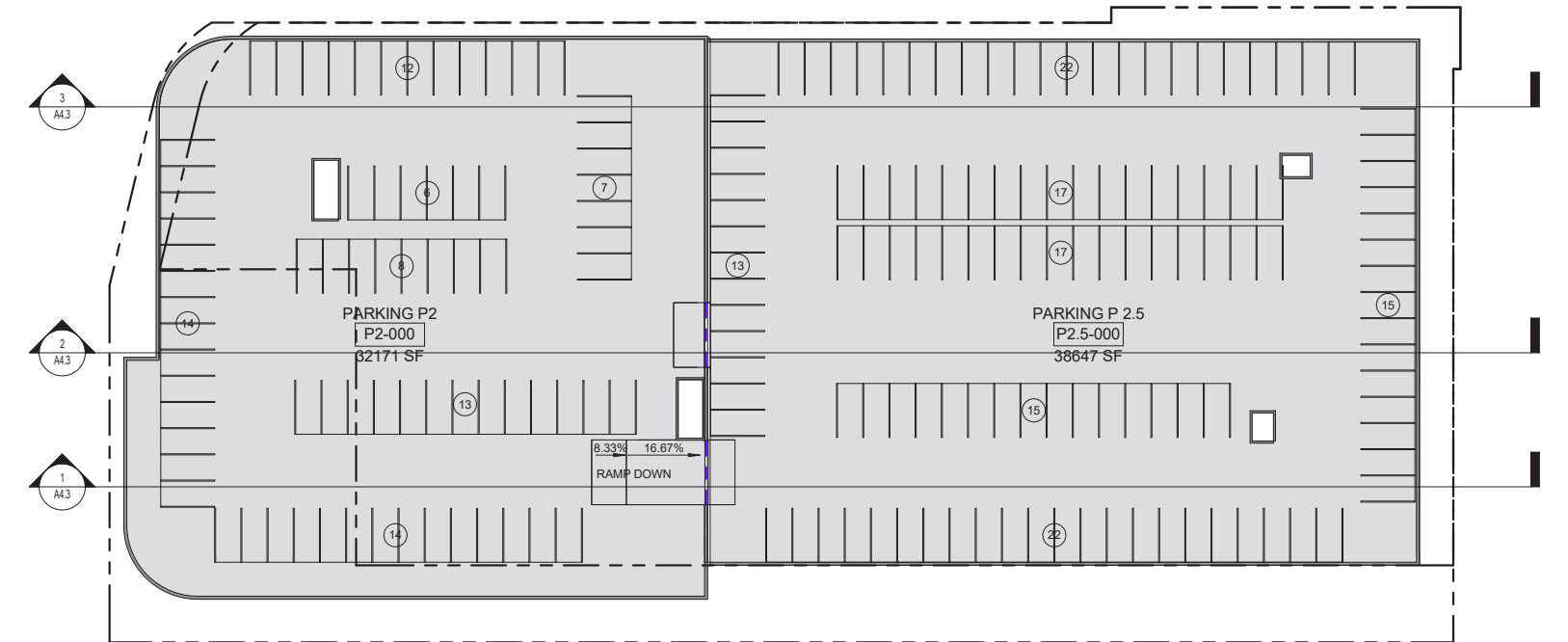
PROGRAM SCHEDULE - PARKING						
Number	Name	Department	Program Area	Area	Area Difference	Level
P1-000	PARKING P1	PARKING		32008 SF		LEVEL P1
PARKING: 1				32008 SF		
LEVEL P1: 1				32008 SF		
P1.5-000	PARKING P1.5	PARKING		30068 SF		LEVEL P1.5
PARKING: 1				30068 SF		
LEVEL P1.5: 1				30068 SF		
P2-000	PARKING P2	PARKING		32171 SF		LEVEL P2
PARKING: 1				32171 SF		
LEVEL P2: 1				32171 SF		
P2.5-000	PARKING P 2.5	PARKING		38647 SF		LEVEL P2.5
PARKING: 1				38647 SF		
LEVEL P2.5: 1				132895 SF		

PARKING SPACE TABULATION		
LOCATION	LEVEL	PARKING SPACES
PUBLIC PARKING	LEVEL P1.5	80
LEVEL P1.5: 8		80
PUBLIC PARKING	LEVEL P2.5	121
LEVEL P2.5: 7		121
PUBLIC PARKING		201
HOTEL PARKING	LEVEL P1	70
LEVEL P1: 8		70
HOTEL PARKING	LEVEL P2	74
LEVEL P2: 7		74
HOTEL PARKING		144
GRAND TOTAL		345

PROGRAM SCHEDULE BY DEPARTMENT					
Number	Name	Department	Program Area	Area	Area Difference
	APT	APARTMENT		25843 SF	
APARTMENT: 38				25843 SF	
	BOH			2827 SF	
BOH: 9				2827 SF	
	CIRCULATION			13840 SF	
CIRCULATION: 11				13840 SF	
	GALLERY/LIVE-WORK			5320 SF	
GALLERY/LIVE-WORK: 10				5320 SF	
	GUEST RM.	GUEST ROOM		42026 SF	
GUEST ROOM: 120				42026 SF	
H101	KITCHEN	KITCHEN		2574 SF	
KITCHEN: 1				2574 SF	
	LOBBY			8379 SF	
LOBBY: 4				8379 SF	
	PARKING			132895 SF	
PARKING: 4				132895 SF	
	DINING	RESTAURANT		9992 SF	
RESTAURANT: 3				9992 SF	
	RETAIL	RETAIL		15304 SF	
RETAIL: 7				15304 SF	
				259000 SF	

SITE DATA		
HOTEL GUEST ROOMS: 120 ROOMS		42,026 SF
HOTEL LOBBY ETC:		8,379 SF
RESIDENTIAL UNITS: 38 1 BR. UNITS		25,843 SF
RESTAURANT: 3 DINING ROOMS		9,992 SF
RETAIL: (UNDIVIDED)		15,304 SF
GALLERY LIVE/WORK: 5 - 2 LEVEL UNITS		5,320 SF
BOH:		2,827 SF
CIRCULATION:		13,840 SF
KITCHEN:		2,574 SF
COMBINED AREA:		126,105 SF

2 CONCEPT - LEVEL P1/ P1.5



1 CONCEPT - LEVEL P2/ P2.5

PARKING TABULATIONS	Units	Ratio	Spaces Required	Spaces Provided
PROPRIETARY PARKING				
Hotel Rooms:	120 Rooms	1.1	132	132
Residential, 1 BR	38 Units	1.0	38	38
Residential - Live / Work	5 Units	1.0	5	5
Subtotal, Proprietary Parking			175	175
UNASSIGNED “PUBLIC PARKING”				
Retail / Restaurant	28,000 sf	1 sp/250 sf	112	112
Remaining Public Parking				44
Subtotal, Unassigned “Public Parking”				156
TOTAL PARKING SPACES IN STRUCTURE:				331
TOTAL ON-STREET PERIMETER PARKING:				39



# ALPINE CROSSING MIXED-USE / FLEX USE

## FLOOR PLANS

### FLOOR AREA DATA

Total Site Area: 87,200 sf

Total Floor Area: 126,105 sf (Excluding Parking)

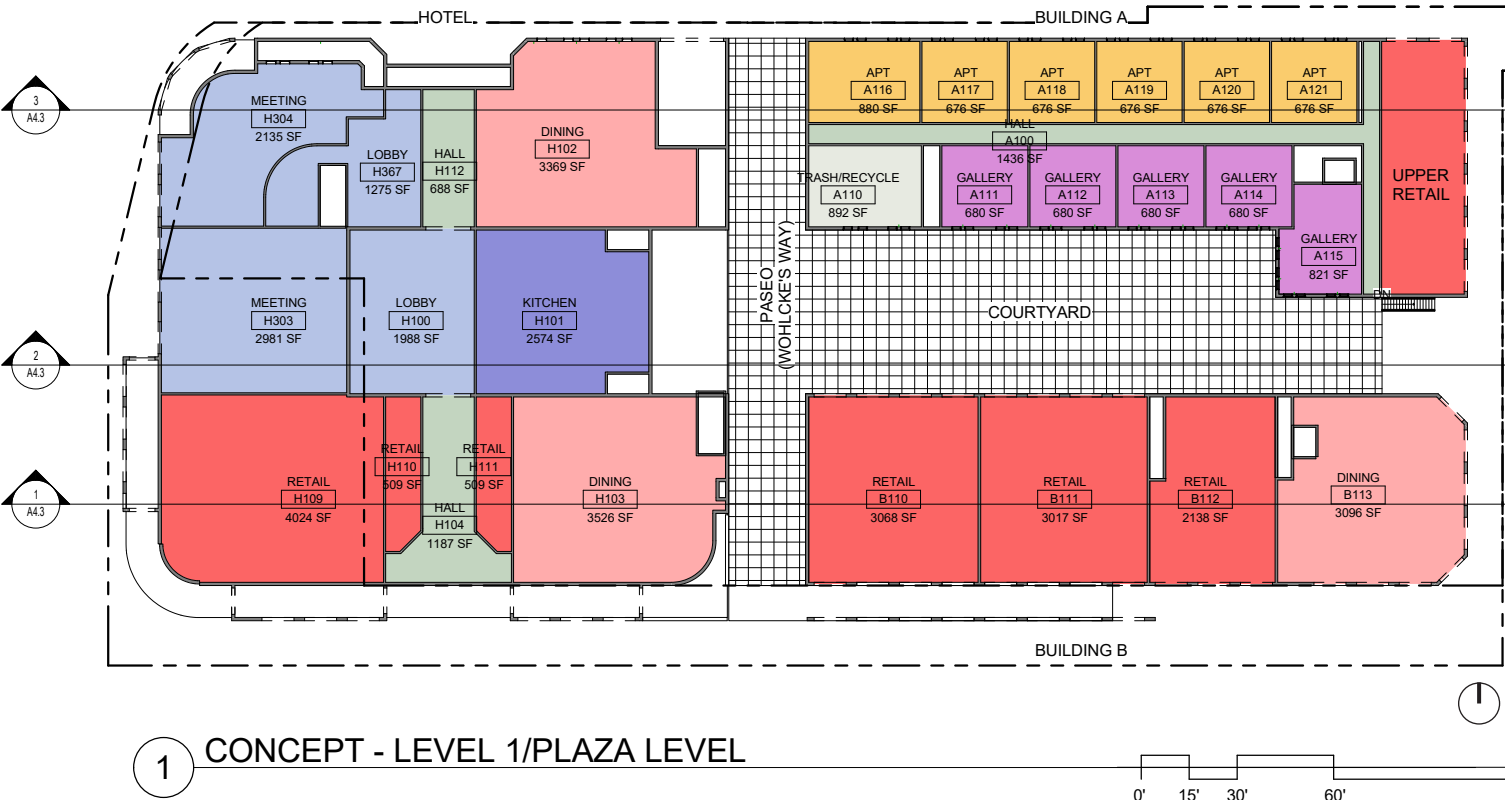
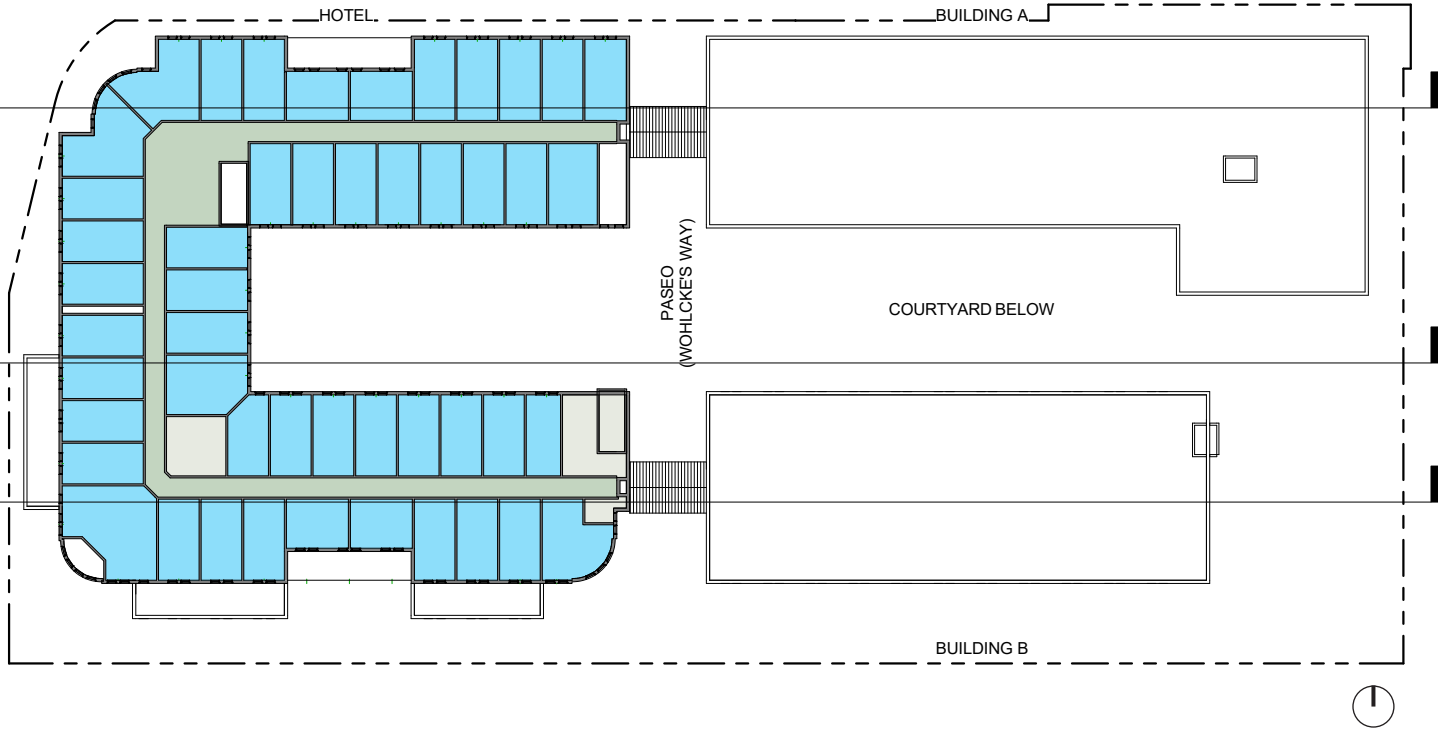
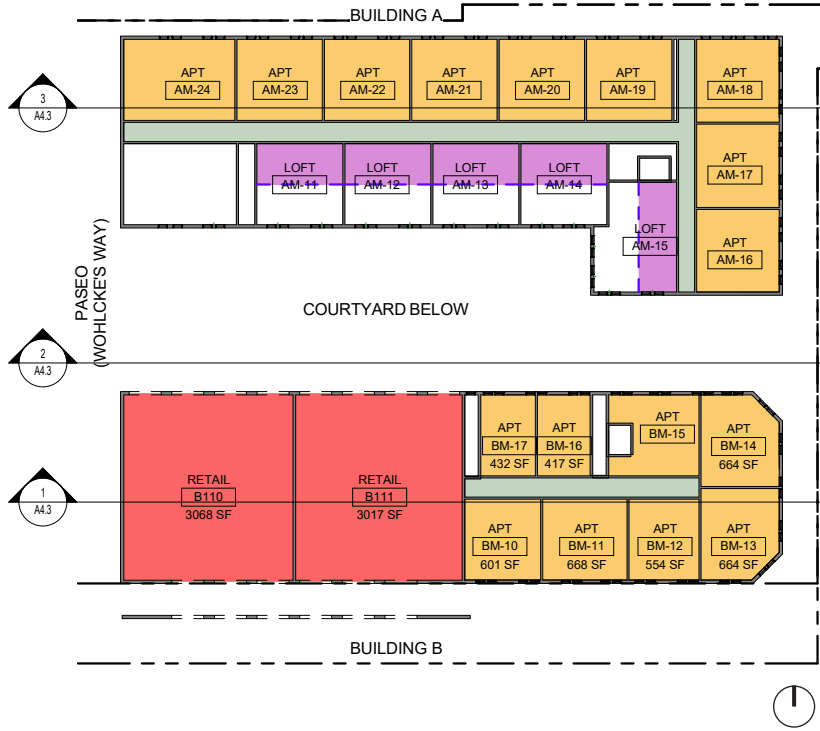
Resultant F.A.R.\*: 1.44 : 1.00

\*F.A.R. = Floor Area Ratio (Floor Area : Site Area)

Note: Proposed Floor Area would Result in 1.44 floors covering entire site.

### PROGRAM LEGEND

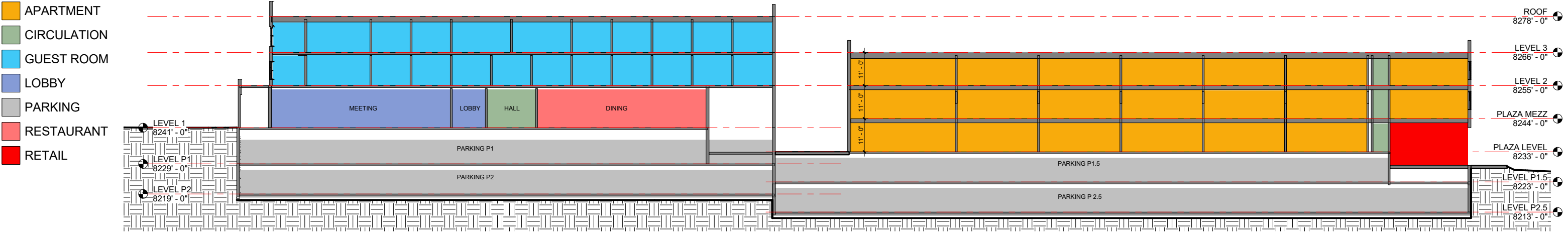
APARTMENT	CIRCULATION	KITCHEN
BOH	GALLERY/LIVE-WORK	LOBBY
RESTAURANT	GUEST ROOM	
RETAIL		



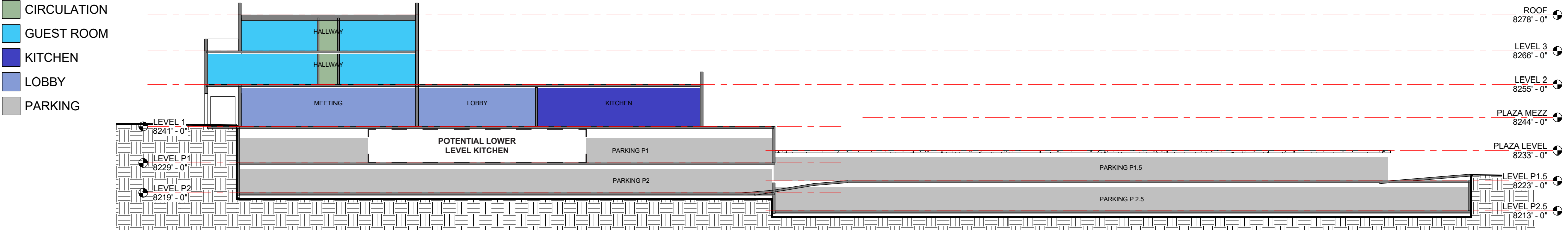


# ALPINE CROSSING MIXED-USE / FLEX USE

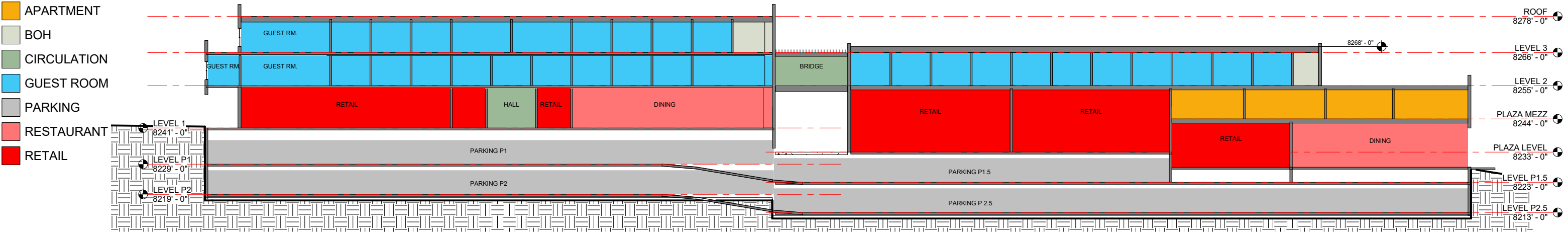
## BUILDING SECTIONS



3 E/W SECTION AT NORTH WING



2 E/W SECTION AT PLAZA

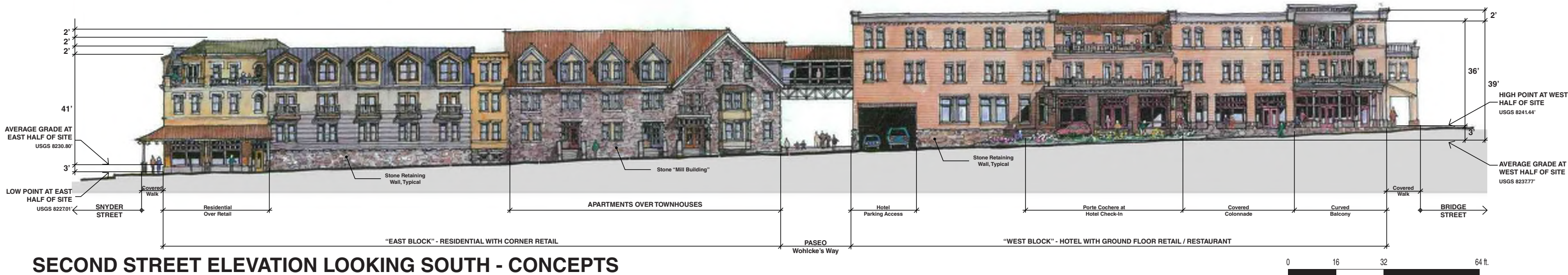


1 E/W SECTION AT SOUTH WING

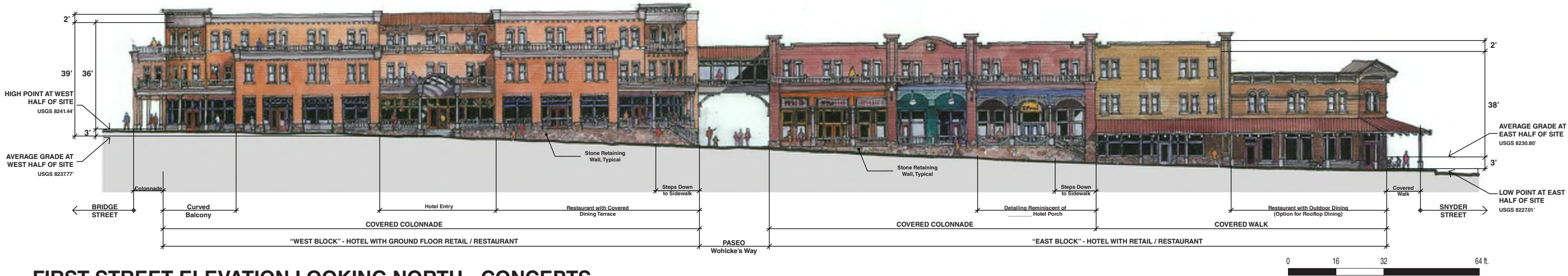


# ALPINE CROSSING MIXED-USE / FLEX USE

## BUILDING ELEVATIONS



- Pedestrian bridge provides upper level connection for East and West blocks.
- East block, with quiet residential feel, is anchored by metal roofed stone building which might have been a re-purposed old mill building; townhouses are entered at street level.
- Hotel on the West block has a porte cochere for auto pull-in and the check-in entry; entry into the hotel underground parking is next to Wohlcke's Way.



- Pedestrian bridge over Wohlcke's Way connects the hotel second level with the residential floor of the East block.
- The East block facade has the character of a mountain town, built over time.
- Varied materials, detailing and colors, referencing past buildings in Nederland.
- Continuous 10 foot wide covered walkway under balconies or sloped roof.
- Corrugated metal "Cortin" roofs are a common element on many of the buildings.
- Building bases, retaining walls and other walls throughout Alpine Crossing are of local stone, layered in the vernacular pattern used by the Welch miners of the region.



# ALPINE CROSSING MIXED-USE / FLEX USE

## BUILDING ELEVATIONS



### SNYDER STREET ELEVATION LOOKING WEST - CONCEPTS

- This block’s facade is divided by the lower parking access and steps up onto the interior courtyard.
- Street level is “neighborhood retail”, with the continuation of sloped metal covered walkways to unify the varied buildings.



### BRIDGE STREET ELEVATION LOOKING EAST - CONCEPTS

- This facade features the round turret corners, rounded balconies and brick walls with punched windows which are reminiscent of the “old grand hotels” of the mining era.
- The northwest corner, with the main hotel outdoor terrace and the porte cochere (covered entrance / drop-off) on 2nd Street is what is highly visible / recognizable from the roundabout.

### KEY CONCEPTS

- Alpine Crossing will be the center of activity (a living room) for the town and surrounding communities.
- Designed for flexibility to allow for change in uses over time.
- Architecture is appropriate to the character of the town,
- Large 2nd floor balconies screen the upper level mass and animate the street below.
- 3rd floor is set back in key locations to reduce the overall building massing.



# ALPINE CROSSING MIXED-USE / FLEX USE

BUILDING PERSPECTIVE



**PROPOSED:** LOOKING NORTHEAST AT 1ST AND BRIDGE STREET FROM VISITOR'S CENTER



**EXISTING:** LOOKING NORTHEAST TO SOUTHEAST FROM VISITOR'S CENTER



SUMMARY MATRIX

HOW DO THESE PROPOSED DEVELOPMENTS SUPPORT THE GOALS & OBJECTIVES OF THE **NEDERLAND DDA MASTER PLAN (17 JULY 2017)?**

HERE’S HOW:

	HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING	SNYDER/ CONGER PARKING LOT (FUTURE WORKFORCE HOUSING	THE AMSTERDAM - JACKSON ST MIXED-USE	SNYDER & E. 2ND MIXED-USE	ALPINE CROSSING (MIXED USE/ FLEX USE)
CURRENT CONDITIONS (p. 7-8)					
<ul style="list-style-type: none"><li>Availability of retail space in Nederland, particularly in the downtown remains a challenge ... new retail space is becoming increasingly difficult to find.</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Flood of 2013 practically isolated the area for months and re-affirmed Nederland's status as a very needed commercial hub of the Peak to Peak area.</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Among the continued challenges to local businesses is the limited availability of commercial and retail space.</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>A single property owner is in control of a large portion of the old part of downtown. He has a concept that involves redeveloping parcels between Highway 119, Snyder Street and First Street as three mixed use structures including a hotel and retail space with residential units and an internal parking structure. ... <b>the Town and NDDA would like to see this area re-developed.</b></li></ul>	Ø	Ø	Ø	Ø	✓
GOALS AND OBJECTIVES (p. 7-8)					
<ul style="list-style-type: none"><li><b>Ultimate Objective:</b> <i>Develop a downtown that supports a self-sufficient local economy and uses sustainable practices to meet the needs of current and future generations. (p. 10)</i></li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li><b>Goal:</b> <i>Alignment with Envision 2020 and existing Town plans. NDDA can offer incentives for mixed-use developments. (p. 10)</i></li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li><b>First Street Area ... is the centerpiece of downtown</b>, providing opportunities to dine, drink and shop. (p. 12)</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li><b>Second Street Corridor:</b> A critical passage connecting downtown residential neighborhoods to commercial areas ... also presents an opportune area for mixed-use development. (p. 13)</li></ul>	Ø	Ø	Ø	✓	✓
FIRST STREET COMMERCIAL AREA (P. 14-17)					
<ul style="list-style-type: none"><li>Social and commercial center for the Peak-to-Peak region: Nederland's downtown provides the ideal framework for a small, localized model of social, economic and environmental sustainability. (FROM: 2016 DDA Master Plan)</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>NDDA seeks to establish <b>First Street</b> as the “<b>Main Street</b>” of downtown, creating a walkable corridor between the RTD Park-n-Ride and First Street and Middle Boulder Creek. (p. 14)</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Issues to be addressed:</li></ul>					
<ul style="list-style-type: none"><li>Limited parking.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Poorly maintained buildings.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Poor walkability.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Lack of commercial / retail space.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Inadequate loading zones for businesses in the area. (Space impedes through traffic and interferes with public space and pedestrian walkways.)</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li>Proposed Improvements:</li></ul>					
<ul style="list-style-type: none"><li>Construction of a new business loading zone. (NDDA should engage in collaborative planning with business and property owners to determine a more appropriate location for loading and unloading zones.</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li>Expansion of sidewalks and crosswalks. (The primary challenge will be providing sidewalks at the expense of parking spaces.)</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Development of new commercial and mxed-use properties.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Bury utility lines.</li></ul>	✓	✓	✓	Ø	✓
<ul style="list-style-type: none"><li>By supporting mixed-use development, the NDDA can attract <b>workforce housing</b> while also providing needed commercial space. (p. 15)</li></ul>	✓	✓	Ø	Ø	✓
<ul style="list-style-type: none"><li>To advance mixed-use development, NDDA may offer <b>development incentives</b>. (p. 15)</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Service / Deliveries: 1st Street is narrow and congested. NDDA should engage in collaborative planning with business and property owners to determine appropriate locations for accommodating service and deliveries. (p. 16)</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Sidewalks: Entirely inadequate, limiting access to walk among parking and moving traffic ... primary challenge to provide sidewalks within narrow 1st Street. (p. 16)</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Local businesses have a difficult time finding employees because of the high cost and low available of affordable housing. <b>Opportunities to add affordable housing to the community need to be explored whenever possible.</b> (p. 10)</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li><b>New retail space</b> is becoming increasingly <b>difficult to find</b>. (p. 10)</li></ul>	Ø	✓	✓	✓	✓
JEFFERSON STREET COMMERCIAL AREA (p. 19-22)					
<ul style="list-style-type: none"><li>Least densely populated commercial area in downtown district ... offers ample space for parking and infill development. (p. 19)</li></ul>	Ø	Ø	✓	Ø	Ø
<ul style="list-style-type: none"><li>Issues to be addressed:</li></ul>					
<ul style="list-style-type: none"><li>Poor road conditions and drainage (storm water management).</li></ul>	Ø	Ø	✓	Ø	Ø
<ul style="list-style-type: none"><li>Lack of developed buildings.</li></ul>	Ø	Ø	✓	Ø	Ø
<ul style="list-style-type: none"><li>“Gateway” improvements</li></ul>	Ø	Ø	✓	Ø	Ø
<ul style="list-style-type: none"><li>Proposed Improvements:</li></ul>					
<ul style="list-style-type: none"><li>Use plans for mitigation identified in the MIP in NedPeds construction.</li></ul>	Ø	Ø	✓	Ø	Ø
<ul style="list-style-type: none"><li><b>Identify under-utilized public and private lots, incentivize improvements.</b></li></ul>	Ø	Ø	✓	Ø	Ø
<ul style="list-style-type: none"><li>Create a gateway area with signage and information.</li></ul>	Ø	Ø	✓	Ø	Ø
<ul style="list-style-type: none"><li><b>Bryant House:</b> NDDA may consider partnering with the Nederland Area Historical Society to renovate the historic Bryant House and lot and develop into a pocket park with public benches, landscaping, and art installations. (p. 21)</li></ul>	Ø	Ø	✓	Ø	Ø
<ul style="list-style-type: none"><li>Under-utilized Parking Areas: NDDA could consider incentivizing or funding parking lot resurfacing that utilizes permeable surfaces. (p. 21)</li></ul>	Ø	Ø	✓	Ø	Ø
SECOND STREET CORRIDOR (p. 22-23)					
<ul style="list-style-type: none"><li>Issues to be addressed:</li></ul>					
<ul style="list-style-type: none"><li>Poor road conditions and drainage (Stormwater Management).</li></ul>	Ø	Ø	Ø	✓	✓
<ul style="list-style-type: none"><li>Not very pedestrian-friendly.</li></ul>	Ø	Ø	Ø	✓	✓
<ul style="list-style-type: none"><li>Lack of usable commercial space.</li></ul>	Ø	Ø	Ø	✓	✓
<ul style="list-style-type: none"><li>Proposed Improvements:</li></ul>					
<ul style="list-style-type: none"><li>Completion of NedPeds project from round-about to Post Office and Bus Stops.</li></ul>	Ø	Ø	Ø	✓	✓
<ul style="list-style-type: none"><li>Redevelopment of existing property where viable and new development in “gaps.”</li></ul>	Ø	Ø	Ø	✓	✓
<ul style="list-style-type: none"><li>NDDA can work with and encourage property owners in the area to replace or maintain the extant buildings and convert to commercial use, and begin in-fill development on empty lots.</li></ul>	Ø	Ø	Ø	✓	✓
MIDDLE BOULDER CREEK RIVERWALK / SECOND BRIDGE CROSSING (p. 23-25)					
<ul style="list-style-type: none"><li>Issues to be addressed:</li></ul>					
<ul style="list-style-type: none"><li>Buildings and overuse has damaged areas along Middle Boulder Creek.</li></ul>	Ø	✓	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Lack of access to river for residents and visitors.</li></ul>	Ø	✓	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Second crossing for emergencies.</li></ul>	Ø	✓	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Proposed Improvements:</li></ul>					
<ul style="list-style-type: none"><li>Use assessment to heal damage areas and create spaces to interact with the water.</li></ul>	Ø	✓	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Use Riparian Assessment and results of Traffic Flow Study to determine best place for second crossing.</li></ul>	Ø	✓	Ø	Ø	Ø
<ul style="list-style-type: none"><li><b>Second Bridge Crossing:</b> The most highly cited special project in response to the 2015 Economic Development Survey was construction of a second bridge at Middle Boulder Creek. During high traffic times and large events it could be dangerous or problematic for emergency vehicles to get over the one bridge ... A second crossing ... for at least one-way traffic allowing single-file vehicles to get to bypass the bridge and a significant amount of traffic. It could also be used as a pedestrian bridge to create a loop between shopping areas.</li></ul>	Ø	✓	Ø	Ø	Ø
DOWNTOWN PROGRAMS (p. 26-32)					
<ul style="list-style-type: none"><li><b>Beautification - Strategies (p. 26)</b></li></ul>					
<ul style="list-style-type: none"><li>Commissioning public art installations.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Painting/Refurbishing existing amenities such as waste receptacles.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Sponsoring “pocket parks” and public space improvements.</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li>Expanding native planting and landscaping.</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li>Purchase and install pedestrian-scale lighting fixtures to improve public safety and walkability.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Funding dust mitigation in downtown.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li><b>Downtown Circulation (p. 28-29)</b></li></ul>					
<ul style="list-style-type: none"><li>2015 Economic Development Survey overwhelmingly indicate that parking and traffic flow are the greatest barriers to a vibrant and welcoming downtown.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Issues to be addressed: 1) Traffic Congestion and 2) Poor Wayfinding. Commissioning pubic art installations.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li><b>Downtown Events and Programming (p. 30-31)</b></li></ul>					
<ul style="list-style-type: none"><li>Survey indicated that local events should be more inclusive and diverse; family-friendly.</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li>Survey urged establishment of local “farmers market style even, offering local food and locally produced goods, and events such as a downtown music series, outdoor movies, and performing arts events and more arts festivals.</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li><b>ENTERTAINMENT DISTRICT</b> - NDDA has expressed support for the creating of a proposed Entertainment District on E. First Street in the block between Bridge Street and Snyder Street ...</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li>By converting the Visitor's Center parking area for temporary use, NDDA can host events without permanently sacrificing parking spaces that may be needed at other times.</li></ul>	Ø	Ø	Ø	Ø	✓



SUPPORTS GOALS & OBJECTIVES



DOES NOT SUPPORT GOALS & OBJECTIVES



NOT APPLICABLE



# SUMMARY MATRIX

## HOW DO THESE PROPOSED DEVELOPMENTS SUPPORT THE GOALS & OBJECTIVES OF THE TOWN OF NEDERLAND COMPREHENSIVE PLAN 2013 UPDATE?

HERE’S HOW:

	HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING	SNYDER/ CONGER PARKING LOT (FUTURE WORKFORCE HOUSING	THE AMSTERDAM - JACKSON ST MIXED-USE	SNYDER & E. 2ND MIXED-USE	ALPINE CROSSING (MIXED USE/ FLEX USE)
EXECUTIVE SUMMARY (p. i)					
<ul style="list-style-type: none"><li>Six (6) Overarching Policy Categories<ul style="list-style-type: none"><li>Community Facilities</li><li>Housing</li><li>Transportation</li><li>Economy</li><li>Utilities</li><li>Land Use</li></ul></li></ul>					
<ul style="list-style-type: none"><li>Of these changing ideals, none has had a greater impact on this plan than our increasing awareness of our impact, both individually and as a town, on the global environment. We recognize that minimizing our impact, both in the resources we consume and the waste we produce, is of paramount importance if we are to maintain the lifestyles that drew us to Nederland in the first place. The concept of sustainability has been woven into the fiber of this plan at its most basic level.</li></ul>	✓	✓	✓	✓	✓
PLAN FOUNDATION (Chapter 2)					
Sustainability and Long-Range Planning (p. 7-13)					
<ul style="list-style-type: none"><li>Direct growth to positively affect the sustainability of the community</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Decrease carbon footprint, minimize their impact on natural systems and promote strong social and economic vibrancy</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Sustainable ecosystem is one that puts resources into the system at the same rate that is using them</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Development footprint optimization and building technology will contribute to Nederland’s community-side sustainability</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>In-fill development and redevelopment will prevent Nederland from building outward</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>TRANSPORTATION: Promote alternative forms of transportation and reduce trips out of town. Improve transportation network within town.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>LOCAL FOOD PRODUCTION: Promote local food production. (Note the grapes &amp; hops pilot project at 100 E. 1st Street.)</li></ul>	✓	✓	Ø	✓	Ø
<ul style="list-style-type: none"><li>TOURISM BASED ECONOMY: address unsustainable practices that come with being a tourism- and recreation-based economy. Town needs revenue generated by visitor as many local restaurants and retail businesses cannot survive solely on residents to support their businesses. The town should encourage all businesses in town to have a Sustainability Plan.</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>SUSTAINABILITY RESOLUTION: Town is committed to sustainability, declaring it is “an affirmation of out Town’s shift in consciousness to one of regional and global awareness, the understanding that our Town culture and its people are an integral part of our ecosystem, the need for ecological, economic and social sustainability, and an understand of the significance of the value of Nederland as a small town, within a mountain region reflecting this shift in consciousness.”</li></ul>	✓	✓	✓	✓	✓
POLICIES (Chapter 4)					
Community Facilities					
<ul style="list-style-type: none"><li>Continue to promote improvements to pathways for non-motorized circulation, consistent with Trail Master Plan and pedestrian improvements throughout the CBD.</li></ul>	Ø	✓	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Promote the riparian corridors of Middle Boulder Creek and Caribou/North Beaver Creek.</li></ul>	Ø	✓	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Town should maintain, staff and stock and attractive, welcoming Visitor Center.</li></ul>	Ø	Ø	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Continue to reduce operational dependence on non-renewable resources.</li></ul>	✓	✓	✓	✓	✓
Housing					
<ul style="list-style-type: none"><li>Identify the present and anticipated needs for housing in Nederland, as well as to promote a range of quality, affordable, and desirable housing opportunities for residents of all ages and walks of life.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Promote a range of desirable and affordable housing options in Nederland, such as through encourage mixed use development downtown and higher density residential units within walking distance of the town core.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Encourage additional housing in Nederland that would be conducive to seniors, such as units within a short distance to key destinations.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Work with Boulder Housing Authority to promote awareness amongst property owners of resources that may be available to them.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Encourage design of new housing to fit the personality and character of Nederland, which is admittedly enigmatic and eclectic. Appropriate scale, context to surrounding properties, harmony with the natural environment, and use of sustainable building practices and materials are all attributes to promote.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Sustainability: Having the right mix of housing provides equity to residents of all income levels and life stages. Housing supports local businesses and allows people to live, work and shop locally. Higher density housing within a walkable distance to employment and downtown further enables residents to go about their daily lives with the lowest possible impact to ecological systems.</li></ul>	✓	✓	✓	✓	✓
Transportation					
<ul style="list-style-type: none"><li>Prioritize parking improvements...to encourage people to get out of their car and explore Nederland’s businesses and amenities.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Promote alternative forms of transportation.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Establish an additional emergency vehicle crossing of Middle Boulder Creek in Nederland that is not available for general traffic use or as a business district bypass.</li></ul>	Ø	✓	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Sustainability: Encourage compact, infill development over outward, low-density growth, thus promoting a more walkable, less auto dependent community.</li></ul>	✓	✓	✓	✓	✓
Economy					
<ul style="list-style-type: none"><li>Meet the needs of Nederland residents through the provision of basic services and facilities as efficiently and economically as possible.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Sustainable and diversified economy by exploring alternative economic opportunities.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Encourage local shopping.</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li>Promote a mix of businesses in Nederland, especially within the downtown core, that balance the needs of residents with the desires of visitors.</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Encourage businesses that contribute to the character and culture of the Nederland community.</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Strive to have new growth pay its own way with implementation and maintenance of impact fees and other tools.</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Continue to promote Nederland as a center for art, culture and music through public art and music spaces, local artist galleries, coop’s, festivals, events and branding.</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li>Support improvements to infrastructure in the downtown area that enhances pedestrian safety and encourage alternative forms of transportation.</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Sustainability: A sustainable Nederland requires a vibrant local economy that provides a wide variety of employment opportunities, access to goods and services, and investment in community-based small businesses.</li></ul>	Ø	Ø	✓	✓	✓
Utilities					
<ul style="list-style-type: none"><li>Incorporate Best Management Practices.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Explore opportunities for water collection pilot projects, conservation and reuses, especially within new development, to promote more efficient use of water resources at the community level.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Continue to promote recycling and minimizing solid waste on a variety of levels.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Ensure that storm drainage is properly accommodated in all existing and future land development projects in Nederland.</li></ul>	✓	✓	✓	✓	✓
Land Use					
<ul style="list-style-type: none"><li>Promote a compact, sustainable land use pattern in Nederland, that emphasizes infill and redevelopment of existing developed land, is well-connected and encourages decreased auto dependence, incorporates green building technologies, and is in harmony with the natural environment.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Encourage a variety of land uses.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Promote a variety of locally based businesses that align with the Economy policies of this plan.</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Utilize best practices in sustainable neighborhood design.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Encourage infill development and redevelopment as the primary response to growth in Nederland. Such projects must be careful to consider the context of surrounding properties, which must be rustic, historic and small in scale.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Promote the NDDA’s goals for downtown revitalization.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Sustainability: A compact and walkable land use pattern is a key element to a community’s long-term sustainability.</li></ul>	✓	✓	✓	✓	✓



SUPPORTS GOALS & OBJECTIVES



DOES NOT SUPPORT GOALS & OBJECTIVES



NOT APPLICABLE



SUMMARY MATRIX

HOW DO THESE PROPOSED DEVELOPMENTS SUPPORT THE GOALS & OBJECTIVES OF THE **HOUSING NEEDS ASSESSMENT (30 SEPTEMBER 2014)?**

HERE’S HOW:

	HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING	SNYDER/ CONGER PARKING LOT (FUTURE WORKFORCE HOUSING	THE AMSTERDAM - JACKSON ST MIXED-USE	SNYDER & E. 2ND MIXED-USE	ALPINE CROSSING (MIXED USE/ FLEX USE)
BACKGROUND (p. II-3 to II-6)					
<ul style="list-style-type: none"><li>From 2013-2018 Population projected to increase by 5.6%</li><li>From 2013-2018 Number of Households projected to increase by 6.0%</li><li>From 2013-2018 Household of Age 65-74 projected to increase by 58.5%</li><li>From 2103-2018 Number of Renter-occupied Households projected to increase by 3.8%</li><li>From 2013-2018 Number of Owner-occupied Households projected to increase by 7.6%</li><li>From 2013-2018 Will be increasing demand for senior-oriented housing options and smaller units (1-2 BR)</li><li>Rental Housing Survey - In 2014: 97% occupancy rate; indicating additional rental housing could be supported in Nederland.</li><li>Rental Housing Survey - Demand for rental housing product is high as renters are choosing lower quality product due to the lack of available rental units.</li><li>Projected Rental Housing Gap: Nederland can reasonably capture 15-20% of regional demand total, yielding:<ul style="list-style-type: none"><li>26 to 34 rental units under \$750/month</li><li>14-18 rental units between \$750-\$1500/month</li><li>6 to 8 rental units above \$1500/month</li></ul></li></ul>					
BOWEN NATIONAL RESEARCH RECOMMENDATIONS					
Senior Housing Development should be a priority. (p. II-15)					
<ul style="list-style-type: none"><li>Nederland support senior-oriented housing that meets the needs of its diverse and growing base of seniors.</li></ul>	✓	✓	✓	✓	Ø
<ul style="list-style-type: none"><li>Product to consider: independent living housing, possibly small cottages and accessible and service-heavy housing.</li></ul>	✓	✓	✓	✓	Ø
<ul style="list-style-type: none"><li>Development of senior housing would likely free up the housing occupied by seniors and create available housing for other segments in need of housing.</li></ul>	✓	✓	✓	✓	Ø
Support the Development of Affordable Housing Alternatives (p. II-15 & 16)					
<ul style="list-style-type: none"><li>40% of all households in study area have incomes below \$30,000.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Important for Nederland to increase its inventory of affordable housing.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>With a 97% occupancy rate, there is a clear lack of available rental product.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Such housing is needed for both the workforce and seniors. To assist in the effort of such housing, the public and private sectors should explore the various affordable housing programs that are available to help supplement the development of affordable housing.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Given the preponderance of smaller household sizes, it is recommended that much of the future rental product consists of 2 BR units or smaller.</li></ul>	✓	✓	✓	✓	✓
Support the Development of Housing for Young Adults/Professionals (p. II-16)					
<ul style="list-style-type: none"><li>Nederland has been losing a large number of young people since 2000.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>The lack of housing that traditionally appeals to young professionals may also be a contributing factor to the exodus of young people.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>A modern housing alternative, with features and finishes that appeal to the traditional younger adult market, and located near the center of town should be explored. Could include units over first floor-retail.</li></ul>	✓	✓	✓	✓	✓
Encourage and Support Adaptive Reuse of Vacant Structures (p. II-16)					
<ul style="list-style-type: none"><li>Given the lack of vacant parcels that are buildable, particularly near the town's center, the Town's existing structures should be thoroughly explored as possible candidates for adaptive re-use.</li></ul>	Ø	Ø	Ø	Ø	Ø
Support Efforts to Renovate/Repair/Maintain Existing Housing (p. II-16)					
<ul style="list-style-type: none"><li>It is recommended that any housing strategies include efforts to improve and preserve the existing housing stock.</li></ul>	Ø	Ø	Ø	Ø	Ø
Create and/or Add Vacant Buildable Land (p. II-17)					
<ul style="list-style-type: none"><li>Physical capacity to add approximately 138 new residential units, while there is an overall housing need for up to 109 units of varying types and tenures through 2018.*</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Nederland should consider alternatives such as the removal of existing functionally obsolete structure through demolitions or adaptive reuse, and/or annexation of buildable land in an effort to create capacity to meet future housing needs.</li></ul>	Ø	Ø	Ø	✓	✓
Monitor Marijuana Grow House Conversions (p. II-17)					
<ul style="list-style-type: none"><li>The town should continue to work towards having such homes registered with the local government and policies should be considered for the enforcement of such registrations.</li></ul>	Ø	Ø	Ø	Ø	Ø

\*NOTE: Less than 5% of this goal has been achieved as of 2018.

PROPOSED ATTAINABLE HOUSING STRATEGY FOR THE ABOVE RESIDENTIAL DEVELOPMENTS:

GOAL: To provide incentives to move into market rate housing after a maximum of 4 years, to allow others to take advantage of affordable housing opportunities.

- YEAR 1: 40% off Market Rate Rent
- YEAR 2: 30% off Market Rate Rent
- YEAR 3: 20% off Market Rate Rent
- YEAR 4: 10% off Market Rate Rent
- YEAR 5: 0% off Market Rate Rent



# SUMMARY MATRIX

## HOW DO THESE PROPOSED DEVELOPMENTS SUPPORT THE GOALS & OBJECTIVES OF THE **ENVISION NEDERLAND 2020 (JULY 2011)?**

HERE’S HOW:

	HILL/SIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING	SNYDER/ CONGER PARKING LOT (FUTURE WORKFORCE HOUSING	THE AMSTERDAM - JACKSON ST MIXED-USE	SNYDER & E. 2ND MIXED-USE	ALPINE CROSSING (MIXED USE/ FLEX USE)
BACKGROUND INFORMATION					
In Nederland, our greatest asset are our residents - the diverse people who live, work, play and contribute to all aspects of our unique mountain community.					
Nederland is a complete community guided by a shared vision reflecting community values and priorities. It is a place where our children thrive and people connect; neighbors know and care for one another, and community members are proud of their town, their deep and rich history, and a quality of life that is both deliberate and second to none.					
Our community proudly maintains its small-town feel and distinct identity - a small is beautiful, less is more approach. While our town has grown, we have remained true to our origins while internalizing a model of sustainability in which a healthy society comes from a healthy economy and a healthy environment is essential for both.					
<ul style="list-style-type: none"><li>In 2020 Nederland is a town recognized for its trails, natural areas and unwavering commitment to the environment.</li></ul>	Ø	✓	Ø	Ø	Ø
<ul style="list-style-type: none"><li>in 2020 Nederland continues to focus planning and economic development activities on efforts that address:</li></ul>					
<ul style="list-style-type: none"><li>Alternative energy sources</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Alternatives for building and the use of sustainable materials</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Non-Motorized travel in town</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Clean air, clean water and conservation in and around Nederland</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Connections to the outdoor environment</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Minimal/Reduced light and noise pollution</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Focused community education programs and stewardship to reduce environmental impact fostering sustainability</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li>In 2020 Nederland provides arts and culture, education and community activities that include the entire community and provide opportunities for youth.</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li>In 2020 Nederland's economy is local, community based, self-sufficient and is characterized by diverse and essential products, services and jobs that both support the local community and are mindful of potential impacts on the environment.</li></ul>	✓	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>In 2020 Nederland's economy encourages and welcomes new, not-traditional economic models, the responsible management of tourism and the stewardship of the environment.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>In 2020 Nederland supports its local businesses and works to attract new businesses that enhance local services while supporting local values, qualities and the 2020 vision.</li></ul>	✓	Ø	✓	Ø	✓

✓

SUPPORTS GOALS & OBJECTIVES

✗

DOES NOT SUPPORT GOALS & OBJECTIVES

Ø

NOT APPLICABLE



SUMMARY MATRIX

HOW DO THESE PROPOSED DEVELOPMENTS SUPPORT THE GOALS & OBJECTIVES OF #NEDZERO?

HERE’S HOW:

	HILLSIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING	SNYDER/ CONGER PARKING LOT (FUTURE WORKFORCE HOUSING	THE AMSTERDAM - JACKSON ST MIXED-USE	SNYDER & E. 2ND MIXED-USE	ALPINE CROSSING (MIXED USE/ FLEX USE)
BACKGROUND INFORMATION					
<ul style="list-style-type: none"><li>#NED Goal: To Become the Most Sustainable Small Town in the U.S.</li><li>Nederland participates in the Leadership STAR Community Program. STAR criteria is integrated into the action items.</li><li>Nederland's sustainability model is based on the understanding that the economy and social fabric are concentrically nested within the restraints of the larger environmental system, and are limited by the carrying capacity of the natural environment. The “nested” model of sustainability incorporates economic, social and environmental sustainability.</li></ul>					
HOW DO WE FACILITATE SUSTAINABILITY?					
<ul style="list-style-type: none"><li>Underlying message of sustainability embraces resource conservation, waste minimization and putting resources back into the system at the same rate as using them</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Adhere to the Nederland Sustainability Action Plan</li></ul>	✓	✓	✓	✓	✓
NEDERLAND 2015					
<ul style="list-style-type: none"><li>Composting</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Sustainable Planning</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Recycling and Zero Waste Efforts</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Minimize Electricity Consumption</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Protect Wetlands and Creeks</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Nederland will be a STAR Leader</li></ul>	✓	✓	✓	✓	✓
COMMUNITY FABRIC					
<ul style="list-style-type: none"><li>Housing Needs Assessment</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Identify opportunities for informal pathways and connections in neighborhoods...and identify opportunities to create more permeable neighborhoods</li></ul>	✓	✓	Ø	✓	✓
<ul style="list-style-type: none"><li>Identify historic resources and seek funding for preservation of these assets</li></ul>	Ø	Ø	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Central uploading depot and smaller local transport to end uses as opposed to large box trucks throughout town</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Pursue analysis and evaluation of feasibility, funding and construction of a 2nd crossing of Middle Boulder Creek</li></ul>	Ø	✓	Ø	Ø	Ø
OUR WATER					
Water Conservation					
<ul style="list-style-type: none"><li>Water collection pilot program to evaluate opportunities for rainwater harvesting and grey water use</li></ul>	✓	✓	✓	✓	✓
Storm Water System					
<ul style="list-style-type: none"><li>Institute Best Management Practices (BMP's)</li></ul>	✓	✓	✓	✓	✓
NUTRIENT CYCLES					
Community Dialogue					
<ul style="list-style-type: none"><li>Promote recycling and other waste-reduction efforts...through education and outreach materials.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Commissioning public art installations.</li></ul>	Ø	Ø	Ø	Ø	✓
<ul style="list-style-type: none"><li>Painting/Refurbishing existing amenities such as waste receptacles.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Sponsoring “pocket parks” and public space improvements.</li></ul>	Ø	✓	Ø	Ø	✓
<ul style="list-style-type: none"><li>Expanding native planting and landscaping.</li></ul>	Ø	✓	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Purchase and install pedestrian-scale lighting fixtures to improve public safety and walkability.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Funding dust mitigation in downtown.</li></ul>	Ø	Ø	✓	Ø	✓
Nutrient Waste					
<ul style="list-style-type: none"><li>Maximize composting in all developments.</li></ul>	✓	✓	✓	✓	✓
Zero Waste					
<ul style="list-style-type: none"><li>Maximize diversion of all waste materials from the landfill.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Align with the Boulder County Zero Waste Initiative.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>All new developments have a Waste Management Plan.</li></ul>	✓	✓	✓	✓	✓
ECONOMY & JOBS					
<ul style="list-style-type: none"><li>Move to an economic paradigm that supports collaboration, local labor and the ability to reach economic satisfaction within the community.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Move toward a localized economy.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Support local downtown events.</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Revisions to Municipal Code, specifically the MU zoning, to address barriers to redevelopment or infill in the Downtown Core.</li></ul>	✓	✓	✓	✓	✓
CLIMATE & ENERGY					
<ul style="list-style-type: none"><li>Move Nederland to a no-carbon electricity supply model.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Move Nederland to a low or now net carbon heating supply model.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Achieve carbon neutrality for all Nederland operations.</li></ul>	Ø	Ø	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Support Town's Parking Plan</li></ul>	Ø	Ø	✓	Ø	✓
<ul style="list-style-type: none"><li>Site alternative energy generation and conservation demonstration sites, such as solar arrays, wind turbines, water collection/reuse and community gardens.</li></ul>	✓	✓	✓	✓	✓
BUILT ENVIRONMENT					
<ul style="list-style-type: none"><li>All new buildings will reach net-zero energy and water.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Encourage development and re-development of mixed-use and multi-family housing per Comp Plan.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Explore creative housing concepts to meet the community's affordable housing needs.</li></ul>	✓	✓	✓	✓	✓
<ul style="list-style-type: none"><li>Revisions to Municipal Code, specifically the MU zoning, to address barriers to redevelopment or infill in the Downtown Core.</li></ul>	✓	✓	✓	✓	✓
HEALTH & WELLNESS					
<ul style="list-style-type: none"><li>Walkable Scale Mobility: Encourage more multi-modal streets and street diets; discourage expansion for increased traffic. All new buildings will reach net-zero energy and water.</li></ul>	✓	✓	✓	✓	✓



SUPPORTS GOALS & OBJECTIVES



DOES NOT SUPPORT GOALS & OBJECTIVES



NOT APPLICABLE



SUMMARY MATRIX

HOW DO THESE PROPOSED DEVELOPMENTS MEET THE  
NEDERLAND DESIGN STANDARDS AND GUIDELINES (15 MAY 2012)?

HERE’S HOW:

	HILL/SIDE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING	SNYDER/ CONGER PARKING LOT (FUTURE WORKFORCE HOUSING	THE AMSTERDAM - JACKSON ST MIXED-USE	SNYDER & E. 2ND MIXED-USE	ALPINE CROSSING (MIXED USE/ FLEX USE)
CENTRAL BUSINESS DISTRCT - New Commercial Construction (p. 22-40)					
Height and Width (p. 24) (EXAMPLE: Downtown Boulder)					
• Maximum Height New Construction: 35.0' (S)	Ø	Ø	✗	✗	✗
• Storefront shall extend to a minimum of 12.0' in height (S)	Ø	Ø	✓	✓	✓
• Break up building facades into narrower visual modules (S)	Ø	Ø	✓	✓	✓
Form and Mass (p.25)					
• Buildings should be rectangular in form. (S)	Ø	Ø	✓	✓	✓
• Width of buildings should be approximately 40.0' (S)	Ø	Ø	✓	✓	✓
• Massing similar to that of historic buildings. Large new building broken into smaller visual modules. (S)	Ø	Ø	✓	✓	✓
Placement (p.26)					
• Building to be built to the front property line. (0' Front and Side Setbacks) (S)	Ø	✓	✓	✓	✓
• Building to be oriented so front is parallel with edge of 1st Street ROW (S)	Ø	Ø	✓	✓	✓
• On First Street between Hwy 119 and Snyder Street buildings to be continuous along existing line of building fronts. (S)	Ø	Ø	Ø	✓	✓
• Recessed arcades or buildings set back from the existing building line is prohibited. (S)	Ø	Ø	✓	✓	✓
• Buildings along 1st Street where boardwalk treatment exists, maintain continuous walkway appearing similar to a wood boardwalk. (S)	Ø	Ø	✓	Ø	✓
Scale and Rhythm (p. 27)					
• Facades should appear similar in dimension as Historic buildings. Larger buildings to be broken into narrower visual modules. (EXAMPLE: Central City) (S)	Ø	Ø	✓	✓	✓
• Create clear distinction between ground floor and upper floors (S)	Ø	Ø	✓	✓	✓
• Rhythm, pattern and shape of upper floor windows to resemble those of historic buildings. (S)	Ø	Ø	✓	✓	✓
• Incorporate traditional patterns of aligned horizontal building elements (storefronts, parapets, cornices and 2nd story windows) (G)	Ø	Ø	✓	✓	✓
Design Elements-Exterior Materials (p.29)					
• Exterior Materials similar in quality, texture, finish and dimension as those in CBD. (S)	Ø	Ø	✓	✓	✓
• Brick is an appropriate exterior material. (S)	Ø	Ø	✓	✓	✓
• If stone used, should have historic appearance (such as random-coursed field stone or quarried stone block). (S)	Ø	Ø	✓	✓	✓
• Traditional materials (painted wood lapped siding and painted log facing) are encouraged. (G)	Ø	Ø	✓	✓	✓
• Limit stone to accent details (foundation, base course or string course) separating 1st and 2nd stories (example: Georgetown). (G)	Ø	Ø	✓	✓	✓
Roof forms, Materials and Features (p. 30)					
• Roof pitch should be 2:12 or steeper w/roof line shielded from view. (S)	Ø	Ø	✓	✓	✓
• Flat roofs permitted if shielded from view at building facia or parapet.(S)	Ø	Ø	✓	✓	✓
• Shingled roofs: Minimum slope of 3:12 (S)	Ø	Ø	✓	✓	✓
• Permitted roof materials: earth-toned metal, acid-washed copper, asphalt or fiberglass composite shingles. Wood shingles prohibited. (S)	Ø	Ø	✓	✓	✓
• Flat roof materials allowed: PVC, torch down, EPDM (membrane) and tar and gravel. (S)	Ø	Ø	✓	✓	✓
• Architectural features may not project more than 3 feet into required yard or open space. (S)	Ø	Ø	✓	✓	✓
• Place skylights and roof-top mechanical equipment towards rear of buildings or screened from public view. (S)	Ø	Ø	✓	✓	✓
Storefronts (p. 31)					
• Retail commercial buildings shall constitute a vertical storefront incorporating display windows (min. 50% of first floor store front) starting at a point at least 1.5' above finished grade or sidewalk and go up 8.0 feet and be square or rectangular oriented vertically. (EXAMPLEe: Georgetown) (S)	Ø	Ø	✓	✓	✓
• Storefronts to be one continuous vertical expanse from 1st floor through the second floor. (S)	Ø	Ø	✓	✓	✓
• Storefront shall extend a minimum of 14.0' above ground level to the top of the parapet, regardless of whether a 2nd floor exists. (S)	Ø	Ø	✓	✓	✓
• Contemporary versions of traditional features such as kick plates and transom windows are encouraged. (G)	Ø	Ø	✓	✓	✓
• Recessed entries are encouraged. (G)	Ø	Ø	✓	✓	✓
• Slightly protruding architectural features, such as a roofline cornice or a molding that divides the 1st and 2nd story are encouraged. (G)	Ø	Ø	✓	✓	✓
Windows (p.32)					
• 2nd story windows shall be square or vertically rectangular with no more than 4 windows per 50 feet of store frontage. (S)	Ø	Ø	✓	✓	✓
• If 2nd story windows are operable, they must be of double-hung design.(S)	Ø	Ø	✓	✓	✓
• All 2nd story window frames and sashes shall be of wood or of a wood appearance. (S)	Ø	Ø	✓	✓	✓
• Contemporary versions of window features such as molding, lintels, and lug sills are encouraged. (G)	Ø	Ø	✓	✓	✓
• 2nd Story windows should be tall and narrow, with a ratio of more wall than glass, and with a rhythmic spacing similar to their historical counterparts. (G)	Ø	Ø	✓	✓	✓
Decorative Features					
• Decorative features could include molding and roof brackets, or patterned brick (corbelling) for brick buildings (EXAMPLES: Georgetown , Black Hawk, Boulder and Cripple Creek). (S)	Ø	Ø	✓	✓	✓
• Suggested storefront details include transom windows and kickplates. (S)	Ø	Ø	✓	✓	✓
• Contemporary renditions of historic details are encouraged. (G)	Ø	Ø	✓	✓	✓
Pedestrian Walkways (p.35)					
• New commercial construction adjacent to an existing historic building should have a wood boardwalk or walkway or another material that has a boardwalk like appearance along the front. (S)	Ø	Ø	✓	✓	✓
Parking (p. 35)					
• Property uses within the CBD are exempt from parking requirements. Certain uses within the CBD are exempt from parking requirements under current Nederland Municipal Code. (S)	Ø	Ø	✓	✓	✓

\*NOTE: (S) = STANDARD and (G) = GUIDELINE

(CONT.)



MEETS DESIGN STANDARDS & GUIDELINES



DOES NOT MEET DESIGN STANDARDS & GUIDELINES



NOT APPLICABLE



SUMMARY MATRIX

HOW DO THESE PROPOSED DEVELOPMENTS MEET THE  
NEDERLAND DESIGN STANDARDS AND GUIDELINES (15 MAY 2012)? (CONT.)

HERE’S HOW:

	HILLSDIE INFANT CARE / PRESCHOOL AND WORKFORCE HOUSING	SNYDER/ CONGER PARKING LOT (FUTURE WORKFORCE HOUSING	THE AMSTERDAM - JACKSON ST MIXED-USE	SNYDER & E. 2ND MIXED-USE	ALPINE CROSSING (MIXED USE/ FLEX USE)
Signs (p. 36)					
<ul style="list-style-type: none"><li>Recommended: façade signs, awning signs and hanging signs. (G)</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Use sign materials compatible with the façade materials and similar to those used historically. Painted wood and metal are more appropriate than plastic or neon. (G)</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Mount signs so not to obscure architectural details. (G)</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Consider painting a sign on the window or hanging a sign on the inside of the window. (G)</li></ul>	Ø	Ø	✓	✓	✓
Lighting (p. 36)					
<ul style="list-style-type: none"><li>Lights must be shielded so light will not shine directly into surrounding areas or buildings. (S)</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Neither direct nor reflected lights from any light source may shine onto a public roadway so as to create a traffic hazard to operators of motor vehicles. (S)</li></ul>	Ø	Ø	✓	✓	✓
<ul style="list-style-type: none"><li>Beacon lights or blinking, flashing or fluttering lights, or other illuminated device which has a changing light, brightness or color are prohibited. (S)</li></ul>	Ø	Ø	✓	✓	✓
Preserving Historic Commercial Buildings (p. 37)					
<ul style="list-style-type: none"><li>Seek a new use that is compatible with the historic character of the building. (S)</li></ul>	Ø	Ø	Ø	Ø	Ø
<ul style="list-style-type: none"><li>Select a new use that requires minimal change to the original structure. (S)</li></ul>	Ø	Ø	Ø	Ø	Ø
Additions to Historic Commercial Buildings (p. 40)					
<ul style="list-style-type: none"><li>Place additions toward the rear and make them visually subordinate to the historic structure. (S)</li></ul>	Ø	Ø	Ø	Ø	Ø

\*NOTE: (S) = STANDARD and (G) = GUIDELINE

\*\*NOTE: BOTH HILLSDIE WORKFORCE HOUSING AND SNYDER/CONGER WORKFORCE HOUSING SITES ARE ZONED MEDIUM-DENSITY AND HIGH-DENSITY RESIDENTIAL RESPECTIVELY AND ARE NOT LOCATED IN HISTORIC RESIDENTIAL NEIGHBORHOODS.