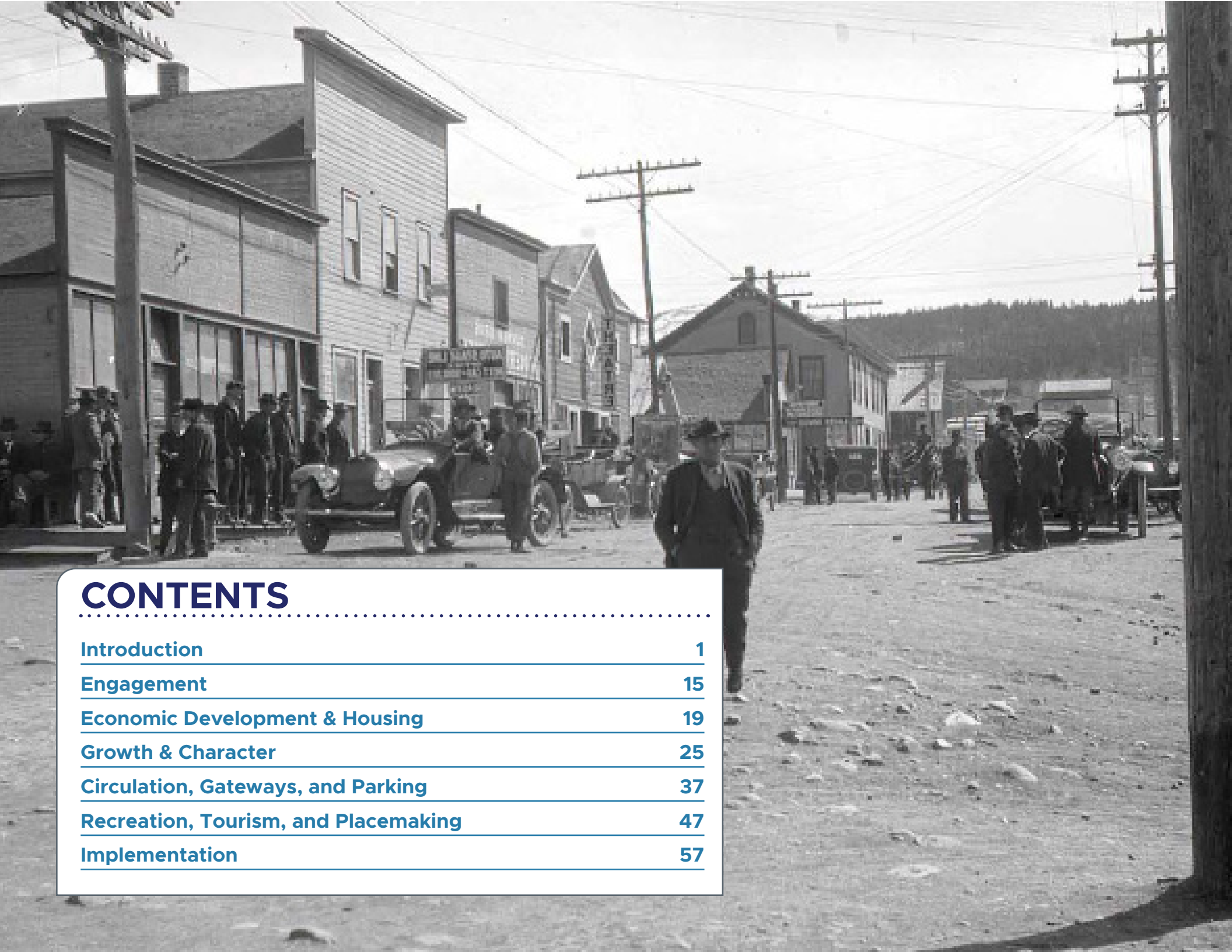




Downtown Subarea Plan

DECEMBER 2024 (FINAL DRAFT)



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INTRODUCTION

The Downtown Subarea Plan establishes a **future vision** and outlines **objectives and strategies** for the Town, Downtown Development Authority (DDA), property and business owners, and other downtown champions to use as a blueprint for implementing the vision. The plan recommendations were established through multiple conversations with downtown stewards, boards and commissions, and town staff. The Subarea Plan is a supplement to the Comprehensive Plan.

USING THIS PLAN

The Downtown Subarea Plan shall serve as a blueprint for improvements for the town to focus on in the next 10-15 years. The Board of Trustees (BOT) is the elected body that oversees the town budget and shall use the Downtown Subarea Plan to prioritize funding for downtown improvements. The Nederland DDA will also utilize the Downtown Subarea Plan as their Plan of Development moving forward and to allocate funding for their annual budget.

Other volunteer-based entities that will work closely with the BOT and DDA to implement the plan include:

- » **Planning Commission (PC)** – reviews developments and oversees land use code changes.
- » **Board of Zoning Adjustment (BZA)** – reviews zoning variance requests.

A VISION FOR DOWNTOWN NED

“Downtown Nederland is a place for locals and visitors to **gather, shop, dine and play** together. Visitors remember Nederland as a **distinctive place** that has a unique **sense of community** and **laid-back, small-town mountain vibe**. The architecture is a **mix of old and new** buildings that reflect the historic character and create an **authentic place**. Downtown is **easy to access and inviting** for people of all ages and abilities. **Locally owned businesses** thrive and make Downtown Nederland a unique destination while also serving the **daily needs** of residents. People feel **at one with nature**, enjoying trails along the creek and lake and taking in **majestic mountain views**. Its **historic roots** as a mining town, ski town, and music town are reflected through its architecture, public spaces, art, and festivals.”

- » **Parks, Recreation and Open Space Advisory Board (PROSAB)** – reviews all issues pertaining to parks, recreation areas and facilities, open space, trails, and promotes healthy local ecosystems.
- » **Sustainability Advisory Board (SAB)** – advises on matters related to sustainable practices.

The Town Administrator as well as dedicated staff within the departments of Building, Planning, and Zoning and Public Works will be important advocates and plan implementers. Business and

property owners as well as the larger community should also use the plan to help implement the vision for downtown.

This document is organized by the identified “Pressing Topics” for Downtown:

- » **Economic Development and Housing**
- » **Growth and Character**
- » **Circulation, Gateways, and Parking**
- » **Recreation, Tourism, and Placemaking**

STUDY AREA

The Downtown Subarea Plan focuses on the downtown area with a boundary determined by public engagement and analysis. The boundary includes 3rd Street and Boulder Canyon Drive as the northern boundary, Barker Reservoir as the eastern boundary, a southern boundary that encompasses the shopping center and businesses along Spring Street and a western boundary that includes Jefferson Street to Boulder Street south of the creek and the historic Wolf Tongue Mill and RTD transit station north of the creek.

FIGURE I CONTEXT MAP

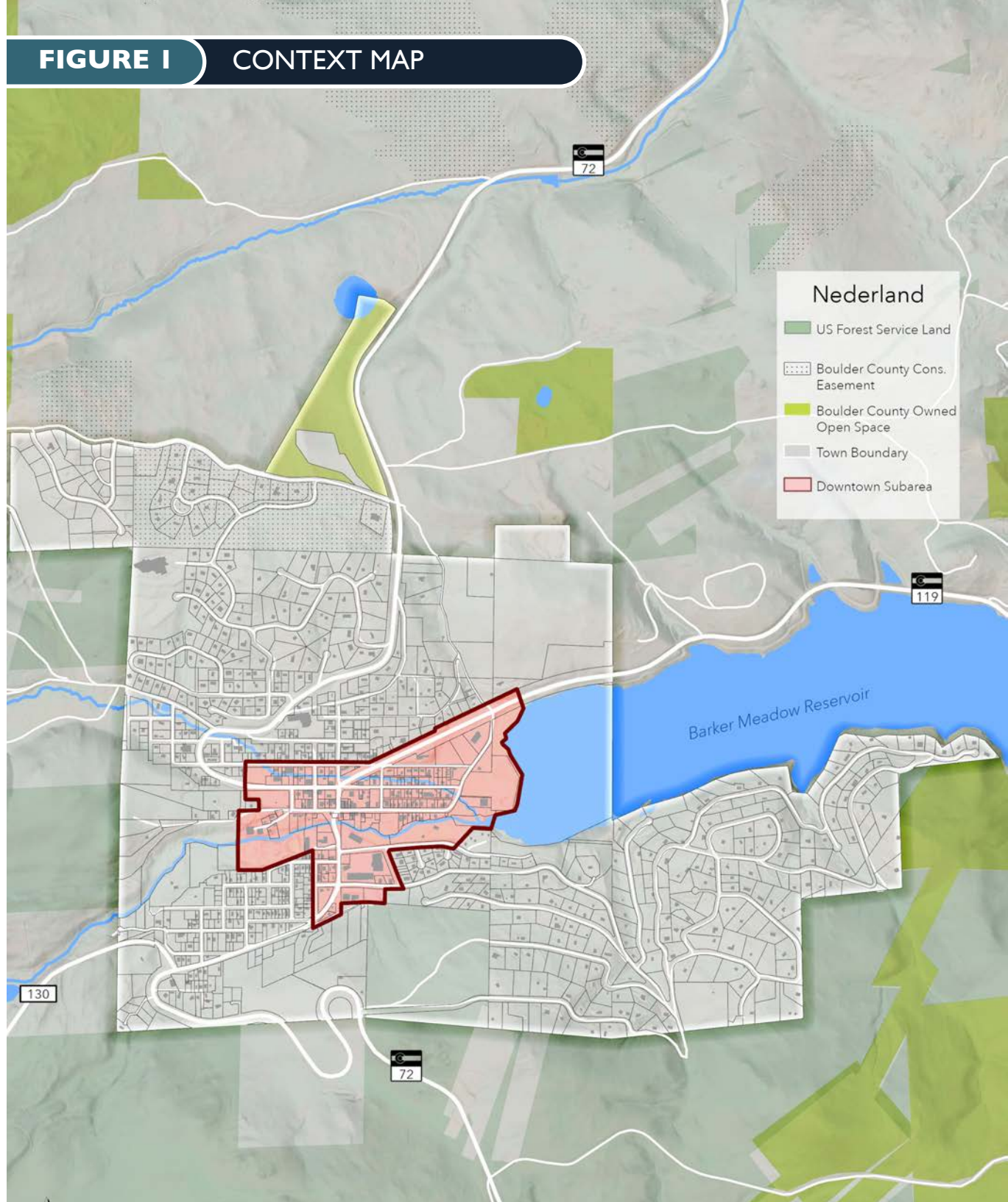
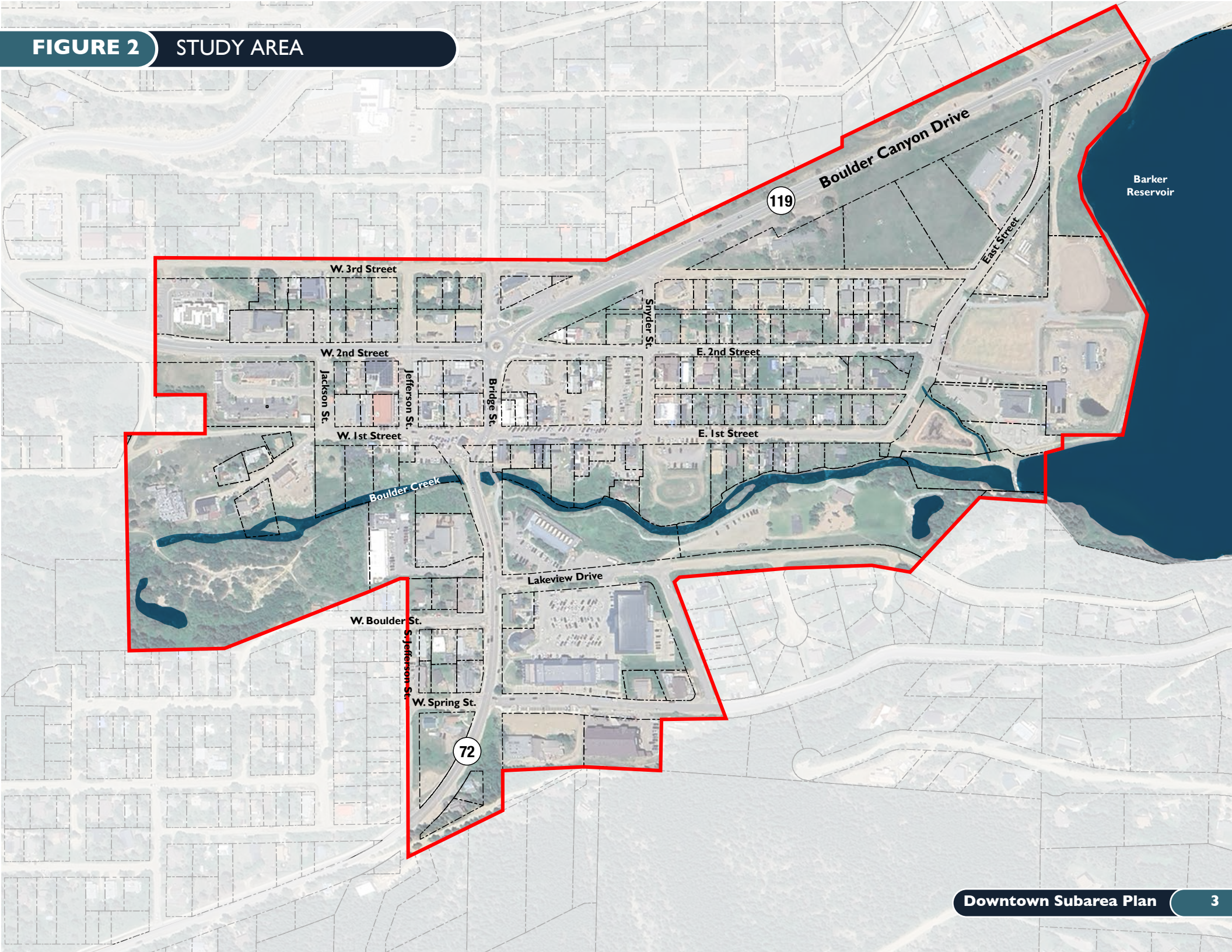


FIGURE 2 STUDY AREA



RELATIONSHIP TO DOWNTOWN DEVELOPMENT AUTHORITY

A Downtown Development Authority (DDA) was established in 2005 to promote economic development and improve infrastructure in downtown. The DDA is a quasi-governmental entity that is governed by a Board of Directors and led by a part-time staff director. It is funded through a mill levy and Tax Increment Financing which captures the increase in property tax from the “base” amount established when created. It can use the additional tax increment to finance projects within its boundary. Projects can vary, but recently, the DDA has helped fund parking and pedestrian infrastructure, public art, wayfinding signage, trail maintenance and more.

This Downtown Subarea Plan builds upon the 2017 DDA Downtown Plan of Development. It carries forward and builds upon previous recommendations for downtown that have not yet been implemented. Therefore, this plan will serve as the updated Plan of Development for DDA decision-making and funding allocations. The implementation chapter highlights assumed roles for the DDA.

In 2024, concurrent with the Comprehensive Plan and Downtown Subarea Plan processes, Downtown Colorado Inc. – a nonprofit – assisted the DDA in a series of facilitated discussions with the board and business and property owners to establish management recommendations. Recommendations for the DDA Board from this report include:

- » **Update the Plan of Development,**
- » **Establish a Work Plan,**
- » **Consider Projects to Support Partners (i.e. focus on projects that are mutually beneficial to multiple downtown partners),**
- » **Improve Administrative Capacity, and**
- » **Form Partnerships (i.e. engage with downtown partners, align town plans with DDA plans, and broaden awareness of plans and initiatives)**

Recommendations for DDA Staff from this report include:

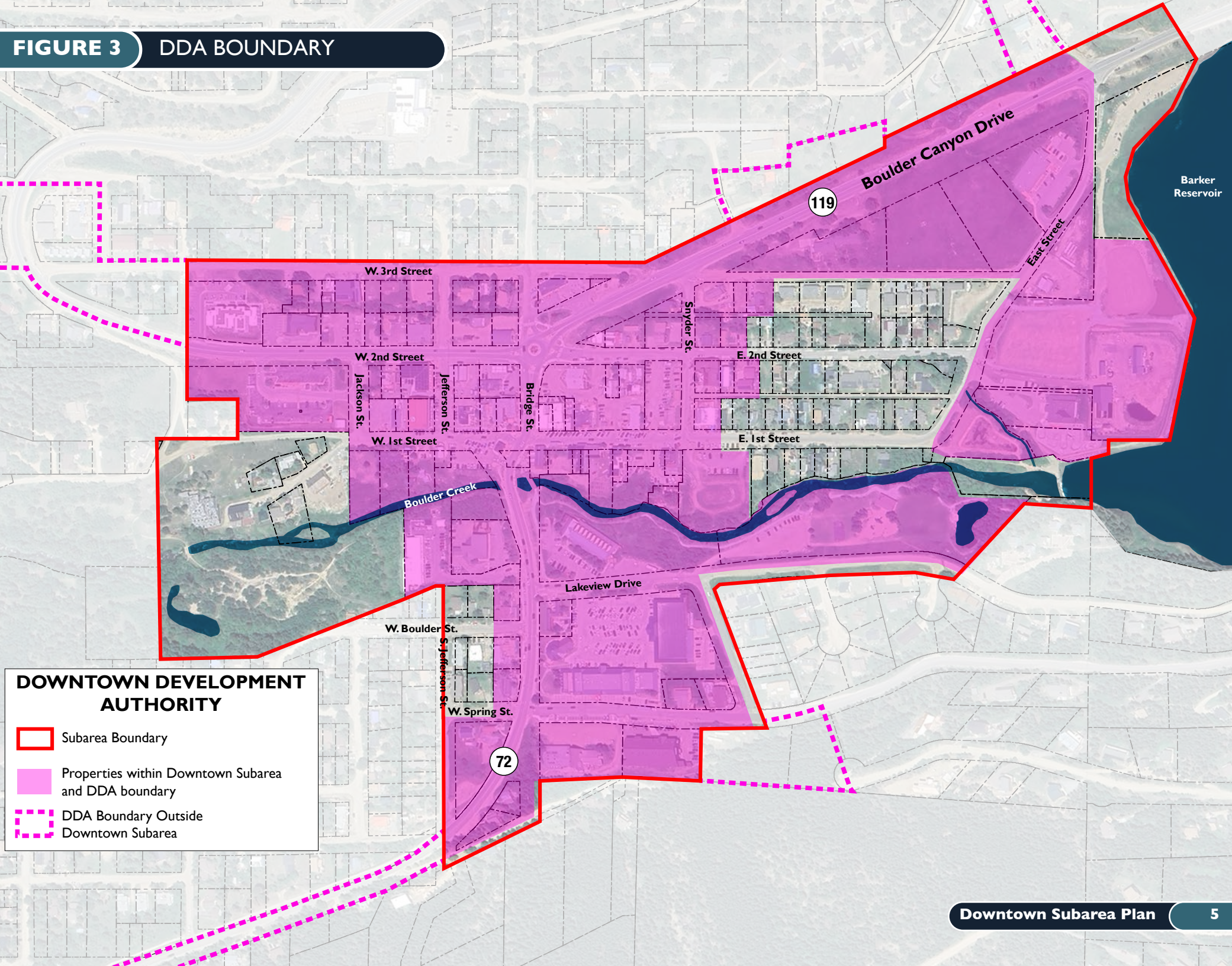
- » **Improve Business Services and Interaction with Business Owners,**
- » **Promote Signage and Wayfinding Project,**
- » **Build Downtown Habits,**
- » **Improve Accessibility in Downtown, and**
- » **Improve Communications of DDA Materials.**

The DDA boundary is different than the Downtown Subarea boundary (see Figure 3), though most properties in the DDA are part of the Downtown Subarea boundary. The DDA will be a key partner in implementing the Downtown Subarea Plan.

The 2017 Plan of Development was organized into four priority areas: Events and Programming, Beautification, Circulation, and Business Services. Key projects from the 2017 plan, which are reinforced in this Downtown Subarea Plan, include:

- » **1st Street (Visitor Center to Snyder Street)** – addressing dedicated loading zone(s), expansion of sidewalks/crosswalks, development of new commercial and mixed-use properties, and burying utility lines.
- » **Highway 72** – addressing congestion and vehicular/pedestrian conflicts, reconstruction of Lakeview Drive intersection, improving on-street parking on Lakeview Drive and Big Springs Drive, and new pedestrian pathways to create a “downtown loop.”
- » **Jefferson Street** – paving road and adding parking, incentivize improvements to adjacent lots, create a gateway area with wayfinding signage.
- » **2nd Street** – completion of NedPeds project (sidewalks), redevelopment of existing property and new development to fill in “gaps”.
- » **Boulder Creek Riverwalk and Crossing** – creek/riparian restoration, pedestrian trail/access, and second bridge over creek.
- » **Barker Meadow Amphitheater** – create a multi-use amphitheater on town-owned land near the reservoir.

FIGURE 3 DDA BOUNDARY



PRESSING TOPICS

The Downtown Subarea Plan is organized into chapters that focus on the four “pressing topics”, as identified through research and engagement. Each chapter includes:

- » **Existing Conditions** - a summary of current context with regards to the topic.
- » **What We Heard** - a summary of public engagement with regards to the topic.
- » **Moving Forward** - a summary of recommendations for the future.
- » **Objectives and Strategies** - recommendations on programs and projects to improve downtown for each topic area.

A summary of the four pressing topics and objectives in the subarea plan are provided on the following pages.

ECONOMIC DEVELOPMENT & HOUSING

Downtown serves as the “Central Business District” for Nederland and surrounding rural Peak to Peak communities but lacks essential services like pharmacies, medical services, and childcare. People want more daily services to limit trips to Boulder and other Front Range communities for essential needs. Prioritizing locally-owned businesses and local entrepreneurship opportunities is desired. Additionally, there are limited housing options in downtown and housing demand and prices are growing. Incentivizing workforce and affordable housing solutions is important for downtown to prosper and for employees to be able to live here.

OBJECTIVES & STRATEGIES

- 1. Support and Stabilize Existing Businesses**
- 2. Recruit new businesses that are needed and desired in the community.**
- 3. Update policies to require or incentivize affordable and workforce housing.**

GROWTH & CHARACTER

Redevelopment in Downtown comes with opportunities and concerns. While redevelopment can help provide necessary services people desire and add much-needed housing, some residents fear that existing businesses will be impacted and the quaint, small-town character could change. People want responsible development that meets the needs of the community while not sacrificing the beloved rugged character that makes Ned, “Ned”.

OBJECTIVES & STRATEGIES

- 1. Encourage new development to be in line with the traditional historic character and include a mix of uses to support a vibrant downtown.**
- 2. Encourage adaptive reuse and activation of vacant buildings and sites to preserve character and provide affordable space for businesses.**
- 3. Encourage protection of historic assets, historic tourism, and placemaking opportunities to celebrate Nederland’s unique history.**

CIRCULATION, GATEWAYS, & PARKING

Currently, the majority of roads are not paved and don't include sidewalks making most businesses downtown not ADA-accessible. Highway 119/72 through town gets backed up and parking is hard to find during peak seasons. Locals living nearby should be encouraged and able to access downtown by walking or biking. Visitors or locals that live further outside of town should be encouraged to take the bus or if driving, park their car once to enjoy downtown shopping, dining, and amenities. Peak seasons and special events should be taken into consideration. Improving ways to circulate around downtown to find parking and generally move around without feeling cramped is desired.

OBJECTIVES & STRATEGIES

- 1. Implement already planned/funded infrastructure projects in the pipeline.**
- 2. Upgrade existing sidewalks to be ADA-compliant and add sidewalks where they do not exist.**
- 3. Improve connectivity and emergency egress throughout Downtown to alleviate congestion.**
- 4. Improve the parking experience of downtown and allow for flexibility in seasonal visitation fluctuations.**
- 5. Improve important intersections as "gateways" to Downtown.**

RECREATION, TOURISM, & PLACEMAKING

Nederland is already a unique place but there are opportunities to enhance the experience of downtown. Celebrating natural assets like Boulder Creek, Barker Reservoir and Chipeta Park and historic assets like Town Hall, Wolf Tongue Mill, and 1st Street will enhance the sense of place. Adding amenities for residents and visitors to recreate, relax, and enjoy the natural setting of Nederland is a key aspect of this subarea plan, as well as establishing programs and events to support downtown businesses.

OBJECTIVES & STRATEGIES

- 1. Work to improve the cleanliness of Downtown to make it more appealing and inviting and lessen the burden for business and property owners.**
- 2. Work to create a cohesive "Downtown Nederland" identity by incorporating consistent streetscape elements, lighting, and signage.**
- 3. Invest in creating unique outdoor placemaking experiences in Downtown Nederland that celebrates the history as a mining, ski/mountain, and music town.**



Friday Fest in Greeley, CO where they shut down their Main Street for festivals.



Little Main Ice Cream plaza in Denver, CO.

CATALYTIC PROJECTS

Catalytic Projects are key projects that can have a lasting impact for Downtown. They are color coded by chapter/topic of the plan. Refer to each chapter for more information on each catalytic project. They are not listed in order of priority.

1 AFFORDABLE/WORKFORCE HOUSING IN DOWNTOWN

Encourage maintaining existing and creating new opportunities for affordable and workforce housing in Downtown to support employees that want to live and work in Nederland.

REFER TO CHAPTER 3: ECONOMIC DEVELOPMENT AND HOUSING

2 FIRST STREET OVERLAY DISTRICT

Establish an Overlay Zone District and update the CBD Design Standards and Guidelines to guide future investment and development to respect the traditional character of the heart of downtown focused around 1st Street and 2nd Street.

REFER TO CHAPTER 4: GROWTH AND CHARACTER

3 FUTURE BRIDGE

A new multimodal bridge across Boulder Creek will help to alleviate congestion on Highway 119 and provide another means for egress in the event of an emergency. It will also help with overall circulation and connectivity through downtown by better connecting the shopping center and trail system to 1st Street.

REFER TO CHAPTER 5: CIRCULATION, GATEWAYS, AND PARKING

4 NEW ROUNDABOUT

Upgrade and redesign existing roundabout at 2nd Street and Bridge Street as the primary Downtown Gateway. Include landscaping, public art, safe crossings, signage, and other elements to create a sense of arrival and to direct people to various destinations.

REFER TO CHAPTER 5: CIRCULATION, GATEWAYS, AND PARKING

5 FIRST STREET FLEXIBLE STREET

Design and construct a new 1st Street as a flexible street that can be shut down to cars for festivals and special events or used as a pedestrian mall for part of the year with limited access for deliveries and business needs. At other times, it should provide vehicular access and circulation, on-street parking for adjacent businesses, wide accessible sidewalks with room for outdoor dining and small plazas, and unique design elements that reflect the historic character of downtown.

REFER TO CHAPTER 6: RECREATION, TOURISM, AND PLACEMAKING

6 WATERFRONT PARK AND AMPHITHEATER

Activating Barker Reservoir with a waterfront park that includes flexible spaces to accommodate a diverse range of activities for the community and visitors will provide access to nature, protect habitat for natural species, support economic development by becoming a draw for downtown, and help provide more parking to serve downtown.

REFER TO CHAPTER 6: RECREATION, TOURISM, AND PLACEMAKING

FIGURE 4 CATALYTIC PROJECTS

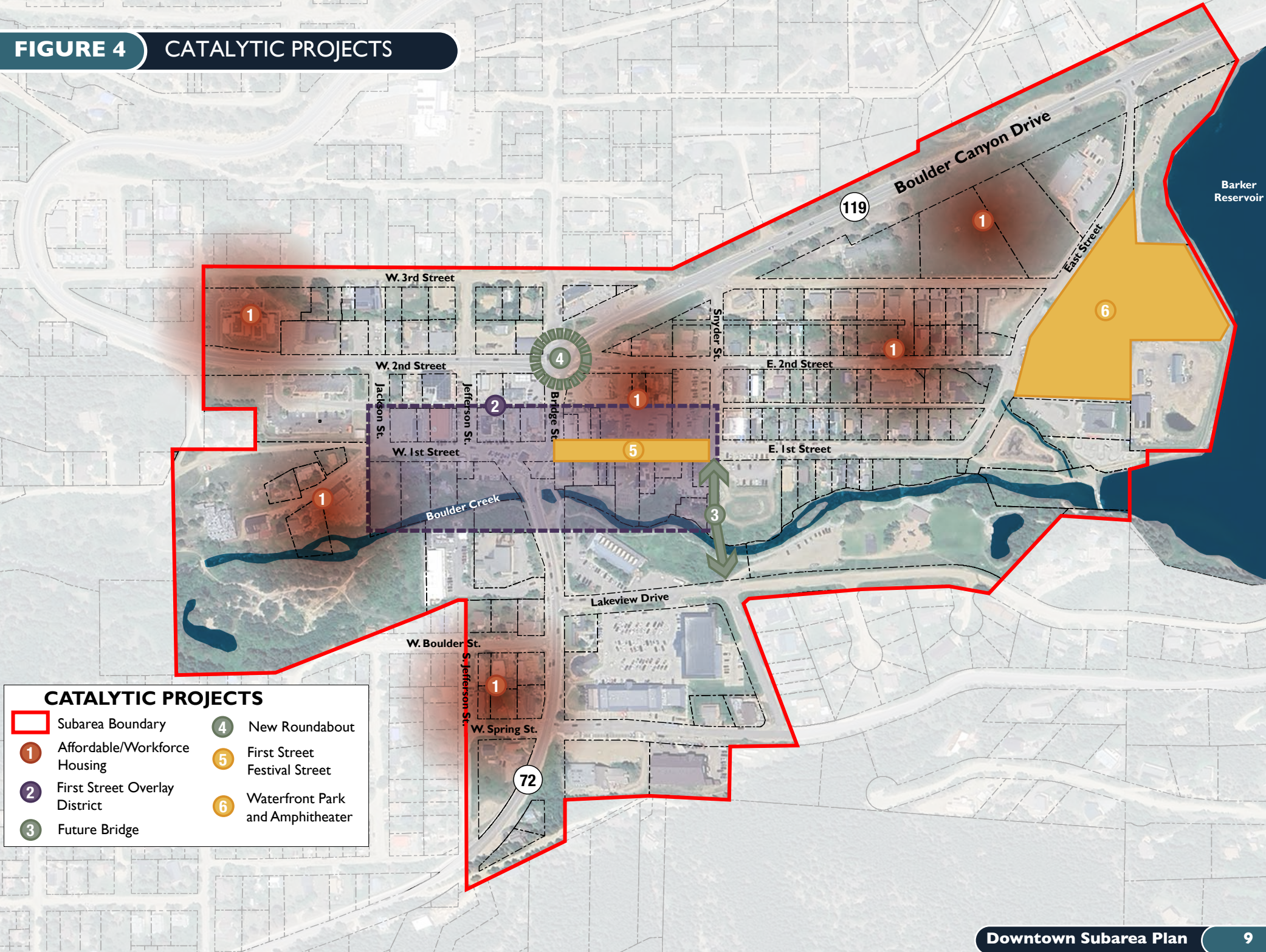


FIGURE 5
SUMMARY OF RECOMMENDATIONS FOR DOWNTOWN CORE

DOWNTOWN CORE
Existing Destinations

- 1 - Mining Museum
- 2 - Visitor's Center
- 3 - Covered Bridge
- 4 - Bluegrass Mural
- 5 - Community Garden

Recommendations

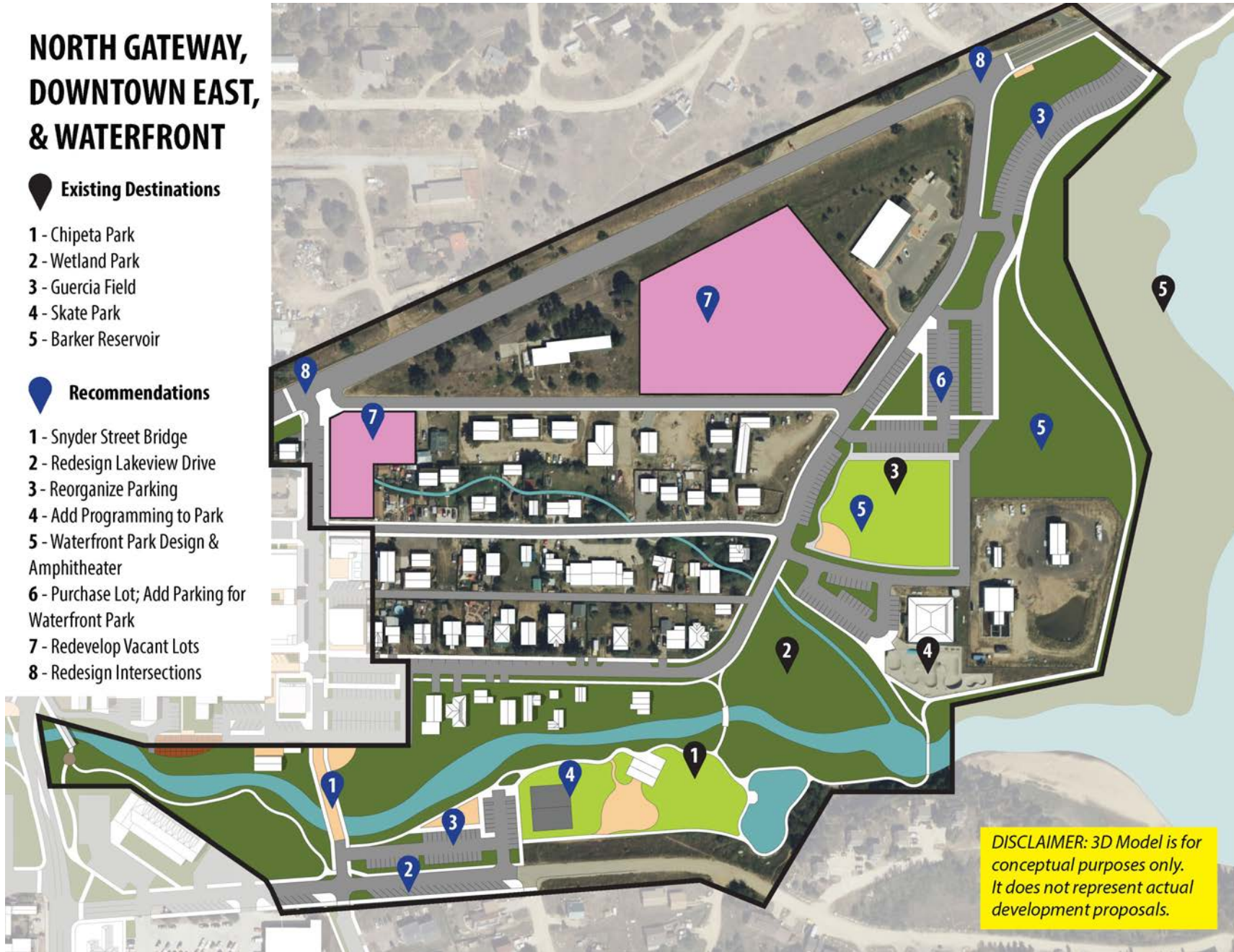
- 1 - Conceptual Redevelopment
- 2 - Maintain Two-Way Travel on W. 1st St.
- 3 - One-Way with Diagonal Parking on Jefferson St.
- 4 - Reconfigure Parking Lot to be Clockwise
- 5 - Plaza/Picnic Area at Visitor's Center Overlooking Creek
- 6 - Redesign 1st & Bridge Intersection
- 7 - Redesign 1st Street as Festival Street
- 8 - Maintain Mid-Block Multimodal Access
- 9 - Redesign Rear Access Drive and Parking Areas
- 10 - Extend Snyder Street with Bridge Over Creek

FIGURE 6**SUMMARY OF RECOMMENDATIONS FOR NORTH GATEWAY, DOWNTOWN EAST, & WATERFRONT****NORTH GATEWAY,
DOWNTOWN EAST,
& WATERFRONT****Existing Destinations**

- 1 - Chipeta Park
- 2 - Wetland Park
- 3 - Guercia Field
- 4 - Skate Park
- 5 - Barker Reservoir

Recommendations

- 1 - Snyder Street Bridge
- 2 - Redesign Lakeview Drive
- 3 - Reorganize Parking
- 4 - Add Programming to Park
- 5 - Waterfront Park Design & Amphitheater
- 6 - Purchase Lot; Add Parking for Waterfront Park
- 7 - Redevelop Vacant Lots
- 8 - Redesign Intersections





WEST GATEWAY & WOLF TONGUE

Existing Destinations

- 1 - Wolf Tongue Mill
- 2 - RTD Park and Ride Lot
- 3 - Library

Recommendations

- 1 - Trailhead Parking and "Downtown Loop" Route
- 2 - Expand Parking (new lot or structure)
- 3 - Manage Existing Shared Parking Lots
- 4 - ADA-Compliant Sidewalks and On-Street Parking on W. 2nd Street
- 5 - Conceptual Redevelopment
- 6 - Sidewalks and Crossing from RTD Lot to 1st Street
- 7 - WolfTongue Mill - Potential Historic District and Update Zoning

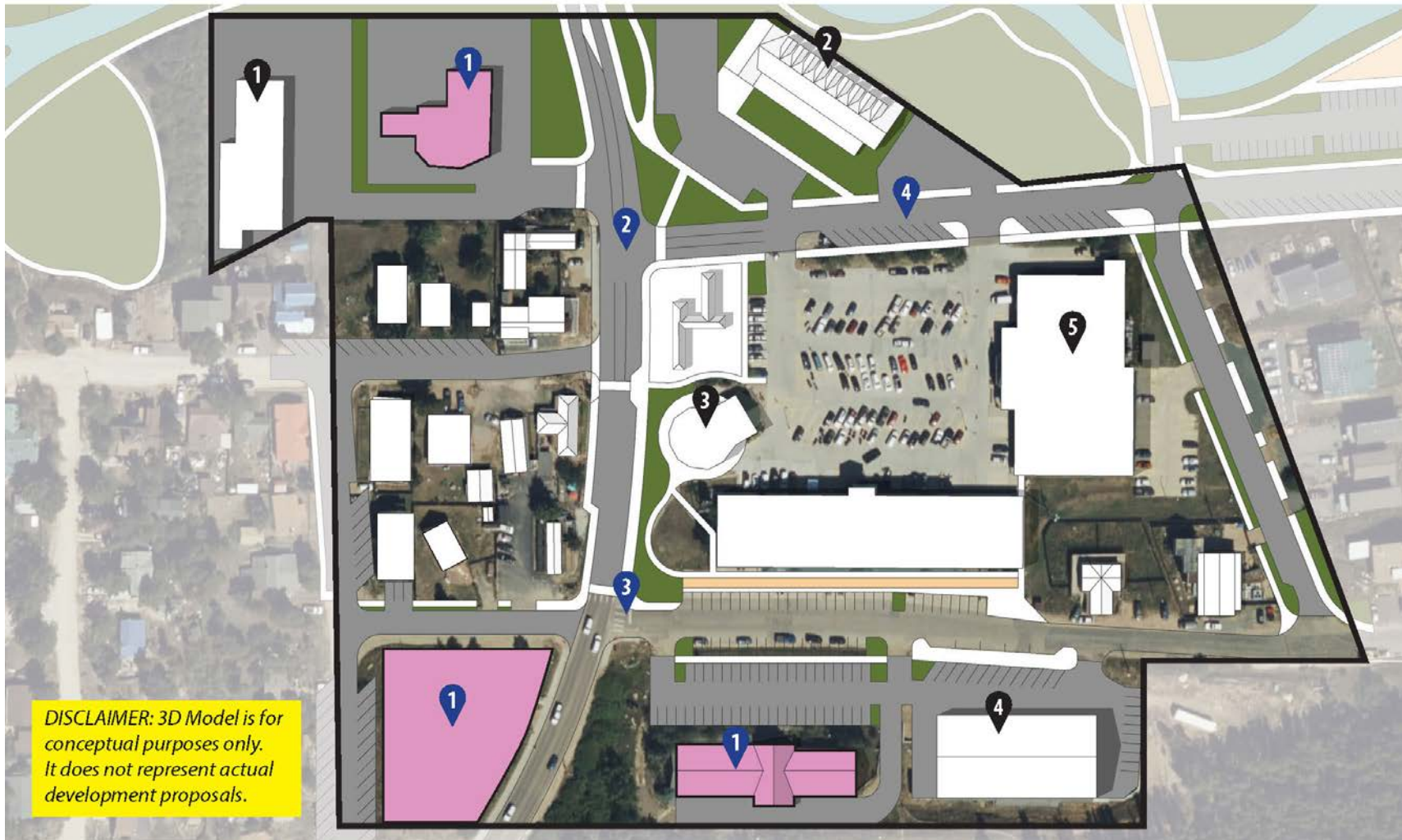
DISCLAIMER: 3D Model is for conceptual purposes only. It does not represent actual development proposals.

FIGURE 8**SUMMARY OF RECOMMENDATIONS FOR SOUTH GATEWAY****SOUTH
GATEWAY****Existing Destinations**

- 1 - Ace Hardware
- 2 - Boulder Creek Lodge
- 3 - Carousel of Happiness
- 4 - Hub Ned
- 5 - B & F Mountain Market

**Recommendations**

- 1 - Activate / Redevelop Vacant Properties
- 2 - Redesign Lakeview Drive Intersection (Add Left Turn Pockets)
- 3 - Gateway Sign
- 4 - Redesign Lakeview Drive to Add On-Street Diagonal Parking



DISCLAIMER: 3D Model is for conceptual purposes only. It does not represent actual development proposals.



ING CO.

95

PRIVATE
PROPERTY
--NO--
TRESPASSING

ENGAGEMENT

The Downtown Subarea Plan process kicked off in January of 2024. The Board of Trustees, Downtown Development Authority, Planning Commission, various downtown stakeholders and the greater community weighed in on key issues and concepts throughout the process. Key touchpoints with the community included:

- » Comprehensive Plan Visioning Open House (January 23, 2024) – approx.
40 attendees
- » Comprehensive Plan Online Survey (January 23 – March 5, 2024) -
205 respondents
- » Virtual Downtown Workshop (March 13, 2024) – **24 attendees**
- » In-Person Downtown Workshop (March 20, 2024) – **15 attendees**
- » Downtown Subarea Plan Online Survey (March 13 – March 31, 2024) –
246 respondents
- » Downtown Business and Property Owners Meeting (April 24, 2024) –
8 attendees

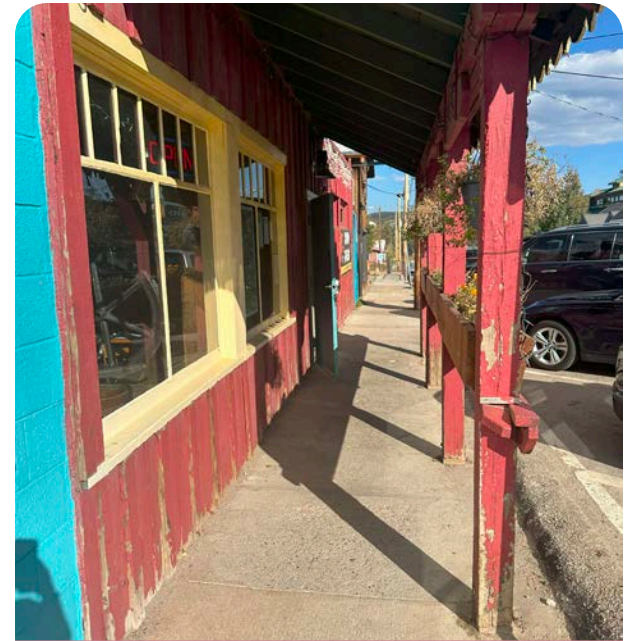
WHAT DO YOU LOVE ABOUT DOWNTOWN?

People love the local businesses, old buildings, covered bridge, sense of community, quirkiness, walkability, history, views, small-scale, and murals.



WHAT WOULD YOU CHANGE ABOUT DOWNTOWN?

People said they would like to see: accessible sidewalks and paved roads (including better maintenance of them), more restaurants and shops, businesses that cater to locals, vacant buildings reused and old buildings fixed up, vacant lots with usable public space or new buildings that fit in with the character, better traffic, parking, and waste management, more town-owned parking, more creekside activities and gathering spaces, connections to Barker Reservoir, a second bridge, and historic landmarking/district.



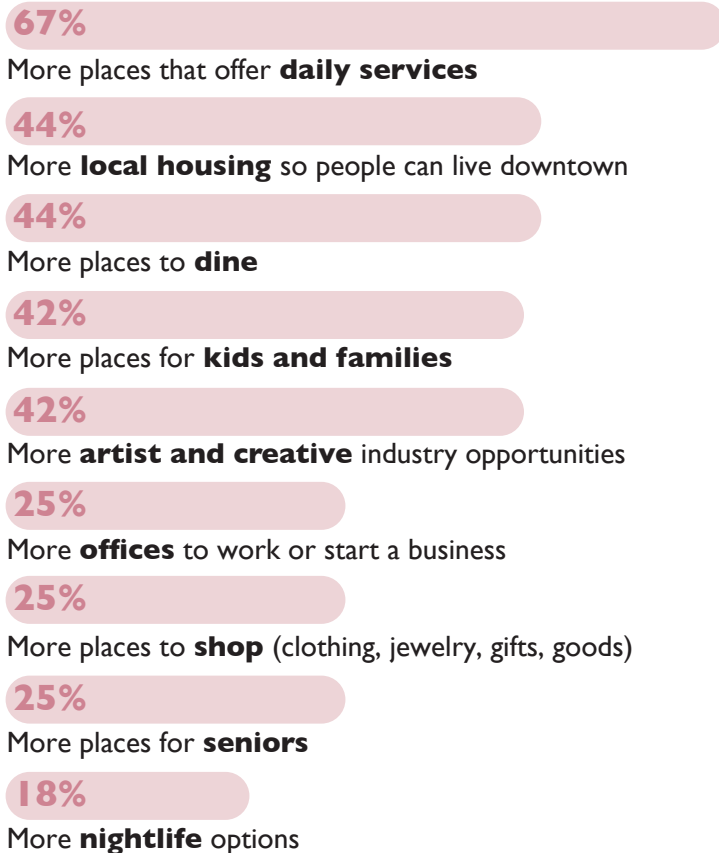
Where sidewalks do exist, they are very narrow and uneven.



Grade changes pose challenges to ADA-access and general safety.

WHAT LAND USE CHANGES WOULD YOU MAKE IN DOWNTOWN?

Respondents to the online survey said they would like to see more places that offer daily services, places to dine, local housing, places for kids and families, and creative industry opportunities. Lower priority items included nightlife, places to shop, offices, and places for seniors.



WHAT PLACEMAKING INVESTMENTS WOULD YOU MAKE IN DOWNTOWN?

Respondents to the online survey said they would like to see street improvements to make walking easier and more interesting, enhancements to the creek and waterfront making them destinations, and the creation of an outdoor amphitheater for concerts and performances. Lower priority items included adding a 'gateway' feature, adding wayfinding signage, or adding lighting at night.





PIZZA & BEER

CROSSCUT

DINE-IN - CARRYOUT

CRYSTAL
GEMSTONE
JEWELRY

open

ECONOMIC DEVELOPMENT & HOUSING

EXISTING CONDITIONS

There are approximately 84 businesses and 100 housing units present in the Downtown Subarea boundary at the time of this plan. A quick summary is below:

Mixed Use – there are only a few properties that include both commercial and residential uses.

Commercial – commercial uses make up the majority of land in downtown, as would be expected. Differing commercial uses include:

- » **Dining/Drinking/Retail** – these types of businesses are concentrated along 1st Street, Highway 72, and the Shopping Center. They serve both locals and visitors, although the retail is strongly geared toward visitors offering artwork, clothing, gifts, and other small goods.
- » **Groceries** – the B&F Market is the only large-format grocer in town. Some expressed concern over high prices and that they typically travel elsewhere for large grocery shopping trips. The Mountain People's Co-op is a beloved member-owned natural foods and retail store on 1st Street.
- » **Offices/Professional Services** – Hub Ned and the shopping center provide the majority of office space in downtown. There are also a few businesses north of the creek primarily along 2nd Street as well.

» **Health and Wellness** – there are a couple yoga/fitness studios and massage/acupuncturist in downtown.

» **Home Goods** – Ace Hardware is the only place in town that supplies home improvement goods and tools.

» **Marijuana** – there are a number of marijuana-based businesses in the study area.

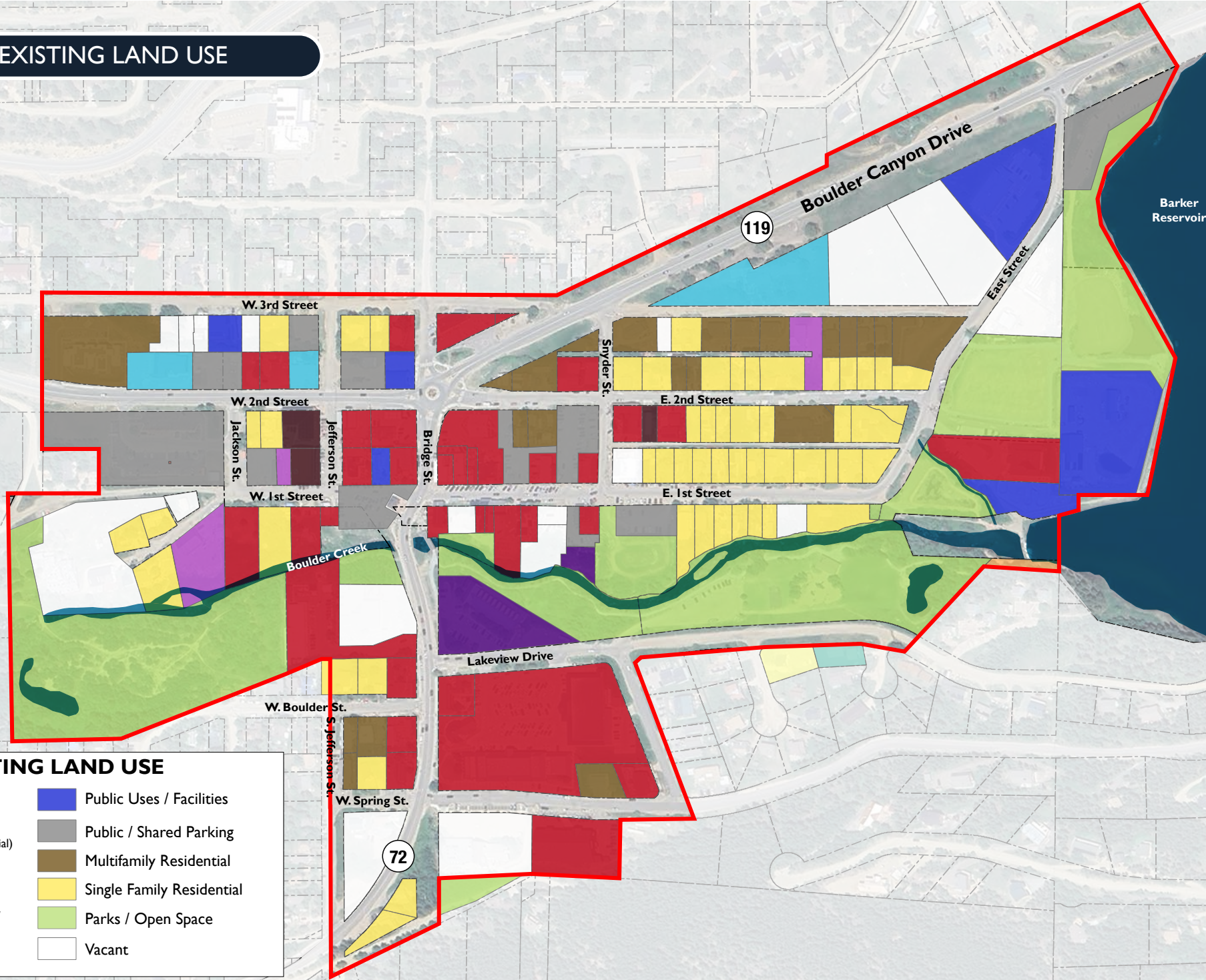
Lodging – Boulder Creek Lodge is the only lodging downtown and has about 20 rooms available for nightly rentals. There is also a cabin along Boulder Creek that is currently used as a short-term rental.

Storage/Utilities/Light Industrial – there are a few properties that are used as storage, utilities, or light industrial.

Church/Religious – there are three churches in downtown.

FIGURE 9

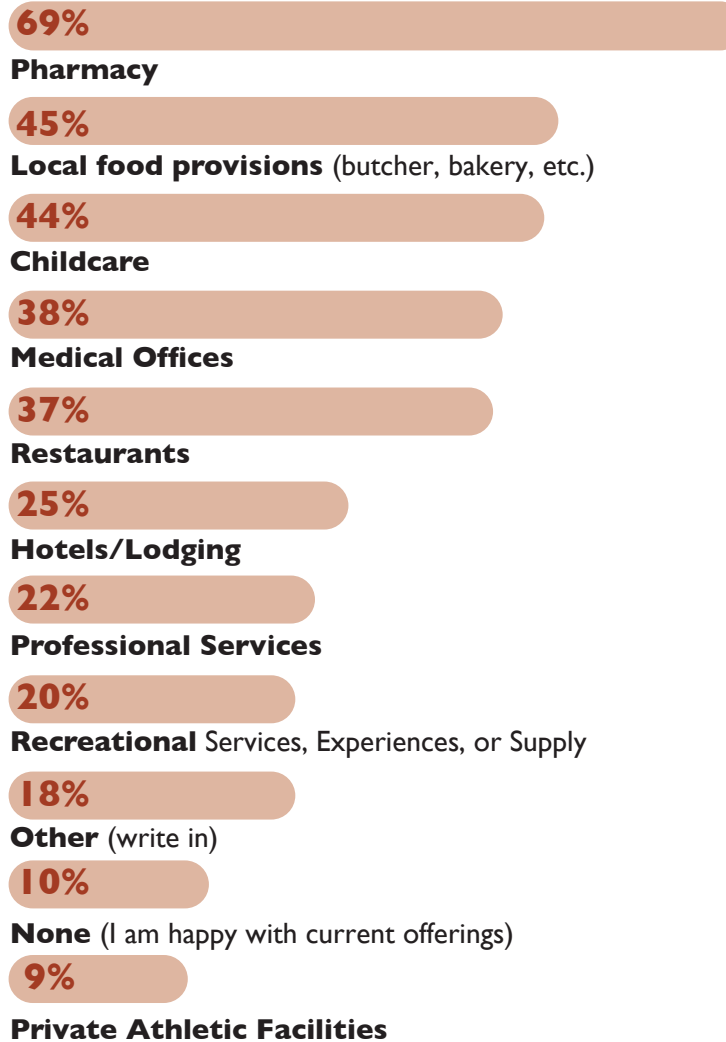
EXISTING LAND USE



WHAT WE HEARD

Through online surveys conducted, people expressed the need for more daily services. In particular, medical services like a dentist, pharmacy, and clinic were at the top of the list. More options to purchase local food such as a bakery or butcher or second grocery store was listed second. The third highest need in the community was childcare.

WHAT BUSINESS TYPES DO YOU WISH NEDERLAND HAD MORE OF?



MOVING FORWARD

Nederland should focus on its strengths for economic development and housing recruitment. While we don't want Nederland to become unaffordable like much of the Front Range, there are opportunities to attract the many residents and visitors within a quick drive or bus ride to come spend money. Additionally, adding services in town so residents don't have to leave to spend their money in other places for groceries, medical, and other daily needs would be an economic advantage. Nederland is also an artistic community – business recruitment should focus on becoming a draw for creative types. Wolf Tongue Court is a leftover remnant of the past. Reviving this historic asset to become a destination and adding new uses to support historic tourism could benefit the town and add to the historic significance and tourism. Eldora Mountain is a huge economic generator that Nederland businesses should focus on capturing economic value from during peak winter visitation.

All of this cannot be achieved without considering workforce housing at affordable rates for employees who serve all the residents and visitors of Nederland. Looking for opportunities and incentives to add affordable and workforce housing is a priority for downtown.

OBJECTIVES & STRATEGIES

OBJECTIVE 1

Support and Stabilize Existing Businesses

STRATEGIES:

- » Create a Downtown Economic Vitality Advisory Board made up of downtown representatives who meet regularly to discuss downtown issues.
- » Conduct a survey of existing businesses to understand what their needs are and to what degree they are concerned about displacement.
- » Provide grants to businesses to help them improve facades or other exterior improvements, such as outdoor patio space.
- » Support pathways to ownership for businesses that are currently leasing their space.
- » Work to temporarily relocate businesses if redevelopment of their current space is occurring.
- » Promote existing businesses through marketing and social media.



Crosscut Pizzeria and Taphouse is located on E. 1st Street in Nederland.

OBJECTIVE 2

Recruit new businesses that are needed and desired in the community.

STRATEGIES:

- » Conduct a market assessment to evaluate opportunities and challenges for expanding specific markets/industries to Nederland.
- » Town, DDA, and Peak to Peak Chamber of Commerce should work together to actively recruit new businesses to fill vacancies and provide desired services.
- » Consider incentives for businesses that provide a significant number of jobs.



Example of a medical office coworking space (credit: MedCoShare.com)

OBJECTIVE 3

Update policies to require or incentivize affordable and workforce housing.

- » **CATALYTIC PROJECT: Focus on policies and partnerships to provide more affordable and workforce housing in Downtown to support businesses and offer options for employees to live near where they work.**
- » Implement recommendations from the Housing Needs Assessment (2023). Update to include Eldora as a major employer in the area.
- » Consider financial incentives (reduced fees, access to TIF funding, density/height bonuses, etc.) for projects that include a certain percentage of affordable and/or workforce deed-restrictions.
- » Create local housing authority to administer deed restrictions and as an entity that focuses on providing affordable housing in the community.
- » Work with major employers like Eldora to help with creative housing solutions.
- » Focus on policies that provide housing for the local workforce, i.e. not just “affordable” units for anyone. Consider seasonal employees when creating workforce housing rules.

CATALYTIC PROJECT #1: AFFORDABLE, WORKFORCE HOUSING IN DOWNTOWN

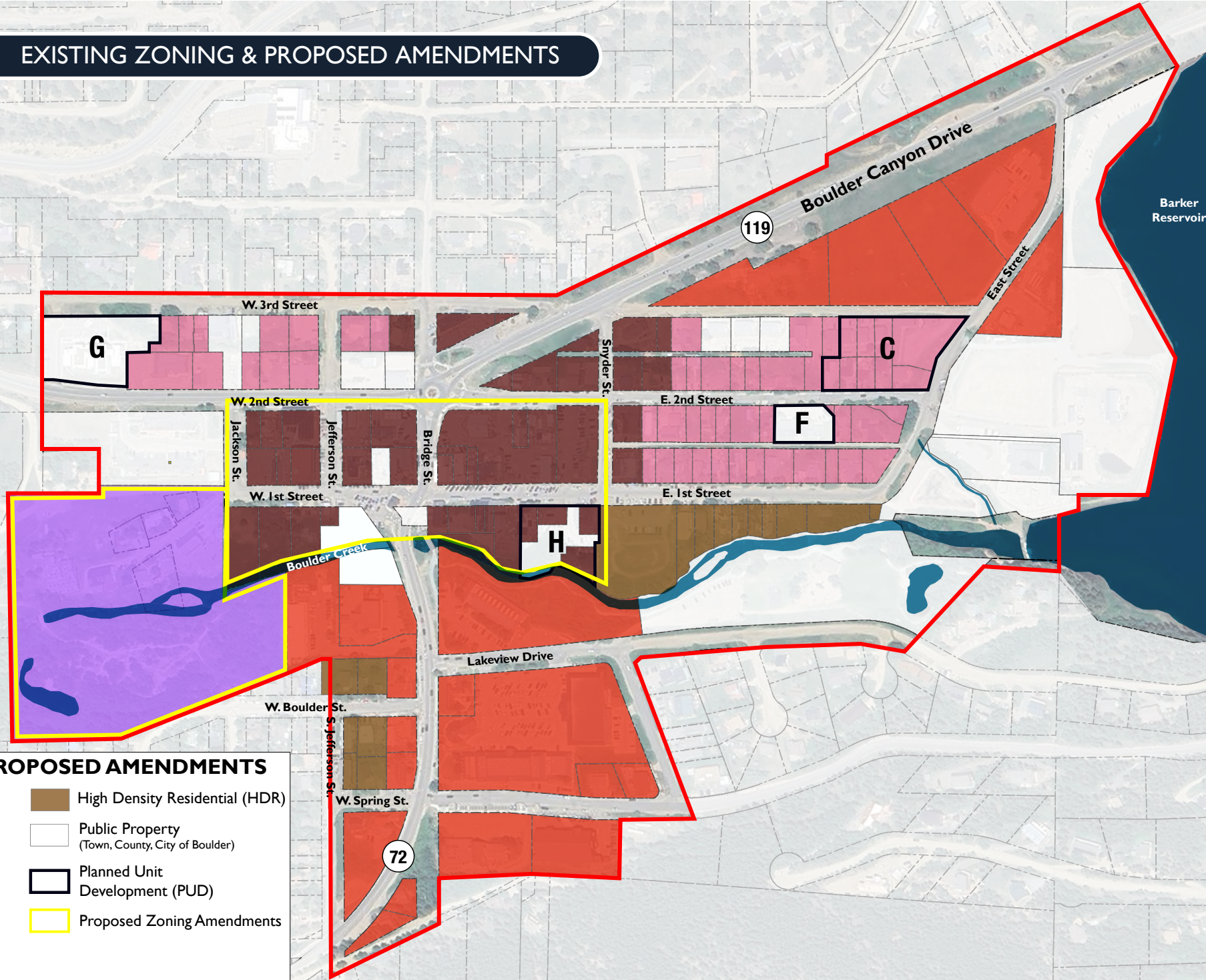


Many Colorado mountain towns are pursuing regulations to incentivize and require more affordable housing to support their local workforce. The State of Colorado recently passed Prop 123 that provides funding to communities that commit to providing a certain number of deed-restricted units, of which Nederland is participating in. Other methods being explored throughout Colorado include:

- » Workforce deed-restrictions
- » Land dedications
- » Low Income Housing Tax Credits
- » Community Land Trusts
- » Inclusionary zoning
- » Short-term rental regulations
- » Employer-assisted housing
- » Public-private partnerships
- » Modular construction
- » Density/Height increases in exchange for providing affordable units
- » Property tax measures to create local affordable housing funds
- » Tax incentives for developers
- » Rental assistance or housing vouchers
- » Modifying household size restrictions to allow people to share housing
- » Single room occupancy for seasonal workers
- » Encouraging accessory dwelling units (ADUs)

FIGURE 10

EXISTING ZONING & PROPOSED AMENDMENTS



ZONING & PROPOSED AMENDMENTS

- | | |
|---------------------------------|---|
| Subarea Boundary | High Density Residential (HDR) |
| Central Business District (CBD) | Public Property (Town, County, City of Boulder) |
| General Commercial (GC) | Planned Unit Development (PUD) |
| Neighborhood Commercial (NC) | Proposed Zoning Amendments |
| Industrial (I) | |

GROWTH & CHARACTER

EXISTING CONDITIONS

CURRENT ZONING

Zone district regulations determine what someone can build – how tall a building is, how close it can be located to the street, how much parking is required, etc. Within the downtown subarea boundary, there are currently five zone districts:

- » **Central Business District (CBD)** – north of the creek primarily between Jackson and Snyder.
- » **General Commercial (GC)** – south of the creek along Highway 72 and north of 3rd along Boulder Canyon Drive and East Street.
- » **Neighborhood Commercial (NC)** – east and west of CBD as a transition zone from com
- » **Industrial (I)** – Wolf Tongue Court and Mill area
- » **High Density Residential (HDR)** – along 1st Street and Jefferson/Boulder.

There are also four Planned Unit Developments (PUD) which include a unique set of rules determined by the applicant and reviewed by the Town. PUDs in the study area include:

- » **Roberts PUD** (“C” on map)
- » **Prime Haven Senior Apartments** (“F” on map)
- » **Tungsten Village** (“G” on map)
- » **Upstream PUD** (“H” on map)

A focus of concern from the community and Town Board is the redevelopment of First Street properties as development proposals have come forth in recent years. The most significant being a block-wide redevelopment of the north side of First Street between Bridge Street and Snyder Street. Based on the community feedback, it is recommended that the town pursue a First Street Overlay District that modifies dimensional standards in the area and includes additional design guidelines to ensure new construction fits in with the desired character.

DESIGN STANDARDS AND GUIDELINES

In addition to the zone district dimensional requirements and code standards, there is also a special set of design standards and guidelines (last updated in 2012) that apply to the original 1916 Townsite (refer to map) for new construction and additions to historic buildings. The adopted standards and guidelines apply to commercial and mixed use properties in the CBD zone district. Outside of the CBD zone district, only

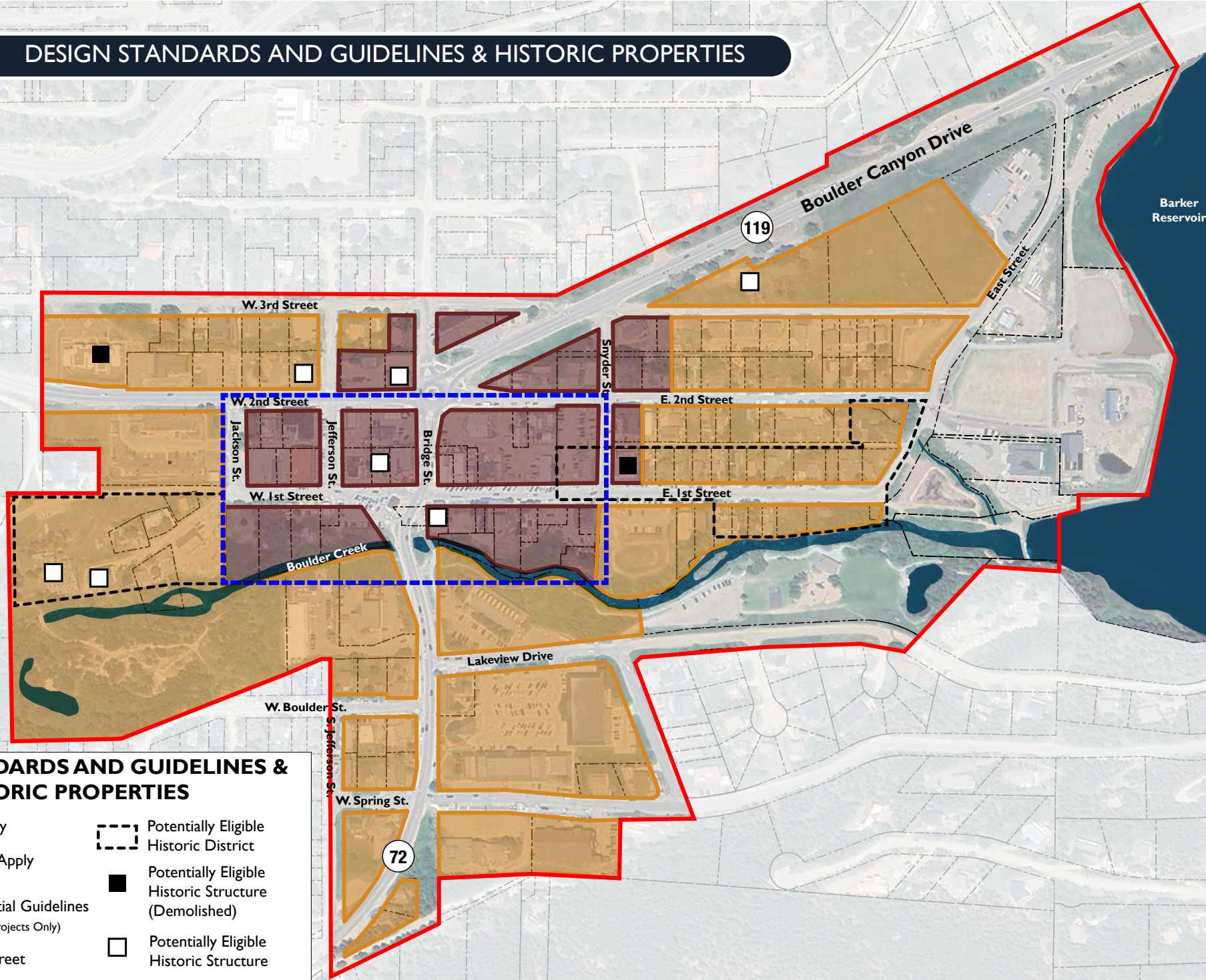
residential projects apply within the Townsite. It is recommended that the proposed First Street Overlay District standards and guidelines be in addition to these for properties located in the proposed boundary. Some recommended standards may override the CBD design standards and guidelines.

POTENTIALLY HISTORIC PROPERTIES

In 2000, a historic buildings survey was conducted. It identified two potential historic districts: Wolf Tongue Mill (potentially eligible for a National Historic District as well as Boulder County designation) and E. First Street (potentially eligible for Boulder County). It also identified a number of notable individual structures, including the Wolf Tongue Mill and Powerhouse, Town Hall, commercial structure at 4 E. First, Mining Museum, and two churches. Two potentially eligible structures have been demolished since the survey was completed – Snyder Garage and 451 W. Second (now Tungsten Village.).

FIGURE 11

DESIGN STANDARDS AND GUIDELINES & HISTORIC PROPERTIES



DESIGN STANDARDS AND GUIDELINES & HISTORIC PROPERTIES

- Subarea Boundary
- CBD Guidelines Apply (All Projects)
- Historic Residential Guidelines Apply (Residential Projects Only)
- Proposed First Street Overlay District
- Potentially Eligible Historic District
- Potentially Eligible Historic Structure (Demolished)
- Potentially Eligible Historic Structure

WHAT WE HEARD

A number of conversations, workshops, and an online survey were conducted to try and understand what Nederland character means and how new development can support rather than take away from this beloved character.

A visual preference survey showed a variety of new developments of two to three stories and asked people to rank them on a scale of one to five in terms of their height, architectural style and materials, and overall size and scale.

HEIGHT

- ✓ Two-story buildings and three-story buildings where the top floor was stepped back, and varied roof forms were preferred.
- ✗ Prominent, three-story buildings (with no step back or reduction of massing) were not preferred.

STYLE & MATERIALS

- ✓ Natural materials like wood siding, rustic metal siding, and brick as primary materials and simple, box-like forms were preferred.
- ✗ Stucco, stone and concrete and buildings with lots of details and modulation were not preferred.

SIZE AND SCALE

- ✓ Buildings that were smaller in scale (approximately 20 to 60 feet wide) were preferred.
- ✗ Buildings that appeared larger in scale (half to whole block developments) were not preferred.

VISUAL PREFERENCE SURVEY SCORING



4.0 - Building Height
4.4 - Architectural Style & Materials
4.0 - Overall Size and Scale



3.9 - Building Height
3.7 - Architectural Style & Materials
3.8 - Overall Size and Scale



3.6 - Building Height
3.2 - Architectural Style & Materials
3.4 - Overall Size and Scale



3.4 - Building Height
2.6 - Architectural Style & Materials
3.1 - Overall Size and Scale



3.4 - Building Height
2.0 - Architectural Style & Materials
2.6 - Overall Size and Scale



2.4 - Building Height
2.0 - Architectural Style & Materials
2.1 - Overall Size and Scale



2.2 - Building Height
1.8 - Architectural Style & Materials
1.9 - Overall Size and Scale



2.2 - Building Height
1.7 - Architectural Style & Materials
1.8 - Overall Size and Scale

MOVING FORWARD

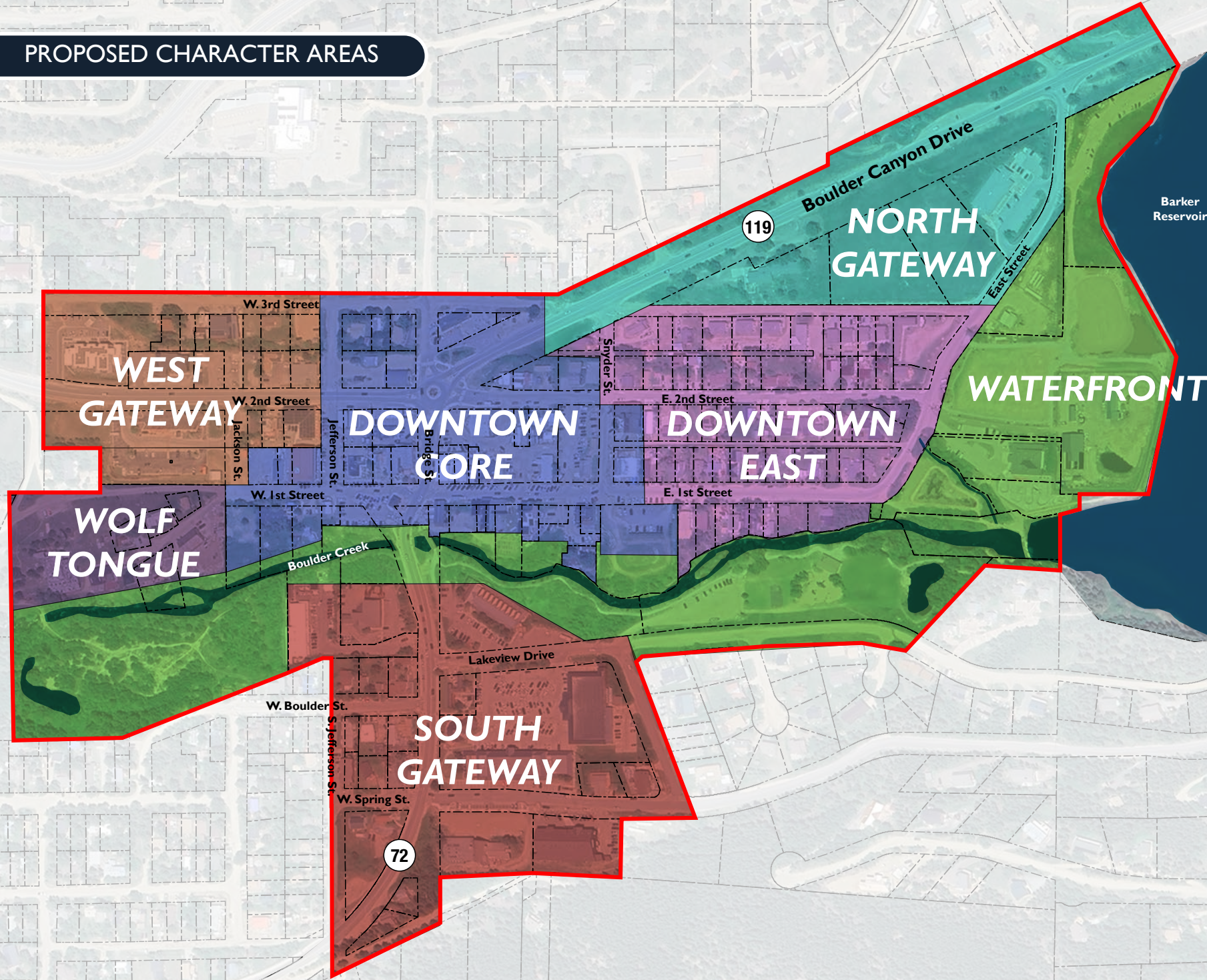
CHARACTER AREAS

To help the Town determine future zoning changes, the Downtown Subarea Plan establishes unique “Character Areas” within the Downtown Subarea. These are areas that have different characteristics today or are planned to be differentiated in the future.

- » **West Gateway** - This area is proposed to function as the western gateway into downtown. The intersection of Jackson and Second and future changes should consider this as a design notion. The RTD lot is anticipated to remain, but has potential to become a parking structure (potentially with active ground floor uses) in the future to help add parking supply, if the demand is found. This location is significant for directing visitors to public parking.
- » **Wolf Tongue** - As the terminus of First Street and significant historic ties, this area has potential to become a special place within downtown. It is currently not serviced by town utilities, so this should be a consideration. Additionally, it is unlikely that industrial uses are appropriate or feasible in downtown and a mix of uses are appropriate (see Future Land Use map.)
- » **Downtown Core** - This area should be the densest area of downtown with a mix of old buildings that have been preserved/upgraded and new buildings that fit in with the historic character. The creek is also an important component of this character area and should be embraced with future improvements.
- » **Downtown East** - This area is primarily residential today and should remain a “neighborhood” within downtown with residential character. However, as current zoning suggests, it should also not preclude light commercial uses.
- » **North Gateway** - This area has potential with a large vacant site to add vibrancy to downtown and help activate the core. Commercial uses are less likely, but may be appropriate facing Boulder Canyon Drive. Other appropriate uses discussed in the process include sensitively designed multifamily residential and a public use such as a community center, if it ever relocates.
- » **South Gateway** - This area is separated from the other areas by the creek. This area should still function as the larger-format commercial area of town, but there is opportunity to activate vacant buildings and make improvements to pedestrian infrastructure to better connect it to the core.
- » **Waterfront** - This area is proposed as a series of parks and open spaces that are easily accessible from other downtown areas. A consistent and maintained trail system should connect this area and a new Waterfront Park should be explored near Guercia Field adjacent to Barker Reservoir and the town and/or DDA should pursue purchasing the triangular property along East Street to develop into a public use that supports the notion of a waterfront park. This area also includes Teens, Inc. and the Town’s water facility.

FIGURE 12

PROPOSED CHARACTER AREAS



FUTURE LAND USE AND OPPORTUNITY SITES

The Future Land Use and Opportunity Sites map describes the appropriate future uses and areas appropriate for future investment. The future land use map can help determine future zoning changes as well. Future land uses include:

» **Downtown Core Mixed Use** – this area follows the currently zoned CBD area. A mix of uses is desired in this area and it should continue to function as the walkable downtown core. Commercial uses on the ground floors of buildings with residential, offices, or lodging above is appropriate.

» **Downtown Neighborhood Mixed Use** – this area follows the currently zoned NC area. These properties should remain residential in character, but a mix of light commercial use is appropriate.

» **Downtown Flex** – this area includes the Wolf Tongue Mill area. This is the only industrial-zoned land in Nederland today. While industry was the former use of the area, it is not anticipated that industrial uses will grow or are appropriate in downtown. Allowing this area to be more flexible in uses, including residential, commercial, and light industrial is more appropriate.

» **Downtown Commercial** – these areas are appropriate for larger-format commercial buildings (as exists today) though mixed use is allowed and should be encouraged as well.

» **Downtown Residential** – these areas are appropriate for, and mainly function today as, multifamily residential, minus the church property. Residential continues to be supported in these areas as an appropriate use.

» **Downtown Public** – these areas are public uses today (Town Hall, parking lots, Mining Museum, Library, town facilities, etc.) and should be maintained as such uses in the future.

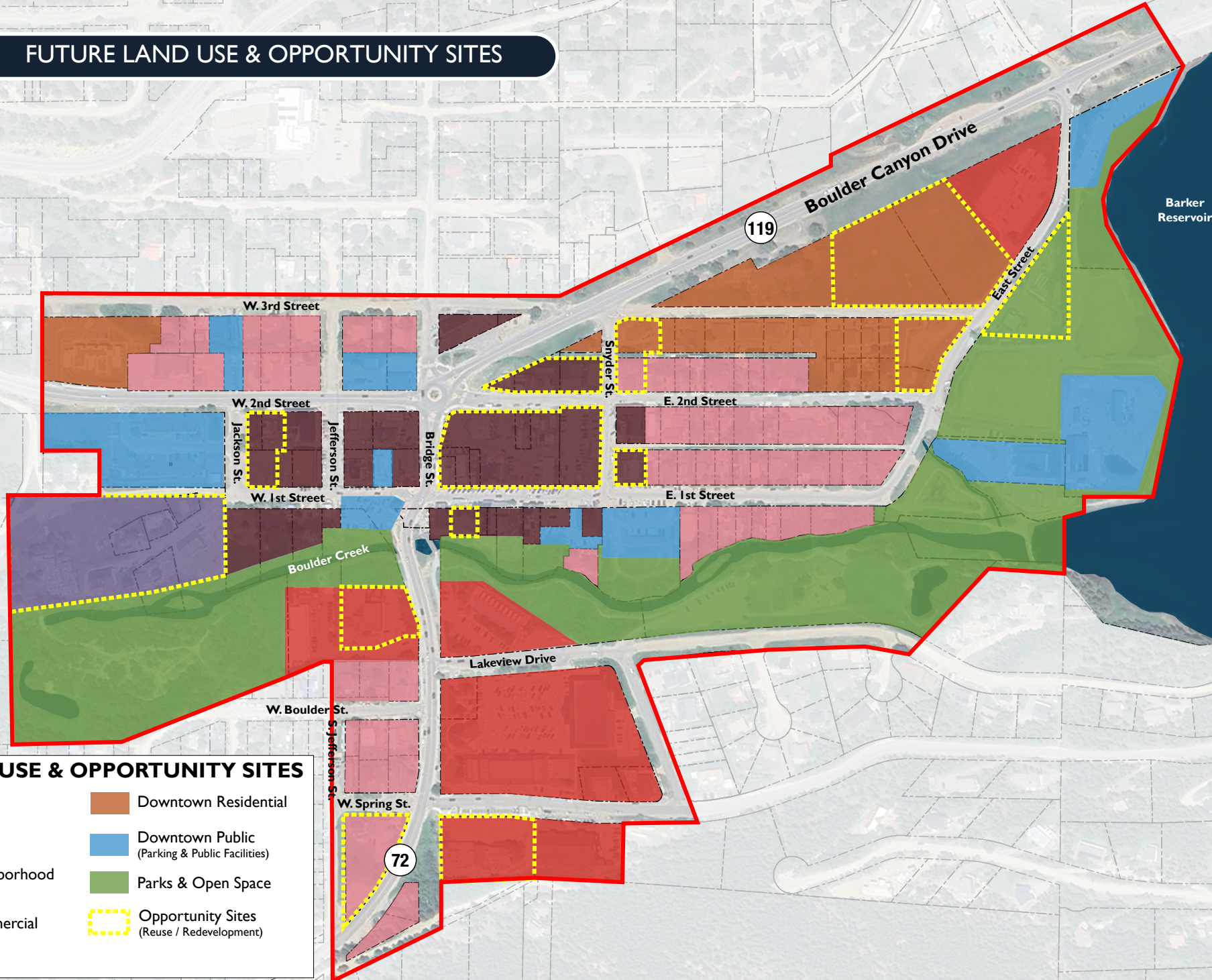
» **Parks & Open Space** – these areas should be maintained as land for the public to enjoy. As stated previously, this includes the potential to acquire the triangular lot for public use.

» **Opportunity Sites** - A number of lots are identified as “opportunity sites” meaning they have investment potential (reusing/fixing up old buildings and/or adding new) to add to the vitality of downtown. These are all private properties and what can be done to them is up to the property owner and determined by zoning. However, the Character Areas and Future Land Use maps help describe the desired vision.



FIGURE 13

FUTURE LAND USE & OPPORTUNITY SITES



OBJECTIVES & STRATEGIES

OBJECTIVE 1

Encourage new development to be in line with the traditional historic character and include a mix of uses to support a vibrant downtown.

STRATEGIES:

- » **CATALYTIC PROJECT: Establish a First Street Overlay District that will modify and supersede existing CBD district dimensional standards.**
- » **CATALYTIC PROJECT: Update Central Business District section of the Nederland Design Standards and Guidelines document (2001; 2012) to provide additional design guidance that is in line with desired character.**
- » Revisit design review process to ensure that the process is straightforward, quick, and not onerous on developers as to not add to the cost of development.
- » Update Industrial zone district. Wolf Tongue Court and surrounding land is the only industrial-zoned land in town. Consider updating allowable uses to be less industrial and more flexible, encouraging a mix of uses in the area, including residential. Light industrial uses such as brewery/distillery/winery or small manufacturing may be appropriate, but other commercial and residential uses should also be allowed to encourage reuse of this area and the potential for creating a historic district.
- » Recommendations for First Street Overlay and updated DSGs are summarized on the following pages.

CATALYTIC PROJECT #2: FIRST STREET OVERLAY DISTRICT

1) Modify allowable use groups. Consider the following:

- Outdoor sales, eating and drinking, or other outdoor commercial activities or establishments currently requires a special review. These activities may be more desired in the future, especially if First Street becomes a flexible street.
- Not allowing (or limiting) marijuana use groups along First Street. There were many comments about downtown having too many marijuana uses as-is.

2) Modify Yard and Bulk Requirements for First Street Overlay to be in line with community consensus from downtown workshops. Draft summary table showing changes between existing CBD district and proposed overlay shown below (if not shown, standards should remain the same as CBD district):

3) Require that PUDs within First Street Overlay abide by new rules.

4) Consider eliminating parking requirements for ground floor commercial uses

Yard and Bulk Item	CBD	CBD (First Street Overlay)
Max. lot coverage (% of lot area)	N/A	80%
Min. setback from a street for all uses	0	10'
Min. front yard setback for all uses	0	10'
Min. front yard setback for all ground mount solar systems	0	Not allowed
Minimum rear yard setback (Principal uses)	15'	15' or 5' (existing or new alley present)
Minimum rear yard setback (Accessory uses)	10'	10' or 5' (existing or new alley present)
Maximum building height (Principal use)	35'	35' (flat roof to parapet) 43' (pitched roof to peak)
Maximum building stories	-	3
3rd floor setback on First Street	-	20' (from property line)

CATALYTIC PROJECT #2: UPDATING CBD DESIGN STANDARDS AND GUIDELINES

The 2001 (updated in 2012) Design Standards and Guidelines that are used by the town today are mostly still applicable. However, the document is outdated and could use a refresh with new photographs, precedent images, and complimentary diagrams to better explain the standards and guidelines to make them easier to understand and administer. Additionally, there are some new standards and guidelines that may be necessary to direct desired outcomes of new construction and additions along First Street. Based on public workshops conducted where design outcomes and desired building forms for First Street were discussed, the following additions to the DSGs should be considered.

Height and Width

Maximum height shall follow amended yard and bulk requirements.

Establish maximum width for any single building (proposed 200' max.) to manage scale of development on large/consolidated lots.

Encourage variation of roof height and/or form for buildings over 80 feet in width.

Exterior Materials

Encourage or require (certain percent) of exterior materials to be natural wood, brick, metal, or steel.

Form and Mass

Require articulation of buildings at max. 40' intervals to align with historic patterns of development. Use articulation methods such as:

- » Visible column spacing on exterior.
- » Awning(s) or different storefront treatments along ground floor.
- » Wall plane offsets (min. 3 feet).
- » Change in building materials (any material change shall include min. wall offset)
- » Change in roof plane height or slope

For developments that take up a half-block or more, consider adding maximum building footprint to manage scale with large/consolidated lots.

Consider requiring min. percentage of open space.

Roof Forms, Materials, and Features

Encourage "flat" roofs with a parapet or front facing gabled roofs.

Encourage simple roof forms. Complex roof forms, hipped, gambrel, mansard, butterfly, curved, etc. are not appropriate. Dormers may be included, but should be kept to a minimum.

Storefronts

Encourage awnings or arcade/"front porch" designs that provide protection from elements and establish max. encroachment of elements.

Placement

Setbacks shall follow amended yard and bulk requirements.

When a new structure is located adjacent to an existing, smaller structure - consider:

- » Aligning floor-to-floor heights, windows, parapet lines, or other defining features.
- » Match scale of neighboring building by stepping down a new structure to meet scale of existing one.
- » Incorporate small plaza that blends together two properties.

Establish maximum grade difference between First Street and first floor of new structures to avoid "plinth" like structures.

Establish streetscape requirements for new development to implement desired streetscape of key downtown streets.

Pedestrian Walkways

10' min. setback shall serve as an extension of public realm and sidewalk.

When ramps are necessary to meet a building entrance grade that is different from First Street, incorporate ramps seamlessly into the design of the site and minimize appearance of ramps.

OBJECTIVE 2

Encourage adaptive reuse and activation of vacant buildings and sites to preserve character and provide affordable space for businesses.

STRATEGIES:

- » Provide incentives to property owners and developers who reuse, activate, and fix up existing structures. Due to how old and unmodernized many of the old structures are downtown it can be costly to save them. The town should look for ways to make this option more feasible.
- » It is common to charge or tax vacant properties after sitting vacant for an extended period of time. Note that making Nederland a “home rule” city would be required for any charges/taxation on properties.
- » Vacant properties should also be encouraged to be activated to a productive use. The town should support sensitive redevelopment in line with the downtown vision and encourage private property owners to develop vacant properties into a mix of uses that will activate downtown and help achieve the vision herein.

POTENTIAL INCENTIVES FOR ADAPTIVE REUSE/VACANCY:

- » **Expedited permitting** – streamline permitting process for renovations of long-vacant properties.
- » **Façade improvement grants** – work with DDA to offer grants to encourage activation and fixing up of vacant and underutilized properties.
- » **Use variance** – allow for expanded allowable uses in vacant properties to encourage activation, even if it doesn’t align with allowable uses in CBD (discuss reasonable use expansions)
- » **Land banking** – acquire, manage and repurpose vacant, abandoned, or foreclosed properties to a productive use.
- » **Vacant property registration** – require property owners to register, maintain, and pay fees to town after certain vacancy limitations are exceeded.
- » **Tax penalties** – levy higher taxes on vacant properties, escalating over time to encourage owners to develop, sell or lease. Conversely, tax reductions could be made available for those owners who quickly improve or occupy their properties.
- » **Blighted property ordinance** – establish maintenance standards and impose fines for non-compliant structures.



Public opinions about existing First Street buildings were varied.



Example of adaptive reuse project in Buena Vista, CO.

OBJECTIVE 3

Encourage protection of historic assets, historic tourism, and placemaking opportunities to celebrate Nederland's unique history.

STRATEGIES:

- » The Town cannot nominate historic districts, but should work with property owners in the potential historic districts to educate them about their property's historic eligibility, available tax credit incentives, and encourage exploration of historic districts for Wolf Tongue Mill and East First Street Residential District. See Figure 7 for boundaries of potentially eligible districts.
- » Town should work with Visitor's Center team to update the historic Nederland walking tour along First Street from the Mill to East First Street that could continue across the creek to the Tungsten Trail.
- » Town, DDA, and other partners should encourage other ways to celebrate the history of Nederland with historic plaques, signage, and public art.

WOLF TONGUE MILL AND SURROUNDING SITE

The mill building and surrounding buildings and residences were listed in the 2000 Historic Building Survey as potentially eligible National Register Historic District as well as Boulder County Criteria I with a period of significance from 1900-1950. Town and property owner could seek a State Historical Fund grant to conduct further assessment and restoration costs for original mill and associated buildings and/or consider EPA Brownfield grant to assess and clean up site.



Wolf Tongue Mill in Nederland, CO.

RESIDENTIAL PROPERTIES ON EAST FIRST STREET

The area between Snyder and East Street was listed in the 2000 report as potentially eligible for Boulder County Criteria I and 4. It includes pioneer log cabins, hipped-roof boxes and vernacular woodframed gabled cabins that are associated with Nederland's development during the mining and milling era (1874-1950). It also includes two homes on East Street.



Vernacular home on E. First Street.



CIRCULATION, GATEWAYS, AND PARKING

EXISTING CONDITIONS

PARKING

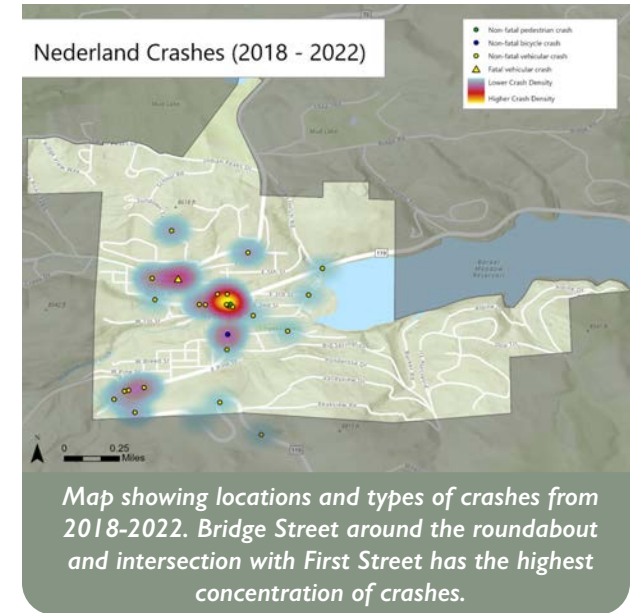
Parking utilization in Nederland fluctuates greatly depending on the time of day, day of the week, and season, with parking at capacity on peak demand days. Currently, parking and curbside regulations in Nederland are not clear or intuitive to users and need improvement. Finding parking and managing parking in the Downtown subarea can be a challenge at peak times.

PEDESTRIAN AND BICYCLE FACILITIES

Throughout Town, there are limited pedestrian facilities and no dedicated on-street bicycle facilities. Most of the sidewalks in Town are concentrated in the central downtown area and are a mix of concrete, crushed stone, and other materials. The sidewalks that are composed of crushed stone and other non-concrete materials do not meet the Americans with Disabilities Act (ADA) standards for accessibility. In addition to sidewalks, Nederland has a network of both formal and informal trails. Two formal trails connect to the sidewalks in the downtown area as well as a cluster of trails in the northwest region of Town. There are a total of 14 marked crosswalks, most concentrated in the downtown area; most crosswalks have associated signage, and all crossings are uncontrolled (i.e. there are no flashing beacons or signals located at crossing locations).

SAFETY

The majority of the crashes in Nederland are concentrated in the central downtown area of Nederland around the roundabout and at the intersection of Eldora Road and Peak to Peak Highway. The most common types of crashes are fixed-object, broadside, overturning, and rear-end crashes. In the past five years, there has been one fatality from a vehicular crash and two crashes involving a bicyclist or pedestrian.



A parking utilization study was completed in the Fall of 2023. Weekends have much higher demands than weekdays, in general, and especially during peak seasons like Fall “leaf peeping”.

WHAT WE HEARD

PEDESTRIAN AND BICYCLE IMPROVEMENTS

The community has expressed a desire for additional and more comfortable pedestrian crossings and sidewalks throughout the Town. Currently, not all pedestrian facilities in the downtown area are ADA compliant and should be upgraded and there are gaps in the sidewalk network. Additionally, community members would like to see amenities such as trash cans, benches, and shade along trails, as well as better pedestrian and bicycle connections to destinations.

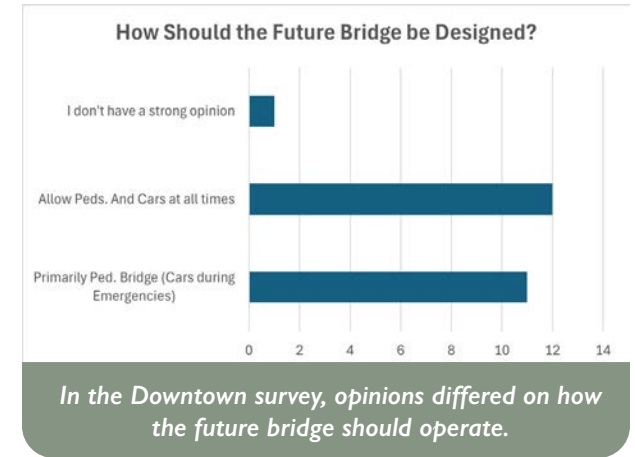
Specific Comments and Requests Related to Downtown

- » **Second Bridge:** There is broad community support for the concept of a second bridge to connect the North and South side of town bisected by Central Boulder Creek. The bridge could help improve circulation and provide a second point of egress during emergencies or failure of the first bridge.
- » **Lighting:** Some community members expressed interest in more lighting downtown at night to increase safety and desirability.
- » **Winter sidewalk maintenance:** Several community members expressed a need for winter sidewalk maintenance, expressing accessibility issues in the winter due to piled up snow.

» **Repainted crosswalks:** Several crosswalks were identified as needing to be repainted to make them more established.

» **Repaving Downtown:** Several sidewalks downtown eventually turn into crushed gravel and stone. Many community members complained about this because its inaccessible, impractical, and potentially unsafe because cars don't notice or respect the sidewalks.

» **Roundabout Improvements:** Several community members desired to see the existing roundabout at the intersection of the Peak to Peak Highways and Boulder Canyon Road be improved to slow down traffic and make pedestrian crossing safer. Similarly, several people indicated a desire for a roundabout by the exit for Ace Hardware because it can be exceedingly difficult to turn left in its current configuration.



Crusher fine sidewalks on 2nd Street are a concern.

MOVING FORWARD

CIRCULATION AND PARKING

Downtown should be intuitive to circulate through and find parking. One-way streets should be limited to avoid confusion and increase circulation. Major intersections should be improved to reduce backup. On-street parking should be increased wherever possible and existing and proposed parking lots should function as a system and be managed appropriately. Refer to objectives and strategies for further detail.

TRAILS, SIDEWALKS, AND SAFE CROSSINGS

Downtown should offer a safe and comfortable environment for pedestrians and should encourage walking and biking as modes of travel for locals. Highways through downtown should function more as local streets than highways and offer multiple opportunities to safely cross them. Sidewalks should be added and upgraded to comply with ADA standards and trails should offer alternative pathways throughout downtown.



Tungsten Trail signage

MULTIMODAL TRANSPORTATION PLAN

The 2024-25 Multimodal Transportation Plan provides more detailed recommendations and should be referenced along with the Downtown Subarea Plan. It provides recommendations for the following categories:

- » **Pedestrian and Bicycle Network** - provides recommendations for upgrading existing and expanding the sidewalk network, upgrading existing and expanding the trail network, and upgrading and adding new pedestrian crossings.
- » **Transit Services and Programs** - provides recommendations for expanding regional transit, implementing intra-Nederland Transit service, and upgrading bus stops.
- » **Roadway Network** - provides recommendations for the roundabout reconfiguration, intersection improvements, reducing vehicular speeds, circulation improvements and secondary bridge emergency access.
- » **Parking** - provides recommendations for short-term and long-term parking management.
- » **Programs** - provides recommendations for maintenance, wayfinding, transportation demand management, and other programs.
- » **Emerging Mobility** - provides recommendations for bike share and electrical vehicle charging programs.

FIGURE 14 CIRCULATION AND PARKING

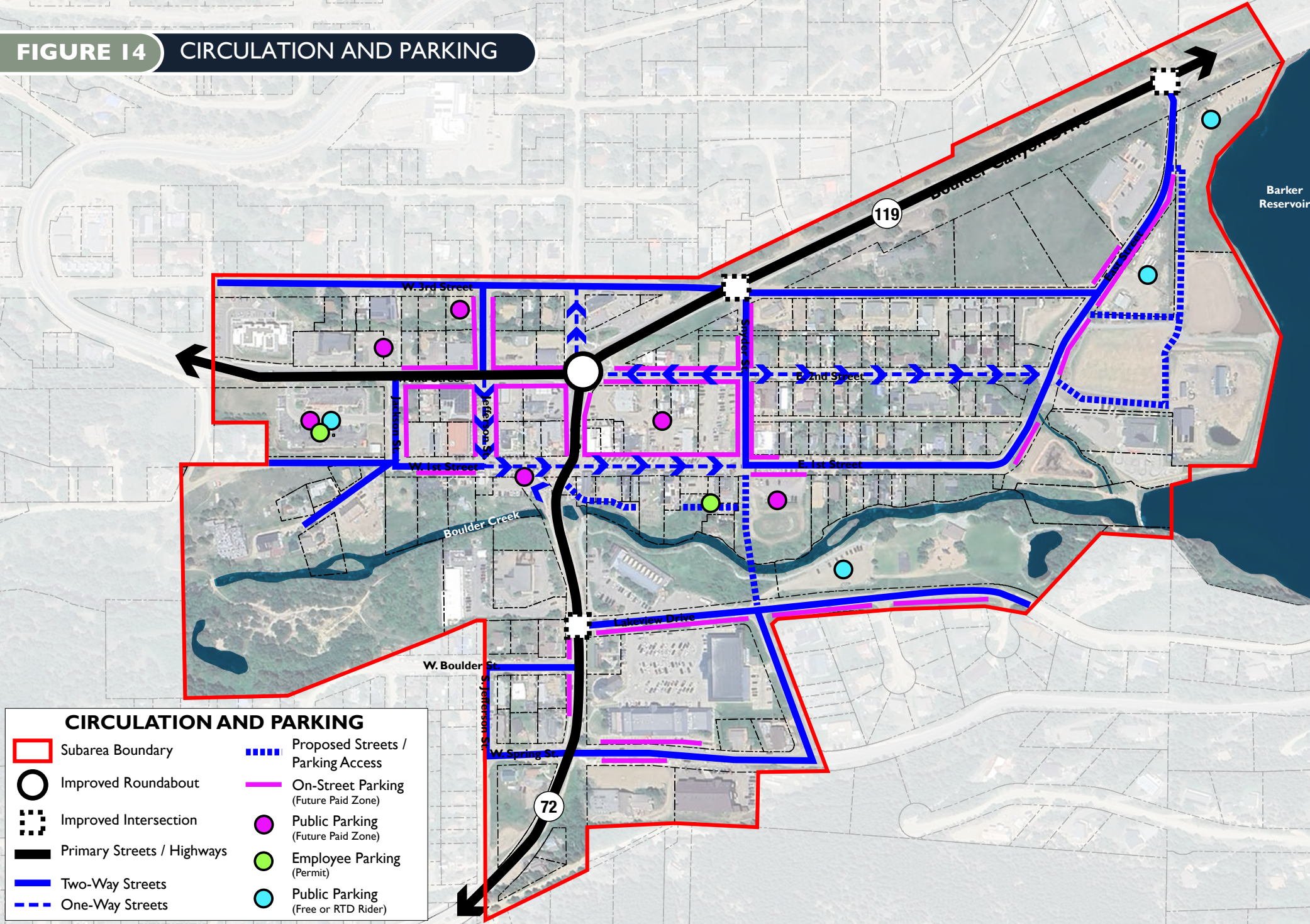
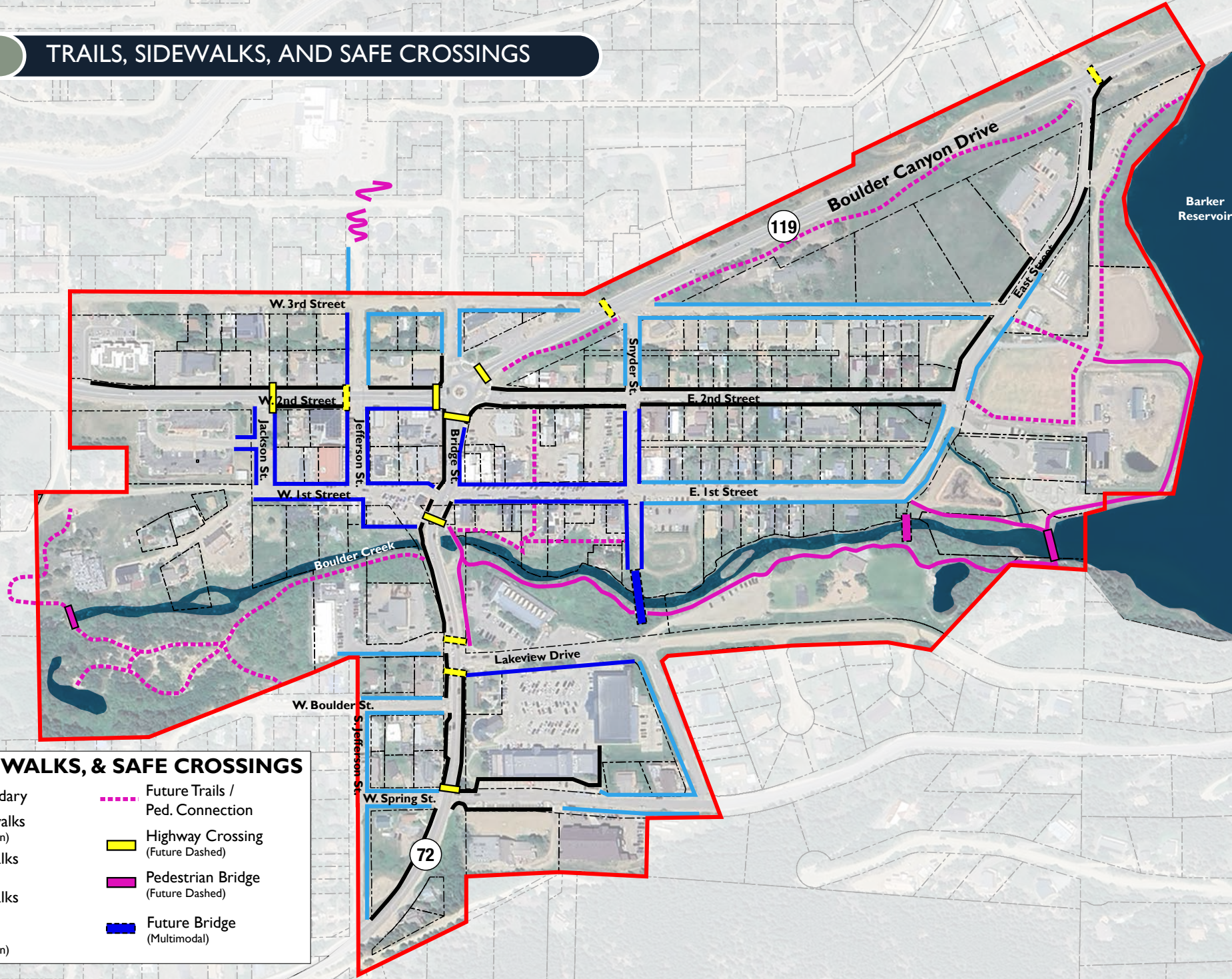


FIGURE 15

TRAILS, SIDEWALKS, AND SAFE CROSSINGS



TRAILS, SIDEWALKS, & SAFE CROSSINGS

- Subarea Boundary
- Existing Sidewalks (Upgrade / Maintain)
- Future Sidewalks (1st Priority)
- Future Sidewalks (2nd Priority)
- Existing Trails (Upgrade / Maintain)
- Future Trails / Ped. Connection
- Highway Crossing (Future Dashed)
- Pedestrian Bridge (Future Dashed)
- Future Bridge (Multimodal)

OBJECTIVES AND STRATEGIES

OBJECTIVE 1

Implement already planned/funded infrastructure projects in the pipeline.

STRATEGIES:

- » Complete Jefferson Street and West First Street project. The town has preliminary design drawings for paving Jefferson Street and West 1st Street to connect the RTD lot with the 1st/Bridge Street public parking lot. Refer to recommended updates to this design based on Downtown Subarea Plan vision to the right.
- » Install wayfinding signage. The DDA has funded and initiated construction of this project and it is expected to be done by summer 2025.
- » Continue to implement new signage as needed.



CONCEPTUAL 3D MODEL WEST GATEWAY & DOWNTOWN CORE



Existing Destinations

- 1 - RTD Park and Ride Lot
- 2 - Library
- 3 - Mining Museum
- 4 - Town Hall
- 5 - Visitor's Center



Recommendations

- 1 - Expand Parking (new lot or structure)
- 2 - Manage Existing Shared Parking Lots
- 3 - Conceptual Redevelopment
- 4 - Maintain Two-Way Travel on W. 1st St.
- 5 - One-Way with Diagonal Parking on Jefferson St.
- 6 - New Plaza with Steam Shovel Display
- 7 - Reconfigure Parking Lot to be Clockwise
- 8 - Plaza/Picnic Area at Visitor's Center Overlooking Creek
- 9 - Redesign 1st & Bridge Intersection to Match 1st Street Design

OBJECTIVE 2

Upgrade existing sidewalks to be ADA-compliant and add sidewalks where they do not exist.

STRATEGIES:

- » Implement planned conversion of 2nd Street sidewalks from crusher fines to concrete. The DDA has already identified some funding to complete this project. If additional funding is needed, the Town and DDA should jointly apply for a Revitalizing Main Streets grant, which can provide up to \$250,000. Initial meetings with grant team identified this as an excellent project to submit. The Downtown Plan and Transportation Multimodal Plans both support and serve as required community support for the project, once adopted.
- » Install new sidewalks throughout downtown, according to priority level (refer to Figure 15) as funding is available.
- » If a street improvement project is planned, sidewalks should be installed as part of those upgrades.
- » If redevelopment occurs, the sidewalks should be installed as part of the development.

OBJECTIVE 3

Improve connectivity and emergency egress throughout Downtown to alleviate congestion.

STRATEGIES:

- » **CATALYTIC PROJECT: Decide on final location and design for second bridge across Boulder Creek to connect to Lakeview Drive. Pursue purchasing land for Snyder Street alignment (preferred location per engineering assessment). If Snyder Street alignment falls through, pursue East Street alignment.**
- » Bridge should be designed to accommodate two-way vehicular travel and sidewalks for pedestrians. Continue to explore whether the bridge should allow cars at all times or only for emergencies.
- » Modify Snyder Street to allow for two-way travel. This may decrease on-street parking, but will increase circulation, especially if bridge is placed at Snyder Street alignment.
- » Explore other opportunities for pedestrian bridges across the creek to improve connectivity from the Downtown Core to South Gateway (shopping center).

CATALYTIC PROJECT #3: FUTURE BRIDGE



Examples of quaint multimodal bridge solutions
(credit: York Bridge Concepts)

OBJECTIVE 4

Improve the parking experience of downtown and allow for flexibility in seasonal visitation fluctuations.

STRATEGIES:

- » Create a Downtown Parking Management Plan to increase awareness of existing parking facilities for visitors. This includes new directional parking signage that is planned.
- » Create an intuitive Downtown Parking Map to aid in education. Work with DDA and businesses to increase knowledge about public parking areas and rules.
- » Create an Employee Parking Plan by surveying business owners and establish dedicated parking spaces for employees. These locations should not be priority spaces for downtown businesses, but should be safe and accessible for employees to access.
- » Institute Transportation Demand Management (TDM) solutions to decrease single occupancy vehicle and vehicle trips to downtown. Refer to Multimodal Transportation Plan for more information.
- » Continue to monitor and study possibility of paid parking - start with high-demand on-street spaces to speed up priority parking turnover, then look at parking lots. Use parking funds generated from paid parking to add to parking supply.
- » Identify opportunities to add parking supply to serve downtown, especially if/when Alpine Crossing is under construction.
- » Refer to Figure 14 and Multimodal Transportation Plan for further recommendations.

OPPORTUNITIES FOR EXPANDING PARKING SUPPLY:

- » **RTD Lot** - add to surface parking supply to west of current lot (maintain sledding hill) and/or study possibility of adding a 2nd level (no ramp) of parking over existing lot.
- » **2nd & Snyder** - study possibility of creating a full-time tiered parking lot (site slopes) that could serve downtown. Work with property owner to purchase or lease property for part of downtown parking strategy.
- » **Lakeview Drive** - add diagonal parking to south side of street, especially when bridge is constructed (less than 5-minute walk to 1st Street)
- » **Chipeta Park** - reorganize and stripe parking lot (consider durability, but permeable surfaces if possible)
- » **Barker Reservoir** - add parking supply to Barker Res. area - purchase Amerigas lot to accommodate more parking and work with City of Boulder to formalize dirt lot at East Street/Hwy to add supply.
- » **On-Street Parking** - generally, as streets are paved, include formal/marked on-street parking spaces where possible.
- » **Church Lots** - work with churches in downtown to allow public parking Monday through Saturday. Provide signage that explains rules and directional signage to direct people to them.

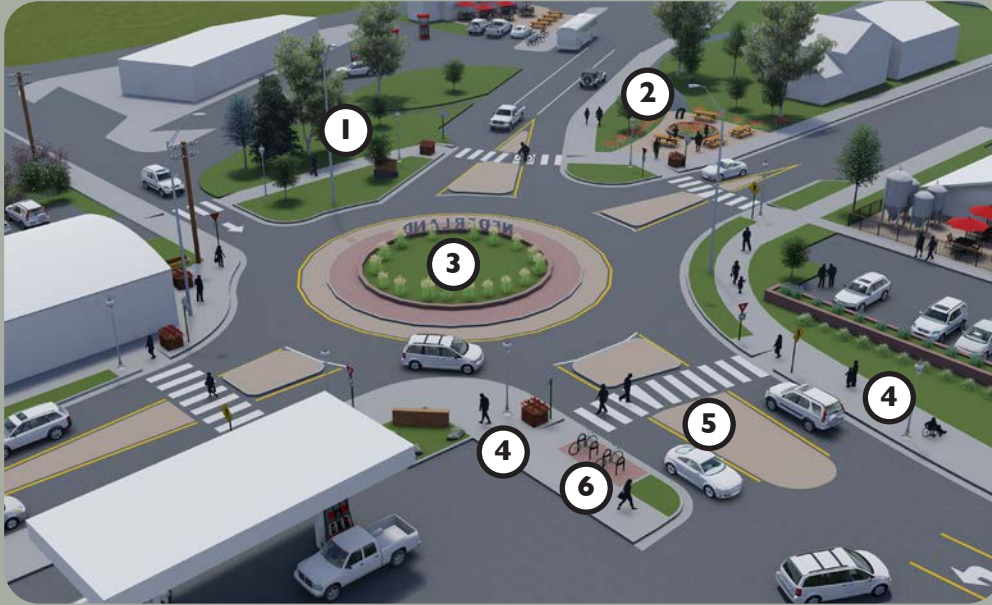
OBJECTIVE 5

Improve important intersections as “gateways” to Downtown.

STRATEGIES:

- » **CATALYTIC PROJECT: Implement new roundabout design at 2nd and Bridge Streets. Use preliminary design from Multimodal Transportation Plan to get cost estimates and apply for grant funding.**
- » Redesign Lakeview Drive / Highway 72 intersection. Use preliminary design from Multimodal Transportation Plan to get cost estimates and apply for grant funding.
- » Install gateway signage and pedestrian crossing improvements along Highway 119/Boulder Canyon Drive at East Street and Snyder Street.
- » At Highway 119 with East Street intersection, include “Welcome to Downtown Nederland” (or similar) gateway sign and wayfinding signage for transit, parking, and downtown business district. Include safe pedestrian crossing and signage/light to safely direct pedestrians to RTD bus stop.
- » At Highway 119 with Snyder Street, explore solutions to rectify odd intersection of 3rd Street, Snyder, and Hwy 119. Consider adding an island that would allow left turns onto Snyder from 119 but require 3rd Street to be right in; right out only.

CATALYTIC PROJECT #4: REDESIGNED ROUNDABOUT



- 1 Incorporate landscaping/water quality element on CDOT right-of-way north of roundabout in front of gas station
- 2 Small pocket plaza at corner of Highway 119 and 2nd Street that includes small seating/picnic areas and landscape elements.
- 3 Wider roundabout center island with gateway signage. Consider incorporating historic artifact or other public art feature in center.
- 4 Wide, ADA-compliant sidewalks on all streets surrounding roundabout.
- 5 Raised median islands to direct vehicular traffic and provide a buffer for pedestrians from moving cars.
- 6 Streetscape amenities.



RECREATION, TOURISM, AND PLACEMAKING

EXISTING CONDITIONS

Downtown Nederland is nestled in the Peak to Peak region which brings in lots of tourists year-round. Fall “leaf peeping” season is a peak tourist attraction drawing thousands of visitors from all over Colorado as well as out-of-state visitors. In the summer, people visit Nederland to escape the heat of the Front Range and access hiking and biking trails. In winter, Eldora Mountain is located minutes from downtown, bringing primarily local ski traffic.

Today, people enjoy the quaint historic character of the town and primarily stop to grab a bite to eat or walk around and shop. Chipeta Park is the only formal park in downtown. Guercia Field has had minor investment but there is confusion as to what the space can be used for. There are a few informal picnic areas downtown. There are also a few murals downtown, but public art is generally lacking. Large events like Frozen Dead Guy Days have relocated out of Nederland. There are smaller events like the Farmer’s Market that occurs every other week from mid-May to early October, but their existing space is on private property. There are not many opportunities downtown to “linger” or to host special events.

WHAT WE HEARD

MORE PUBLIC SPACES

People expressed the desire for more public places to gather downtown. They want more opportunities to engage with the natural aspects of downtown, like the creek and Barker Reservoir waterfront. There is frustration about the lack of implementation, as many ideas for adding public spaces downtown and activation of the creek, etc. have been discussed in the past but not much has been done to bring those visions to reality.

FIRST STREET

First Street was also a major discussion point. People agree that 1st Street is the heart of downtown. There is a desire to make 1st Street more attractive and accessible and designed so that the uses of the buildings can spill into the street and the street can function as a place to hold events in downtown. An interactive exercise looked at a few different future configurations of 1st Street. The majority of people opted for a future version of 1st Street that includes wider sidewalks adjacent to buildings and maintaining the one-way eastbound travel lane with diagonal parking. They also overwhelmingly voted to design 1st Street as a “festival street” that could easily be shut down to vehicles during high season times and/or special events to function as a pedestrian-only street with space for business activity to spill onto the street and tents for vendors and a stage to be set up.

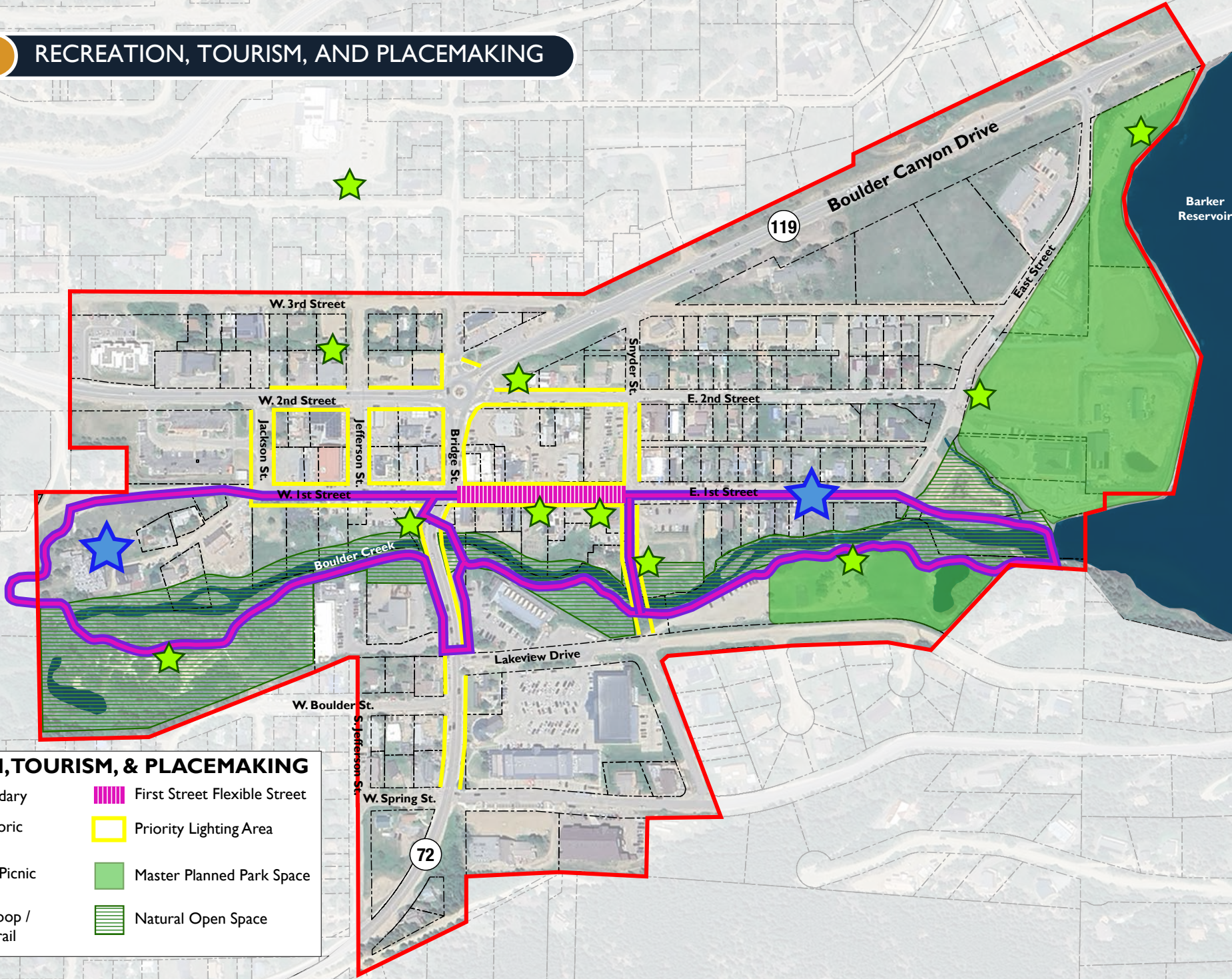


Some informal creek activation exists like outdoor seating behind Busey’s, but more is desired.



The Visitor’s Center is a central and visible location for tourist information.

FIGURE 16 RECREATION, TOURISM, AND PLACEMAKING



RECREATION, TOURISM, & PLACEMAKING

- ▬ Subarea Boundary
- ★ Potential Historic Districts
- ★ Small Plazas / Picnic Areas
- Downtown Loop / Interpretive Trail
- ▨ First Street Flexible Street
- ▨ Priority Lighting Area
- Master Planned Park Space
- ▨ Natural Open Space

MOVING FORWARD

The future vision for downtown includes creating a memorable place that is uniquely and authentically “Nederland.” The town should work with the DDA and private property owners to implement desired improvements. Some projects will be small and could be done with existing town funds and resources. Others are more visionary and will require partnerships and outside funding to realize.

Key aspects to enhancing the downtown public realm include:

- » Create an identifiable downtown core with unified streetscape elements like pedestrian-scaled lighting, benches, trash cans, and bike racks.
- » Creating a master plan for Chipeta Park and Barker Reservoir waterfront to add usable and programmable spaces and seamlessly connect them with trails.
- » Create a “Downtown Loop” trail that runs along the south side of the creek and along 1st Street.
- » Create a series of small, usable plazas/picnic areas throughout downtown.
- » Encourage and support the DDA in implementing the public arts master plan



CONCEPTUAL 3D MODEL DOWNTOWN CORE

Existing Destinations

- 1 - Visitor's Center
- 2 - Covered Bridge
- 3 - Bluegrass Mural
- 4 - Community Garden

Recommendations

- 1 - Redesign Roundabout / Gateway
- 2 - Plaza / Picnic Area
- 3 - Conceptual Redevelopment
- 4 - Redesign 1st Street as Festival Street
- 5 - Maintain Mid-Block Multimodal Access
- 6 - Redesign Rear Access Drive and Parking Areas
- 7 - Connection from 1st to Creek
- 8 - Redesign / Repave Tiered Parking Area to Serve 1st Street
- 9 - Extend Snyder Street with Bridge Over Creek

OBJECTIVES AND STRATEGIES

OBJECTIVE 1

Work to improve the cleanliness of Downtown to make it more appealing and inviting and lessen the burden for business and property owners.

STRATEGIES:

- » Explore the creation of a Downtown Maintenance District to provide communal trash/recycling receptacles throughout downtown and manage them.
- » This district could also include regular cleaning and maintenance of public spaces throughout downtown.
- » Also explore a composting program as part of this district and provide education around composting and recycling and encourage overall sustainable practices to reduce waste that goes into the landfill.
- » Work with property and business owners on a consolidated trash maintenance plan that encourages shared dumpsters or enclosures and a shared operator with consistent trash pick up days for downtown.



Seasonal flower baskets hung on lights in downtown Ouray, CO.

OBJECTIVE 2

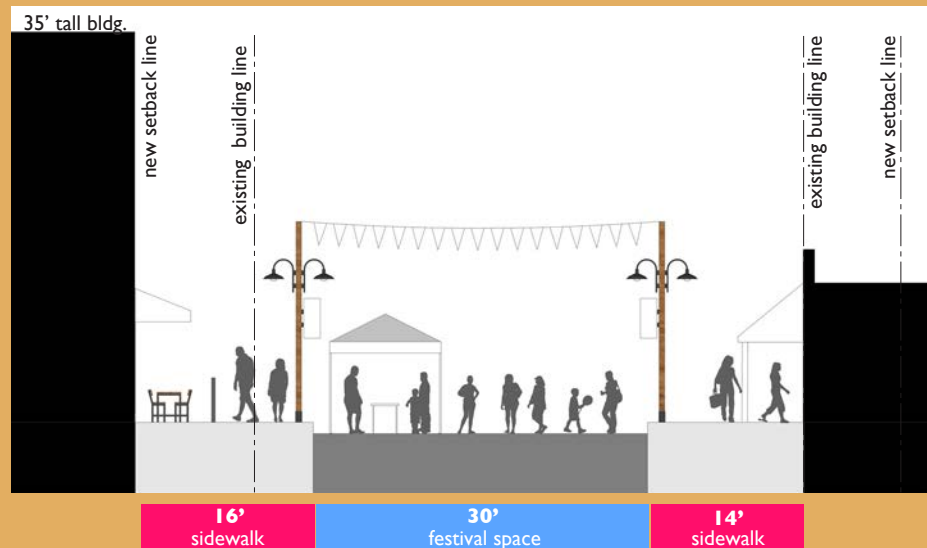
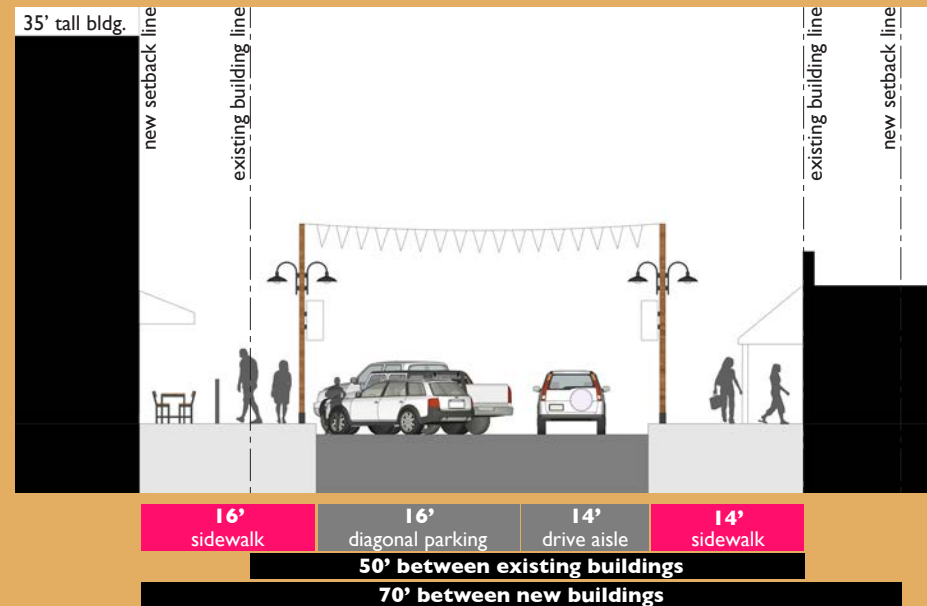
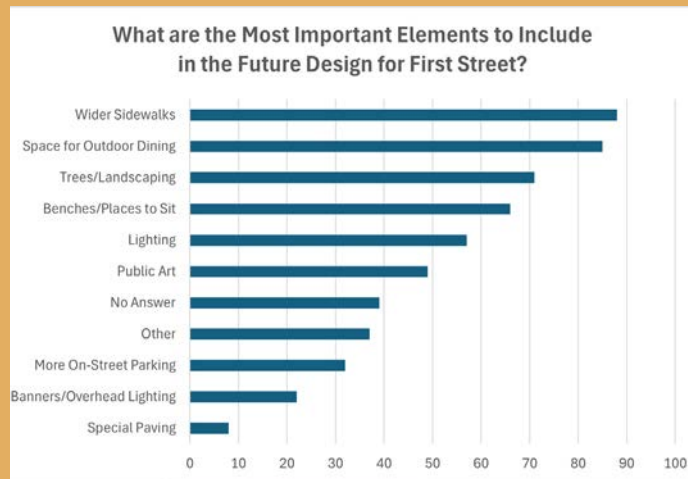
Work to create a cohesive “Downtown Nederland” identity by incorporating consistent streetscape elements, lighting, and signage.

STRATEGIES:

- » **CATALYTIC PROJECT:** Redesign E. First Street from Bridge Street to Snyder that operates as a “flexible street” that can be used to host special events or as a seasonal pedestrian mall.
- » Implement Downtown Wayfinding and Signage program to increase awareness of parking and downtown destinations and elevate the Nederland brand.
- » Create a consistent streetscape palette that builds on the wayfinding and signage program that can be implemented over time (consistent lighting fixtures, benches, trash receptacles, bike parking, and other streetscape amenities.) Select fixtures and furnishings that fit in the with character of downtown.
- » Begin to implement pedestrian-scaled lighting to downtown streets and trails as street and trail projects are implemented and funding is identified. Refer to Figure 12 for desired lighting locations.
- » Consult lighting professional when designing lighting to ensure selected lighting complies with dark skies and for best color/temperature of lighting to maintain a “quaint” downtown experience.
- » Explore solar-powered bollards along the Boulder Creek trail from the covered bridge to the pond as a pilot project. Install in other trail areas as improvements are made.

CATALYTIC PROJECT #5: EAST 1ST STREET “FLEXIBLE” STREET

Creating a flexible First Street was overwhelmingly supported amongst community members in the in-person and online engagement. Some business owners are more skeptical and concerned that closing the street to cars could hurt business. The city and DDA should continue to develop the preferred design of 1st Street with community and stakeholder engagement and test out the concept during the summer for businesses to experience and respond to different conditions.



CATALYTIC PROJECT #5: EAST 1ST STREET “FLEXIBLE” STREET



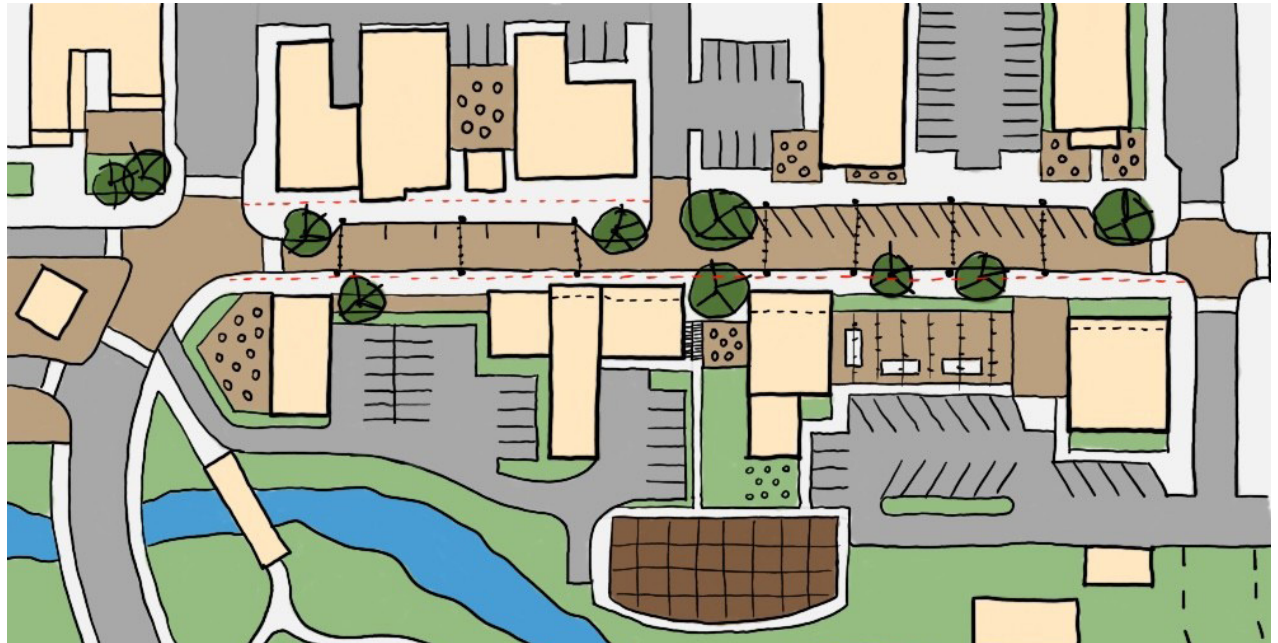
Conceptual Rendering - The rendering above depicts the vision of First Street as a “festival street” during a summer Farmer’s Market. The street is designed to allow vendors to take over parking spaces the drive lane would be transformed into a pedestrian-only space. Fire access would be maintained by keeping the pedestrian-only space clear of obstructions.

Planter pots and special signage would be placed at the intersection with Bridge and Snyder Streets to block vehicles from entering the space. The street could be designed as a “curbless” space, or it may be necessary to include curb and gutter. More detailed design and engineering will determine the best street section.

CATALYTIC PROJECT #5: EAST 1ST STREET “FLEXIBLE” STREET

Plan View Rendering - The rendering to the right shows a plan view of the preliminary “festival street” concept. Key elements to consider in further design and engineering includes:

- » Figuring out if a “curbless” street is feasible or if curb and gutter are needed.
- » Sensitively integrate street design with topography and include ADA ramps when necessary to reach building entrances.
- » Ability to underground power lines and upgrade underground utilities as part of street reconstruction.
- » Maintaining one-way (eastbound) travel lane with parking on north side of the street.
- » Incorporating lighting and other streetscape elements (banners, flowers, trees/landscaping, benches, trash cans, bike parking, etc.) that fit in with the historic character.
- » Ability to work around existing buildings while expanding sidewalks - for example, this concept includes parallel parking on the first half of the block to provide more sidewalk space where buildings are closest to the street (refer to red dashed lines which indicate existing roadway space).
- » Infrastructure (power at consistent intervals, bollards, blockades, special signage, etc.) for seamlessly transitioning to a festival space.
- » Ability to incorporate high-quality materials to differentiate the ground plane of First Street while considering the mountain climate, cost and maintenance.
- » Incorporating a plan for deliveries.



- » Incorporating a series of small plazas along the street and potentially temporary uses on vacant properties, like as shown to the east of Busey’s (food trucks or seasonal vendors that are always open, not just during festivals).
- » Eliminating curb cuts on First Street, except for a mid-block access drive on the north side of First Street to break up block and provide access to parking.
- » Formalizing parking spaces on private property on both sides of First Street to create a more organized environment.
- » Formalized rear access drive south of First Street that can double as a pedestrian path on the north side of creek.
- » Opportunity to expand community gardens.



Photo showing rear access drive today and limited space available to expand.

CASE STUDY: IDAHO SPRINGS MINER STREET

The City of Idaho Springs began experimenting with a “flexible” street during the Covid-19 pandemic as a way to maintain social spacing while still supporting downtown businesses. They have gone through multiple iterations of testing out the “Miner Street Marketplace” since 2021 and are currently finalizing design of Miner Street as a complete street reconstruction project to support the concept for years to come.



April 2021 - during the winter months of 2020/21, the city expanded the public space on the north (sunny) side of the street to give diners an opportunity to enjoy outdoor dining on warmer Colorado winter days. They transformed the two-way street to a one-way street in order to gain more public space for diners/shoppers.



July 2021 - during summer months, the street was closed to vehicles and businesses on both sides of the street were able to expand outdoor seating and sales into the street, maintaining the center aisle for pedestrians.



July 2023 - the “Miner Street Marketplace” experiment continues with more investment from businesses such as this significant pergola structure with outdoor dining and planters and flower pots to add to the ambiance.



Renderings show the future conceptual design of Miner Street and how it would function throughout the seasons (left: with cars; right: without cars).

OBJECTIVE 3

Invest in creating unique outdoor placemaking experiences in Downtown Nederland that celebrates the history as a mining, ski/mountain, and music town.

STRATEGIES:

- » **CATALYTIC PROJECT: Build an amphitheater near Barker Reservoir to support live music and other events to activate and improve this area of Downtown.**
- » Provide a series of small plazas and pocket parks throughout downtown to provide resting areas and celebrate views for downtown visitors. Some are on public property and can be implemented by the town or DDA and others are on private property and should be encouraged by property owners/developers. Refer to Figure 12 for potential locations.
- » Implement “Downtown Loop” trail over-time. Focus on improving access to the creek, especially on the north side behind First Street businesses.
- » Continue to fund and implement place-based public art in downtown that celebrates Netherlands history as a mining, ski/mountain, and music town.
- » Create a master plan for the Boulder Creek, Chipeta Park, and Barker Reservoir areas that can be built overtime to create a cohesive outdoor park system for Downtown.

CATALYTIC PROJECT #6: BARKER RESERVOIR AMPHITHEATER

Building a permanent stage and amphitheater near Barker Reservoir has been considered for years. In 2024, the DDA conducted a summer concert series to confirm that Barker Reservoir was the correct location for such a venue. It was confirmed and is supported by the DDA and they plan to move forward with design and engineering for a pavilion/stage and improvements surrounding Guercia Field and Barker Reservoir to support events in this location. Some examples of similar-scale amphitheaters from Colorado and elsewhere are shown below for inspiration.



FibArk Festival in Salida, CO - permanent stage/structure (credit: Creekside Chalets)



Example of tensile structure over stage (credit: USA Shade)



Temporary stage/festival in South Main: Buena Vista, CO (credit: South Main)



Example of metal/wood structure over stage in Seattle, WA (credit: Lund Ospahl)



IMPLEMENTATION

In the past, the town has struggled to make progress as opinions have differed. This subarea plan seeks to outline a common vision and establish roles for different entities. However, implementation will require working together to achieve success. Just as the town embodies a sense of community, so should the leadership. Improvements will occur over time and should be prioritized based on desire, need, available funding, and resources. The Town cannot achieve the vision of this plan on its own, within the confines of a municipal budget. Strategic partnerships and outside funding will be necessary.

The Town should work closely with the Downtown Development Authority, the local business community, property owners and developers, Boulder County, the City of Boulder, Eldora Mountain, CDOT, RTD, the Peak to Peak region, and other downtown advocates to champion the vision. This implementation chapter should be used as a way to implement the plan based on priorities and funding. An 18 Month Action Plan is provided first as a way to prioritize all elements of the plan into actionable next steps. The rest of the plan recommendations are organized into ongoing implementation efforts. Also refer to the Multimodal Transportation Plan and Comprehensive Plan for more recommendations that may be relevant to downtown.

18 MONTH ACTION PLAN

ECONOMIC DEVELOPMENT AND HOUSING RECOMMENDATIONS:		RESPONSIBILITY:
OBJECTIVE 1: SUPPORT AND STABILIZE EXISTING BUSINESSES.		
• Create Downtown Economic Vitality Board and start meeting regularly to discuss downtown issues and serve as a champion for moving goals of Downtown Subarea Plan forward.		Town & DDA
• Conduct a survey of downtown business owners to understand what their greatest needs and desires are to feel supported and to what degree they are concerned about displacement.		DDA
• Explore creating a grant program to support small businesses that want to make improvements to their storefront or site. Gauge interest in accessing small grants in the survey listed above. Look to other DDA's for examples and funding amounts.		DDA
• Work diligently to promote existing businesses through marketing via Town and DDA websites and other outlets like social media, Eldora, etc. Consider promotions and winter activities or programs to gain more customers in winter months.		Town & DDA
OBJECTIVE 2: RECRUIT NEW BUSINESSES THAT ARE NEEDED AND DESIRED IN THE COMMUNITY.		
• Conduct a Market Assessment to understand what types of new businesses are viable and could be supported and competitive market advantages of Nederland.		DDA
• Work with Peak to Peak Chamber of Commerce once they are up and running to assist with economic development and recruitment strategies.		Town & DDA
OBJECTIVE 3: UPDATE POLICIES TO REQUIRE OR INCENTIVIZE AFFORDABLE AND WORKFORCE HOUSING.		
• Begin to implement recommendations from the Housing Needs Assessment and work with Planning Commission and Board of Trustees on appropriate housing policies. Prioritize the downtown area for affordable and workforce housing needs.		Town
• If a housing or mixed use project moves forward ahead of adopting official policies, consider a Developer's Agreement to enforce some level of affordability and/or local workforce assurance for housing units in downtown.		Town

18-MONTH ACTION PLAN, CONTINUED

GROWTH AND CHARACTER RECOMMENDATIONS:		RESPONSIBILITY:
OBJECTIVE 1: ENCOURAGE NEW DEVELOPMENT TO BE IN LINE WITH THE TRADITIONAL HISTORIC CHARACTER AND INCLUDE A MIX OF USES TO SUPPORT A VIBRANT DOWNTOWN.		
• Establish First Street Overlay District and Update CBD Design Standards and Guidelines - draft overlay district and design standards and guidelines using recommendations from this plan and work with Planning Commission, Board of Trustees, and Downtown stakeholders to refine. Also ensure development and design review process for projects in downtown are straightforward.		Town
• Update Industrial zone district to allow more flexibility in uses.		Town
OBJECTIVE 3: ENCOURAGE PROTECTION OF HISTORIC ASSETS, HISTORIC TOURISM, AND PLACEMAKING OPPORTUNITIES TO CELEBRATE NEDERLAND'S UNIQUE HISTORY.		
• Work with property owner of industrial land when updating zoning and discuss potential of creating a National and/or County Historic District and educate property owner of benefits and potential partners.		Town
• Work with Visitor Center team and DDA to begin to incorporate more acknowledgement of Nederland's history in local art, events, and programs.		Town & DDA
CIRCULATION, GATEWAYS, AND PARKING RECOMMENDATIONS:		RESPONSIBILITY:
OBJECTIVE 1: IMPLEMENT ALREADY PLANNED/FUNDED INFRASTRUCTURE PROJECTS IN THE PIPELINE.		
• Complete final construction documents and bid process for constructing Jefferson Street and West First Street + Visitor Center parking lot. Consider recommendations from this plan when updating construction documents.		Town
• Install wayfinding signage throughout downtown per DDA documents and town bidding process.		Town & DDA
OBJECTIVE 2: UPGRADE EXISTING SIDEWALKS TO BE ADA-COMPLIANT AND ADD SIDEWALKS WHERE THEY DO NOT EXIST.		
• Complete final construction documents and bid process for constructing 2nd Street sidewalks to be ADA-compliant. Consider applying for a Revitalizing Main Streets grant following plan adoption.		Town
• Focus on making 1st Street more walkable and ADA-compliant. Consider short-term projects ahead of full reconstruction like installing temporary sidewalks/decking and ramps to businesses and testing out the flexible street/pedestrian mall concept (Also refer to Recreation, Tourism, and Placemaking section for more info.)		Town & DDA
OBJECTIVE 3: IMPROVE CONNECTIVITY AND EMERGENCY EGRESS THROUGHOUT DOWNTOWN TO ALLEVIATE CONGESTION.		
• Decide on final location of bridge and negotiate land purchase or easement (if Snyder Street property).		Town
• Complete engineering and bidding process for constructing bridge.		Town
• Promote walking to and from either side of the creek while visiting town to reduce congestion and parking demand (also see parking recommendations.)		Town & DDA
OBJECTIVE 4: IMPROVE THE PARKING EXPERIENCE OF DOWNTOWN AND ALLOW FOR FLEXIBILITY IN SEASONAL VISITATION FLUCTUATIONS.		
• Conduct a Paid Parking Pilot Program to experiment with the process, rates, and viability of a paid parking program.		Town
• Create an intuitive Downtown Parking Map as part of the signage program to promote easy access to public parking and rules associated with different parking locations to make it easy for the public to use.		DDA

18-MONTH ACTION PLAN, CONTINUED

CIRCULATION, GATEWAYS, AND PARKING RECOMMENDATIONS:		RESPONSIBILITY:
OBJECTIVE 5: IMPROVE IMPORTANT INTERSECTIONS AS “GATEWAYS” TO DOWNTOWN.		
<ul style="list-style-type: none"> Complete final construction documents and bid process for constructing new roundabout design at Bridge & 2nd. Use preliminary design from Transportation Plan and Downtown Subarea Plan to get cost estimates and apply for grant funding. 		Town (lead) DDA (financial support)
<ul style="list-style-type: none"> Finalize construction documents for intersection improvements as identified in Transportation Plan for Lakeview Drive and Highway 72 intersection. 		Town
RECREATION, TOURISM, AND PLACEMAKING RECOMMENDATIONS		RESPONSIBILITY:
OBJECTIVE 1: WORK TO IMPROVE THE CLEANLINESS OF DOWNTOWN TO MAKE IT MORE APPEALING AND INVITING AND LESSEN THE BURDEN ON BUSINESS AND PROPERTY OWNERS.		
<ul style="list-style-type: none"> Engage with downtown businesses via the Economic Vitality Task Force or regular one-on-one DDA engagement to begin conversations with property and business owners about the possibilities of consolidating trash maintenance and beginning a maintenance district. Explore the costs of implementing a maintenance district and pros/cons of the program. 		DDA
OBJECTIVE 2: WORK TO CREATE A COHESIVE “DOWNTOWN NEDERLAND” IDENTITY BY INCORPORATING CONSISTENT STREETSCAPE ELEMENTS, LIGHTING, AND SIGNAGE.		
<ul style="list-style-type: none"> Test the concept of a flexible 1st Street during the high season of 2025. Work with the Economic Vitality team to create the program and assist in funding for infrastructure improvements like bollards, signage, planter pots, and assisting businesses with programming outdoor space to increase sales. 		Town & DDA
<ul style="list-style-type: none"> Implement downtown wayfinding and signage program. 		DDA
<ul style="list-style-type: none"> Conduct 30% design and cost estimating of future 1st Street with a robust engagement process that involves property and business owners and the general public to receive input. This process should finalize the community vision for 1st Street and provide cost estimates in order for the Town/DDA to secure funding to build. 		Town & DDA
OBJECTIVE 3: INVEST IN CREATING UNIQUE OUTDOOR PLACEMAKING EXPERIENCES IN DOWNTOWN NEDERLAND THAT CELEBRATES THE HISTORY AS A MINING, SKI/MOUNTAIN, AND MUSIC TOWN.		
<ul style="list-style-type: none"> Finalize construction documents and bid process for constructing new amphitheater and public restrooms at Barker Reservoir. 		DDA
<ul style="list-style-type: none"> Create a master plan for the Boulder Creek, Chipeta Park, and Barker Reservoir areas that can be built overtime but provide more detail than the Downtown Subarea Plan on programming and specific park and trail elements. 		PROSAB

ONGOING SUBAREA PLAN IMPLEMENTATION

ECONOMIC DEVELOPMENT AND HOUSING RECOMMENDATIONS:		RESPONSIBILITY:
OBJECTIVE 1: SUPPORT AND STABILIZE EXISTING BUSINESSES.		
• Continue to explore grant program through the DDA and other incentives to support existing businesses.		DDA
• Support pathways to ownership for businesses that may want to purchase rather than lease their property.		Town & DDA
• Work to temporarily relocate businesses if redevelopment of their current space is occurring.		DDA & Developer
OBJECTIVE 2: RECRUIT NEW BUSINESSES THAT ARE NEEDED AND DESIRED IN THE COMMUNITY.		
• Consider incentives for businesses/companies that provide a significant number of jobs or other community benefit.		Town
OBJECTIVE 3: UPDATE POLICIES TO REQUIRE OR INCENTIVIZE AFFORDABLE AND WORKFORCE HOUSING.		
• Continue to implement Housing Needs Assessment recommendations and ways to prioritize local workforce in new housing units. Update the HNA to include Eldora as major employer.		Town
• Work with large employers, like Eldora to help with creative housing solutions for employees.		Town
• Create local housing authority to administer deed restrictions and as an entity that focuses on providing affordable housing in the community.		Town
GROWTH AND CHARACTER RECOMMENDATIONS:		RESPONSIBILITY:
OBJECTIVE 1: ENCOURAGE NEW DEVELOPMENT TO BE IN LINE WITH THE TRADITIONAL HISTORIC CHARACTER AND INCLUDE A MIX OF USES TO SUPPORT A VIBRANT DOWNTOWN.		
• Encourage sensitive and small-scale infill development in downtown that contributes to the unique sense of place and provides opportunities for new local businesses and housing for the community.		Town
OBJECTIVE 2: ENCOURAGE ADAPTIVE REUSE AND ACTIVATION OF VACANT BUILDINGS AND SITES TO PRESERVE CHARACTER AND PROVIDE AFFORDABLE SPACE FOR BUSINESSES.		
• Explore incentives (and/or penalties) for property owners to encourage reuse and activation of vacant buildings and sites. Use this plan for guidance in creating regulations and incentives and look to other communities who have instituted similar programs.		Town
OBJECTIVE 3: ENCOURAGE PROTECTION OF HISTORIC ASSETS, HISTORIC TOURISM, AND PLACEMAKING OPPORTUNITIES TO CELEBRATE NEDERLAND'S UNIQUE HISTORY.		
• Continue to explore grants and programs that support historic preservation and advance the recommendations from the 1999-2000 Historic Buildings Survey.		Town
• Continue to educate property owners on the benefits of historic designation.		Town
• Work together to implement public art and historic plaques/signage or other ways to celebrate Nederland's history.		Town, DDA, Visitor's Center
• Update, expand, and promote the Historic Nederland Walking Tour as part of the "Downtown Loop".		Town & DDA

ONGOING SUBAREA PLAN IMPLEMENTATION

CIRCULATION, GATEWAYS, AND PARKING RECOMMENDATIONS:		RESPONSIBILITY:
OBJECTIVE 2: UPGRADE EXISTING SIDEWALKS TO BE ADA-COMPLIANT AND ADD SIDEWALKS WHERE THEY DO NOT EXIST.		
• Install new sidewalks throughout downtown, according to priority level recommended herein, as funding is available. Consider allocating a line item in the annual budget to allocate toward sidewalk construction.		Town
• If a street improvement or development project is planned, sidewalks should be installed as part of those upgrades.		Town & Developers
OBJECTIVE 3: IMPROVE CONNECTIVITY AND EMERGENCY EGRESS THROUGHOUT DOWNTOWN TO ALLEVIATE CONGESTION.		
• Construct new bridge after finalizing location, design, and ownership. Implement improvements on periphery streets leading to the bridge (such as Snyder Street and Lakeview Drive if Snyder Street alignment is chosen).		Town
• Explore other opportunities for pedestrian bridges across the creek to improve connectivity and walkability from the Downtown Core to the South Gateway (shopping center).		Town & DDA
OBJECTIVE 4: IMPROVE THE PARKING EXPERIENCE OF DOWNTOWN AND ALLOW FOR FLEXIBILITY IN SEASONAL VISITATION FLUCTUATIONS.		
• Continue to develop a Downtown Parking Management Plan that includes plans for employee parking, paid parking, resident parking, different seasonal changes, and special events.		Town
• Continue to explore opportunities to expand parking supply, as needed. Possibilities to explore include expanding or reconfiguring the RTD lot, paving and striping town streets in downtown, Community Center, and Barker Reservoir area (including potential to purchase the Amerigas lot).		Town
OBJECTIVE 5: IMPROVE IMPORTANT INTERSECTIONS AS “GATEWAYS” TO DOWNTOWN.		
• Construct intersection improvements at Hwy 119 and Lakeview Drive.		Town
• Continue to study and improve intersections along Boulder Canyon Drive (with Snyder and East) to include safe pedestrian crossings and signage.		Town

ONGOING SUBAREA PLAN IMPLEMENTATION

RECREATION, TOURISM, AND PLACEMAKING RECOMMENDATIONS		RESPONSIBILITY:
OBJECTIVE 1: WORK TO IMPROVE THE CLEANLINESS OF DOWNTOWN TO MAKE IT MORE APPEALING AND INVITING AND LESSEN THE BURDEN ON BUSINESS AND PROPERTY OWNERS.		
• Continue exploring possibilities to improve DDA services, including but not limited to the possibility of creating a consolidated trash and maintenance service/program.		DDA
• Explore a composting program for downtown businesses and other tactics to improve environmental impacts.		Town & SAB
OBJECTIVE 2: WORK TO CREATE A COHESIVE “DOWNTOWN NEDERLAND” IDENTITY BY INCORPORATING CONSISTENT STREETScape ELEMENTS, LIGHTING, AND SIGNAGE.		
• Complete the reconstruction of First Street based on further engagement, design, and engineering.		Town & DDA
• Continue to expand and implement downtown lighting and streetscape palette on other priority streets in downtown and the trail.		Town & DDA
OBJECTIVE 3: INVEST IN CREATING UNIQUE OUTDOOR PLACEMAKING EXPERIENCES IN DOWNTOWN NEDERLAND THAT CELEBRATES THE HISTORY AS A MINING, SKI/MOUNTAIN, AND MUSIC TOWN.		
• Continue to implement park master plan improvements to Boulder Creek, Chipeta Park, and Barker Reservoir as funding is available. Consistently pursue grants to assist with implementation.		Town & DDA & PROSAB
• Implement “Downtown Loop” walking trail.		Town & DDA
• Continue to encourage property owners and developers to invest in small publicly-accessible plazas, courtyards, and other interesting spaces that connect with streets and trails.		Town & DDA
• Implement small pocket parks and plazas on town-owned land.		Town & DDA