



**TOWN OF NEDERLAND
BOARD OF TRUSTEES
NDDA / BOT WORK SESSION**

**NEDERLAND COMMUNITY CENTER
750 Hwy 72 Nederland, CO 80466**

March 10, 2015, 6:00-8:00 pm

AGENDA

		<u>Est. Time</u>
A. INTRODUCTION	Mayor	5 min
B. UPDATE ON DOLA GRANT REQUEST	Alisha	5 min
• UPDATE ON MASTER PLAN EVENTS	Katrina	15 min
C. UPDATE ON NEDPEDS	Alisha/Eva	10 min
• COMPLETING OPR	Kevin	10 min
D. DDA GOALS FROM SAP	Mayor	35 min
E. OTHER PROJECTS NOT ON SAP	Katrina	35 min
F. OTHER BUSINESS		5 min
G. ADJOURNMENT		



TOWN OF NEDERLAND
OWNER'S PROJECT REQUIREMENTS

Nederland Pedestrian Enhancement Design (NedPeds)
and
Nederland Pedestrian Transportation and Storm Water
Management Improvement Project

Nederland, Colorado

September 7, 2012

Revised October 4, 2012

Introduction:

The goal of the Owner's Project Requirements (OPR) is to understand the project goals for the Owner as it relates to sustainable, high performance design. The OPR also helps to influence decisions made during the design process by conveying the desires and interests of the Owner to the design team. This will be achieved through an outline of specific questions and general questions about community needs and sustainability goals and practices.

This document should be completed in the Pre-Design Phase of a project. After completion, the document should be distributed throughout the design team to increase understanding of the Owner's goals and interests.

The OPR is considered a "living document" and should be updated to include any changes to the Owner's project goals at the end of design and construction.

Location:

Nederland, Colorado

Construction:

The project is to be a 'Design-Bid-Build' construction process.

LEED Goals:

Meet the basic tenets of LEED per Town Resolution 2011-21 "*to insure that all projects developed in the Town of Nederland will comply with applicable sections of the LEED Rating System, and or other similar systems*". The project consultants should reference the "LEED Neighborhood Development Rating System" and the "Sustainable Sites Initiative Guidelines and Performance Benchmarks" to identify clear and measurable goals to increase the project's sustainability. They should also document which of these objectives could be addressed in this project and how they could be achieved.

Project Description:

The Town of Nederland has come to recognize that healthy ecosystems provide essential services that sustain life and therefore understands the importance of placing the preservation, protection, or enhancement of ecosystem services at the top of the community's priority list.

Additionally, the Town of Nederland recognizes the impact land development and management practices can have on ecosystem services.

Following is a list of ecosystem services that can be preserved, protected or enhanced through the use of sustainable land development and management practices:

1. Air and water cleansing:
 - Removing and reducing pollutants in air and water

- Habitat functions
 - Providing refuge and reproduction habitat to plants and animals, thereby contributing to conservation of biological and genetic diversity and evolutionary process
2. Water supply and regulation:
 - Storing and providing water within watersheds and aquifers
 - Waste decomposition and treatment
 - Breaking down wastes and recycling nutrients
 3. Erosion and sediment control:
 - Retaining soil within an ecosystem, preventing damage from erosion and siltation
 4. Human health and well-being benefits:
 - Enhancing physical, mental and social well-being as a result of interaction with nature
 5. Hazard mitigation:
 - Reducing vulnerability to damage from flooding, storm surge, wildfire and drought
 - Food and renewable non-food products
 - Producing food, fuel, energy, medicine or other products for human use
 6. Pollination:
 - Providing pollinator species for reproduction of crops and other plants
 7. Cultural benefits:
 - Enhancing cultural, educational, aesthetics and spiritual experiences as a result of interaction with nature

The importance of ecosystem services were not considered in traditional land use development and management practices within the Town of Nederland. This has resulted in a loss of ecosystem functionality, including storm water management, erosion and sedimentation control.

Additionally, the Town has also come to recognize the ecological benefits of increasing the use of non-motorized transportation in Town and throughout our region.

The Town of Nederland has committed to becoming a sustainable community and has committed to move forward in a sustainable manner.

Background

A need for safe pedestrian/biking trails that would allow residents and visitors to safely and easily walk or bike between from the east to the west end of town was established by PROSAB and SAB.

The central and south portions of town have been connected by a sidewalk built in 2009. The east to west connectivity is hampered by a lack of defined, non-motorized paths and increased traffic.

Several thunderstorms last summer also showed that there has been a dramatic increase in the velocity/volume of water in North Beaver Creek that caused damage to property adjacent to the creek. The eastern portion of 2nd Street is dirt, while the upper section to the west is paved. Open drainage ditches on each side of the street make crossing the street impractical for some residents and walking down the street is equally impractical due to many large pot holes that reappear after each large rain event. Children and young people going to the Family and Teen Center from other areas of town must use the center of the street for walking due to large drainage ditches on either side of the road, forcing them to walk in the middle of the street with and between cars. The need for safe pedestrian and bicycle paths is becoming more acute as development of vacant land brings more traffic and parked cars.

The Need for the Project:

Using 2nd Street to connect the Post Office to the Library will allow people living on 2nd Street to have safe, non-motorized access to both locations. Many children and families live on 2nd Street and the street has become hazardous with increased vehicular traffic, as well as from the deteriorating conditions of the road surface. The conditions of the road are unsustainable for the future due to erosion, instability, and continued maintenance.

In promoting a healthy community, Nederland strives to encourage alternative modes of transportation. The need for this is to encourage a healthier lifestyle, while also helping to decrease obesity which is a problem nationwide. Colorado's obesity rate is the lowest in the country for adults, but the obesity rate for children is rising. This is due in part to a decrease in physical activity and more passive indoor activities. In order to help lower this rate, healthy cities have adopted multi-modal forms of transportation. The proposed east/west pedestrian/biking path will help to achieve this purpose.

The need for controlling storm water in the mountains is a concern due to the severity of the storms and the spring runoff. The water from high elevations needs to be safely directed to collection points for use by cities in other parts of the state. Debris and hazardous materials need to be filtered along the riparian corridors to insure clean and healthy drinking water downstream.

This project will address two major issues for the Nederland community in its quest to becoming sustainable:

1. **Improved non-motorized circulation:**

Reducing our dependence on traditional non-renewable forms of transportation is a small but important step in becoming a sustainable community. Developing a non-motorized circulation system that allow community members to walk or bike to local destinations and to region transportation portals will result in cleaner air, healthier community members, and a greater sense of community.

In order to improve non-motorized transportation, we must first understand how well our existing non-motorized transportation system functions, then determine where and how improvements should be made in order to be successful.

2. Improved watershed functionality through focused improvements in storm water management systems:

It is important for the town to develop and maintain a high functioning storm water management system which allows for safe transportation and protects property from damage, while also helping to retain and restore the watershed's natural ecosystem functionality. Preserving, protecting, enhancing and learning from healthy ecosystems are an essential part of becoming a sustainable community.

In order to effectively address storm water in our developed areas, the Town would like to understand how the watershed reacts naturally to storm water, then to develop solutions for managing storm water that work with the natural systems.

Therefore, tasks related to the inherent synergies of addressing non-motorized transportation and storm water management are:

- Development of a Need Statement (see Exhibit A attached) regarding non-motorized transportation and storm water management, including an explanation of the inherent synergies benefited by the chosen pathway route, with respect to existing traffic issues, and existing storm water management issues along the same corridor.
- Participation by consultants in an EPA-sponsored biomimicry workshop to determine focus of design objectives.
- Assessment of existing conditions regarding non-motorized transportation and storm water management.
- Voluntary compliance with EPA Municipal Separate Storm Sewer (MS 4) Standards.
- Development of measurable parameters that help our community determine functionality of our non-motorized transportation and storm water management systems.
- Development of design documents that result in improved non-motorized transportation and storm water management.

Funding Related Requirements:

The Town currently has funding available through the Denver Regional Council of Governments (DRCOG) that requires the following requirements which were listed in the original application for Phase II Sidewalks submitted in October 2010:

1. The project will provide an 8 ft. wide multi-use path for use by pedestrians and bicycles from East Street to Jackson Street connecting the Post Office with the Nederland Public Library and the RTD Park n Ride.
2. The path will connect to existing sidewalks and grade separation of North Beaver Creek.

3. The project will also include 20 bicycle racks (10 will be covered parking) and improved bus stops.
4. The bus stops will be improved by adding paving (currently the bus stops are dirt areas) and by providing a covered area at one stop.
5. The project will also include curb and gutter, curb ramps and crosswalk markings.

The Town intends to utilize this funding to focus on areas that offer the greatest potential for improvement to our non-motorized transportation system while at the same time addressing issues in our storm water management system.

Community Related Requirements:

- Coordination of several open community workshops geared toward better understanding of non-motorized transportation and storm water management. These workshops should be designed to encourage and improve our community's social interactions
- Protection of the town's rural and rustic character
- Protection of the environment through improved habitat and ecosystem functionality
- Utilization of local resources and labor while identifying opportunities for development of a localized economy
- Identification of opportunities for this project to further improve our community's social interactions
- Incorporating educational opportunities throughout the project
- Critical assessment of each decision for opportunities to achieve the following:
 - Reduce and eventually eliminate our dependence on fossil fuels and heavy metals
 - Reduce and eventually eliminate our dependence on man-made chemicals that persist in nature.
 - Reduce and eventually eliminate the destruction of nature.

Project Schedule and Budget (Owner):

The expected completion of this project is fall of 2013.

The total construction budget for the project is (\$)_____.

Future expansion goals:

Flexibility needs:

Schedule of operation: _____

Sustainability Goals and Objectives (Design Team):

Top 5 goals for sustainability and energy efficiency (energy, water, materials, etc.):

Energy goals:

Water goals:

Material goals:

Other: _____

Other: _____

Green Technologies and Systems (Design Team):

Top 3 green system or technologies that should be considered for this project:

1. _____

2. _____

3. _____

Other Requirements (Owner):

Community requirements:

Aesthetic requirements:

Security requirements:

Accessibility requirements:

Communication requirements:

Constructability requirements:

Health and hygiene requirements:

Capacity requirements: _____

Efficiency and Sustainability Goals and Practices:

Warranty Requirements:

Measure of Success in terms of Sustainability (Owner):

1. _____
2. _____
3. _____
4. _____

Exhibit A

Need Statement

Created June 2012 by the Design Advisory Team Of the Nederland Downtown Development Authority

The Town of Nederland has come to recognize that healthy ecosystems provide essential services that sustain life and therefore understands the importance of placing the preservation, protection or enhancement of ecosystem services at the top of the community's priority list.

Additionally, the Town of Nederland recognizes the impact land development and management practices can have on ecosystem services.

Following is a list of ecosystem services that can be preserved, protected or enhanced through the use of sustainable land development and management practices.

Air and water cleansing

Removing and reducing pollutants in air and water.

Habitat functions

Providing refuge and reproduction habitat to plants and animals, thereby contributing to conservation of biological and genetic diversity and evolutionary process

Water supply and regulation

Storing and providing water within watersheds and aquifers

Waste decomposition and treatment

Breaking down wastes and recycling nutrients

Erosion and sediment control Retaining soil within an ecosystem, preventing damage from erosion and siltation

Human health and well-being benefits

Enhancing physical, mental and social well-being as a result of interaction with nature

Hazard mitigation

Reducing vulnerability to damage from flooding, storm surge, wildfire and drought

Food and renewable non-food products

Producing food, fuel, energy, medicine or other products for human use

Pollination

Providing pollinator species for reproduction of crops and other plants

Cultural benefits

Enhancing cultural, educational, aesthetics and spiritual experiences as a result of interaction with nature

The importance of ecosystem services were not considered in traditional land use development and management practices within the Town of Nederland. This has resulted in a loss of ecosystem functionality including storm water management, erosion and sedimentation control.

Additionally, the Town has also come to recognize the ecological benefits of increasing the use of non-motorized transportation in Town and throughout our region.

The Town of Nederland has committed to becoming a sustainable community and has committed to move forward in a sustainable manner.

Sustainable development is development that meets the needs of the present without compromising the ability of future generations or other communities from meeting their needs.

This project will address two major issues for the entire community of Nederland in its quest to becoming a sustainable community.

1. Improved non-motorized circulation

Reducing our dependence on traditional non-renewable forms of transportation is a small but important step in becoming a sustainable community. Developing a non-motorized circulation system that allow community members to walk or bike to local destinations and to region transportation portals results in cleaner air, healthier community members and a greater sense of community.

2. Improved watershed functionality through focused improvements in storm water management systems.

Developing and maintaining a high functioning storm water management system not only protects private property from damage but also helps retain and restore the watersheds natural ecosystem functionality. Preserving, protecting, enhancing and learning from healthy ecosystems are an essential part of becoming a sustainable community.

Non-motorized Circulation

In order to improve non-motorized transportation, we must first understand how to measure how well our existing non-motorized transportation system functions.

Once we understand the functionality of the existing non-motorized circulation system, we can then determine where and how improvements should be made in order for improvements to be successful.

Storm water Management

In order to effectively address storm water in our developed areas we must first understand how the water shed reacts naturally to storm water.

Once we understand how our watershed reacts naturally to storm water we can then develop solutions for managing storm water that work with the natural systems as opposed to the traditional methods of working against the natural systems.

Background

A need for safe pedestrian/biking trails was established by PROSAB and SAB that would allow the habitants to safely and easily walk/bike between from the East to the west end of town.

The North and South ends of Town have been connected by a sidewalk built in 2009. The East to West connectivity is hampered by lack of defined non-motorized paths and increasing traffic due to development.

Several storms last summer also showed that since recent development on the North Beaver Creek meadow there had been a dramatic increase in the velocity of the water in North Beaver Creek causing damage to property further downstream. The lower portion of 2nd Street to the East is dirt while the upper section to the West that contains the Library is paved. The impact of non-pervious surfaces on watersheds is well documented and the Town of Nederland is a living example of these negative impacts.

Further development projects on 2nd Street have been unable to obtain accurate elevations for connecting sidewalks and handicap ramps, making some of them unusable. Open drainage ditches on each side of the street make crossing the street impractical for some residences and walking down the street is equally impractical for some residences due to many large pot holes that reappear after each large rain event. Children and young people going to the Family and Teen Center from other areas of Town must use the center of the street for walking due to large drainage ditches on either side of the road, forcing them to walk in the middle of the street with and between cars. The need for safe pedestrian and bicycling paths is becoming more acute as some of the vacant land in the area is developed bring more traffic and more parked cars.

The need for connectivity:

Using 2nd Street to connect the Post Office to library allows people living on second street non-motorized access to both locations safely. Many children and families live on 2nd Street and the street has become hazardous with increased vehicle traffic from the mixed use and commercial sections, as well as from the deteriorating conditions of the road surface.

Nederland has adoptive a sustainability Resolution that will direct the community going forward. The deteriorating conditions of the road are unsustainable for the future, not only from a cost stand point, but also from erosion and instability. Mountain communities have vanished over past decades due to wind and soil erosion, such as Caribou and others.

In promoting a healthy community, Nederland strives to encourage alternative modes of transportation. The need for this is to encourage a healthier lifestyle decreasing obesity which is a problem nationwide. Colorado's obesity rate is the lowest in the country for adults, but the obesity in children is rising rapidly from 3rd in the country to 23rd in 2011. This is due in part to a decrease in physical activity and more passive indoor activities. In order to lower this rate further, healthy cities have adopted multi-model forms of transportation. The proposed east/west pedestrian/biking path will fulfilled this purpose.

The need for controlling storm water in the mountains is greater than in lower elevations due to the severity of the storms and the spring runoff. The water from even higher elevations needs to be safely directed to collection points for use by cities in other parts of the state. Debris and hazardous materials need to be filtered along the run off corridors to ensure clean and healthy drinking water downstream.

With this project we will be able to address two major issues for the entire community of Nederland. A walkable community, as well as a reduction in flooding from storm water runoff.

NDDA as Lead Organization										
#	ID	STAR	Action	Avg	Prioritization	Timeline	Work Status to Date	Remaining Steps to Complete	Cost Projection	Source
1	5D-01	BE-7	Ensure Tax Increment Financing (TIF) funds are being allocated in line with the Nederland Downtown Development Authority's (NDDA's) Plan of Development and the goals of the Board of Trustees; identify ways to build in sustainable items as part of the NDDA's Strategic Master Plan.	6.71	Funded	In 2014	In Progress	1. Provide report on current allocation of mill levy and TIF funding spending to all interested parties and the public 2. Justify each of the chosen funding items in the context of the Comprehensive Plan, the SAP, and the Nederland Downtown Development Authority plan 3. Develop a process for potential re-allocation of funds in line with current priorities	Part of DDA Master Plan Update. Budgeted in 2015	Ned Comprehensive Plan
2	2K-06	BE-6	Continue of the Adopt A Planter project for the Downtown area	28.14	Funded	Spring 2015	1. Completed in prior years 2. Plant more perennials. Star: BE-6 Action 7 potentially contributing to Outcome 4.	1. Identify a champion 2. Track results	DDA personnel	2014 NDDA Objectives
3	2J-02	BE-3	Update Municipal Code Chapter 16, Article VIII, Off-Street Parking and Loading to reflect recommendations of Town Board Ordinance 707	30.86	Identify Funding	In 2015-2016	In Progress; part of PC effort to align Comp Plan with Town Code; also DDA effort	1. Request Town develop language to amend ordinance 2. Take up as an action item and pass	Personnel; PC/DDA	Ned Comprehensive Plan
4	5D-02	BE-7	Create or review a Nederland Downtown Development Authority Strategic Master Plan on an regular basis; specifically address sustainability as part of the plan	31.86	Funded	In 2015	Not Started	1. Identify sustainability aspects of plan 2. Identify opportunities for the following year for additional sustainability efforts	Part of DDA Master Plan Update. Budgeted in 2015	Ned Comprehensive Plan
5	2M-08	BE-7	Include preliminary engineering for a traffic and engineering study of the intersection of SH 119 and Lakeview Dr for improvement of traffic flow.	38.14	2016 Funding	TBD	Project submitted to DRCOG TIP process; not likely to receive Phase I funding, in running for Phase II funds.	1. Vote to issue RFP 2. Issue RFP and select contractor 3. Complete study	No funds have been budgeted on this item although a grant through DRCOG has been applied for (2016+)	2014 NDDA Objectives
6	5Q-01	EJ-1	Investigate possibility of supporting and/or co-ordinating a local downtown event - such continuing the Friday Art Tours.	50.86	2015 Funding	2014 Summer		1. Identify a champion 2. Track results	Included in 2015 NDDA Budget.	2014 NDDA Objectives
7	2M-09	BE-7	Pursue a detailed analysis and evaluation of the feasibility, funding and construction of a second crossing of Middle Boulder Creek. In conjunction, develop a back-up plan to respond to emergencies on the highway bridge, and the potential expansion of the informal weir crossing.	51.57	2016 Funding	In 2016	Plan submitted as part of DRCOG TIP grant process; not likely to be funded in Phase I; competing for Phase II funds	1. Define stakeholders to contact 2. Create a comprehensive need statement from stakeholders 3. Pursue feasibility study	No funds have been budgeted on this item although a grant through DRCOG has been applied for (2016+)	Ned Comprehensive Plan
8	6R-02	CE-2	Install electric vehicle charging station(s) with potential for conversion to solar charging	51.86	Funded	In 2014	First chargers installed in late 2014.	1. Secure grant funding 2. Identify locations 3. Move forward and implement as many stations as	EV charging station installed in 2014; TARP funding may support additional stations in 2015.	
9	6G-01	CE-2	Consider options for purchasing land within the downtown district for parking pods in conjunction with the Town's parking plan.	58.43	Identify Funding			1. Identify sites on the edges of town 2. Vote to purchase	Not included in 2015 Budget.	2014 NDDA objectives: Town of Nederland Parking Plan
NDDA as a Support Organization										
#	SAP ID	STAR	Action	Avg	Prioritization	Timeline	Work Status to Date	Remaining Steps to Complete	Cost Projection	Source
1	5X-08	EJ-5	Encourage cottage industry in town and ensure the Municipal Code supports this.	14.29	Funded	In 2015	In Progress; part of effort to align Comp Plan with Municipal Code	1. Identify any barriers in codes for cottage industries 2. Present findings to Board of Trustees	Personnel support available to support advisory board efforts.	Ned Comprehensive Plan
2	3W-03	NS-5	Look at alternative paving options that treat stormwater for appropriate streets in town	23.43	2015 Funding	In 2015	In Progress: We need to develop Best Practices Manual based on Life's Design for Water and pass as much as practical into code.	1. Monitor performance of alternative paving systems 2. Utilize most cost-effective (lifetime), functional, and character appropriate system	Personnel	Master Infrastructure Plan
3	2M-04	BE-7	Work with NedPeds project to create safe non-motorized pathways connecting important nodes in Town	24.29	Funded	In 2015	In Progress: Bidding to be Jan 2015	1. Get bids from contractors 2. Hire construction manager/supervisor 3. Get er done	NedPeds has been budgeted by the DDA. Additional funds of \$30k from DDA and \$10k from Town have been budgeted for match grant to 2 spurs	Ned Comprehensive Plan
4	7G-01	BE-5	Map properties with highest redevelopment potential and preservation potential	32.57	2015 Funding	In 2015	In Progress; part of PC's 2015 Work Plan	Based on info from 7J-01	Personnel; PC	Ned Comprehensive Plan
5	5X-03	EJ-1	Work with local business owners on an ongoing basis to identify how local stores could better meet the needs of Nederland residents.	36.86	Identify Funding	Ongoing	Mayor's Economic Development Task Force to become familiar with, and utilize, the principles of the Transition Network.	1. Meet with business owners and record comments 2. Survey and post results	Personnel available to support community efforts.	Ned Comprehensive Plan
6	2M-07	BE-7	Identify needs for safe roadway crossings (e.g., near Community Center) and seek funding for appropriate crossing solutions (that could include underpasses or overpasses).	42.71	Identify Funding	Ongoing	In Progress; NedPeds contains safer crossings, as well as plans submitted for DRCOG TIP		NedPeds project funding; potential DRCOG funding	2014 PROST Objectives: 5.3. Improve trail safety.
7	5X-02	EJ-1	Encourage business owners to form collaborative partnerships that may reduce the cost of doing business in Nederland and as well as its impact on the environment, such as food/ product delivery, marketing programs, employee retention, etc.	56.71	Identify Funding	Ongoing	Mayor's Economic Development Task Force to become familiar with, and utilize, the principles of the Transition Network.	1. Identify champions 2. Develop a plan for identifying synergies and barriers to collaboration	Personnel available to support such efforts in planning.	Ned Comprehensive Plan
8	5Q-02	EJ-2	Develop green business certification program	68.43	2016 Funding	TBD	Not Started: Mayor's Economic Development Task Force to become familiar with, and utilize, the principles of the Transition Network.	1. Identify criteria and partners 2. Present program to NDDA 3. NDDA lead the outreach and "sales" effort	Not included in 2015 Budget.	
9	4R-02	HS-4	Plant edible/medicinal landscapes in designated areas within public right of way and encourage harvesting; ensure organic maintenance	68.57	Identify Funding			This is to be incorporated in DDA's planter program and into the PROST maintenance program.	Not included in 2015 Budget.	
10	7D-01	BE-5	Meet with property owners to understand adaptive reuse and redevelopment challenges and opportunities	36.57	Identify Funding	Ongoing	Ongoing effort		Personnel	Ned Comprehensive Plan

DDA 2015 Operating Expenditures

NON TIF FUNDING

Taxes	\$19,300
Interest	350
TOTAL REVENUE	19,650

Secretary	3,600
Website	2,400
Legal	500
Boulder County Tax Collection	270
Office Supplies	900
Advertising/Tourism Grant Match	1,000
Professional Development	1,000
Food for Meetings	500
District Entertainment	500
Sidewalk Maintenance/Snow Removal	4,000
Downtown Beautification	4,000
Fireworks	1,000
TOTAL EXPENDITURES ex. Admin Allocation	19,670
Administration Allocation	7,000

Coming from Reserves

Nederland Transportation Improvement Projects

Project 1

Hwy 119 and Lakeview Drive Intersection Reconstruction

This is a very busy intersection and can often be congested with motorized and pedestrian traffic resulting in long delays for motorized vehicles and confused pedestrians. North-South traffic along the Peak-to-Peak can be extremely heavy at times and the commercial properties on both sides of this intersection serve many needs of locals and visitors alike. Vehicles traveling south wanting to turn right onto Lakeview Drive are often delayed by heavy north-bound traffic on the Peak-to-Peak. Vehicles leaving the Caribou Shopping Center or the Hotel traveling West on Lakeview Drive are often severely delayed resulting in idling vehicles, frustrated travelers and irritated locals. This problem is exacerbated by the presence of pedestrians attempting to cross through an intersection that has bumper-to-bumper vehicles.

Scope of Work

Develop traffic decongestion plan for this intersection that results in the following:

- Increase pedestrian safety by reducing pedestrian/vehicular interactions
 - Reconfigure existing pedestrian paths to avoid busy intersection
 - Connect pedestrian paths to commercial properties on both sides of the Peak-to-Peak
- Increase vehicular safety by reducing incoming speeds
 - Install raised cross walk South of intersection to slow north-bound traffic
 - Provide means for vehicles to circumvent this intersection without having to stop for long periods of time

Potential Solutions (refer to attached map and descriptions)

- Re-alignment of pedestrian paths
- Traffic Circle
- Left-turn lanes along Peak-to-Peak with right turn lanes on Lakeview Place and Rental Way
- Signage for bikes to share motorized vehicle lanes through intersection

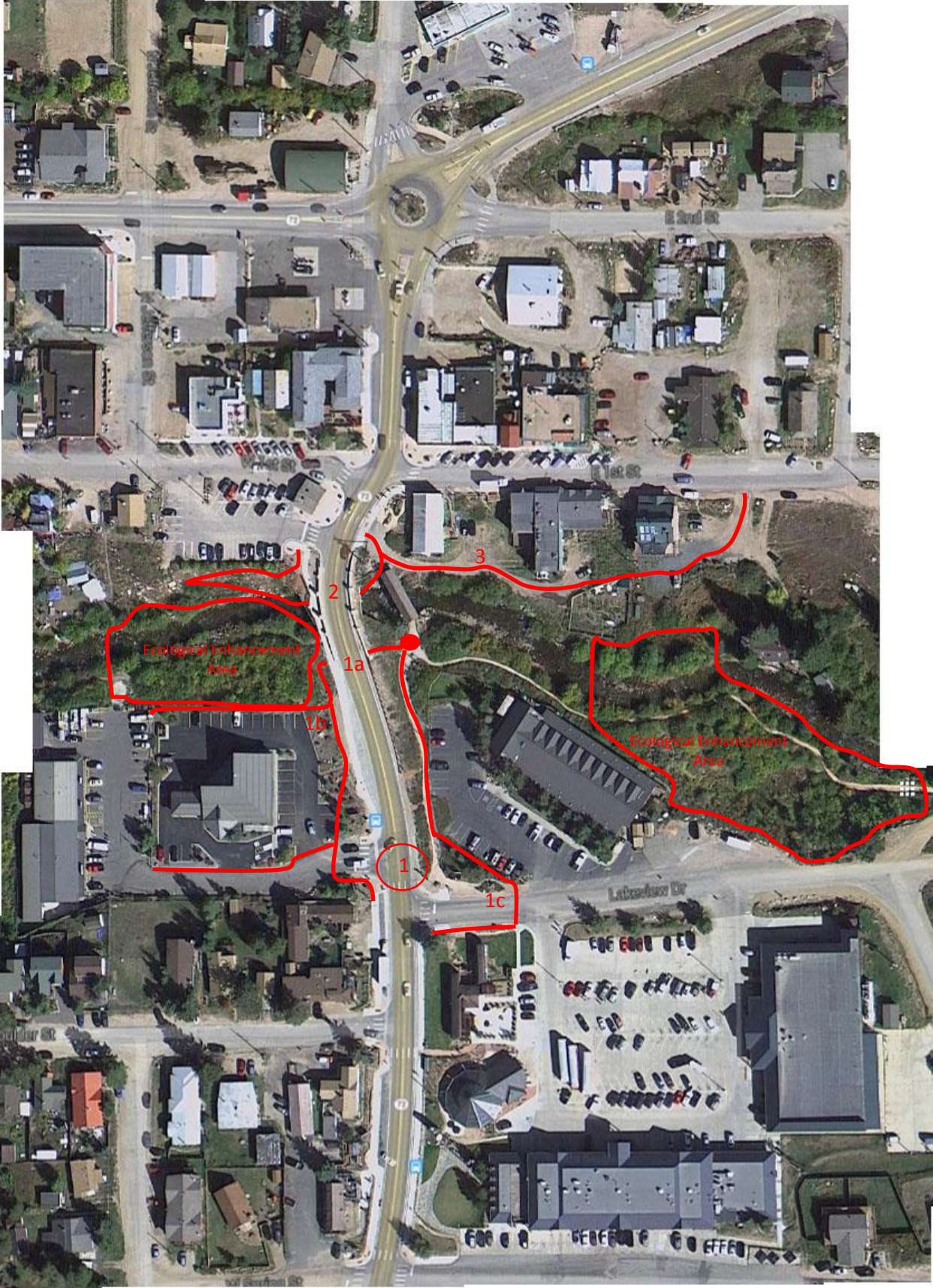
Points

Evaluation Criteria	Max Pnts	Pnts	Scoring Notes
RTP priority corridors	5	1	
Safety	5	2	Speed Limit: 1 point will be awarded if the existing speed limit is less than 30 MPH Facility Lighting: 1 point will be awarded to projects that will provide new or upgraded ADA/AASHTO compliant lighting to facilitate non-motorized travel on the proposed facility.
Connectivity	25	9(?)	Gap closure (score points for only one of these two) ? <ul style="list-style-type: none"> • 7 points - constructing a new facility that completely closes a gap between two existing similar bicycle facility/sidewalk sections (trail to trail, sidewalk to sidewalk, path to path, bike lane to bike lane)

			<ul style="list-style-type: none"> • 5 points – constructing a new facility that completely closes a gap between an existing pedestrian/bicycle facility and an RTP roadway (arterial and above) that currently serves pedestrian/bicyclists <p>Access (score points for only one of these three) 2</p> <ul style="list-style-type: none"> • 4 points – facility directly touches a school property • 3 points – facility directly touches an employment center with greater than 2,000 jobs • 2 point – facility directly serves such destinations as employment, shopping, dining, or government buildings, or recreational destinations such as parks or recreational facilities. <p>Barrier elimination (score points for only one of these four) 6</p> <ul style="list-style-type: none"> • 6 points - entirely eliminate a barrier (railway, highway, waterway) for pedestrians or cyclists by constructing a new grade separation (bridge or underpass) or upgrading an existing one which provides a continuity of motion (i.e., no bike dismount or use of elevator) • 4 points - entirely eliminate a barrier (railway, highway, waterway) for pedestrians or cyclists by constructing a new grade separation or upgrading an existing one which DOES NOT provide a continuity of motion (i.e., bike dismount or use of elevator required) • 3 points - eliminate a barrier (railway, highway) for pedestrians or cyclists by providing a new controlled crossing where one does not currently exist (demonstrate achievement of signal warrant if signal proposed) or by upgrading an existing one to meet ADA and/or AASHTO standards • 1 point - construct or upgrade at least one phase of a multi-phase improvement (as identified in an approved plan) towards eliminating a barrier (railway, highway, waterway). <p>Transit (score points for only one of these two) 1</p> <ul style="list-style-type: none"> • 6 points - provide direct access to “transit”. Direct means physically touching the transit site or stop • 3 points - provide indirect access (extends the service of an existing linkage) to “transit” within 1 mile for bike projects and within 0.25 miles for pedestrian projects. Distance measured from closest point of project to the specific transit platform or stop. <p>Location (score points for only one of these two)</p> <ul style="list-style-type: none"> • 2 points – project touches more than one local governmental entity • 1 point – project connects 2 or more existing neighborhoods
Multiple enhancements	5	2	Up to 5 points (of 7 available) will be awarded for multiple

			<p>enhancements (score all that apply):</p> <ul style="list-style-type: none"> • 2 points if the project will provide a multi-use bi-directional facility (new or upgraded to) for use by both bicycles and pedestrians to a minimum width of 10 feet for 90% or greater of the length of the project • 2 points if the project site includes signage/wayfinding with destinations and distances. • 1 point if the project provides 20 or more bicycle spaces within ½ mile of the project and fulfills the function of that facility • 1 point if at least 10 of the provided spaces are covered and/or considered long-term parking spaces that are secure • 1 point if the project connects or is adjacent to a bikeshare station
Use and Benefits (VMT Reduction)	15	?	<p>Based on current recorded users: Facilities with 200 or more users during the 2-hour AM peak will receive 15 points; facilities with 25 or less users during the 2-hour AM peak will receive 0 points; with straight line interpolation between. Users are to be counted at a representative location in the project area.</p> <p><i>Source: Actual count from applicant between 7 AM and 9 AM on a Tuesday, Wednesday, or Thursday during the open Call for Projects.</i></p> <p>Points= (No. Users*0.0857)-2.143 Say 90 users counted, Score = 5.57</p>
Funding-effectiveness	10	?	<p>Projects with a total federal funding request per the calculated indicator unit \$1 or less will receive 10 points; projects with a total federal funding request per indicator unit above \$60 will receive 0 points; with straight line interpolation between.</p>
Environmental justice	3	0	<p>Nederland is not located within an environmental justice area.</p>
Project-related Metro Vision implementation	17	7.5	<p>Up to 17 points will be awarded as described in Appendix E.</p> <ul style="list-style-type: none"> • Project is within .25 miles of an urban center or rural town center identified in the adopted Metro Vision 2035. Points=2.5(?) • If project exhibits at least three of the following characteristics, it will receive 5 points: Points = 5 <ul style="list-style-type: none"> ○ Proposed project is located within an urban center or rural town center served by transit with 30 minute combined service headways or less in the peak periods. ○ Proposed project is located within an urban center or rural town center where the community has

			<p>implemented zoning or development plans that allow a mix of uses.</p> <ul style="list-style-type: none"> ○ Proposed project is located within an urban center or rural town center where the community has adopted parking management strategies that minimize the potential negative effects of parking on urban center development and multimodal access ○ Proposed project is located within an urban center with community commitment to preserve or develop affordable housing (rentals available to households earning 0-60% of Area Median Income and/or for-sale units for households earning 0-80% of AMI). Preservation means replacing existing affordable units on a 1-for-1 basis. Community commitment for new affordable units could include approved developments with an affordable component, inclusionary housing ordinances, housing trust fund, or other development incentives (e.g. permit streamlining, fee reductions, etc.). <p>Town should include this affordable housing requirement for development of existing Town Shop location.</p> <ul style="list-style-type: none"> ● Project location related to the “Modified” Urban Growth Boundary/Area (UGB/A): Points = 0 ● Project location related to job growth and environmental justice area: Points = 0
Sponsor-related Metro Vision implementation	8	2	<p>Up to 8 points will be awarded as described in Appendix F.</p> <ul style="list-style-type: none"> ● Demonstrate jurisdiction’s plans, programs, and policies to support healthy and successful aging. Please see the Boomer Bond Assessment Tool and Toolkit for example implementation strategies. Points = ? ● Provide jurisdiction’s adopted plan for either bicycle, pedestrian, transportation demand management, or transit forms of travel. Demonstrate implementation showing an example project in the jurisdictions currently adopted capital improvement program, operating budget, or equivalent. Points = ? ● Signed the Mile High Compact: Points = 2 ● Sponsor scores for only one of the PM10 criterion listed below (PM = Particulate Matter pollutants), depending if it was asked to make a commitment or not. Points = ?
Total	100	29.1	



1: Refer to Project 1

Re-alignment of pedestrian paths

1a: Pedestrian underpass:

● Signage directing traffic to bank and hardware store to use underpass. Underpass is concrete box culvert installed under the highway.

1b: Pedestrian paths to hardware store and bank.

Path to hardware store is constructed with permeable material allowing the path to act as drainage infiltration system collecting and storing runoff from parking lot before it reaches the stream.

Path along highway and RTD pull off is re-aligned to the West.

Crosswalk at Rental Way is pulled back out of intersection and raised allowing vehicular traffic to pull ahead in order to see in both directions before entering intersection. This cross walk is re-connected to existing sidewalk on West side of highway.

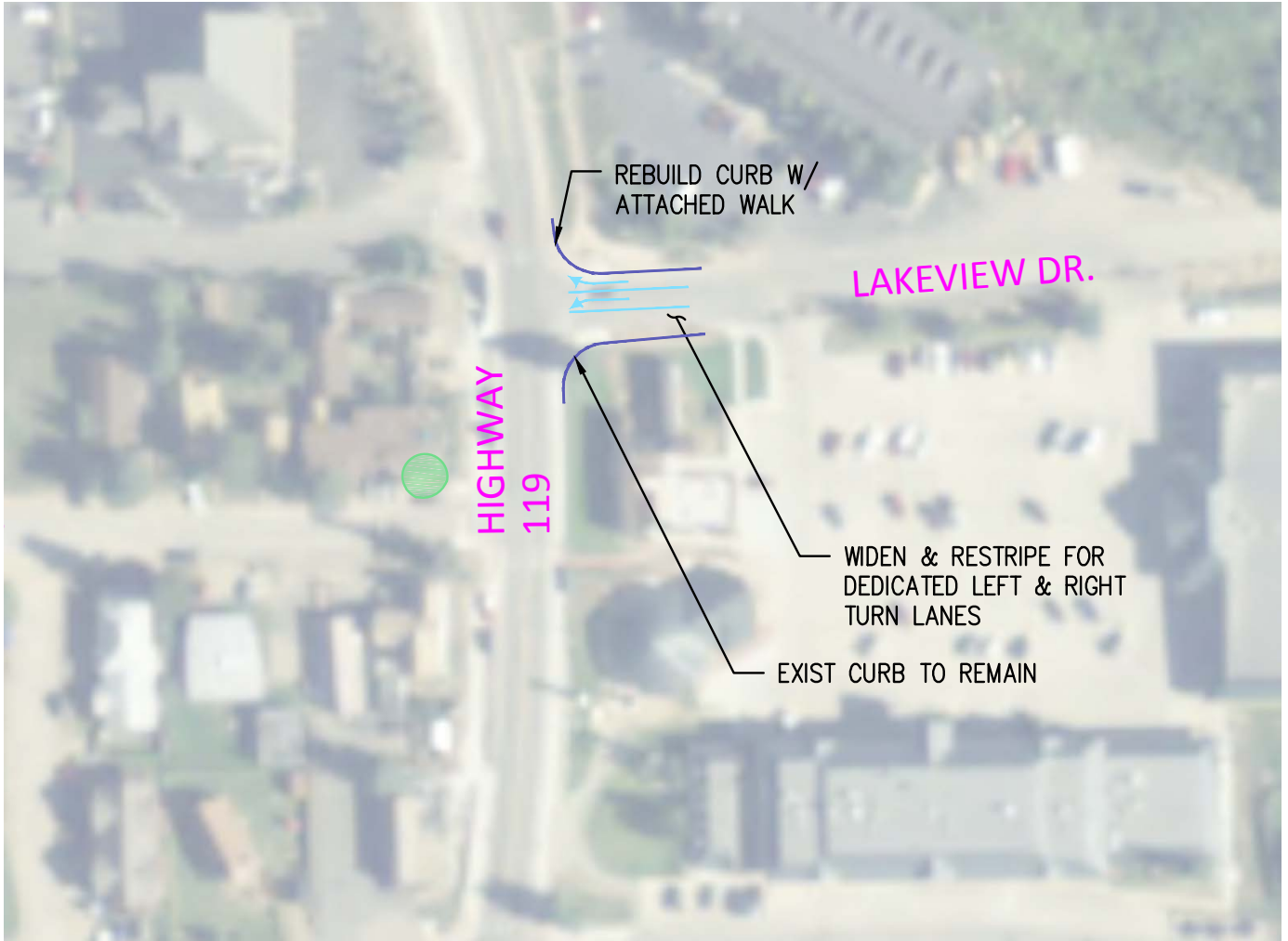
Pedestrian path to hardware store is formally defined and connects to both the bank and hardware store.

1c: Pedestrian path is re-aligned to the East out of the intersection to a raised cross walk across Lakeview Drive. This allows vehicular traffic to pull forward into the intersection and allows room for either a roundabout or a right-turn lane.

2: Pedestrian underpass:

Installation of steel hanging pedestrian bridge inside existing concrete box culvert that allows pedestrians to cross to the West side of the highway, under the highway without interacting with vehicular traffic. New path connects to existing sidewalk along highway and existing pedestrian bridge path and continues along North side of creek on top of existing paths to become the start of the River Walk 3. West side of highway includes switchback from creek up to visitor center parking lot.

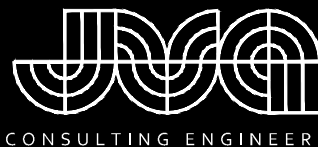
3: Start of the River Walk. Utilize existing paths to connect properties along the river.



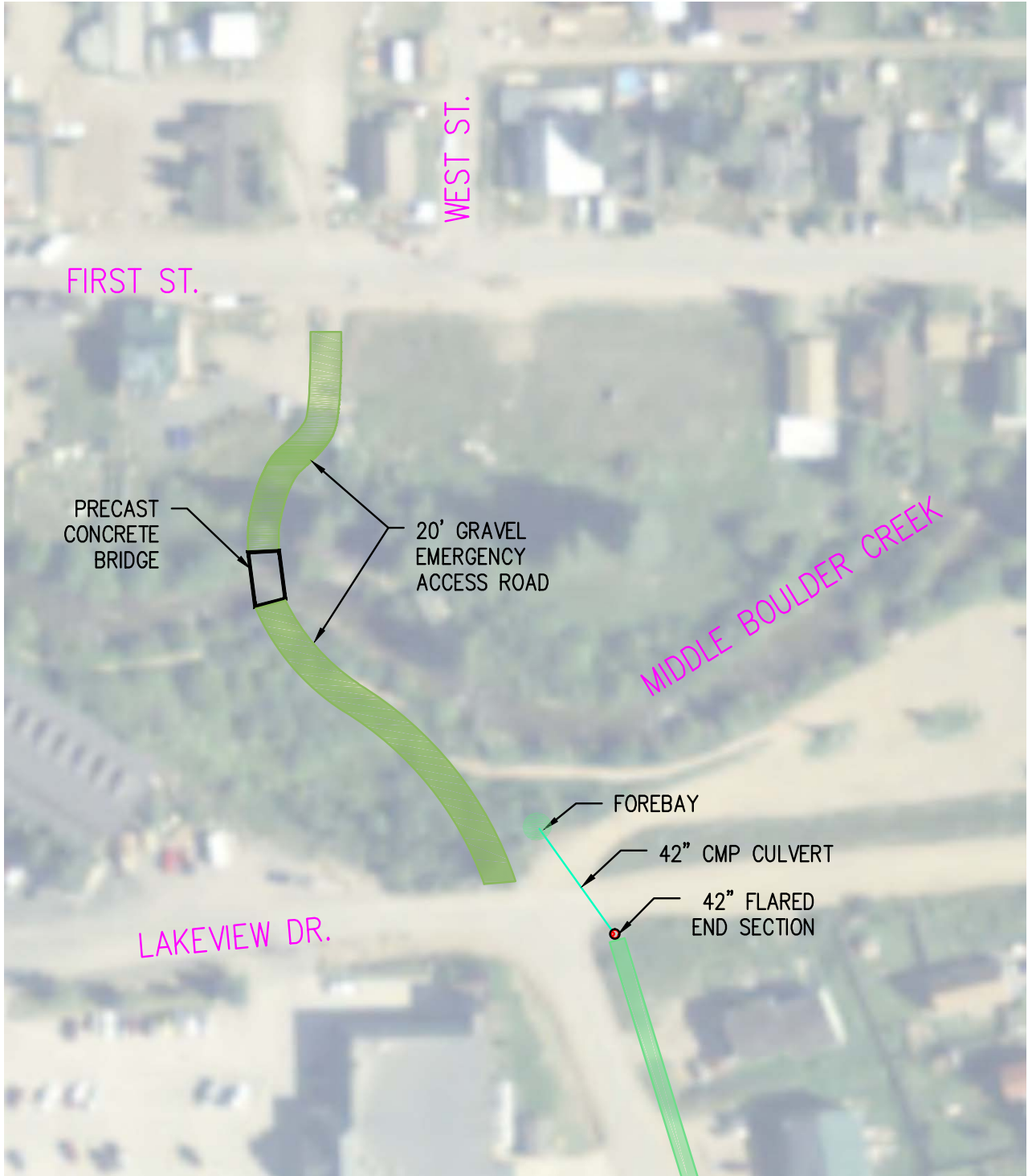
DOWNTOWN DISTRICT



LAKEVIEW DR
 ACCESS/TURN LANE IMPROVEMENTS
 TOWN OF NEDERLAND MIP 03/03/2014



JVA, Incorporated
 1319 Spruce Street
 Boulder, CO 80302
 Phone: 303.444.1951
 E-mail: info@jvajva.com

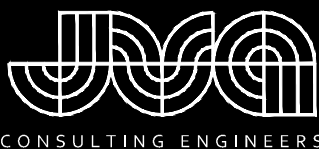


DOWNTOWN & BIG SPRINGS DISTRICT



EMERGENCY ACCESS AT
MIDDLE BOULDER CREEK
TOWN OF NEDERLAND MIP

03/03/2014



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Nederland Downtown Development Authority

2014 Master Plan Update Vision Statement-DRAFT

Circulation:

-The Nederland Downtown Development Authority envisions a downtown district that is conducive to non-motorized modes of transportation, providing residents and visitors with easy access to reliable substitutes for fossil-fuel transit such as human powered and electric vehicles.

Principles & Postulations

- Parking for out of area visitors is provided in the Town periphery with easy access and navigation to Town businesses, attractions and recreational venues.
- Decreasing motor vehicle traffic in the downtown district improves safety, enhances the aesthetic condition of downtown and diminishes local dependence on fossil fuels.
- Through targeted infrastructure improvements, Nederland's retail and recreational attractions are well-connected and pedestrian travel is well-regulated and favorable to motor vehicle travel.

Riverwalk: (henceforth referred to as the **Riparian Corridor Restoration Project-RCRP**)

-The Nederland Downtown Development Authority envisions a riparian corridor that adds a natural element to the downtown district while prioritizing sustainable consciousness and protection of the riparian environment.

Principles & Postulations

- Nederland's riparian corridor represents a natural element that enhances the beauty of downtown, and as such, it should be protected and preserved for the benefit of future generations.
- The riparian corridor presents an opportunity for educating the public on the natural environment of Nederland and the impact of human activity on that environment.
- While the NDDA prioritizes protection of the riparian corridor, the board also seeks strategies for developing low-impact pedestrian access. This may be achieved by relocating the pedestrian path on the south side of Middle Boulder Creek to the north side, which provides greater accessibility to First Street businesses

Beautification:

-The Nederland Downtown Development Authority envisions an approach to beautification that promotes functionality in downtown fixtures and the built-environment. Through public-private partnerships, the NDDA seeks to preserve and enhance downtown's existing fixtures and infrastructure, creating beauty through regeneration rather than replacement and new construction.

Principles and Postulations

- Nederland's downtown achieves a unique aesthetic by incorporating natural elements and allowing for complete functionality of surrounding eco-systems.
- By addressing issues such as excessive dust and gravel and decaying streets and sidewalks, the NDDA can enhance both the beauty of downtown and the functionality.
- The NDDA is committed to fostering public-private partnerships that address blight and promote improvements to neglected areas in the downtown district.

Town Square: (henceforth referred to as the “Community Gateway Project” or “Nederland Common Space Project”) **I am interested in feedback on how we should rebrand this**

-The Nederland Downtown Development Authority envisions the development of a common space that serves as both a nucleus of and gateway to the downtown district.

Principles and Postulations:

- A common space in the downtown area could serve as a hub for alternative forms of transportation, alleviating vehicle traffic while preserving access to downtown attractions.
- A common space in the downtown area could serve as a venue for the regulated vending of consumer goods.
- A common space in the downtown area could serve as a cultural center, incorporating spaces for small live performances, seasonal celebrations such as tree lighting ceremonies, and the display of local art and sculptures.

Here are some excerpts from the [Common Ground Rules for Local Distinctiveness](#):

- Fight for **AUTHENTICITY** and integrity. Keep places lived in, worked in and real. Demand the **BEST** of the new.
- **CHANGE** things for the better. Not for the sake of it!
- Let the **CHARACTER** of the people and place express itself. Kill corporate identity before it kills our high streets. Give local shops precedence.
- Defend **DETAIL**. Respond to the local and the vernacular. No new building or development need be bland, boring or brash.
- **ENHANCE** the natural features – rivers and brooks, hills and valleys, woods and heaths. Never let a stream be 'culverted' out of sight and open to abuse.
- We need **ENCHANTMENT**, clear streams as well as clean water in our daily lives.
- Take the place's **FINGERPRINT**. Forget words such as resource, site, customers and the public. Abstractions lead us astray. Think and talk about places and people.
- Get to know your **GHOSTS**. The hidden and unseen stories and legends are as important as the visible.
- Don't fossilize places. **HISTORY** is a continuing process, not just the past. Celebrate time, place and the seasons with Feasts and Festivals.
- Work for local **IDENTITY**. Oppose mono-culture in our fields, parks, gardens and buildings. Resist formulaic and automatic ordering from pattern books which homogenize and deplete.
- **JETTISON** your car whenever you can and go by public transport. Places are for people and nature not cars. Cars can detach us from places and unwittingly allow their destruction.
- Know your place. Facts and surveys are not the same as **KNOWLEDGE** and wisdom. Itinerant expertise needs to meet with aboriginal, place based knowledge so we can make the best of both worlds.
- Buy things that are **LOCALLY DISTINCTIVE** and locally made – such as food and souvenirs. Resist the things that can be found anywhere.
- Get to know your place intimately. Search out **PARTICULARITY** & **PATINA** help add new layers of interest. Personality often resides in **SUBTLETY** and idiosyncrasy. Look closely and often.
- **QUALITY** cannot be quantified. You know when something is important to you – make subjective and emotional arguments. Don't be put off because the professionals have marginalized all the things they can't count. Make them listen and look.
- **REVEAL** the geology. Use the brick and stone of the locality. Reinforce the color, patterns, craftsmanship and work of the place.
- Get things in proportion and in **SCALE**. Every place has its own distinctive dimensions.
- **VALUE** your own values! Democracy thrives on discussion about things that matter to us. Let the experts in on your terms.
- Slowdown, wisdom comes through **WALKING**, talking and listening.
- Exile **XENOPHOBIA** which fossilizes places and peoples. Welcome cultural diversity and Vive la Différence.
- **ZONING** and segregation kill places! If industry is bad enough to be hidden should it exist at all?

NDDA's Strategic Master Plan Principles

Principles

Ensuring Downtown's Survival as a Vital and Viable Economic, Residential and Environmental Eco-System

Sustainability means meeting the requirements of the present without compromising the needs of the future. The DDA will embrace sustainability as a fundamental tenet of downtown development.

There are four basic principles of sustainability that when followed will lead Nederland towards a sustainable future and provide a competitive advantage to all those that call Nederland their community.

The Four Basic Principles of Sustainability:

1. Reduce and eventually eliminate our dependence on fossil fuels and heavy metals
2. Reduce and eventually eliminate our dependence on man-made chemicals that persist in nature.
3. Reduce and eventually eliminate the destruction of nature
4. Ensure that we are not stopping people globally from meeting their needs

Strategies

Coordinate with Town staff to develop a prioritized list of infrastructure needs.

Coordinate with the community through open forums to further develop a vision of what a Sustainable Downtown Nederland will be how it will function and what it might look like.

Develop strategic plan based on ideas that address the community's needs while demonstrating a clear path towards achieving the vision of a Sustainable Downtown Nederland.

Develop an RFQ to solicit the services of firms that can demonstrate successful implementation of the Four Principles of Sustainability in all areas of municipal operations and downtown development.

Economic Sustainability

- Promote a philosophy of sustainability in all improvements. Localize work and material and the planned maintenance and replacement of material.
 - Continue the educational process by becoming familiar with environmental best practices and low impact design principles
- Inventory existing structures and systems to determine first how to utilize and/or improve these assets before developing and installing new infrastructure.
 - Hire ecologist to identify and categorize local natural capital.
- Design systems with the principles of bio mimicry to achieve flexibility, levels of self-maintenance and to serve a municipal function while improving bio diversity.
- Discourage sprawl by encouraging reinvestment in existing developed properties, and support more balanced regional development.
 - Contact land owners and discuss the benefits of in-fill, low impact development.

Physical Sustainability

- Provide regular and scheduled maintenance for previous DDA pedestrian improvements projects. Anticipate future repair needs by planning projects and setting aside funds as part of a long-term financial plan.
- Construct DDA developments with the goal of eliminating environmental impacts so as to minimize unforeseen long-term infrastructure issues that get passed to future generations
- Recognize that maintenance and repair are perpetual concerns, and thus must be anticipated in one-year, five-year, and ten-year capital improvements plans and on-going structural assessments.

Environmental Sustainability

- Coordinate DDA activities with other sustainable planning efforts, including Boulder County, City of Boulder, the Regional Transportation District, Nederland Chamber of Commerce and the Nederland Sustainability Advisory Board.
- Encourage energy efficiency in existing and future downtown developments.
- Support collaboration with others, including the potential development of a system of linked open spaces and a pedestrian/bicycle paths, as well as storm water mitigation that protects the water shed.
- Encourage the preservation of open space, natural beauty, historic buildings, and critical environmental areas like Middle Boulder Creek.
- Promote the development of downtown as a compact center for development.
- Encourage a variety of well-planned transportation choices, including mass-transit, biking, walking, etc.
- Encourage local businesses and government agencies to use Earth-friendly strategies and procedures. These include using low emission vehicles, recycled/recyclable products and building materials, energy efficient lighting, etc.

- Work with the Boulder Creek Watershed Initiative and others to educate the community about storm drains and water quality issues.
- Assist the Town in meeting its energy goals established in Resolution 2005-03.
- Assist the Nederland Sustainability Project to increase the percent of recyclables captured from the waste stream. Provide recycle containers on downtown sidewalks to enable pedestrians opportunities to recycle glass, newsprint, etc. Encourage composting efforts by downtown businesses.

Social Sustainability

- Create and maintain compact, walkable and safe downtown neighborhoods with opportunities for social interaction.
- Encourage mixed land uses that will promote a varied population throughout the day and night, and encourage the retention and attraction of businesses that serve a downtown and near downtown residential population.
- Foster distinctive, attractive neighborhoods with a strong and unique sense of place.
- Work towards collaboration with local governments and others to achieve cooperation and efficiency in public operations.
- Encourage citizen and stakeholder participation in development decisions to foster involvement, ownership and pride in community.