



Built On What Matters

Town of Frederick Historic Preservation Committee Agenda

Town Hall, 401 Locust Street
Tuesday, January 13, 2026

2:30 PM

Call to Order – Roll Call

Approval of Agenda

Public Comment

This portion of the agenda is provided to allow members of the audience to provide comments to the Historic Preservation Committee. Please sign in and you will be called. If your comments or concerns require an action, that item(s) will need to be placed on a later Agenda. Please limit the time of your comments to three (3) minutes.

Consent Agenda

Consent Agenda items are considered to be routine and will be enacted by one motion and vote. There will be no separate discussion of Consent Agenda Items unless a Historic Preservation Committee member so requests, in which case the item may be removed from the Consent Agenda and considered at the end of the Consent Agenda.

- A. December 9th Historic Preservation Committee Meeting Minutes -

Action Agenda

Discussion Items

- B. Draft Preservation Plan
Staff have made additional edits to the Preservation Plan. We are looking for additional feedback on this document. -
- C. Draft Downtown Plan
The Downtown Plan is nearing adoption, and we'd like to gather any additional feedback you may have on the document. -

Other Business

Adjournment

[MEET_FOOT]



Town of Frederick Historic Preservation Committee

Meeting Minutes
December 9, 2025

Call to Order – Roll Call: At 2:40 PM, Chair Smith called the meeting to order and conducted roll call. Present were Chair Smith, Vice Chair Simek, and Committee Members Cave and McDonald. Also present were Staff Liaison Brien Schumacher, Planning Manager Ali Lommel, and Town Clerk Tricia David.

Approval of Agenda: The agenda was approved as submitted.

Public Comment: There was no one present for public comment.

Consent Agenda: Chair Smith motioned to approve the Consent Agenda. Upon roll call vote the item passed unanimously.

October 14, 2025, Historic Preservation Committee Meeting Minutes:

Discussion Items: The Committee members discussed goals for the coming year including the ongoing project plan to paint the museum as well as continuing work on the Preservation Plan draft and partnership with History Colorado. The Committee then enjoyed a brief celebration of progress made in 2025.

Celebrate 2025, Create Goals for 2026:

Commissioner Reports: There were no Commissioner Reports.

Other Business: The committee briefly discussed coverage for the Miners Memorial Museum open hours - 5:00 PM to 7:00 PM on the first Friday of each month.

Adjournment: There being no further business of the Historic Preservation Committee, the meeting adjourned at approximately 3:20 PM.

Town of Frederick

Historic Preservation Plan

Adopted _____



Built On What Matters

Acknowledgements

TOWN BOARD OF TRUSTEES

Tracie Crites, Mayor

Kevin R. Brown, Mayor Pro-Tem

Adam Mahan, Trustee

Mark Lemach, Trustee

Dan March, Trustee

Windi Padia, Trustee

HISTORIC PRESERVATION COMMITTEE

Krista Barnhardt, Committee Member

Thomas Cave, Committee Member

Brian Grubb, Committee Member

Dan March, Trustee

Jodie Simek, Vice-chair

Pamela Smith, Chairman

Youth Commissioners Nora Dukart and Eli Robbins,

PLANNING DEPARTMENT

Ali Lommel, Planning Manager

Brien Schumacher, Planner III

COMMUNITY PARTNERS

[List historical society members, local historians, museum curators, etc.]

SPECIAL THANKS TO

 Dr. Lindsey Flewelling, History Colorado

Historic Preservation Process & Timeline

Introduction

Intent of Historic Preservation in the Town of Frederick

Frederick's Historic Preservation program includes the existing Historic Preservation Committee and the historic preservation ordinance in Article 11 of the Frederick Land Use Code. The purpose of this program is to enhance the Town of Frederick's local resources and to promote historic preservation through the following efforts:

- To create and maintain an inventory of historical assets within the Town of Frederick.
- To advise the Board of objects, structures, or other features in the Town with historic significance that may be in danger of being lost or damaged.
- To assess the community for key community places, buildings, and historic resources and develop a historic preservation policy that will enable the Town to designate historic structures.
- Publicize and disseminate the history of the Town through educational programming, publication, social media, etc., working in coordination and collaboration with other committees, commissions and local organizations.

The Purpose of this Plan

- Identify and protect historical resources that represent Frederick's evolution from a mining town to a modern, family-focused community.
- Promote civic pride and awareness of local heritage.
- Encourage sensitive rehabilitation and adaptive reuse of historic properties.
- Provide a framework for decision-making regarding the conservation of historic assets.
- Establish incentives and a roadmap for voluntary designation and preservation.

How to use this Plan

Frederick's Historic Preservation Plan outlines steps to enhance the city's heritage through targeted initiatives.

This Plan is an educational tool, not a regulatory document, designed to promote and support all aspects of historic preservation in Frederick.

This Plan is divided into the following sections: **Introduction, Historic Preservation Process & Timeline, History and The Plan**

Historic Context of Frederick

Frederick's roots trace back to the late 1800s and early 1900s when coal mining began in the area and Frederick was incorporated as a coal mining town. It was shaped by immigrant miners from Italy, France, and Eastern Europe. The town has since transformed with oil and gas pressures, suburban housing expansion, and economic diversification. The preservation of key structures, landmarks, and stories from its early settlement, industrial growth, and evolution into a vibrant municipality will help ground its future in meaningful context.

Frederick's History- Timeline

1872 – McKissick Coal Mine Opens

The McKissick Mine begins operations, becoming one of Colorado's earliest commercial coal mines. It lays the groundwork for the development of the towns of Frederick, Firestone, and Dacono.

1907 – Frederick is Incorporated

Originally known as McKissick after the local coal mine, Frederick is officially incorporated and renamed in honor of landowner Frederick A. Clark. The town quickly develops around coal production, driven by the Colorado Fuel & Iron Company (CF&I).

1907 – Town Named by Clark's Daughters

The daughters of Frederick A. Clark lay out the town and choose the name in honor of their father.

Early 1900s – Coal Mining Drives Growth

CF&I's Frederick Mine opens, bringing waves of immigrants from Italy, France, Austria-Hungary, Greece, and Mexico. Miners lived in company housing and worked grueling hours underground, with mule teams, and later electric motors.

1916 – First Frederick High School Built

Frederick builds its first high school, reflecting the growing permanence and civic investment of the coal town.

May 4, 1913 – Town Government Forms

Mayor E. H. Whiles leads Frederick's first official government. The Trustees also serve as Deputy Marshals, showing just how hands-on early governance was.

May 9, 1913 – Marshal Quits, New One Hired for \$1.50/day

Marshal Florence Ray resigns. Isaac Richel is hired in his place. S. Carter is paid \$8.75 to make 100 dog tags and 6 Deputy Marshal stars.

May 19, 1913 – Liquor License Issued

Val Blatz Brewing Company is granted a liquor license with conditions: the Mayor and Board must approve who runs the saloon, and a \$700 bond is required.

May 19, 1913 – Dog Control Controversy

A motion is made to pay the Marshal 25 cents for killing a male dog and 50 cents for a female. It's amended to a flat 25 cents regardless of sex, possibly to avoid gendered dog debates.

June 2, 1913 – Marshal's Monthly Report

Marshal Richel is paid \$33 salary, \$1 for dog killings, and \$1 for gun shells. A bill is approved for \$5 of "team work" and \$5 for feeding prisoners.

June 2, 1913 – Town Installs Electricity

The Board accepts a \$660 contract with Northern Colorado Power Co. to install 44 electric poles, spacing them no more than 150 feet apart.

June 16, 1913 – Val Blatz License at Risk

The Town Attorney is instructed to begin revoking the brewery's license for not meeting the prior conditions.

August 18, 1913 – Clerk Paid by the Word

Clerks are paid 5 cents per 100 words to write ordinances in the official book. Early bureaucracy meets pay- per-word journalism.

September 15, 1913 – Town Salaries Set

Mayor: \$4/month, Trustees: \$3/month, Clerk: \$7/month, Attorney: \$10/month, Marshal: \$45/month.

December 16, 1913 – Town Gets a Health Officer

Dr. Bixler is appointed Health Officer for \$3/month.

January 5, 1914 – Snow Removal Pay

Town pays Trustees and citizens \$2.50/day to shovel snow. Early examples of civic labor and micro-stimulus.

January 19, 1914 – Trustee Refuses to Quit

Trustee Ed Stede submits his resignation, but the Board votes not to accept it.

April 6, 1914 – Water System Accepted with Caveats

The Town accepts the new water system after negotiations for a \$10 rebate to repair leaks and replace pipe.

April 20, 1914 – Mayor and Trustees Work for Free

Mayor Chas Alaux Jr. begins his term. The Board votes to serve without pay but deadlocks twice on whether they should accept compensation. The Mayor refuses to break the tie.

May 4, 1914 – Railroad Depot Debate

Town agrees to split the cost of grading for a new depot if it's located within town limits.

June 15, 1914 – Town Declares First Clean Up Day

Also, Marshal is instructed to remove all cattle and horses found roaming town streets.

July 6, 1914 – Marshal Laid Off

Due to budget shortfalls, the Marshal is let go until financial conditions improve.

July 6, 1914 – Movie Show Rate Set

Operators of the local moving picture show are charged \$2/month for electricity and warned that their electric meter may burn out.

September 21, 1914 – Trustee Removed for Absenteeism

Trustee Sanson misses five consecutive meetings and is replaced by Joseph Bonelli.

January 11, 1915 – Early Bar Closing Law

Saloons are ordered to close at 9PM. Pool tables are banned in saloons.

January 29, 1915 – Mayor Moves Town Phone to His House

The town phone is relocated from the pump house to the Mayor's residence.

February 15, 1915 – Fire Bell Funded

Town donates \$25 to Frederick Fire Dept. No. 1 to purchase a fire bell.

May 17, 1915 – Morality Clause on Saloon Pool Hall

Board votes to close an internal door between a pool hall and Berlin's Saloon "for the moral tone of the town."

June 21, 1915 – Drums for Town Band

Frederick purchases drums for the newly organized town band.

September 23, 1915 – Curfew Bell Established

Marshal is instructed to ring the curfew bell at 8PM. All children are to be home or accompanied by parents.

March 20, 1916 – Corruption Charges Against Former Clerk

Auditor finds a \$217.43 shortfall and missing cement. Town sues Clerk L. J. Beynon and his bond company.

January 21, 1921 – Mayor Dies in Office

Mayor J. P. Cassidy passes away. The town board acts as pallbearers and buys a wreath in his honor.

October 17, 1921 – Town Deals with "Street Walkers"

Two women accused of improper behavior at local dances are told to leave town or behave.

1924 – Illegal Construction Fee

Anyone building without a permit is fined \$5. Those who get approval ahead of time are not charged.

19...

1960 – Frederick Coal Mine Closed Permanently

Though previously shuttered in the 1920s, the mine is permanently decommissioned in 1960, ending the coal era in Frederick.

19...

1976 – Old Town Hall Moved to Crist Park

As Frederick outgrows its 1908 Town Hall, the building is relocated and restored to become the Miner's Memorial Museum.

20..

The Plan

The purpose and intent statements of Frederick’s Historic Preservation policy have been translated into the following goals, objectives, and action items. These goals, objectives, and action items will guide historic preservation efforts in Frederick until the plan is ready to be updated.

The Town of Frederick’s Strategic Plan identifies under Community and Economic Vitality, “Frederick celebrates its downtown and regards it as a gem in the region.” Frederick’s downtown is our historic area. Additionally, the Frederick Forward comprehensive plan and Downtown Development Plan cited preserving and enhancing Frederick’s small-town character as a guiding principle to achieving a desired vision. These guiding documents have helped to reinforce the importance of the creation of the Frederick Historic Preservation Plan.

Goal 1 - Build a Preservation Framework

- **Objective 1.1** Establish a clear application and review process for historic landmark or district designation and other processes outlined in the revised historic preservation ordinance.
- **Objective 1.2** Define roles for the Planning Department, Historic Preservation Committee (HPC), and public.
- **Objective 1.3** Develop/seek out training for staff and HPC members.
- **Objective 1.4** Apply for Certified Local Government (CLG) status with the History Colorado and the State Historic Preservation Office.

Goal 1 Action Items:

1. Update the preservation ordinance to be consistent with current trends, Certified Local Government requirements and History Colorado recommendations	Staff, HPC, and History Colorado
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2. Review online and print materials of other Certified Local Government communities in Colorado and History Colorado to facilitate the best practices when creating Frederick's materials.	Staff, HPC
3. Create and distribute application guides for historic landmark nominations and alteration design review. Create a flow chart to assist an applicant through the various steps of the application process.	Staff, HPC
4. Encourage participation by both the HPC and staff for webinars and online and in-person preservation training to further the knowledge base of those implementing the program.	Staff, HPC, History Colorado
5. Develop educational materials outlining roles and benefits of preservation participation.	Staff, HPC
6. With the support of grants and consultants, implement cultural resource surveys of the community based on objectives and priorities.	Staff, HPC, History Colorado
7. Apply to become a Certified Local Government with History Colorado and the State Historic Preservation Office.	Staff, HPC, History Colorado

Goal 2 - Celebrate and Communicate Frederick's History

- **Objective 2.1** Partner with historical societies and museums to promote public awareness.
- **Objective 2.2** Launch a historic property plaque program and interpretive signage at key locations.
- **Objective 2.3** Establish "Frederick History Month" to coincide with Miner's Day.
- **Objective 2.4** Explore funding sources, including grants and community fundraising.

Goal 2 Action Items:

1. Create a web portal with information about historic properties and designation benefits.	Staff, HPC
2. Promote historic structures on town social media.	Staff, HPC
3. Launch a historic property plaque program and interpretive signage at key locations with available grant funding	Staff, HPC, History Colorado
4. Launch a recurring "Frederick History Spotlight" article or walking tour series.	Staff, HPC
5. Apply for State Historic Fund, Certified Local Government, and other available preservation grants to support inventory, survey, and promotion of preservation efforts in town.	Staff, HPC, History Colorado
6. Partner with History Colorado for resource materials which will help demonstrate the value and benefits of historic designations in the local community (web and print materials). Partner with program staff to do workshops and discuss other opportunities.	Staff, HPC, History Colorado
7. Establish a Frederick History Month and utilize this effort to promote all aspects of our history.	Staff, HPC
8. Show the Frederick Museum love through maintenance and continued acquisitions and continue to host open hours	Staff, HPC

Goal 3 - Encourage Voluntary Preservation

- **Objective 3.1** Educate property owners about designation and rehabilitation incentives.
- **Objective 3.2** Develop guidelines for preserving historic character during new development.
- **Objective 3.3** Identify and nominate town or special district-owned structures for designation.

Goal 3 Action Items:

1. Provide property owners of historic buildings and features with technical assistance and access to outside consultants and/or the town grant administrator to assist with potential grants and other incentives.	Staff, HPC, History Colorado
2. Expand façade improvement grants program to include incentives for historic buildings.	Staff, HPC
3. Consider sales tax rebate and/or building permit fee waiver incentives for rehabilitated historic properties.	Staff, HPC
4. Inventory town-owned and special district-owned properties for historical significance and potential adaptive reuse.	Staff, HPC
5. Create a mechanism by which property owners can receive financial support for the relocation of structures.	Staff, HPC
6. Facilitate the identification of town-owned parcels of land for the utilization of relocating historic structures which may otherwise be demolished.	Staff, HPC
7. Create a campaign of educational and promotional materials for use as tools when communicating with local property owners about the benefits of the Historic Preservation	Staff, HPC

Implementation Timeline

Year 1:

1. Establish Historic Preservation Committee
2. Apply for Certified Local Government (CLG) status with History Colorado
3. Update historic preservation ordinance
4. Establish objectives and priorities for community cultural resource inventory and surveys
5. After CLG approval, apply for grant funding for cultural resource inventory and surveys
6. Continue to develop preservation educational information on webpage

Year 2:

1. If grant funding is approved, hire consultant for cultural resource inventory and surveys
2. Apply for grant funding for historic property plaque and interpretive sign programs
3. Research and nominate initial group of structures for designation as historic landmarks
4. Host inaugural Frederick Heritage Month

Year 3:

1. Develop historic preservation design guidelines
2. Explore opportunities for local preservation related financial incentives
3. Provide education regarding federal and state preservation tax credit programs
4. Continue to expand preservation related education and outreach



Frederick Downtown Plan

Adopted January 2026



Acknowledgements

Frederick Mayor and Board of Trustees:

Tracie Crites, Mayor

Kevin R. Brown, Mayor Pro Tem

Adam Mahan, Trustee

Mark Lamach, Trustee

Dan March, Trustee

Windi Padia, Trustee

Frederick Planning Commission:

Tracy Moe, Chairman

Kristie Conroy, Vice Chairman

Nathan Scott, Commissioner

Roger Kelley, Commissioner

Rebecca Langford, Commissioner

William Mahoney, Alternate A

Dennis Stark, Alternate B

Town of Frederick Staff:

Bryan Ostler, Town Manager

Ryan Johnson, Deputy Town Manager

Ali Lommel, Planning Manager

Audem Gonzales, Senior Planner

Brien Schumacher, Planner III

Sierra Fedder, Redevelopment Administrator

Consultant Team:

RICK Planning + Design – Englewood, CO

Britt Palmberg, AICP, Director of Planning

Grace Dyess, Assistant Planner

Kim Nelson, PLA, Principal Landscape Architect /
Urban Designer

Jared Gorby, PLA, Principal Landscape Architect /
Urban Designer

Michelle Case, Associate Landscape Architect

Brian Mooney, FAICP, Senior Advisor

Rob Fitch, PE, Principal, Civil Engineer

Sandi Moore, Administrative Assistant

Felsburg, Holt, & Ullevig (Transportation) – Greenwood Village, CO

Cady Dawson, Principal

Carol Sammons, Transportation Planner

Project Vision 21 (Bilingual Community Engagement) – Aurora, CO

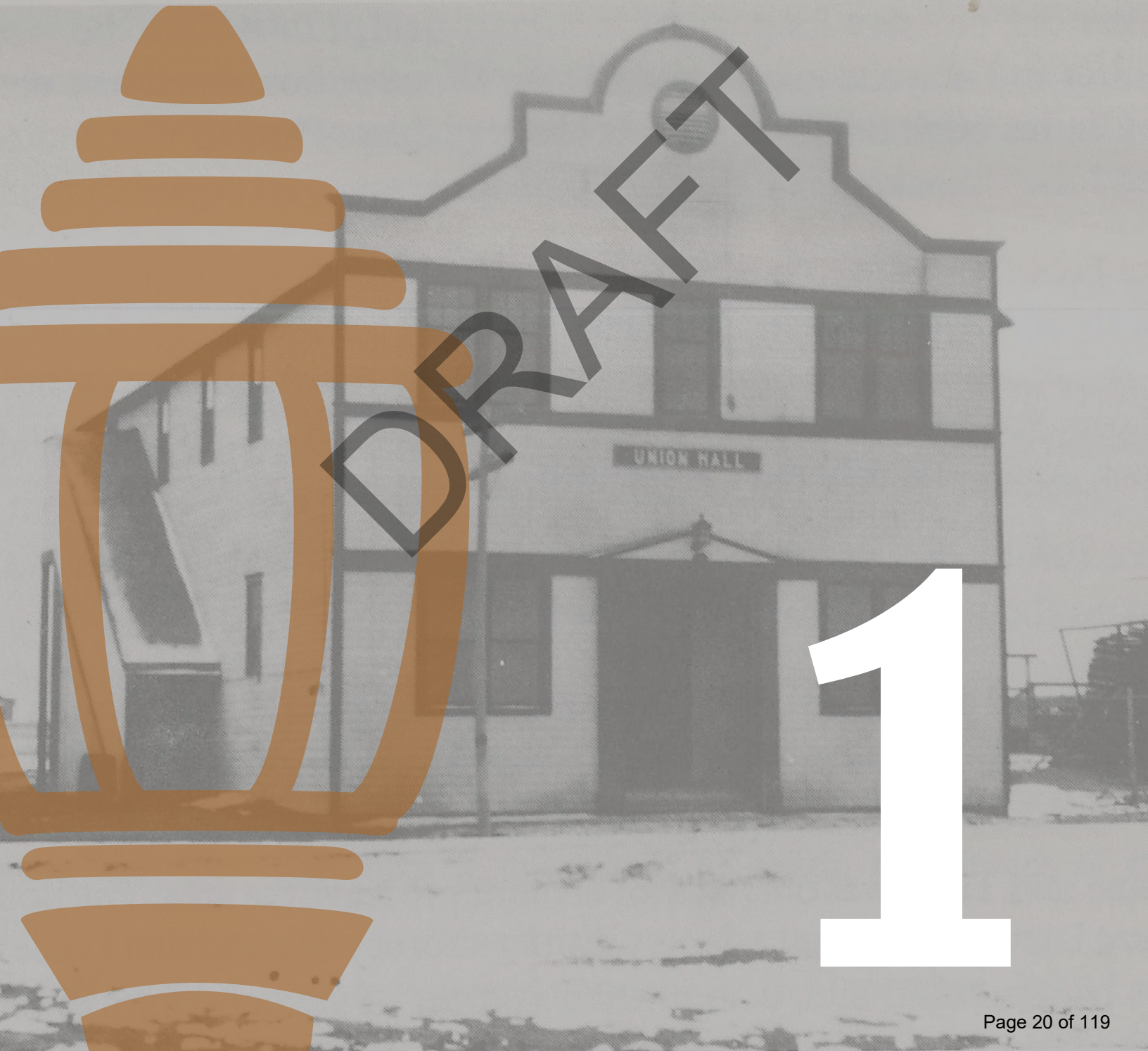
Francisco Miraval, Owner



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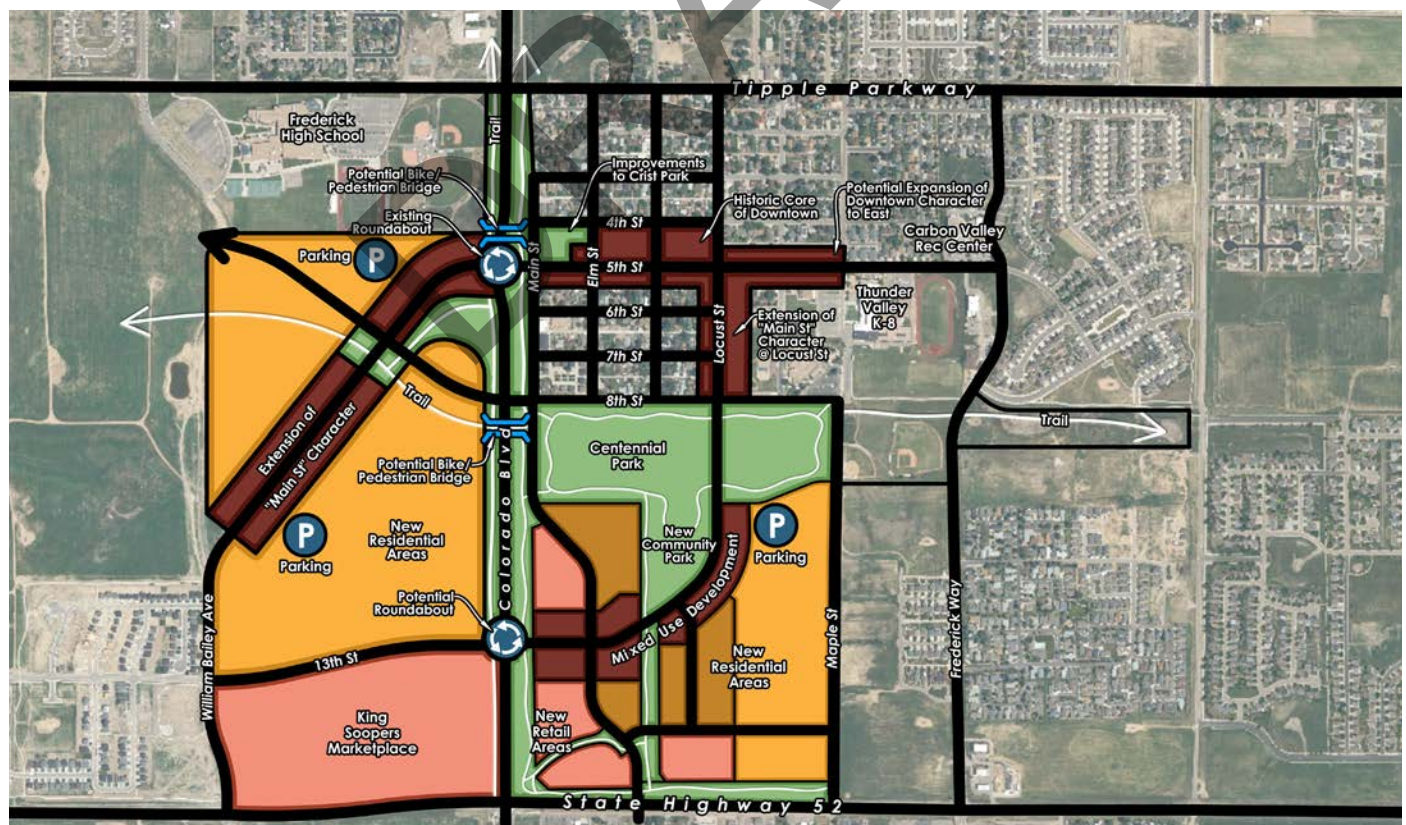
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Project Background



Frederick Forward, a joint community engagement effort for the Town's Comprehensive Plan and Downtown Plan, established the overall vision and direction for planning for Downtown Frederick. Frederick Forward began in early 2023 and outreach for the Comprehensive Plan concluded in Spring 2024, prior to the adoption of the new Comprehensive Plan 2050 in October 2024. During the creation of the Comprehensive Plan, the project team conducted three rounds of community engagement, including three bilingual community surveys, numerous stakeholder meetings, and several briefings with the Parks, Recreation, Open Space and Trails Commission (PROST), the Planning Commission, and the Town Board. During the creation of the Comprehensive Plan, Frederick Forward involved input from over 2,000 individuals across over 30 pop-up engagement sessions, two community open houses, five sessions as part of the Town's Tour and Talk series in 2023 and 2024, and outreach at major festivals including Frederick in Flight, Chainsaws and Chuckwagons, and Frederick's Festival of Lights. Frederick Forward also involved outreach sessions focused on the Comprehensive Plan with youth at Frederick High School and third grade classes at Legacy Elementary School and an engagement session with seniors at the Carbon Valley Community Center. The new Downtown Plan draws from the Frederick Forward effort and provides an update to the Town's existing Downtown Development Plan, adopted in 2010.

Downtown Frederick Framework from the Frederick Forward Comprehensive Plan 2050



*Downtown Framework Plan from the Frederick Comprehensive Plan, Adopted October 2024
Credit: RICK*

The adopted Frederick Comprehensive Plan 2050 defined the “Downtown Hub” for Frederick to include the historic core of Downtown (east of Main Street and north of Eighth Street, including the commercial uses along and near Fifth Street) as well as potential expansion of Downtown to the south and west. The construction of the Silverstone Marketplace shopping center at Highway 52 and Colorado Boulevard, anchored by the King Soopers Marketplace, and the anticipated population growth of the Carbon Valley and surrounding areas over the next 20 years create the potential for the Downtown district to expand to provide additional places to live, work, and play. The historic Downtown core will provide redevelopment and adaptive reuse opportunities for civic, commercial, and residential uses. In addition, these potential new areas of Downtown provide opportunities for additional restaurants and businesses over time. The new areas would also accommodate a diverse mixture of housing units, including townhomes, duplexes, multi-dwelling units and senior housing, to serve a broader range of households desiring to live near the historic core of Frederick and the Carbon Valley. The Downtown Framework Plan, included within the adopted Comprehensive Plan, established the following foundations for placemaking, connectivity, Downtown character, and other elements of the Downtown Plan.

1. Extending Downtown Across Colorado Boulevard

The extension of the “Main Street” character of Fifth Street to the west across Colorado Boulevard, and then to the southwest, toward William Bailey Avenue. The diagonal Main Street corridor shown on the framework plan will connect with the signalized intersection of William Bailey and Highway 52. Thus, the western expansion of Downtown will provide for an alternate route into Downtown from the south and west and will connect the historic Downtown to the Silverstone neighborhoods to the west.

2. Extending Downtown Through Miners Park

A street connection from the new Silverstone Marketplace to the north and east, connecting to Locust Street within the heart of the historic Downtown. The Locust Street extension to the south from Eighth Street will provide another north-south connection into Downtown and will help relieve congestion (now and in the future) at the Fifth Street and Colorado Boulevard roundabout. The extension of Downtown into the areas south of Centennial Park will feature mixed use development and a Downtown placemaking character that will help connect the Silverstone Marketplace and the historic Downtown activity areas. Over 70 percent of respondents to the third and final survey for Frederick Forward either “agreed” or “strongly agreed” with the idea of having Downtown Frederick expand to the south and west, as shown on the Downtown Framework diagram.

3. Potential Redevelopment of School District Properties

Potential re-use (over the long-term) of the Thunder Valley K-8 school campus and surrounding vacant properties owned by the St. Vrain School District. These areas could potentially redevelop as part of the Downtown character and provide additional areas for residential, civic, and mixed-use development on the east side of Downtown Frederick, if the school district were to ever close or relocate any of its existing facilities in the Downtown area.

The Frederick Comprehensive Plan emphasized that the “Downtown Hub”, as identified on the Future Land Use Map, will continue to develop and evolve using community design practices that align with the character of the historic heart of Frederick. The Comprehensive Plan outlined a series of community design principles for the Downtown area, outlined on pages 32 and 33 of the document. The Downtown Plan builds upon these community design principles to provide more detailed planning and design parameters for the public realm within the different areas of Downtown. The Downtown Plan, along with the Town’s new Land Use Code, provide the regulatory framework and clarity needed to guide public and private sector investments in Downtown Frederick over the next one to two decades.

Downtown Plan – Additional Outreach Efforts

Community engagement has been the backbone of the creation of both the Comprehensive Plan and Downtown Plan. While the majority of community engagement efforts for the Frederick Forward effort (spanning the Comprehensive Plan and Downtown Plan) culminated prior to the adoption of the Comprehensive Plan in October 2024, the project team and Town staff conducted more focused outreach and stakeholder discussions over the next year to gather community input for the Downtown Plan. The additional outreach focused on the draft designs and recommendations for streetscape improvements, redevelopment, and improvements to community character in the historic core of Downtown and additional areas within the Downtown Hub area. The components of Frederick Forward focused on the creation of the Downtown Plan culminated in 2024 and 2025 with the following activities:

Outreach at Talk and Tour, Centennial Park, Summer 2024

The project team presented the Downtown Framework Plan at the Town’s Talk and Tour engagement event at Centennial Park to gather final input regarding the framework plan (as part of the Comprehensive Plan) and to begin to gather input on the details for the design of the Downtown Plan, following the adoption of the Comprehensive Plan. The team engaged with several dozen attendees and gathered general comments regarding items for prioritization in the Downtown Plan.

Frederick Business Awards, Fall 2024

The project team presented the Downtown Framework Plan at the annual Frederick Business Awards in 2024 to gain additional input from the business community as the team prepared for more detailed planning and design for the Downtown Plan.

Briefing with Town Board, March 2025

The project team presented conceptual streetscape designs for Fifth Street and intersecting streets in the historic heart of Downtown, as well as conceptual plans for Downtown West (to the west of Colorado Boulevard) to the Town Board at a regular Board meeting in March 2025. The Board signaled support for the direction of the Downtown Plan and for the team to move the plan forward toward completion. The Town Board supported the general concept plan for Downtown West, west of Colorado Boulevard, and directed the project team and Town staff to work collaboratively with the property owner of the lands west of Colorado Boulevard to move the concept toward reality.

Outreach at Chainsaws and Chuckwagons Festival, July 2025

The project team engaged with several dozen community members in attendance at the popular Chainsaws and Chuckwagons festival at Centennial Park throughout the day on Saturday, July 19th, 2025. Attendees provided comments and notes regarding the draft concept plan for Fifth Street in the heart of Downtown Frederick, including the orientation of existing and potential buildings and the design of streetscape features along Fifth Street, as well as along Fourth Street and Sixth Street and the cross streets (Oak, Elm, and Locust) in the core of Downtown. Attendees also provided input on the potential for historic preservation and / or reuse of many of the older buildings along Fifth Street and provided input through a Visual Preference Exercise regarding elements of placemaking (including the forms and architecture of buildings and streetscape features) they favored or did not favor for Downtown Frederick. This input helped shape the ongoing refinement of components of the Downtown Plan.



*Outreach at Chainsaws and Chuckwagons, July 2025
Credit: RICK*



*Outreach at Chainsaws and Chuckwagons, July 2025
Credit: RICK*

Community Open House, September 3rd, 2025

The Town of Frederick hosted an open house focusing on the draft elements of the Downtown Plan in September 2025 at Town Hall. The Town mailed notices regarding the open house to every mailing address in the historic core of Downtown Frederick and publicized the event through its publicity channels (including the Frederick Flash, social media posts, and emails to Downtown property owners and businesses). Around 15 community members attended and provided their comments on the details of the streetscape and development concepts, focused on Fifth Street and the historic portion of Downtown Frederick. The open house also included a presentation by the Town's Economic Development department regarding revitalization efforts for Downtown, including the formation of an Urban Renewal Authority.

The comments received at the open house and the engagement at Chainsaws and Chuckwagons, along with discussions with leadership within the Town staff and with several Downtown property owners, indicated

support and enthusiasm for the conceptual plans presented for Downtown Frederick.

The Downtown Plan carries forward the highly supported Downtown Framework Plan from the Frederick Forward engagement effort of 2023 and 2024 with the development of a more detailed physical plan for the historic core of Downtown Frederick and for areas of expansion to the south and west.



Integration with Other Planning Documents

The Town of Frederick, property and business owners, and the public will use the Downtown Plan as the blueprint for specific improvement projects in and around the greater Downtown area, including streetscape improvements, park improvements, building revitalizations and rehabilitations, new building construction, historic preservation efforts, and development of new areas of Downtown to the south and west. In addition to the Frederick Comprehensive Plan 2050, the Frederick community will use the following plans, in concert with the Downtown Plan, to guide and implement specific projects.

Go Outdoors Frederick 2050

This update to the Town's Parks, Open Space and Trails Plan will conclude in 2026 with adoption of the new plan.

Frederick Historic Preservation Plan

This plan will be adopted in early 2026 and will shape the Town's efforts to preserve the historic character of individual buildings and the historic neighborhoods in and around Downtown Frederick.

Frederick Transportation Master Plan (2021)

This document establishes goals and plans for different types of streets and for multimodal transportation (including walking, bicycling, and transit) for the Town of Frederick.

Crist Park Conceptual Planning

Conceptual planning for Crist Park conducted in 2024 provides the foundation for detailed designs and construction of improvements to this historic park at Fifth Street and Main Street in Downtown Frederick.

Centennial Park Master Plan

The Town of Frederick anticipates completing the master planning for Centennial Park, to the south of Eighth Street, in 2026, drawing from the outcomes of the Downtown Plan.

Town-Wide Signage and Wayfinding Plan

The Town completed planning for signage and wayfinding (directing residents and visitors to destinations such as parks, schools, Downtown, and other locations) in 2025. The Downtown Plan incorporates elements of this plan tied to signage and monumentation in the greater Downtown area.

Vision & Guiding Principles



Vision

Downtown Frederick serves as the small town heart of the community and the central gathering place for Frederick and the Carbon Valley area. The historic district centered on Fifth Street, including Crist Park, Centennial Park, and the Carbon Valley Recreation Center, supports a range of small shops, restaurants, and entertainment. Various outdoor dining areas, plazas and seating areas help support the district's vitality with music and performances and a vibrant outdoor dining scene. Beyond Fifth Street, the Downtown West area provides a neighborhood-oriented extension of Downtown, including a traditional Main Street, a destination park geared to all residents and visitors, and additional civic amenities. Miners Park provides a southern connection along Locust Street, drawing visitors and residents from nearby neighborhoods and beyond to visit Downtown to shop, dine, and enjoy entertainment.



The following principles provide the foundation for the implementation of the Downtown Plan and the ongoing evolution of the district over the next 10 to 20 years.



1. Preserving the historic properties and historic character of Downtown for future generations

2. Promoting the adaptive reuse of existing buildings Downtown



3. Integrating public art of various forms (light, sculpture, painting, etc.) to provide a diverse set of experiences

4. Emphasizing outdoor activity across the board – for dining, play, meetings, events, and hanging out



5. Serving as the top destination for fun, events, and activities in the Carbon Valley region

6. Emphasizing small businesses and artisan merchants, from small shop owners, to local farmers, skilled crafts workers, and local performers



7. Offering experiences for everyone across the region, from families to single adults to seniors

8. Offering an urban environment that safely supports all modes of transport, including walking, biking, transit opportunities, and local vehicular access



9. Integrating buildings of quality design and construction that will stand the test of time and support a wide variety of uses over generations

10. Providing gathering places and environments for active and passive recreation, reflection, activities, and nature



11. A district well connected to the rest of Frederick and the Carbon Valley through greenways and distinctive street and pedestrian connections

Land Use, Development, & Redevelopment



The Downtown Plan provides the vision for the variety of land uses in the greater Downtown area, including new development, revitalizing existing buildings and the redevelopment of different locations around Downtown. Importantly, the Downtown Plan does not mandate specific uses or specific buildings in specific locations around the Downtown area but provides the foundation for property owners and businesses to use their own creativity in shaping buildings and uses in the future. The detailed regulations contained in the Town's revised Land Use Code provide the specific guidance regarding land uses in the Downtown area.

The following map identifies different street types in different parts of the greater Downtown Frederick area.



Historic Portion of Downtown Frederick

Fifth Street

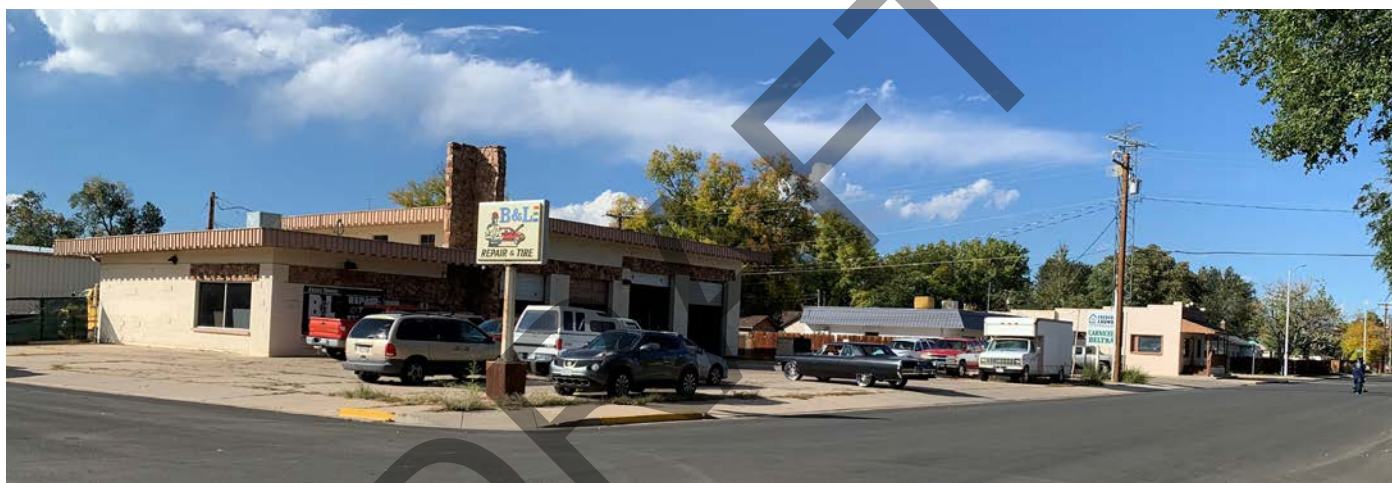
The de facto "Main Street" of Frederick, Fifth Street, contains an eclectic mix of new and older buildings that have made the district popular in the local area for its small town charm. As part of this Downtown Plan and the Land Use Code Update, the Fifth Street corridor will encourage a vertical mixture of uses, including commercial, civic, and residential. Going forward, buildings along Fifth Street between Main Street and Locust Street (the core of Downtown) will include more active uses, such as food and beverage, shops, and entertainment, on the first floors of buildings. Second and third floors of buildings may include active uses but are more likely to include other, passive uses, such as offices, residences, or hospitality uses (such as the upper floors of a hotel property). The construction of new single family homes, duplexes, and townhomes directly along the "Main Streets" of downtown areas limits the opportunity for increased pedestrian foot traffic, outdoor dining, and overall vitality at the street level. Thus, the Downtown Plan prohibits these uses along Fifth Street between Main Street and Locust Street. Between Locust Street and Frederick Way, on the eastern side of Downtown, buildings may include these residential land uses along Fifth Street to support a transition in land uses and intensity from the heart of Downtown to surrounding neighborhoods to the north and east.

Elm, Locust and Oak Streets (from Fourth Street to Sixth Street)

These cross streets within the heart of Downtown may include the same types of land uses and developments envisioned along Fifth Street, between Main Street and Locust Street, in a similar vertical mixed-use orientation. Redevelopments of properties along these streets would orient the taller portions of buildings closer to Fifth Street to provide a transition in intensity and activity from Fifth Street to residential areas to the north and south.

Oak Street (Tipple Parkway to Fourth Street)

This stretch of Oak Street extends into the historic Evanston neighborhood to the north of Tipple Parkway and forms a northern gateway from Tipple Parkway into the heart of historic Downtown Frederick. Properties along either side of Oak Street may include a wide range of vertically or horizontally oriented land uses, ranging from existing or new single dwelling homes, to townhomes, and appropriately scaled apartment buildings. Properties that currently include commercial uses, such as the automotive-oriented businesses on the west side of Oak Street, could potentially redevelop as vertically mixed use buildings similar to Fifth Street, including active uses on the ground floor and residential, office, or hospitality uses on upper floors. The following simulation depicts an “existing” and “potential” view of the west side of Oak Street, to the north of Third Street, as an example of the type of redevelopment that could occur along Oak Street. In this concept, existing commercial uses could be redeveloped into a three story, Main Street-style building, with active uses such as an eatery or a retail shop on the ground floor, with residential units on the upper floor.



*Existing view of the northwest corner of Third and Oak Streets.
Credit: RICK*

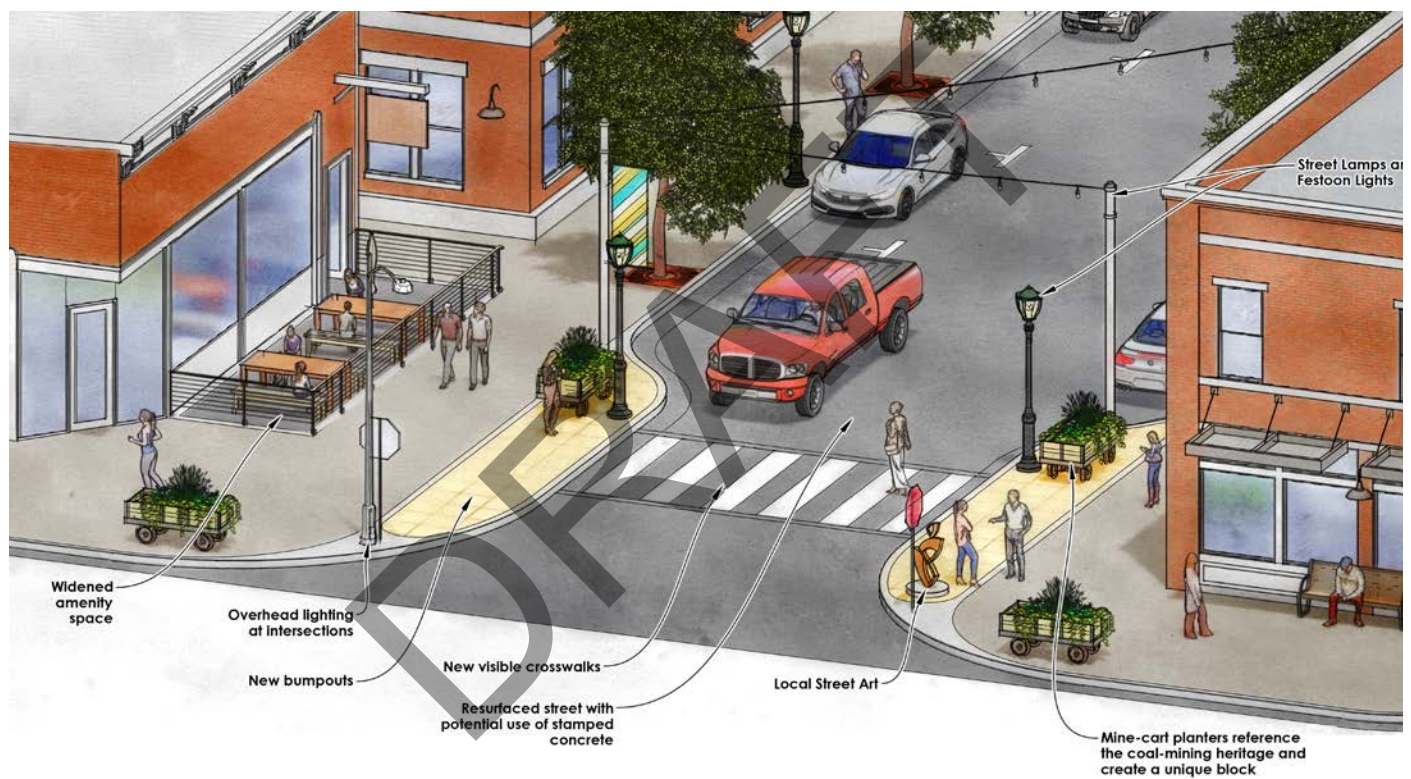


*Oak Street. This graphic represents a potential concept for this property. It does not represent a formal proposal by the Town of Frederick, nor a mandate or expectation that the property will change from its current use.
Credit: RICK*

Locust Street (Sixth Street to Eighth Street)

While Oak Street provides a northern gateway into the historic heart of Downtown Frederick, the Locust Street corridor, including the extension of Locust Street to the south and west to Thirteenth Street and Colorado Boulevard, provides the opportunity for a stronger southern gateway into the historic portion of Downtown Frederick. This stretch of Locust Street may include vertically integrated mixed use buildings, common to Main Streets around the country, or may also include pockets of attached residential units, including townhomes or appropriately scaled multi-dwelling apartments.

The following simulation depicts the potential redevelopment of the Locust Street corridor as a main Downtown street, similar in design to Fifth Street. This concept represents a long-term potential idea for Locust Street that would require additional planning and design in the future.



Locust Street. This simulation represents a potential concept for this property. It does not represent a formal proposal by the Town of Frederick, nor a mandate or expectation that the property will change from its current use.
Credit: RICK

Fourth Street and Sixth Street, from Main Street to Locust Street

These streets, running parallel to Fifth Street within the historic core of Downtown, may include vertically integrated, mixed use buildings, primarily on the south side of Fourth Street and the north side of Sixth Street. These types of mixed use development would represent a continuation of the Downtown pattern of development along Fifth Street. While vertically integrated mixed use buildings are allowed on the north side of Fourth Street and the south side of Sixth Street, these sides of the two streets may more likely include single family homes, appropriately scaled attached residential, or townhomes, to provide a transition to surrounding, existing neighborhoods.

Neighborhood Streets, elsewhere in Historic Downtown Frederick

The goal of the Downtown West area is to complement and enhance the existing Downtown area, as opposed to creating a competing district to the historic core of Frederick. The Downtown zoning classification, under the Town's new Land Use Code, allows for commercial, hospitality, and other non-residential uses anywhere within the historic portion of Downtown Frederick. Thus, an owner of a single dwelling house on a residential street in the Downtown area could redevelop the lot as townhomes, multi-plex attached residential units, a small commercial store, or as a bed and breakfast, as long as the project follows the standards established in the Land Use Code for setbacks, building heights, and other metrics (see Chapter 4). The classification allows for the creation of accessory dwelling units to single dwelling residential units. However, the zoning classification allows single dwelling homes on neighborhood streets and does not compel any existing property owner to change or redevelop their property. The Town anticipates that most neighborhood streets in the historic portion of Downtown will remain primarily residential in nature, with a focus on single dwelling homes. The Downtown Plan allows for greater flexibility in land uses on neighborhood streets. Properties at corners, for example, could represent good locations for a corner coffee shop or small eatery or the creation of a bed and breakfast property. Alternatively, property owners could convert single dwelling homes to commercial uses, including professional offices, restaurants or eateries, or similar uses. Like many historic downtowns around Colorado and the country, the Downtown Plan provides the opportunity for the creative reuse of buildings and properties in the Downtown area. This flexibility would help support a lively district with a mixture of activities and places to live for a broader range of households.



*Conversion of a historic bungalow home to a small brewpub within the Rainey Street Historic District in Austin, TX
Credit: Shutterstock*



*Conversion of a Texaco gas station to a pizza and brewpub in Downtown Durango, CO
Credit: RICK*

Downtown West

As depicted in the general concept plan that follows for the Downtown West area, a diagonal “Main Street” would orient from the Fifth Street roundabout with Colorado Boulevard south and west toward William Bailey Avenue. The land uses along this street, from the roundabout south and west to the area of the destination park, would resemble traditional Main Streets, with active uses on the ground floor and less active uses such as residential, office, or hospitality on the upper floors. Areas along and to the north of the Frederick Central Loop Trail would allow for mixed-use development, with a focus on alley-loaded residential (townhomes or row homes) and multi-dwelling residential (apartments).

As noted in the urban design chapter that follows, this portion of Downtown West would allow for greater residential densities and building heights compared to the historic core of Downtown. This part of Downtown represents a blank slate, and allowing for a higher number of residential units in Downtown West provides a larger number of residents in the immediate area to support restaurants and businesses in this part of Downtown. Streets running parallel to the diagonal Main Street, in a similar fashion to Fourth Street and Sixth Street in the historic portion of Downtown, would accommodate a mixture of Main Street style, vertically oriented mixed use buildings and moderate density residential units.

The plan anticipates that levels of land use intensity would taper down from the diagonal Main Street toward neighborhoods to the west within Silverstone containing a larger number of single dwelling detached homes. Focusing the energy of activity closer to the diagonal Main Street would encourage greater levels of vitality for a potential future business district along the diagonal Main Street.

The southwestern portion of Downtown West, closer to Thirteenth Street and William Bailey Avenue, would allow for smaller lot, single dwelling residential homes as well as duplexes and townhomes. The southeastern portion of Downtown West, to the north of Thirteenth Street and Colorado Boulevard, would focus on higher density residential uses, including townhomes and multi-dwelling residential units. Clustering a higher density of residential units in this part of Downtown West would provide additional residential population to serve commercial uses within Downtown West. Residential units located closer to Colorado Boulevard would also enjoy closer proximity to the Frederick Central Loop Trail and to the amenities of Centennial Park, across the street to the east.

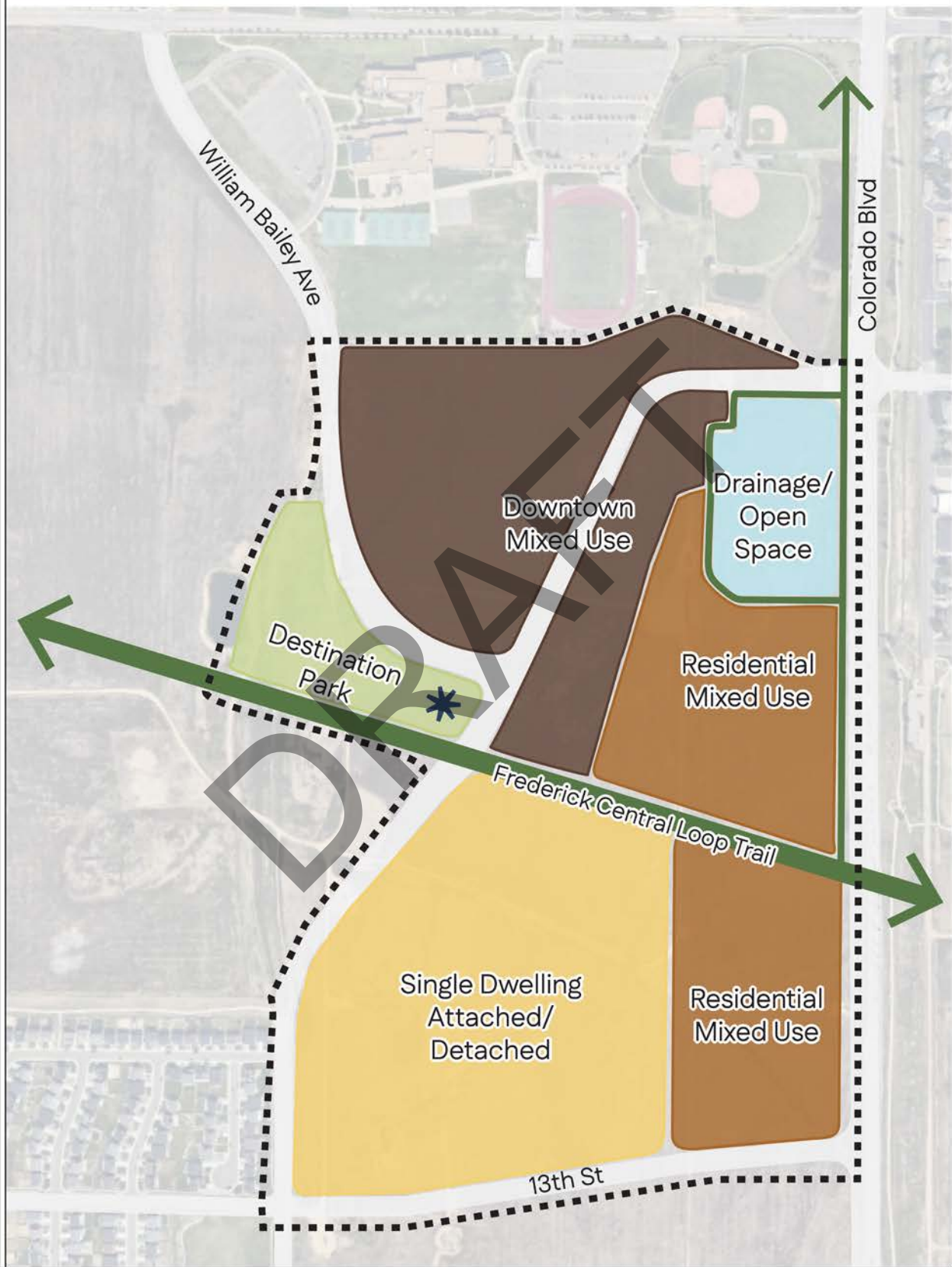


View of Longs Peak and the Front Range mountains from the Downtown West area
Credit: Town of Frederick

* Civic Destination

--- Downtown West
Boundary

↕ Frederick Central
Loop Trail



Downtown West - Draft Conceptual Graphic
FREDERICK, CO

0 155 310 465
graphic scale: 1"=155'-0"

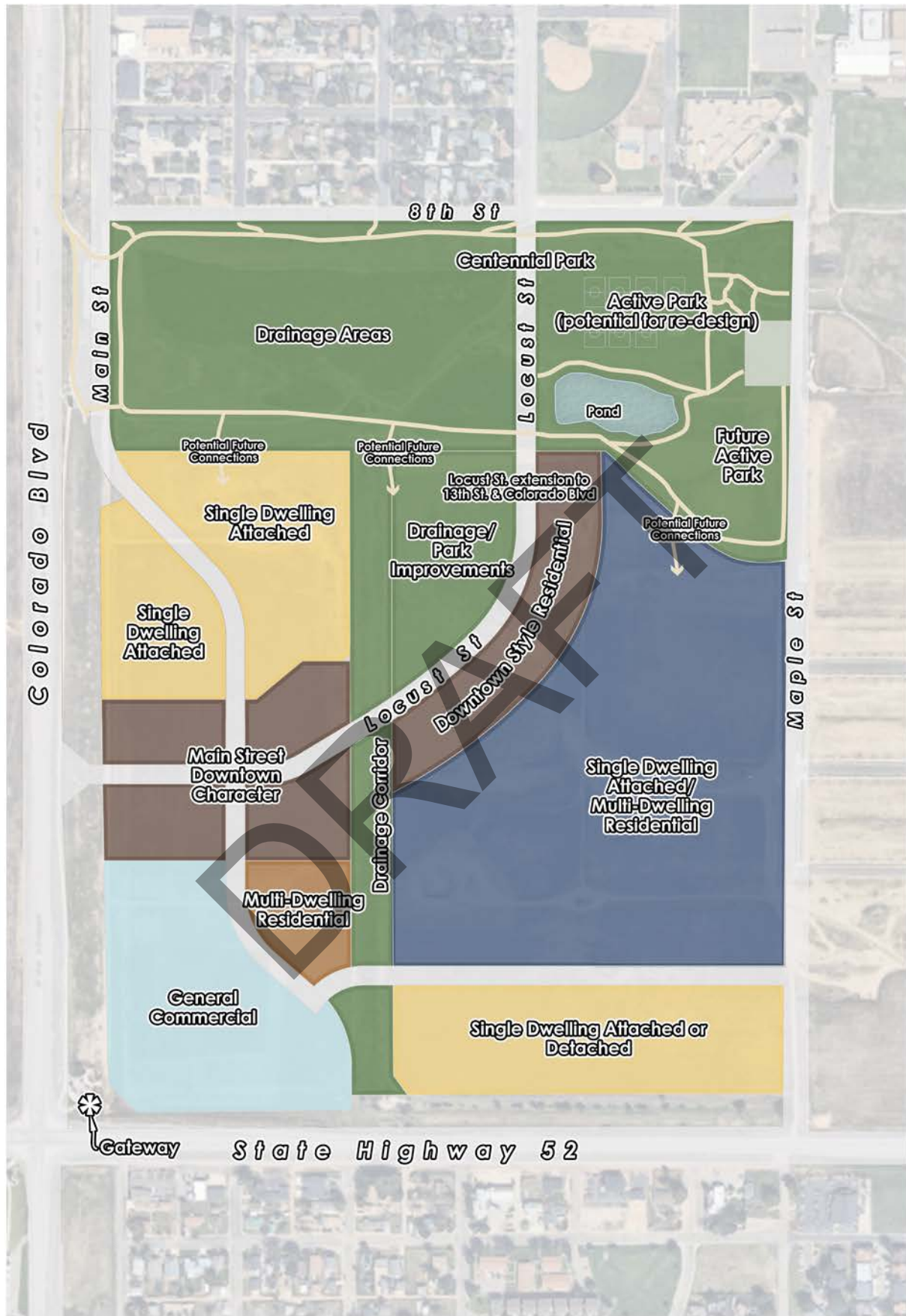
Miners Park

The Miners Park area, to the south of Centennial Park, serves as the southern extension of Downtown toward Highway 52 and Colorado Boulevard. The plan for Miners Park follows the guidance provided in the Downtown Framework Plan from the Comprehensive Plan.

The Downtown Plan anticipates the development of a main corridor along Locust Street from the north, curving to the west to connect to the roundabout at Thirteenth Street and Colorado Boulevard. Land uses along this stretch of Locust Street may include attached residential units (such as townhomes or rowhomes) and multi-dwelling apartment buildings. The Town encourages the development of active uses such as amenity areas for residential communities, restaurants and other retail businesses along Locust Street, as well as vertically oriented mixed use development.

The western portion of Miners Park, between Main Street and Colorado Boulevard, will include commercial uses. These commercial uses may include a variety of stores, fast food restaurants and drive-through restaurants, and other types of commercial development found in many communities around the region. However, as noted in subsequent chapters, the design of these commercial uses should reflect a higher level of quality and the inclusion of design features that better tie in with the surrounding Downtown fabric.

In the eastern portions of Miners Park, and within an area to the northeast of Thirteenth Street and Colorado Boulevard and adjacent to Centennial Park, single dwelling attached and detached units, along with multi-dwelling (apartment) and senior housing developments, would orient along local neighborhood streets. As noted in subsequent chapters, the design of these neighborhoods will emphasize connectivity to Centennial Park and the rest of the greater Downtown area and follow the downtown design principles carried throughout the greater Downtown area.



Miners Park - Concept Plan
FREDERICK, CO



Opportunity Sites and Anchors

The greater Downtown area includes several locations that could serve as anchors for additional amenities or the development of additional residential units or commercial spaces. Each of the following anchors or opportunity sites have the potential to serve as catalysts for the economic development of Downtown Frederick. The Downtown Plan does not set the ideas for these opportunity sites in stone but provides a menu of options for the Town, property owners, and other partners to use further explore in the future.

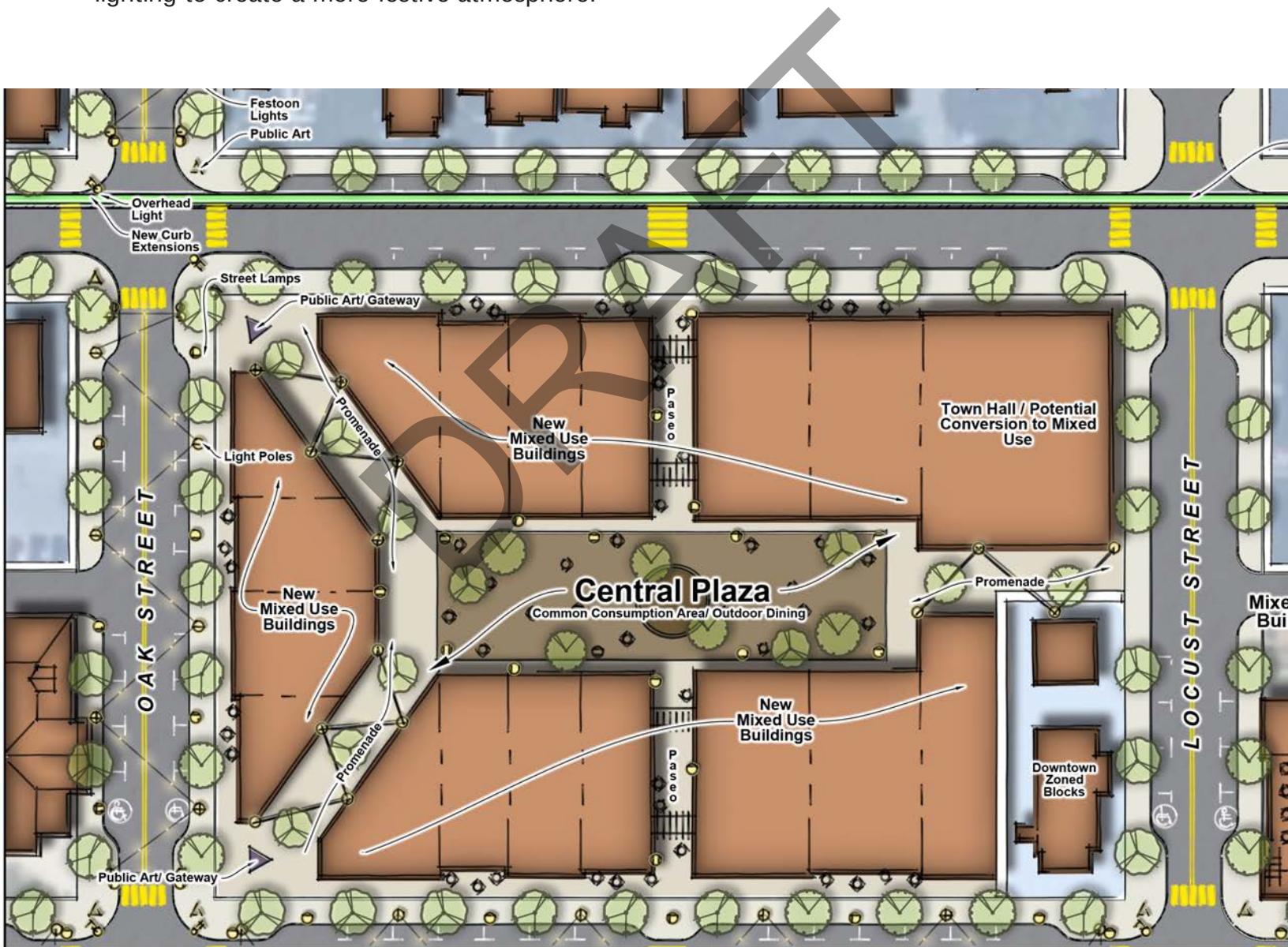
Town-Owned Properties (Fourth to Fifth Streets, from Oak to Locust)

The Town of Frederick owns all of this block in the heart of Downtown Frederick, with the exception of a house on the northwest corner of Fifth Street and Locust Street. The Town's operations including Administration and Planning, Engineering, Police, and Communications are currently distributed across a variety of buildings within the block, including a former drive through bank facility, the former offices of an engineering firm, an older house along Fourth Street, and a former professional services building that serves as the primary Town Hall and includes the chambers for the Board of Trustees. As Frederick continues to grow in population, the Town will likely outgrow its current arrangement of buildings and offices in the heart of Downtown. The construction of a new Town Hall in or close to Downtown Frederick could free up nearly the entire Town-owned block for other uses. The following highlights two conceptual options for the Town-owned block.

Four-Sided Mixed Use Development of the Town-Owned Block

Option 1

The first option illustrates the development of a central plaza in the heart of the block, with two to three story mixed-use buildings flanking the plaza on the north, west, and south. The central plaza could develop as a “common consumption area” in which patrons could carry alcoholic beverages around the plaza, enjoy outdoor seating and live music, and purchase food or other items from “pop-up” vendors located in the heart of the plaza on a periodic basis. The plaza would include trees for shade, umbrellas and heat lamps for individual seating areas, and decorative lighting to create a more festive atmosphere.



The Town-owned block within Option 1 would include diagonal promenades from the intersections of Fifth and Oak Streets and Fourth and Oak Streets to the central plaza within the block. These approximately 30-foot wide promenades would include decorative lighting, public art, trees for shade, and individual seating areas. The promenades would help draw visitors in from the adjoining streets to the central plaza and could also accommodate a few small, pop-up retail booths.



*The Exchange common consumption area in Old Town Fort Collins
Credit: Shutterstock*



*Strang Hall Common Consumption Area, Downtown Overland Park, KS
Credit: Visit Overland Park*



*Bollard Denoting the Edge of the Strang Hall Common Consumption Area, Downtown Overland Park, KS
Credit: RICK*

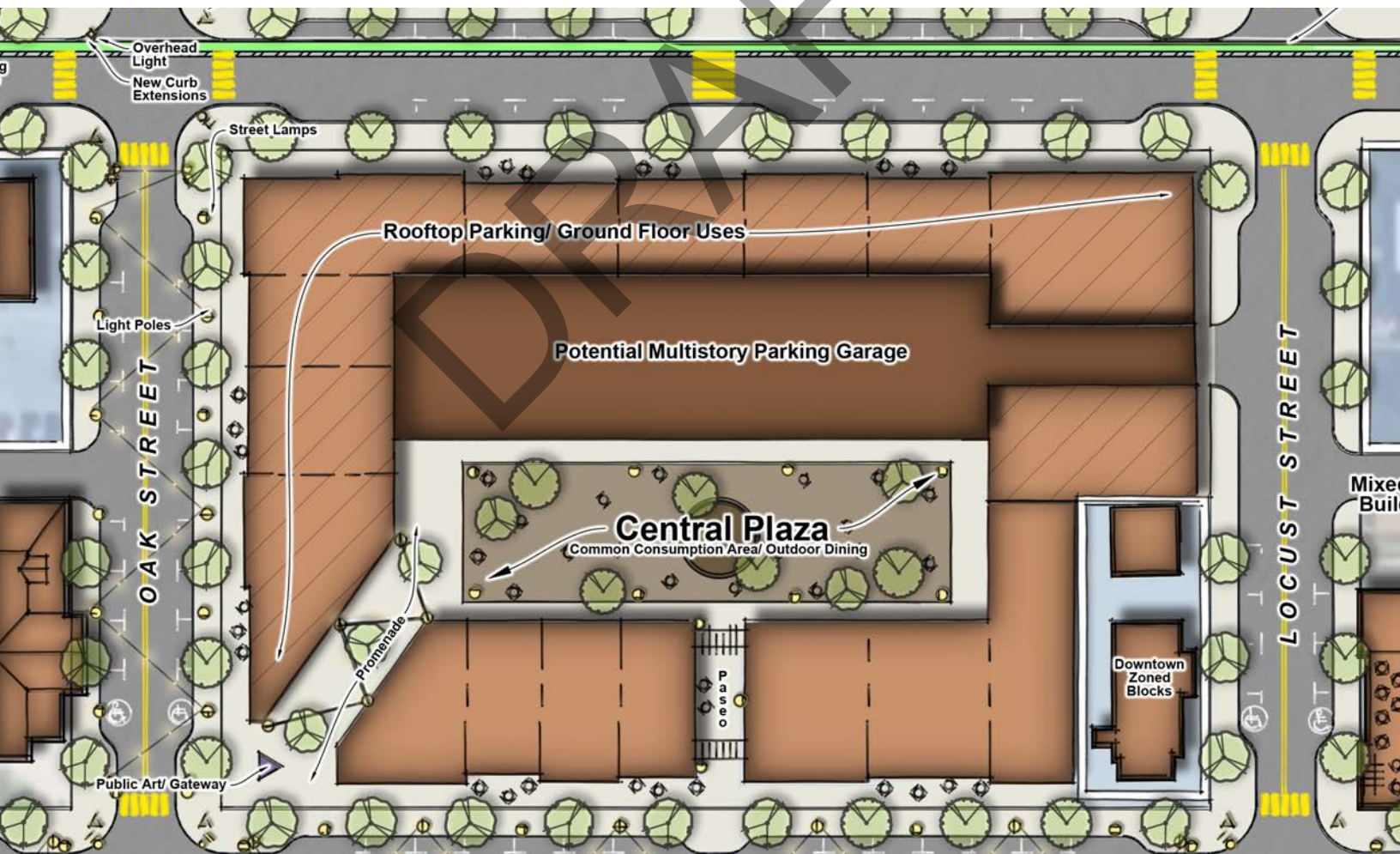
The two to three story mixed use buildings around the sides of the central plaza would include active uses on the ground floor, such as restaurants, breweries, or small stores, with residential, hospitality, or office uses on the second and third floors. The details of the concept plan show the front sides of buildings on the east side of Oak Street and north side of Fifth Street recessed from the right of way line along these streets by nine feet. This additional space will accommodate larger outdoor seating areas or space for outdoor retail (during favorable weather conditions). These two sides of the block enjoy a favorable sun angle and would serve as good locations for additional outdoor amenity spaces.

The graphic depicts “paseos” or alleyways that would connect from the central plaza to Fourth Street and Fifth Street. The paseos would provide additional pass-throughs to access the central plaza. As illustrated in the graphic, the paseos could include small seating plazas, overhead lighting, and other features to enhance the pedestrian experience. The paseos would include murals or public art pieces, landscaping including trees and planters, and other streetscape features to help draw visitors from Fifth Street into the central plaza.

Integration of Parking Structure within the Mixed Use Development of the Town-Owned Block

Option 2

Given that the growth of businesses and attractions within Downtown Frederick would likely increase the demand for parking, Option 2 for the Town-Owned Block shows a modification of the layout from Option 1 to accommodate a parking structure on the Fourth Street side of the block. In this scenario, the location of the central plaza / common consumption area would shift slightly to the south, to provide enough room on the northern half of the block to accommodate a two-story parking deck that could include approximately 175 to 200 parking spaces. This orientation of the parking structure would allow for the 'wrapping' of the parking structure incorporating ground floor commercial spaces along Oak Street and Locust Street, with parking located above the first floor. The development of a parking deck in this block would provide convenient parking for the central plaza / common consumption area and a central location for parking within the historic core of Downtown.



Importantly, as illustrated in the above example, the design of the parking structure should integrate with the surrounding character of the Downtown area from an architectural perspective. Screening techniques and the use of brick reflecting the historic patterns of Downtown Frederick can help shield the parking structure from surrounding land uses and help the facility integrate with the rest of the district.

This version of the potential redevelopment of the Town-Owned Block shifts the orientation of the central plaza / common consumption area slightly to the south and therefore reduces the depth of buildings along the north side of Fifth Street. This version of the concept plan also results in having a diagonal promenade into the central plaza only from the south and west (from the intersection of Fifth and Oak). However, the orientation of this concept retains the focus on outdoor dining along Fifth Street and Oak Street (on the south and west sides of the block) and retains the character and urban design elements for this portion of Downtown (as outlined in Chapter 4).

Importantly, these ideas for the Town-owned block represent conceptual plans. The Town would need to conduct additional design and planning for the Town-owned block to realize the vision described in the Downtown Plan.

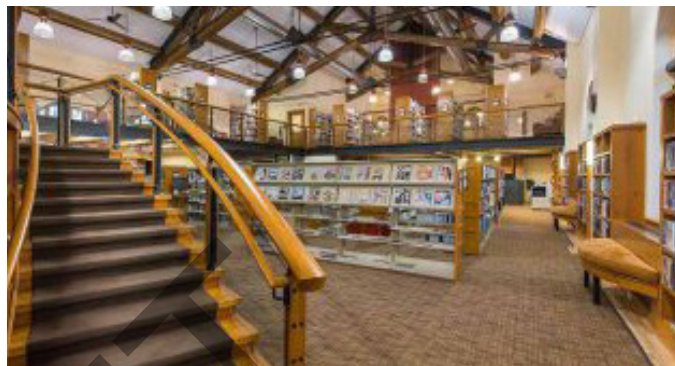


Old School Gym (southeast of Fifth and Walnut)

The St. Vrain Valley School District owns a potentially historic former school gym building to the south and east of Fifth and Walnut Streets that dates to the 1930s. The gym contains art deco architecture and includes a traditional school gym, seating for patrons, and a small stage area. The Town of Frederick has discussed the possibility of purchasing and reusing the gym building for a small community center or event space. The reuse of this building, given its unique architecture and historic roots in the community, would complement the historic character of Downtown Frederick. The Frederick community lacks public event spaces (beyond local churches or the meeting facilities of local companies). The Town could use the gym building for event rentals (wedding receptions, quinceaneras and other parties, etc.) and for events hosted by the Town. For example, the gym building could host indoor events that could complement the Festival of Lights, Chainsaws and Chuckwagons, Miners Days, and other well-known Town events.

Case Study Example: Breckenridge Grand Vacations Community Center, Breckenridge, CO

The Town of Breckenridge converted a former gymnasium as an adaptive reuse to a combined community center and library facility encompassing 26,000 square feet of space. The project, representing a joint collaboration between the Town and Summit County, includes a two story library, a movie theater, a coffee shop, and various conference and meeting spaces.



*Breckenridge Grand Vacations Community Center, Breckenridge, CO
Credit: 360 Engineering, Inc.*

Destination Park and Frederick Central Loop Trail in Downtown West

As shown in the concept plan in this chapter for Downtown West, a “Destination Park” will serve as one of the primary anchors of Downtown as it expands to the west. This park will serve as a terminus for the “Main Street” character along the diagonal Main Street in Downtown West. The Frederick Central Loop Trail will follow the southern edges of the park and help connect the park to other neighborhoods to the west, to the Frederick Recreation Area, and to the broader Frederick community.

This destination park will orient at an angle, in a northwest-southeast orientation, to provide direct views of Longs Peak from this part of Downtown. The views of Longs Peak and the Front Range from the area west of Colorado Boulevard are striking and one of Frederick’s best features. The design of the destination park will maintain these important viewsheds as a signature feature within Downtown West. The shape of the destination park will resemble a ‘wedge’ and have a broader width at the western end than at the eastern end to help frame the views of the Front Range.

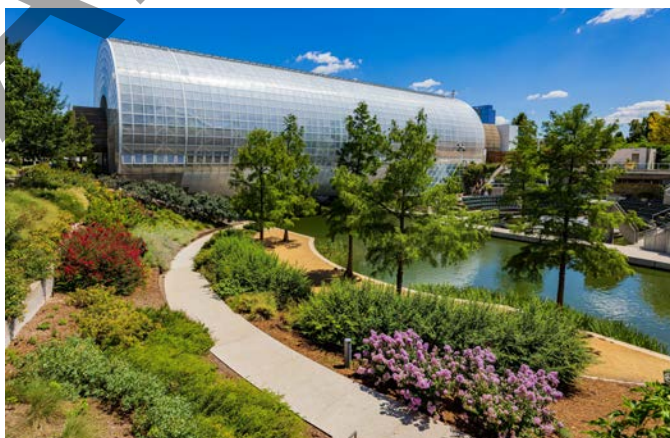
The western portion of the destination park will likely include playgrounds, open play areas, and picnic shelter areas found in most parks. However, the design of this park, in alignment with the goals of the Frederick Comprehensive Plan 2050, will emphasize the integration of natural playground features and areas for smaller picnic gatherings and areas for quiet contemplation. The destination park will provide spaces for residents, employees, and visitors of all types to enjoy at all hours of the day. This park, along with Crist Park, will provide spaces for additional smaller community events and gatherings.

The eastern end of the destination park will include a civic amenity to help anchor Downtown West and provide another attractor for visitation to the greater Downtown area. This type of amenity may include a performing arts center, an expanded library, a community events facility, or a potential location for a new Town Hall. The Downtown Plan does not specify the civic anchor to locate at the destination park but provides the framework for the development of a civic amenity to help frame the diagonal Main Street within Downtown West. The destination park will complement Crist Park and Centennial Park and provide another great amenity and destination in the broader Downtown area.

As described in the Frederick Comprehensive Plan 2050, the Frederick Central Loop Trail represents a defining framework for the Frederick community as it continues to grow and evolve over the next 20 years. The framework for this loop connects the west side of Downtown Frederick to the Gateway Hub at I-25 and Highway 52, to Wyndham Hill, and to other destinations both east and west of I-25. The 'necklace' of the Frederick Central Loop Trail also links Downtown to the Frederick Recreation Area, to additional "Community Hubs" of activity east and west of I-25, and to the Frederick Regional Open Space (formerly known as the Mendoza Open Space) near Aggregate Boulevard. The Central Loop Trail will include wide trail corridors to accommodate bicycle traffic and walking on different sections of the trail and will include public art, rest stops with benches and areas of shade, and other features to make it a true central greenway in the Frederick community.



*Douglas County Library in Downtown Castle Rock
Credit: Douglas County Libraries*



*Example of a Destination Park: Myriad Botanical Garden, Oklahoma City
Credit: Shutterstock*

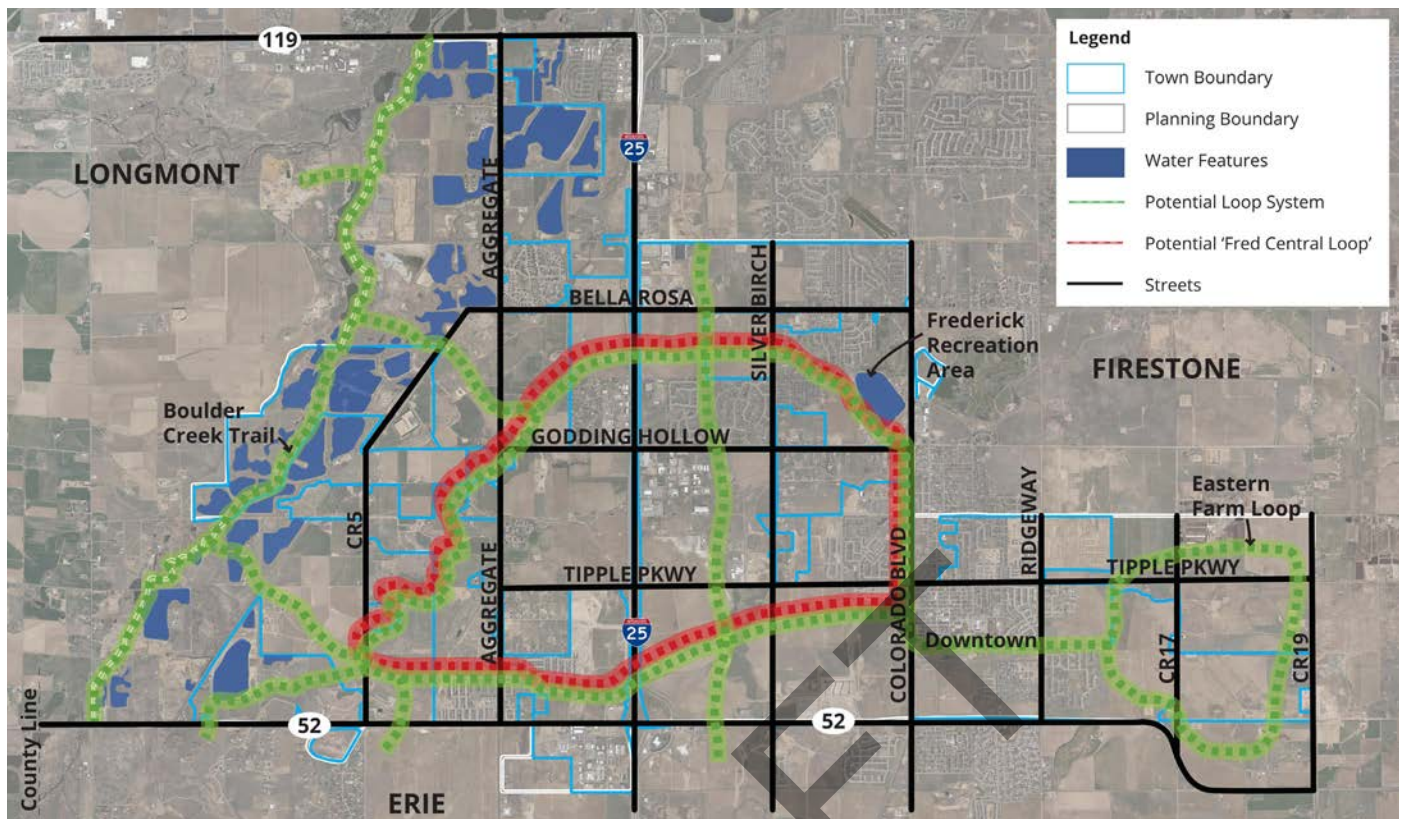


Diagram showing the conceptual alignment of the Frederick Central Loop Trail within the Frederick Planning Area. Credit: RICK

Importantly, the Frederick Comprehensive Plan 2050 highlighted that the Central Loop Trail would pass by areas of mixed use development and that the trail could serve as a catalyst for trail-adjacent outdoor eateries, breweries, and other gathering spaces. Within Downtown West, the Frederick Central Loop Trail may serve as a great amenity along the edges of residential units (townhomes, apartments, etc.) and mixed-use buildings along or near the diagonal Main Street.



Image of the Frederick Central Loop Trail passing by a mixed-use development. The photo shows a couple resting on seating benches, people running along the trail, and a couple walking a dog. Credit: RICK

Potential New Town Hall

As the Town of Frederick continues to grow, the community will likely need a new Town Hall building. Community and stakeholder input throughout the planning process supported the assumption that any new Town Hall building would locate in the greater Downtown area, within the historic core of Downtown or in the new areas for expansion to the south and west. The following principles will guide the Town as it continues feasibility studies to determine the location, scale, and design of a new Town Hall for Frederick.

Architecture Complementary to Historic Downtown Frederick

The new Town Hall will incorporate brick and related features that reflect the historic architecture of the Downtown area. The design of the building and features will draw from the historic themes of Frederick including mining, agriculture, and a community that enjoys gathering and having fun together.



*The Town of Windsor, Colorado adaptively reused a former school building as its new Town Hall. The facility, located a block off of the main Downtown corridor, has architectural elements representative of the historic heart of Windsor and regional patterns for civic buildings.
Credit: Town of Windsor website*

Location Supportive of the Downtown Framework Plan

The new Town Hall should be located along a “Main Street” in the greater Downtown area (Fifth Street, Locust, or the diagonal Main Street within Downtown West) or within a block of a Main Street. Strategically locating the Town Hall close to the activity of a Main Street provides a greater magnet for visitation to the core areas of Downtown. In turn, the placement of a Town Hall as an anchor along a Main Street instills a sense of civic pride in Downtown and maintains Downtown’s status as the true heart of the Frederick community.

Potential Design to Support Mixed Use Development

The community could construct a new Town Hall facility in the greater Downtown area as a stand-alone building. However, many communities around the country have integrated a new or renovated Town Hall into a mixed-use development or multi-purpose building, often with a downtown district. Within Downtown Frederick, the Town could integrate new Town offices on the second and third floors of a mixed-use redevelopment of the Town-owned block. This strategy would retain the Town offices in essentially the same location while allowing room for the community amenities and active retail and restaurant uses contemplated for the first floor of this potential redevelopment. Alternatively, a Town Hall could integrate within a two to three story building along the diagonal Main Street within Downtown West or at a major intersection (such as Locust Street and Colorado Boulevard) within the Miners Park area. Integrating a new Town Hall with entertainment, restaurant, or retail space would present opportunities for the sharing of parking facilities between the different uses. The presence of Town staff

and visitors conducting business at the Town Hall would help support nearby eateries and businesses.

Case Study: City Center, Lenexa, Kansas

The Kansas City suburb of Lenexa, Kansas (population: 59,000) partnered with local real estate developers to launch City Center, a 69-acre mixed use development including a new City Hall, two million square feet of civic space including a library and recreation center, a million square feet of office and retail space, and 375 residential units. The project started in the mid 2000s and is now around half complete, with the newly built City Hall anchoring the Lenexa Public Market and the civic campus including the library and recreation center. The combined Civic Center, Library and Recreation Center represented a \$67 million project funded by a 3/8th cent sales tax, the city's Capital Improvement Program, and the issuance of bonds. Several multi-dwelling and attached residential projects (rowhomes, townhomes, and similar forms of residences) have developed around the edges of Lenexa City Center over the last fifteen years. The City Center project developed as a 'greenfield' (previously undeveloped) property on the western edge of the city, near Interstate 435. Thus, this scale of development, integrating civic and mixed uses, would serve as an example mainly for the undeveloped portion of Downtown Frederick, to the west of Colorado Boulevard.

Case Study: Monmouth, Oregon City Hall

The City of Monmouth, Oregon, a satellite city of Salem, Oregon with a population of 10,000 residents, completed a new two-story, 13,000 square foot City Hall in the heart of its downtown in 2024. The city designed the new facility specifically to be modern in features but to retail the existing look and feel of the

historic downtown district. Notably, the project included the creation of the "Monmouth Alley", a multi-purpose plaza space located next to the City Hall, for community events and functions. The city funded the approximately \$10 million effort through the use of an urban renewal district, the passage of a general obligation bond measure by voters, and the use of internal city reserve funds.

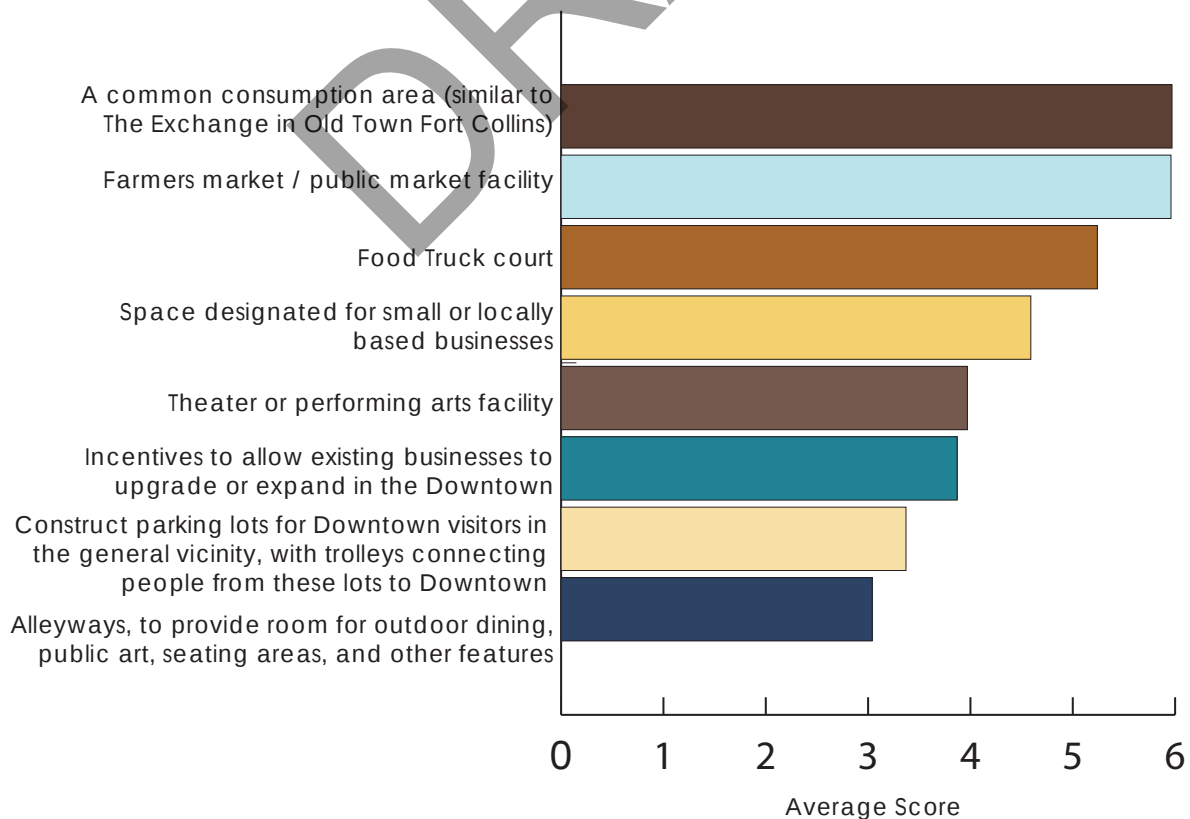


Public Market

As illustrated in the following figure, the idea of a public market in the Downtown area attracted the greatest level of support from respondents in the second community survey associated with the Frederick Comprehensive Plan 2050. A public market could include a traditional farmers market, along with craft fairs and markets, holiday markets, and various Town events. The Town and/or other entities have hosted a farmers market in or around the Downtown area in the past but disbanded it due to the lack of interest from farmers to attend the market. The market had traditionally operated along Fifth Street, with the street closing during market events.

While previous versions of a farmers market in Frederick have encountered challenges, as the Carbon Valley and surrounding areas continue to grow over the next two decades, increased demand for a public market or farmers market should increase as well. Furthermore, many communities have shifted the orientation of this type of anchor in a downtown area away from a purely farmers market approach. Many communities have embraced the idea of creating a public market, which could include produce and baked goods as well as crafts, various artisan wares, and a variety of food and beverage options.

Building upon the heritage of public markets such as Pike's Place Market in Seattle, Faneuil Hall in Boston, and dozens of public markets in cities large and small across Europe, American communities have increasingly explored similar ideas, scaled to their local context. Many communities have moved beyond open air farmers markets to markets with covered pavilions or the inclusion of farmers markets within indoor/outdoor public market facilities.



Based upon research of other communities, the Downtown Plan recommends that a public market in the greater Downtown area include the following features:

- ▶ An indoor facility that can host various events throughout the year and extend the season for markets (farmers markets, craft markets, arts markets, etc.). The facility ideally would have retractable garage doors or windows that would allow the facility to convert to open-air during warmer months or periods of better weather.
- ▶ A permanent restroom facility with heating and cooling
- ▶ Sufficient adjacent or nearby parking for vendors to park and to access their goods during hours of operation
- ▶ Space and facilities for musical performances (a small stage with power hookups)
- ▶ Electricity outlets for vendors
- ▶ Tables and chairs for visitors eating or drinking from vendors at the market

A public market facility would also, if feasible, include:

- ▶ Flexible outdoor space to accommodate open air sales (during better weather), outdoor musical performances, or other outdoor space. The market could include a plaza that could provide this flexibility.
- ▶ Features designed to accommodate alternative markets geared to pop-up tenants at various times. The facility could also be rented out for indoor gatherings and events such as receptions, reunions, Town functions, and other events throughout the year.
- ▶ Architectural features or styles drawing from the heritage of Frederick and the Downtown area. The facility should integrate brick and historic lap siding and explore the inclusion of features found on many historic buildings around town, including historic roof patterns, the design of columns, and other architectural details.

Case Study: Clock Tower Landing, Overland Park, KS

The farmers market in Downtown Overland Park, a growing suburb of the Kansas City region, began in 1982 with a collection of farmers gathered on a surface parking lot behind pickups, without any shade features or other amenities. In 1990 the market evolved to the creation of a covered pavilion over the length of the entire market and the market grew to one of the largest serving the Kansas City metro area. The market itself helped stimulate renewed interest in the small downtown district, which is surrounded by an entire county of suburban, post-war development. Several mixed use and residential developments have sprouted around the market over the last ten years.

Around eight years ago, the city began planning for the next step in the farmers market to convert it to an all-weather public market. The plans for the next era in the market, dubbed the Clock Tower Landing, include the following:

- ▶ Multi-purpose indoor space (with retractable garage doors) to replace the existing covered pavilion.
- ▶ Design of outdoor vendor spaces surrounding the main market hall to include permanent shade structures
- ▶ Design of wide stalls (11 feet) to accommodate vendors
- ▶ Design of plazas that connect the market square to the main street in Downtown (Santa Fe Drive) and to Downtown's iconic clock tower plaza
- ▶ Electricity hookups for vendors and for special events
- ▶ Maintenance provisions and maintenance plan for market operations
- ▶ Bike parking
- ▶ Colored pavers to minimize heat island effects
- ▶ Signage and wayfinding for the "market district"
- ▶ Design of alleys leading to the market to align with design of the rest of the downtown, with decorative lighting, native landscape and plantings, and pavers conducive to pedestrian movement

The City of Overland Park is investing over \$34 million in the creation of the new public market, with funding originating from grants, tax increment financing, or general obligation bonds. Construction of the new public market facility is underway and will conclude by Spring 2026, in time for the spring market season.



Credit: City of Overland Park



Credit: City of Overland Park



Credit: City of Overland Park

Case Study: Santa Fe Railyards, Santa Fe, NM

The City of Santa Fe purchased the 50-acre Railyard project in 1995 and prepared plans for the project over the next seven years. By 2008, the city opened the new Farmers Market Pavilion, the SITE Santa Fe arts museum, and public park spaces. Most of the surrounding, planned commercial and residential spaces around the Railyard developed during the 2010s. The Santa Fe Railyard Community Corporation, formed in 2002, served as the main driver of the project, will collaboration with the City, the Trust for Public Land, the Santa Fe Farmers Market, SITE Santa Fe, the Santa Fe Southern Railway and Rail Runner Express, and a team of planners, engineers, and designers.

The Santa Fe Farmers Market Pavilion, encompassing 10,000 square feet, serves as the centerpiece of the district. This indoor / outdoor facility hosts events throughout the year as well as the Santa Fe Farmers Market and various arts and other market events. The Railyards includes 13 acres of parklands, along with a large plaza used for outdoor gatherings, performing arts events, and other purposes, and a half-mile bike and walkway conservation easement. The Santa Fe Railyards benefits from transit adjacency to the Rail Runner Express (a commuter rail line between Albuquerque and Santa Fe), proximity to Downtown Santa FE, and connections to 15 different bus lines.

Today, the Railyards district boasts REI, Violet Crown Cinema, SITE Santa Fe art museum, the Railyard Flats, and Warehouse 21 as notable tenants. The International Folk Art Market at the Railyards attracts over 18,000 attendees over four days. The Santa Fe Farmers Market today features up to 130 vendors every Saturday and operates as one of the largest farmers markets in the U.S. The SITE Santa FE museum reports over 20,000 visitors annually.

The project's total estimated value is around \$144 million, including \$74 million in public sector investments. Funding for the Railyards originated from the New Mexico Finance Authority, the City of Santa Fe, the U.S. Department of Housing and Urban Development, and state economic development grants. The Santa Fe Railyard Community Corporation (SFRCC) is a non-profit organization created to manage the construction, leasing and public use of the Railyard, including long-term ground leases, development, and subleasing.



*Santa Fe Railyards Public Market
Credit: Shutterstock*



*Outdoor plaza at the Santa Fe Railyards
Credit: Shutterstock*

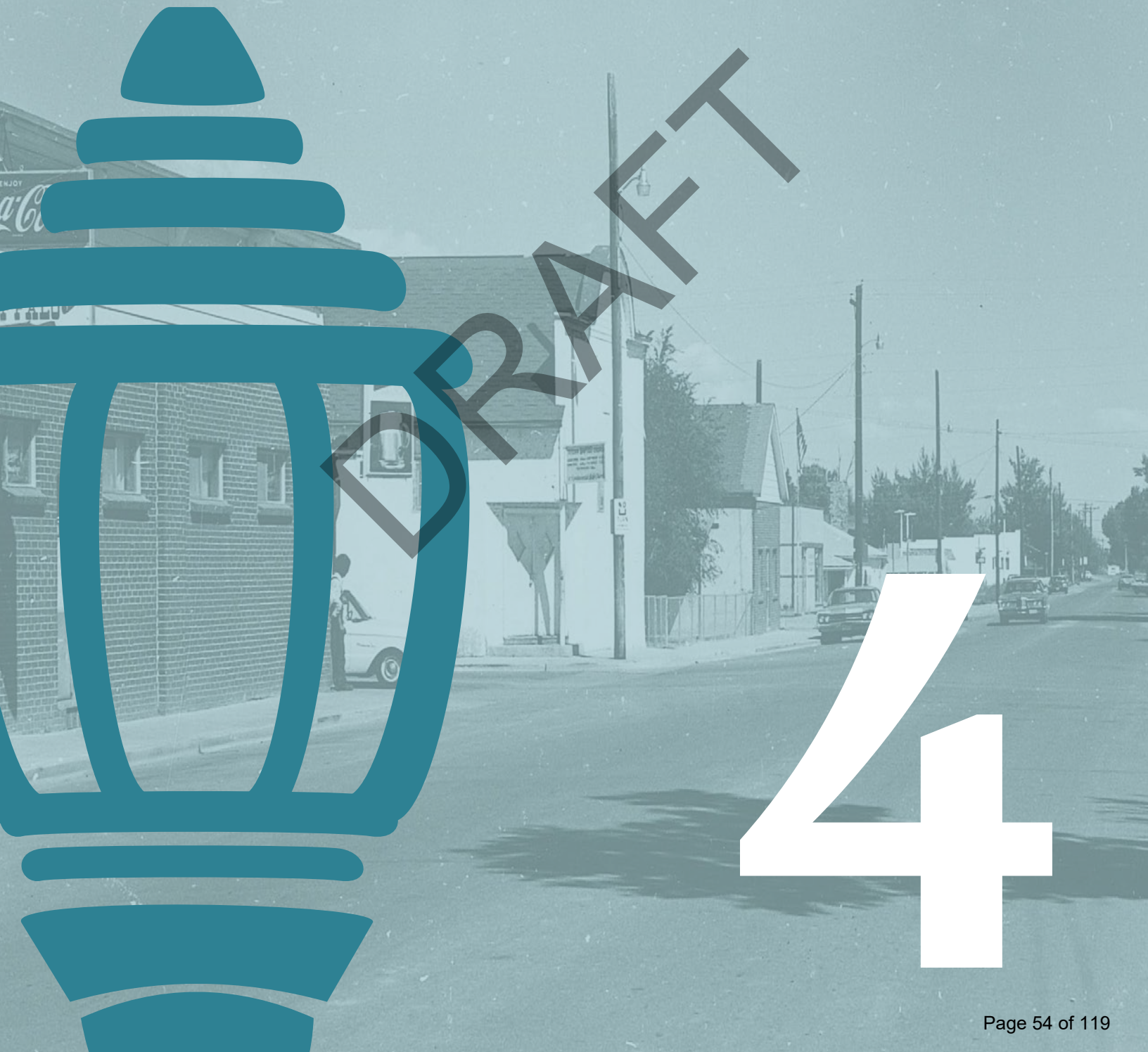
Farmers Markets – Takeaways for Downtown Frederick:

While every example of a public market is different and has a different context, case studies from other successful markets reveal the following takeaways and guidance for Downtown Frederick in building a public market:

- ▶ Successful public markets take up more space than is available in the historic heart of Downtown Frederick. Therefore, a development like the Railyard or Overland Park's public market is more likely to develop in Downtown West (where more land is available). Alternatively, the school district could work collaboratively with the Town to use any vacant or underutilized lands owned by the district, on the south and east sides of the original Downtown, to explore the creation of a farmers market or public market concept.
- ▶ Because they generate higher traffic at peak times (such as Saturday morning markets), a public market in Downtown Frederick should be located near areas for potential parking, and should have good access through the local street network to the surrounding major arterials (including Colorado Boulevard and Highway 52)
- ▶ Development of a successful public market requires substantial public investment. As noted in the Implementation chapter, the Town should explore creative strategies to fund public improvements including the farmers market / public market.
- ▶ The development of a successful public market should align with strategies for events in and around the Downtown area, year-round.
- ▶ Most successful public markets enjoy very easy access and close proximity to the Main Street or primary street in a Downtown area. Thus, a facility like this should have relatively easy access to Fifth Street, or the diagonal Main Street in Downtown West.
- ▶ As the example from Overland Park illustrates, a community can begin with an incremental improvement (such as the creation of a covered pavilion) for the market and eventually evolve to the creation of a full public market facility for all seasons.

The Downtown Plan does not specify where a public market would locate in the greater Downtown area. However, the content in this chapter will help guide Town leaders, property owners, and potential investors in developing more formal concepts for a public market facility. The community clearly desires to have a farmers market in the downtown area and to have more places for events and to hang out, and the Town will continue to work on ideas to make a great public market a reality in Downtown Frederick.

Downtown Character & Streetscape



The Frederick community expressed through the Frederick Forward engagement process that it desires the downtown district to provide more amenities and great places to eat, drink, shop, and play. At the same time, the community strongly treasures the small town and historic nature of the downtown area. This plan establishes the foundation for the greater Downtown area to evolve and grow in vitality while honoring the heritage and history of Frederick and the Carbon Valley. This chapter establishes the downtown design principles that will govern Downtown's continued improvements and changes. It also includes a conceptual streetscape plan for the historic core of Downtown and provides guidance for the primary "Main Streets" in the Miners Park and Downtown West areas.

Site Layouts

As specified in the Town's newly updated Land Use Code, new buildings and renovations to existing buildings in the Downtown district will adhere to the following building design features and architectural styles.

Locating the principal façade for buildings parallel to streets. Buildings along primary or secondary Main Streets in Downtown Frederick shall be located adjacent to the street or right of way, except where outdoor patios or plazas are located between buildings and the street. This strategy helps to concentrate as much energy as possible along these primary Downtown streets.

The Downtown Plan encourages the placement of buildings at slightly different positions in the parallel alignments with streets. For example, the design of adjacent buildings may place one structure directly along the right of way line and the adjacent building recessed from the street by five or ten feet. This arrangement of buildings can help avoid the appearance of a "solid wall" of building frontages along the main streets in Downtown Frederick.

Garages, driveways, and service entries for all new buildings (throughout the Downtown district) will be located to the rear of buildings, facing an alley. This strategy will eliminate dead zones along streets and make streets and the public realm along streets as comfortable as possible for people walking through the district.

Parking areas will be located to the rear or side of buildings that front on to primary Main Streets and secondary streets.

Buildings and Architecture

New or remodeled buildings throughout the Downtown area will incorporate brick patterns or siding that reflect the historic architecture of the district. Several buildings along or near Fifth Street incorporate these historic patterns despite having been constructed over the last two decades, as illustrated in the following images. The architecture of these structures blends in with the architecture from the mining era of Frederick and provides great examples for future projects.



This building at Fifth and Elm Streets integrated the historic patterns of lap siding and windows common in Frederick during its peak as a mining town
Credit: RICK



The multi-use building at the northwest corner of Fifth and Oak Streets emphasized brick as the main exterior material to match historical patterns of brick buildings in Downtown Frederick
Credit: RICK



Potential future view down Fifth Street
Credit: RICK

The Town encourages the following architectural features to cultivate an attractive public realm that reflects the historical patterns of Frederick, encourage more vitality and activity along the main streets Downtown, and support Downtown's status as a dining, entertainment, and shopping destination for the Carbon Valley.

- ▶ Large display windows along main streets
- ▶ Landscaping beds (such as window boxes, raised permanent planters or raised landscape beds near building entrances)
- ▶ Architectural tilework or moldings framing entrance doors and front windows
- ▶ Canopies or awnings providing additional shade or architectural features along the fronts of buildings
- ▶ Recessed entries that allow for an additional covered entry area and help draw visitors into a building
- ▶ Window trims or window framings appropriate to a building's architecture
- ▶ The use of more than one exterior building material to add variety to the front of buildings
- ▶ Use of banding, beltcourses or brackets, decorative cornices, decorative blocks, kick plates, and related architectural features along the fronts of buildings to reflect historic architecture styles in traditional American downtowns
- ▶ The "breaking up" of longer street facades into smaller building facades that represent different styles through different colors, materials, textures, wall plane changes, roofline changes, and related features.



The building, at Fifth and Elm Streets, used horizontal lap siding and vertically oriented windows to mesh with the historic architecture patterns in Downtown Frederick
Credit: Town of Frederick



Downtown buildings with large windows, awnings, planters, and varying colors
Credit: RICK



Downtown buildings with large windows, awnings, planters, and varying colors
Credit: RICK

- Emphasizing the use of brick, brick veneer, or horizontal lap siding as primary building surfaces, with other materials (such as stone, metal, etc.) representing a minority of the building façade.

Importantly, while the Downtown Plan celebrates and reinforces the historic character of Frederick, the Town encourages innovation in the use of materials, the layout of building features, and building placement. The vision for Downtown is to honor and maintain the historic small town charm of the area while allowing for creative building design that will continue to make Downtown Frederick unique.

Street Level Plazas, Porches, and Outdoor Dining

As illustrated in the plan level views of Fifth Street and other primary streets in the Downtown area, the plan encourages property owners to develop outdoor plazas as part of their site design. These plazas may provide areas for outdoor dining or may simply provide additional seating areas and complement adjacent businesses and/or residences. The plazas should include shade through trees, porch roofs, trellises, or other features. Property owners may also include public art, lighting, and landscape features within plazas or porches. The emphasis on the creation of outdoor porches and plazas derives from the strong support the community provided through Frederick Forward for having wider and more expansive areas for outdoor dining in Downtown Frederick. Property owners may develop these features in front of buildings or to the side or between buildings.



Example of a front awning to shield shoppers or visitors from weather and provide shade
Credit: RICK



Example of a building front incorporating glass, kick plates, large picture windows, varying exterior surfaces, and a recessed entry
Credit: Shutterstock



Examples of outdoor dining porches and seating areas.
Credit: Shutterstock

Rooftop Patios

The Downtown Plan encourages the development of rooftop patios for residential amenity areas or for outdoor eating and drinking or entertainment for non-residential uses. Rooftop patios have the potential to enjoy great views of the Front Range mountains and can complement ground floor uses in the Downtown area (such as restaurants and brewpubs, for example). Rooftop patios should incorporate the following design features:

- ▶ Railings and fencing materials for patios will blend with the architecture of the associated building
- ▶ Components included on rooftop patios such as shade structures, bars, planters, and other furniture or features should not exceed in height the average height of floors for the associated building, to maintain proportionality
- ▶ Rooftop patios should incorporate lighting that facilitates their use and is in alignment with the lighting for the building and for the downtown district overall.



Outdoor dining on a rooftop patio
Credit: Shutterstock



Residential rooftop patio
Credit: Shutterstock



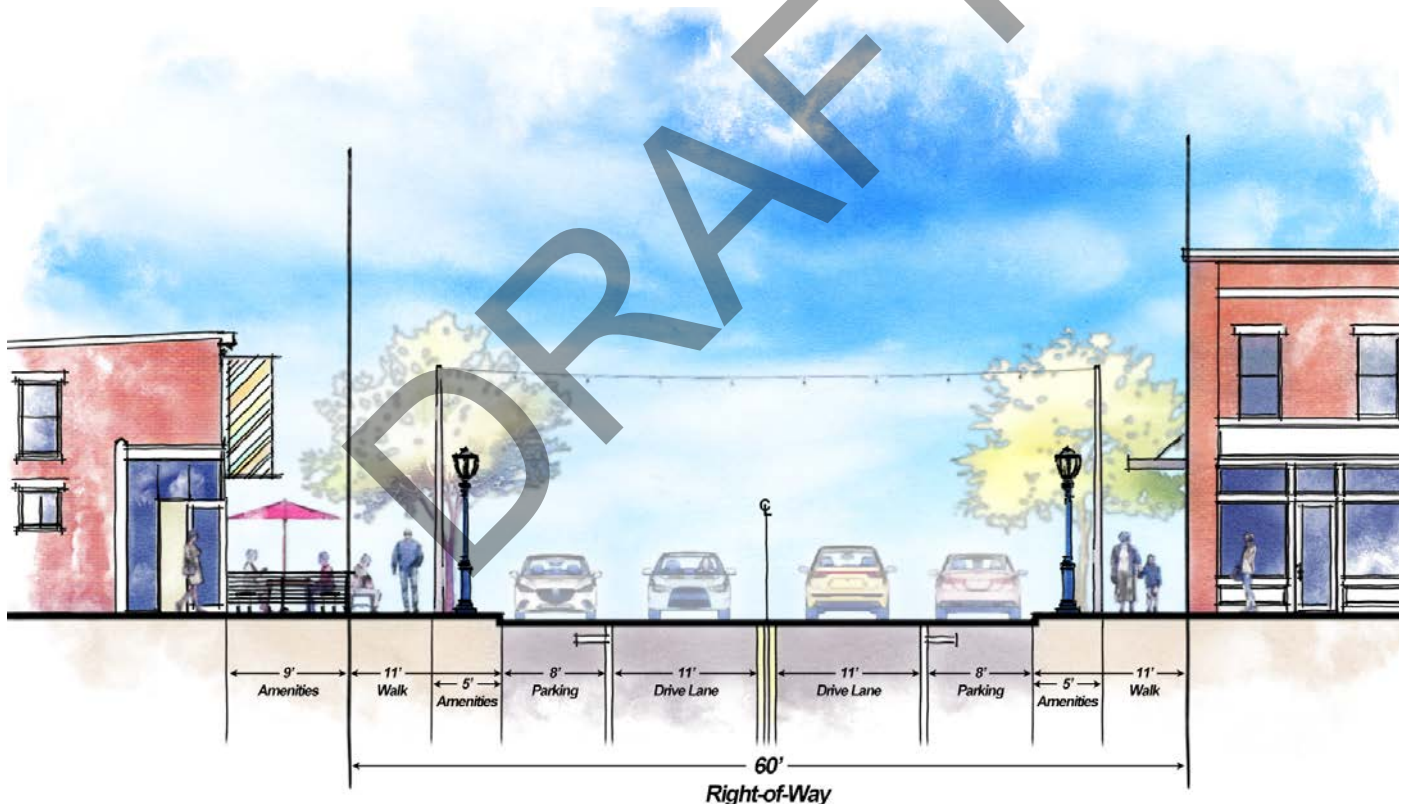
Outdoor dining on a rooftop patio
Credit: Town of Frederick

Streetscape Design

Historic Downtown Area

As depicted on the plan level views and the street section diagram that follow, the streetscape design for the primary streets in the historic portion of Downtown (including Fifth, Oak, Locust, and Elm Street between Fourth and Sixth streets, includes the following features:

- ▶ The narrowing of travel lanes in each direction to 11 feet. This reduction in travel lane width provides additional room within the 60-foot right-of-ways of these streets to widen the sidewalks and amenity areas to 16 feet in width, including five feet in width for amenity areas and 11 feet wide sidewalks.
- ▶ Parallel parking along both sides of streets of 8 feet in width (consistent with the existing design of these streets)



Street Section of 5th Street
Credit: RICK

- ▶ The wider sidewalks, along with the amenity areas, can be used for outdoor dining, outdoor retail sales, and help to promote greater pedestrian activity and energy at the street level. The Town can pursue a formal outdoor or café dining ordinance to allow property owners to use portion of the right-of-way for outdoor dining or café seating on a regular basis, as many other communities in Colorado have successfully done.
- ▶ As shown on the street section for Fifth Street, and as discussed in Chapter 3, property owners may expand the areas for outdoor dining, outdoor retail, and outdoor activity beyond the right-of-way line. This strategy would allow for even wider areas of outdoor dining adjacent to eateries or drinking establishments.
- ▶ Larger “bulbouts” at intersections that expand the sidewalk and amenity area out into intersections. This design reduces crosswalk lengths (from curb to curb), thus enhancing pedestrian safety. It also creates an environment emphasizing pedestrian movement that would reduce the speed of drivers in the district. The larger “bulbout” areas also provide room for including additional seating areas, public art, and landscaping at the intersections, thus further strengthening the character of the historic Downtown area.



Outdoor dining beyond the right-of-way line in another downtown
Credit: RICK



An example of outdoor dining in the public right-of-way, with permanent shade structures
Credit: RICK



Bulbout with landscaping at a downtown intersection
Credit: RICK

- ▶ Mid-block crossings with “bulbouts” to provide additional crosswalks to increase safety and movement for people walking. These mid-block crossings provide additional room for seating areas, public art, landscaping, and other streetscape features to further develop the character of Downtown.
- ▶ Additional planting of street trees and landscaping along the primary downtown streets. The spacing of street trees may depend on the species of tree and the anticipated tree canopy. Ideally, the street trees selected for the primary downtown streets will grow such that their tree canopies provide ample shade but the canopy areas primarily cover the second stories of buildings, as shown in the following photo.
- ▶ Festival or “festoon” decorative lighting strung diagonally across streets to enhance the visual appeal of the historic Downtown at night.
- ▶ A continuation of the signature Frederick historic pedestrian lighting along the primary downtown streets.



Mid block crossing with seating and landscape features
Credit: RICK



Mature street trees in another downtown
Credit: Shutterstock



Historic lighting in Downtown Frederick
Credit: RICK



Decorative String Lighting
Credit: RICK

- ▶ Additional public art installations along the primary downtown streets. The program will continue to integrate the wood carving sculptures created at the annual Chainsaws and Chuckwagons festival but would also introduce additional types of public art to add variety to the Downtown district, including sculptures and pieces designed in steel and other metals. Public art integrating in lighting effects may represent another possibility for the Downtown district.



Public art integrated into a planter box in another downtown
Credit: RICK



A public art mural on the rear of a downtown building
Credit: RICK



Public art integrating lighting in another downtown
Credit: RICK

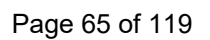
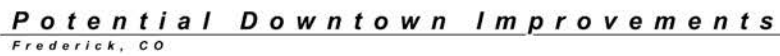


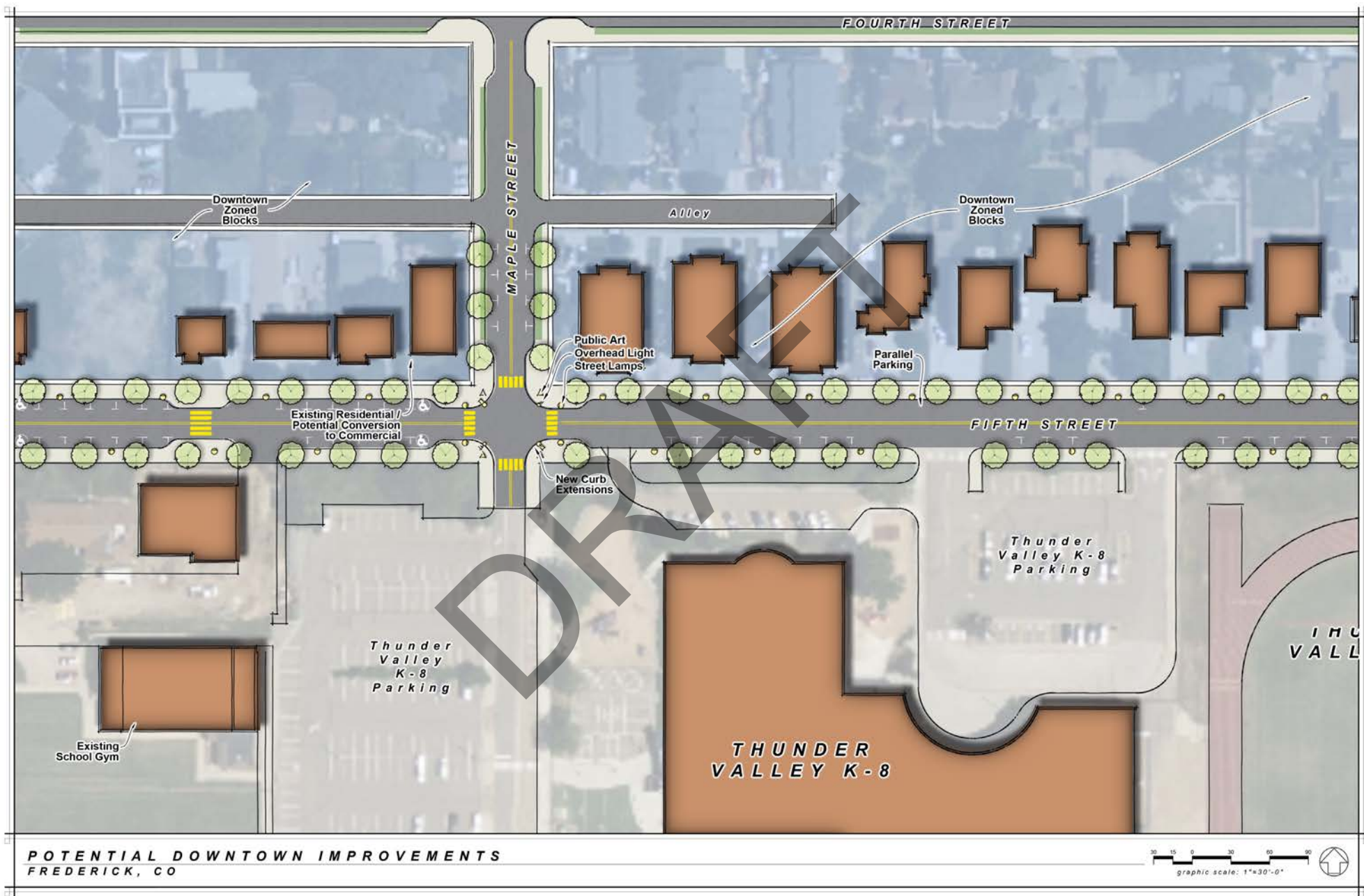
Public arts sculpture in another downtown
Credit: RICK

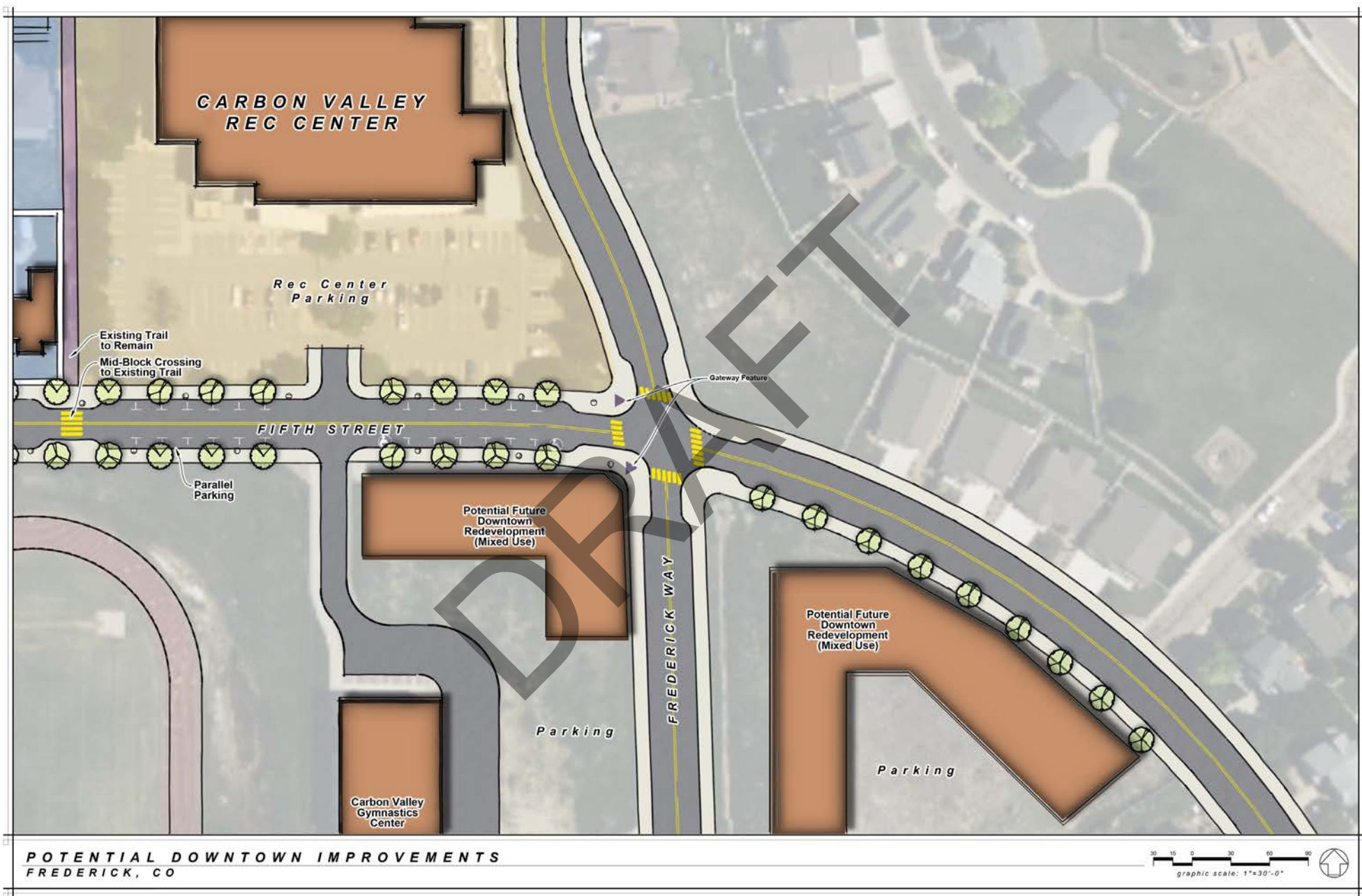
The following graphics depict plan level views of the streetscape design incorporating these features along the following stretches of the primary downtown streets:

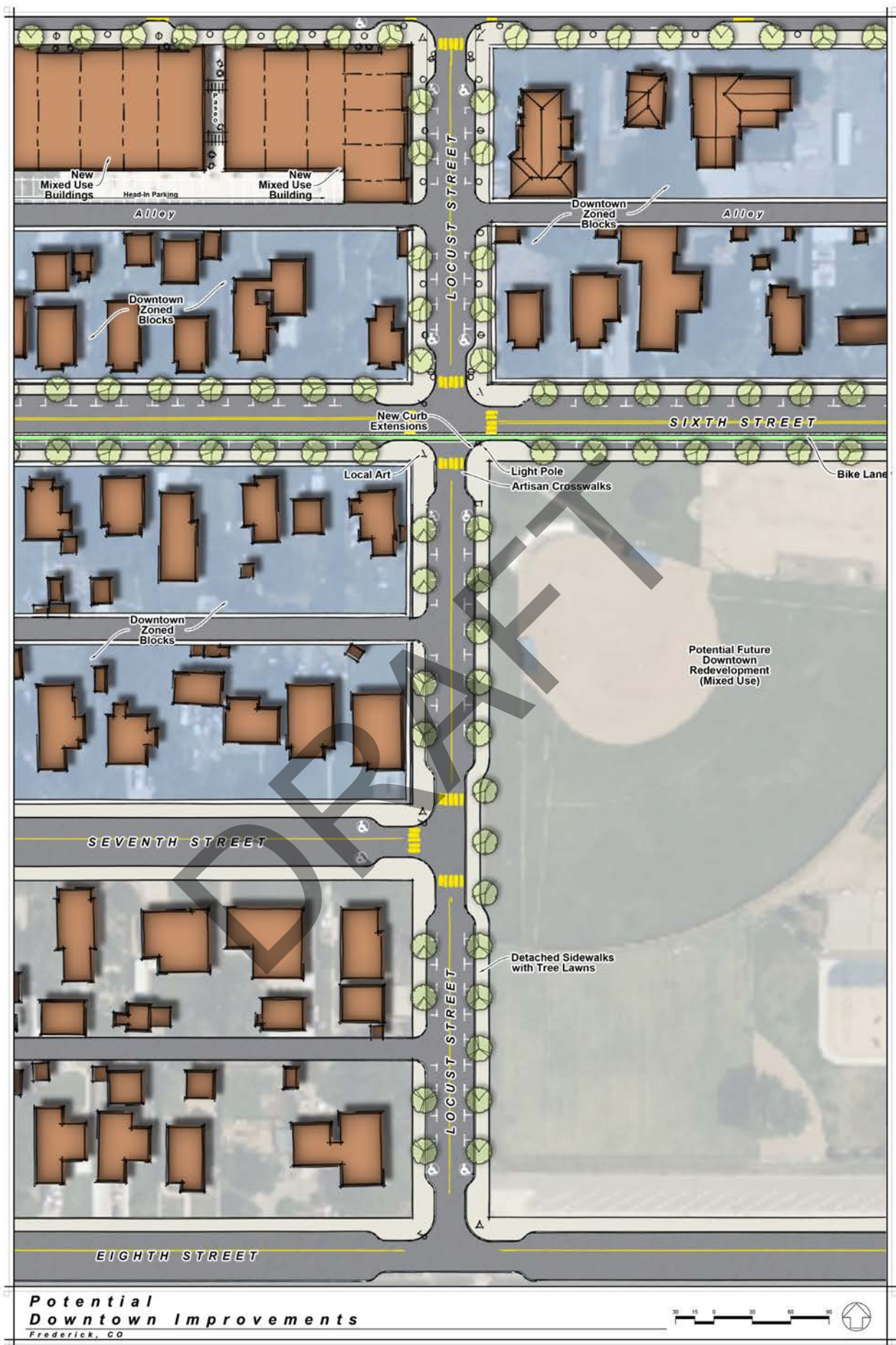
- ▶ Fifth Street, from Main Street to Frederick Way
- ▶ Locust Street, from Fourth to Eighth Street
- ▶ Oak Street, from Tipple Parkway to south of Fifth Street
- ▶ Elm Street, north and south of Fifth Street

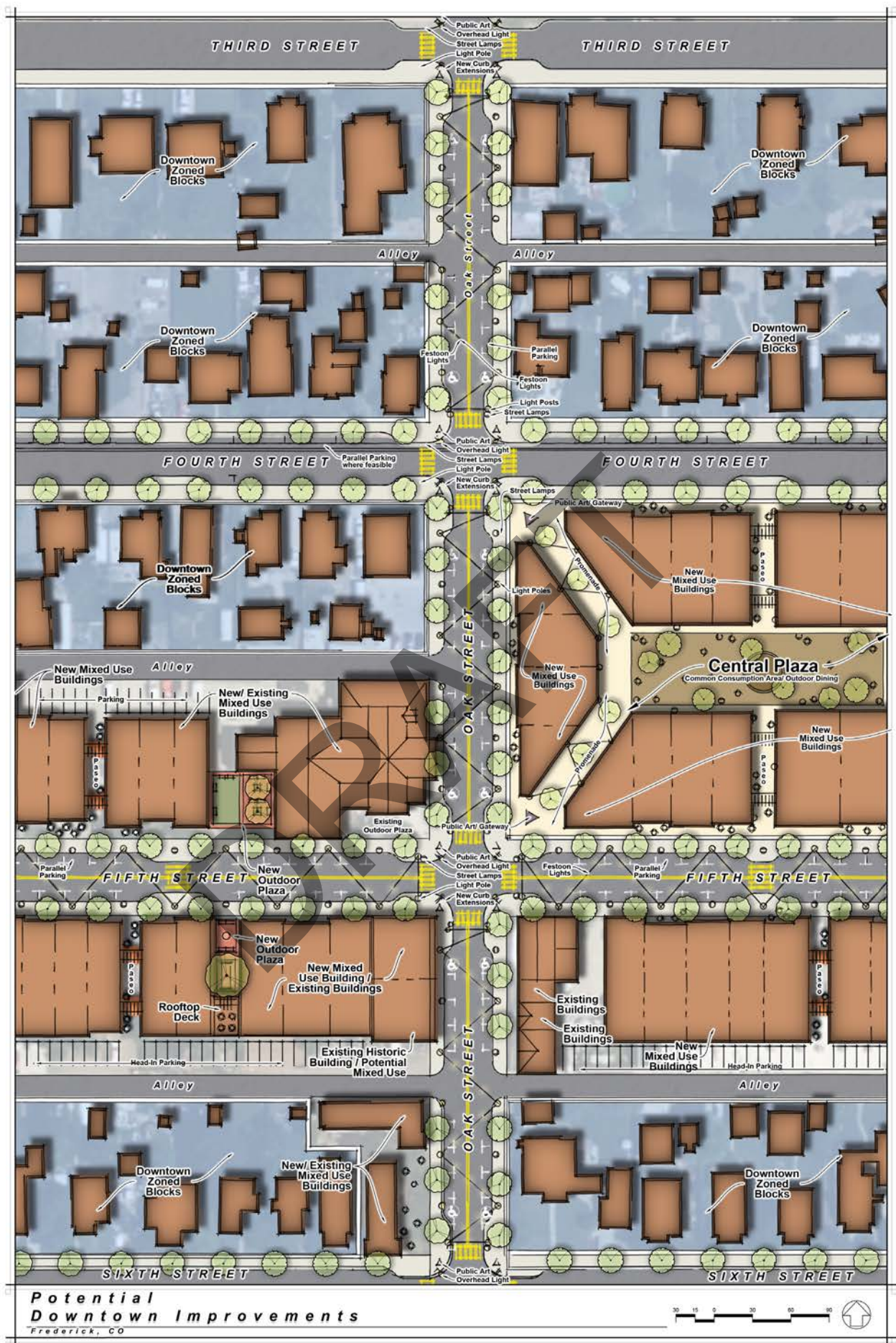


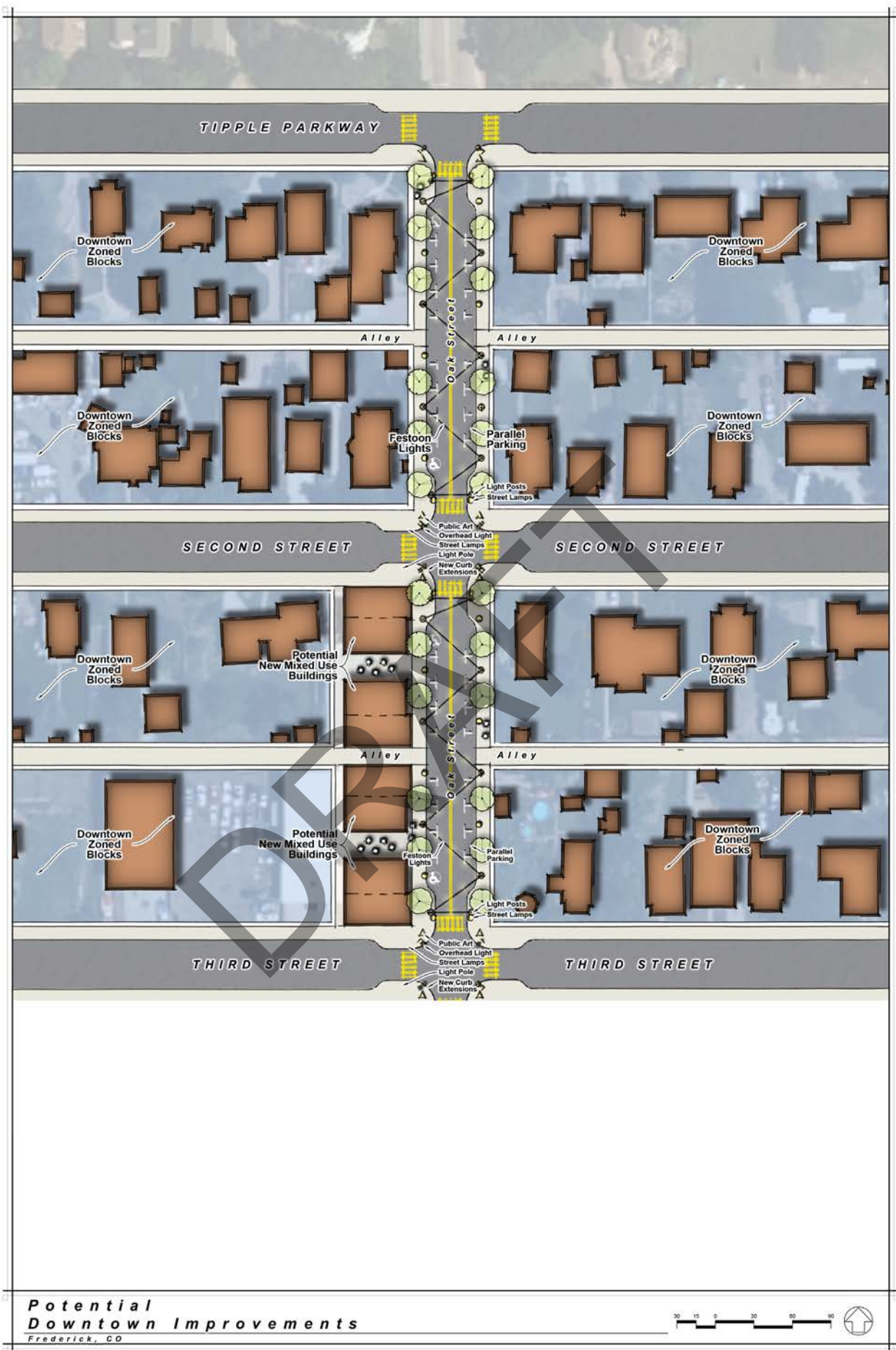






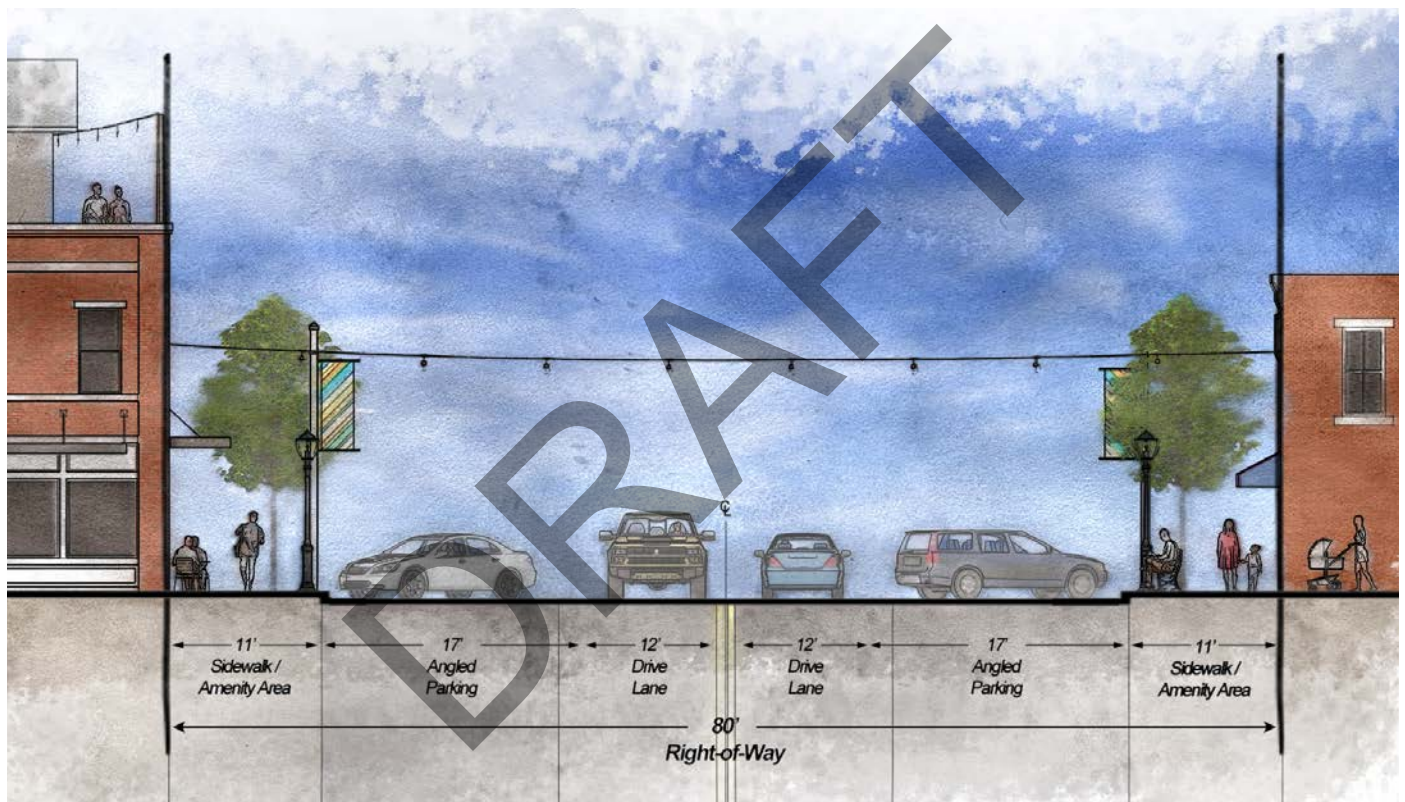






Design for Diagonal Main Street in Downtown West

The design for this primary street in the western portion of Downtown could replicate the streetscape design for Fifth Street (with parallel parking on either side). Alternatively, since the development of Downtown West represents a 'blank slate', the right of way of this street could expand to 80 feet in width. This additional width would provide sufficient space to have angled parking on either side of the street, wide sidewalks and amenity areas to facilitate businesses and eateries, and the other streetscape components described in this chapter (trees, crosswalks, etc.). Many visitors to downtown areas prefer angled parking compared to parallel parking, for ease of movement. Furthermore, angled parking provides a greater number of parking spaces along streets compared to parallel parking.

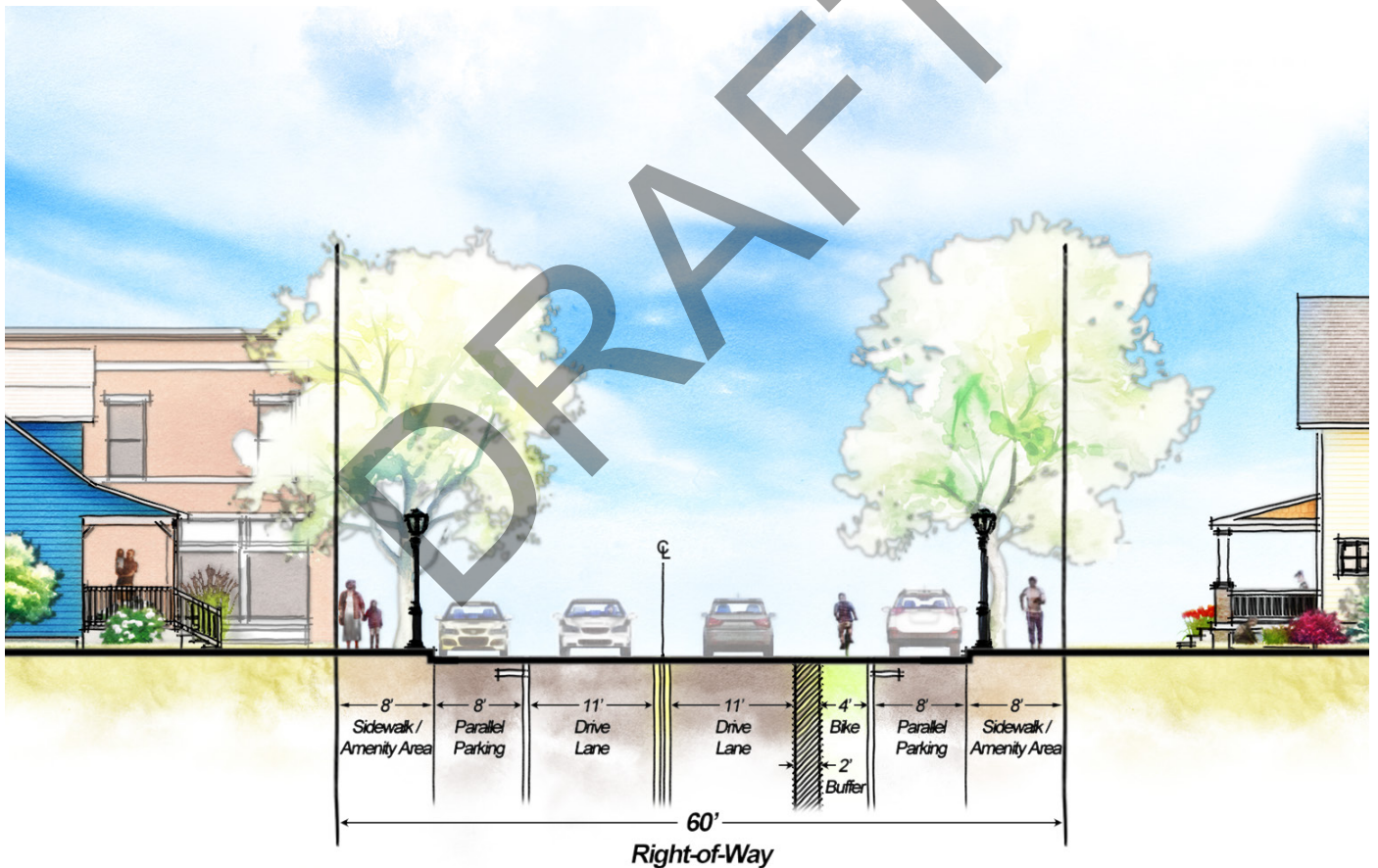


Diagonal Main Street Cross Section
Credit: RICK

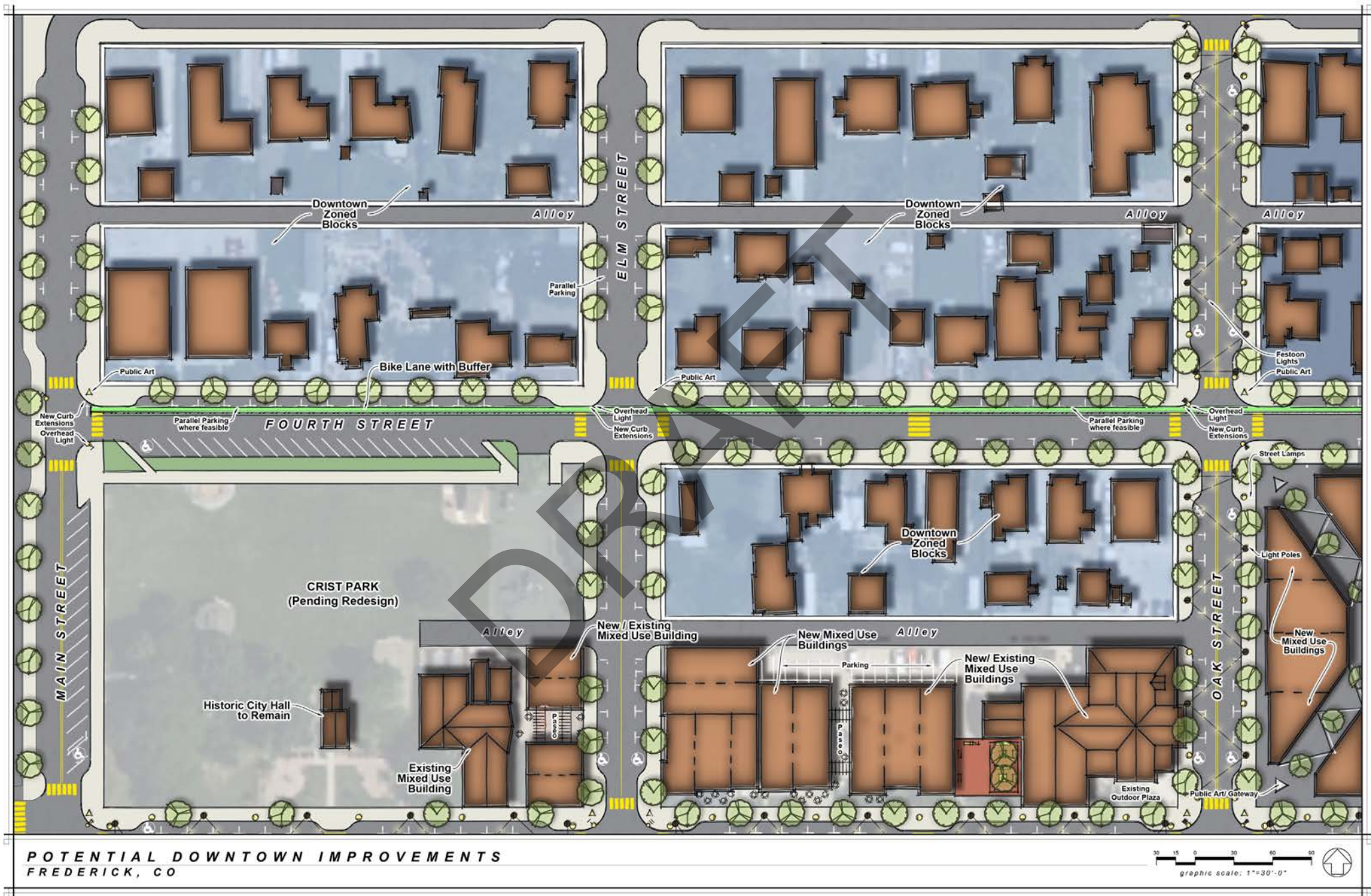
Design for Secondary Streets (including Fourth Street and Sixth Street)

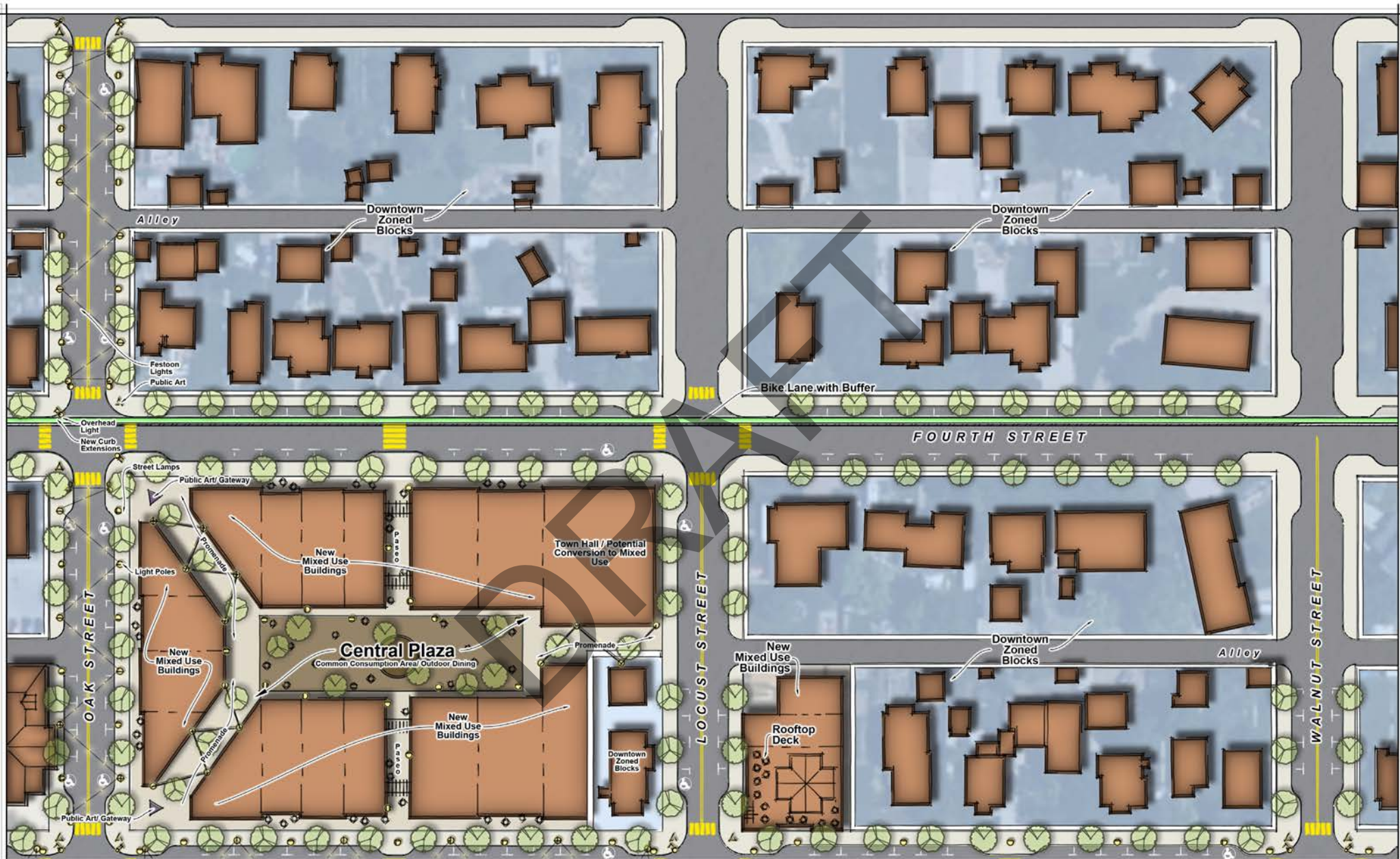
The streets running parallel to Fifth Street have identical right of way width to the other streets in the historic core of Downtown. The concept plan for Fourth and Sixth Streets anticipates incorporating many of the features of the streetscape design for the primary downtown streets, including intersection bulbouts and mid-block crossings, as well as landscaping, street trees, and an emphasis on outdoor dining and gathering places. The design provides for one-way bike lanes along Fourth Street, heading westbound, and along Sixth Street, heading eastbound. Thus, these secondary streets provide dedicated routes for bicycle movement in the core of the historic downtown. The design for these streets assumes a total sidewalk width of 8 feet, to provide room for outdoor dining, trees, landscaping and other features.

As shown in the overall street diagram for Downtown Frederick, the streets running parallel to the diagonal primary street in Downtown West could accommodate a similar design, with bike lanes and incorporation of other streetscape elements.

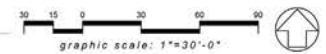


Street Section of Fourth and Sixth Streets
Credit: RICK





**POTENTIAL DOWNTOWN IMPROVEMENTS
FREDERICK, CO**



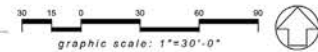


POTENTIAL DOWNTOWN IMPROVEMENTS
FREDERICK, CO





POTENTIAL DOWNTOWN IMPROVEMENTS
FREDERICK, CO



Gathering Places and Additional Seating Areas

In addition to areas of seating as part of outdoor dining and seating incorporated into intersection bulbouts and mid-block crossings, the Downtown district may include dedicated plazas and seating areas within the right of way or on adjoining private properties. Some downtowns have converted portions of the street rights-of-way to these types of plazas. Development within Downtown West and Miners Park has the flexibility to incorporate these types of plazas and seating areas into the initial design of primary downtown streets and other streets. These types of plazas can facilitate additional outdoor dining and places for community gatherings. They may include landscaped areas, street trees, and other components of the overall downtown streetscape.



Outdoor plaza in Old Town Fort Collins
Credit: Shutterstock

Signage, Wayfinding, and Gateways

The Town of Frederick will develop a sign program for street signs, signs for civic buildings, and other signage that will encompass all of the greater Downtown area, including Miners Park and Downtown West as well as the historic core of Downtown. Pursuing a joint signage program will help to unify these different sub-districts within Downtown. The signage program will derive some of its themes from Town-wide signage and wayfinding efforts

completed by the Town in 2025. As illustrated in the following examples, the signage and wayfinding for Downtown Frederick should incorporate directional guides to different anchors or destinations (such as the Carbon Valley Rec Center, Town Hall, etc.). Downtown signage should also include guides to the locations for public parking and any themes for different streets or areas around Downtown.



Example of Downtown signage
Credit: RICK

The greater Downtown area should include gateway signage at the main entries (such as Colorado Blvd, Locust Street, Fifth Street, and the diagonal primary street in Downtown West). The gateway should align with the overall family of signage and wayfinding for Downtown Frederick and present a unique, recognizable, and memorable first impression to visitors entering Downtown for the first time. Potential gateways may include archways over streets, banners, obelisks, and other prominent features. Gateway signs could also incorporate artwork and draw from the history of the area as a mining community.



Example of a downtown gateway sign
Credit: Shutterstock

Parks, Open Space, & Recreation



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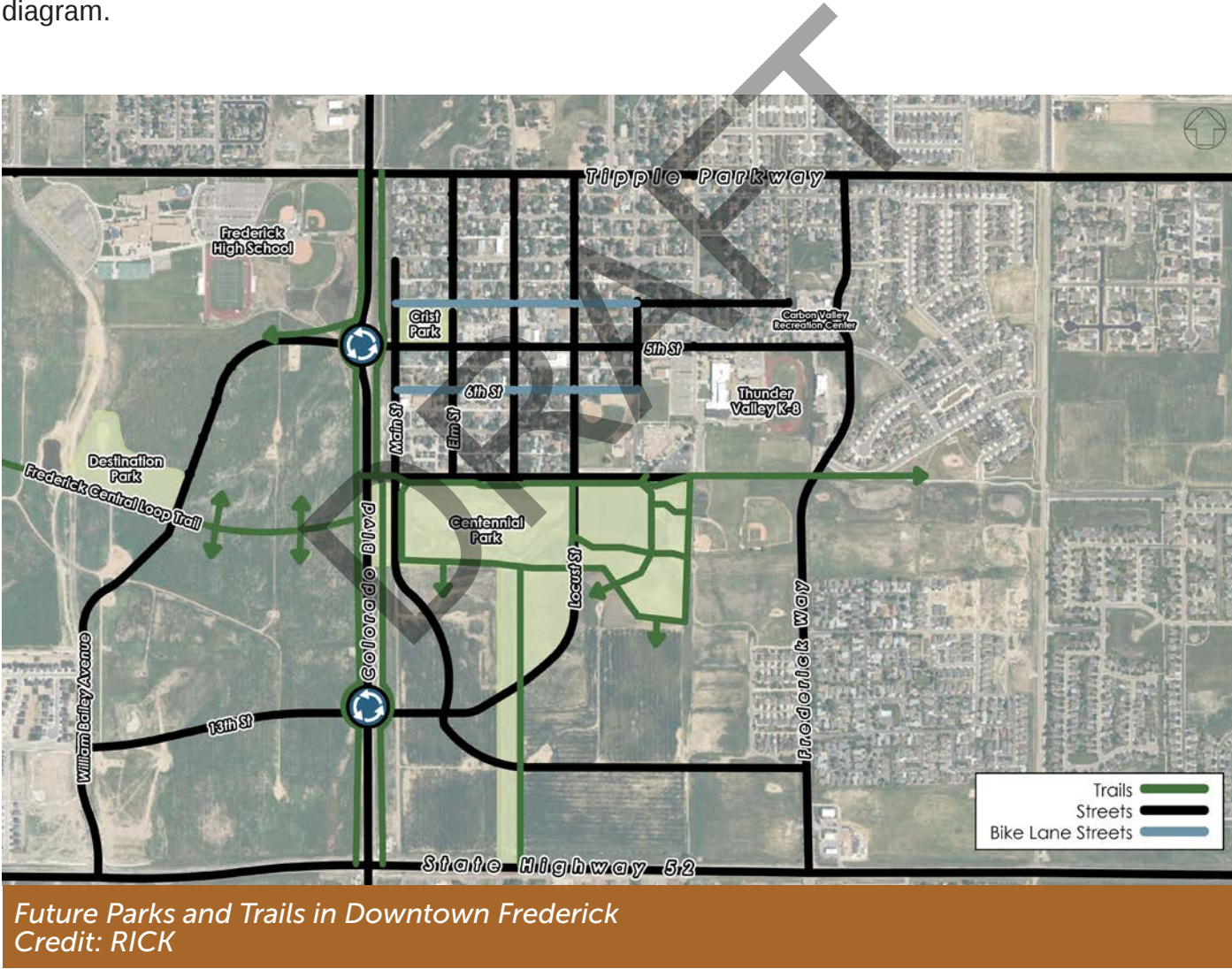
5

The Home Of The Famed Frederick

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In addition to serving as the historic heart of the community, Downtown Frederick serves as an important part of the Town’s overall system of parks, trails, and open spaces. These facilities along with the Carbon Valley Rec Center and Gymnastics Center make the area the main destination for recreation, events, and community gatherings. This chapter highlights how Downtown draws from numerous facilities in and close to the district to anchor these great community assets.

The diagram that follows illustrates how the overall parks and trails system serving Frederick connects with different parts of the greater Downtown area. The Frederick Central Loop trail links Downtown with areas to the north and west and connects the older part of Frederick with areas west of I-25. Other greenway trails connect across the Centennial Park area and link with neighborhoods to the east. The trails help connect Centennial Park, Crist Park, and the destination park together and encourage biking and walking throughout the area. Spurs from the trails link these greenways with nearby residential neighborhoods, as denoted with the arrows on the diagram.



Crist Park

The Town of Frederick completed conceptual planning for the renovation of Crist Park in 2023 and 2024. The goal of the plan for Crist Park is to continue to provide a high quality neighborhood park to serve the residents in the immediate Downtown area while providing facilities to host additional events and functions at the park, given its strategic location at the western end of the historic Downtown area. The plan includes the following features:

- ▶ A large picnic lawn in the northern portion of the park, providing open play areas for nearby residents and a picnic or open space usable for community-wide events
- ▶ A new, nature-themed and inclusive play space in the northeast portion of the park, along Fourth Street
- ▶ A plaza area with synthetic turf in the southwest portion of the park, framed by an open stage area, that can be used for outdoor concerts and other events
- ▶ Numerous picnic tables and benches and landscaped areas to complement community events held at the park
- ▶ A historical, interpretive trail to the east of the Old City Hall museum to showcase the history of Frederick
- ▶ An 18-foot wide plaza aligning east-west through the middle of the park to accommodate temporary events, food trucks, and other flexible uses
- ▶ A parking lot at the southwest corner of Fourth and Elm to serve Crist Park and provide parking to the broader Downtown area
- ▶ The Town anticipates moving forward with final design and construction of these improvements to Crist Park over the next five to ten years. The revitalization of Crist Park will ensure that the park continues to serve as a key community anchor for the historic Downtown district for many generations



Centennial Park

Centennial Park serves as the home for three of the town's largest festivals and thus functions as an important community park for the greater Carbon Valley area. As outlined in the concept plan that follows, the Downtown Plan shows the areas along and to the east of Locust Street (extended across the park to the south) continuing to function as active park areas. This portion of Centennial Park will likely include sports fields, picnic and playground areas, and other amenities to reinforce the park's status as a major park for events and gatherings. The area to the southeast corner of Centennial Park is owned by the Town but currently undeveloped. The Downtown Plan anticipates that this area will develop with active park uses as well.

Importantly, Centennial Park serves as a central hub for various trails and sidewalk connections across this part of Frederick. The Downtown Plan anticipates that trails will continue to encircle a drainage area to the west of Locust Street and south of Eighth Street. Trails from neighborhoods to the east will connect into Centennial Park and then continue west across Colorado Boulevard to link with the Frederick Central Loop Trail. As shown on the concept plan, neighborhoods within the Miners Park portion of Downtown will include trail or sidewalk connections to the trail systems within Centennial Park to make it easier for residents to access the park and its amenities. A multi-use trail will run along the west side of Locust Street as it passes through Centennial Park, and smaller trails and sidewalks will connect this trail to the active park uses to the east. Centennial Park will also retain irrigation ponds and drainage facilities to serve the park and this portion of Frederick.



Frederick in Flight festival in Centennial Park
Credit: RICK



Soccer games at Centennial Park
Credit: RICK

The area to the south of Centennial Park within Miners Park, and along the west side of Locust Street, will include drainage areas as well. Drainage areas and any park areas located in the Miners Park area will be developed in partnership with private development.



The Town anticipates completing planning for the active park portion of Centennial Park following the completion of the Downtown Plan.

Destination Park in Downtown West

As noted in Chapter 3, the destination park will serve as a central focal point in Downtown West, providing a location for a future civic amenity (such as a performing arts center, conference center, library, or other public amenity). The park will preserve views of Longs Peak and the Front Range and will provide areas for respite and gathering for the full range of individuals and households in Frederick.

The destination park could include unique features that distinguish it from the other parks in Downtown Frederick and throughout the community, such as public gardens, trellises, water features, and interactive art pieces. The design of the destination park will create a unique space that goes beyond traditional park design and provides a good location for a future civic amenity or anchor, as discussed in Chapter 3.



Example of a public garden in another downtown park
Credit: RICK



Destination park and amphitheater in Centennial, CO
Credit: RICK

Additional Plazas and Small Parks

In addition to the small plazas and gathering areas along the primary and secondary downtown streets, the Downtown Plan anticipates that smaller park areas will develop as the Miners Park and Downtown West areas grow over time. These small parks will be located so that every resident has access to a park or open space within a quarter mile walk or less. The smaller parks and additional plazas may include the following:

- ▶ Seating areas, including individual or two-person picnic or shelter areas
- ▶ Smaller playground areas
- ▶ Smaller open play areas
- ▶ Areas of shade
- ▶ Drinking fountains
- ▶ Smaller public art pieces
- ▶ Native plantings and grasses to conserve water, soften urban elements, add color and seasonal interest, and support pollinator habitats



Example of a small park in a residential neighborhood
Credit: Shutterstock



Individual outdoor lounge chairs in a small neighborhood park
Credit: Shutterstock

Town Events

The Town of Frederick, along with private organizations and other partners, will continue to diversify and expand events and programming throughout the Downtown area as plans and improvements for different areas around the district, highlighted in this plan, come to fruition. The following highlights the Town's desires for events and programming in the Downtown area:

- ▶ Securing indoor, flexible space to accommodate a variety of indoor events during the colder months. Most of the Town's events currently occur in the summer and fall and the community would like to broaden the range of events to all twelve months of the year. The development of an indoor multi-purpose event space would immensely help the Town to reach this goal. This facility should be highly visible and walkable for everyone in the community. Thus, locating or having access from this facility to the Frederick Central Loop Trail and other trail connections will be critical, in allowing more people to walk or ride bikes to these events.
- ▶ Holding more music events throughout the year. Constructing a permanent stage in Crist Park would significantly aid in the ability to hold more events in the historic heart of Downtown. Other areas around Downtown, such as Centennial Park or the destination park in Downtown West, could also accommodate a stage or an enhanced amphitheater.
- ▶ Hosting a larger number of fun, smaller-sized events in Crist Park. Possibilities may include a tug-of-war contest, community barbecues, dance marathons, cornhole tournaments, wellness fairs, and yoga or meditation sessions. The Town would like to see smaller scale activities held as much as possible in Crist Park to help support businesses and the overall level of vitality in the historic heart of Downtown.
- ▶ A wider variety of outdoor events, including potentially back-to-school events, dog-oriented or themed events, sand castle or "beach" themed events, and other fun events in the summer and fall. These events may draw fewer people than the headline events (Frederick in Flight and Chainsaws and Chuckwagons) but would help support Downtown businesses.
- ▶ Additional events oriented around the winter holidays and more spring events, both indoor and outdoor.



Cornhole tournament in a comparable community park
Credit: RICK



Outdoor music event in Old Town Lafayette, Colorado
Credit: RICK

- ▶ Exploring the expansion of the Town’s largest events to multiple locations around Downtown, to help spread the energy from these events (such as Frederick in Flight) throughout the greater Downtown area. These events, for example, could include a series of different pop-up, smaller events along Fifth Street, in Downtown West, or in Miners Park, as additions to the primary events held in Centennial Park.
- ▶ Adding more Town staff over time to manage and operate a larger series of events throughout the year, in the Downtown area and elsewhere. The Town anticipates scaling up its events staff as its resources grow over time to facilitate continued growth of events held in Downtown and elsewhere in Frederick.



Tug-of-war at the annual Spring Fayre in Westminster, England
Credit: Shutterstock



Dog-themed Halloween event
Credit: Shutterstock

Gateway Landscaping and Buffering

The Downtown Plan assumes that the Town’s current landscaping and buffering standards for Colorado Boulevard and Highway 52 will continue to regulate the appearance of entries into the Downtown area. The current standards require a 30 foot landscaped buffer along Colorado Boulevard and Highway 52, or a 15 foot landscaped buffer if a masonry wall is installed along with trees and shrubs. The existing streetscape along Colorado Boulevard already includes various public art pieces and landscaping treatments, and the Town will continue to maintain and enhance these features over time, to continue to improve the “front door” into the greater Downtown area.

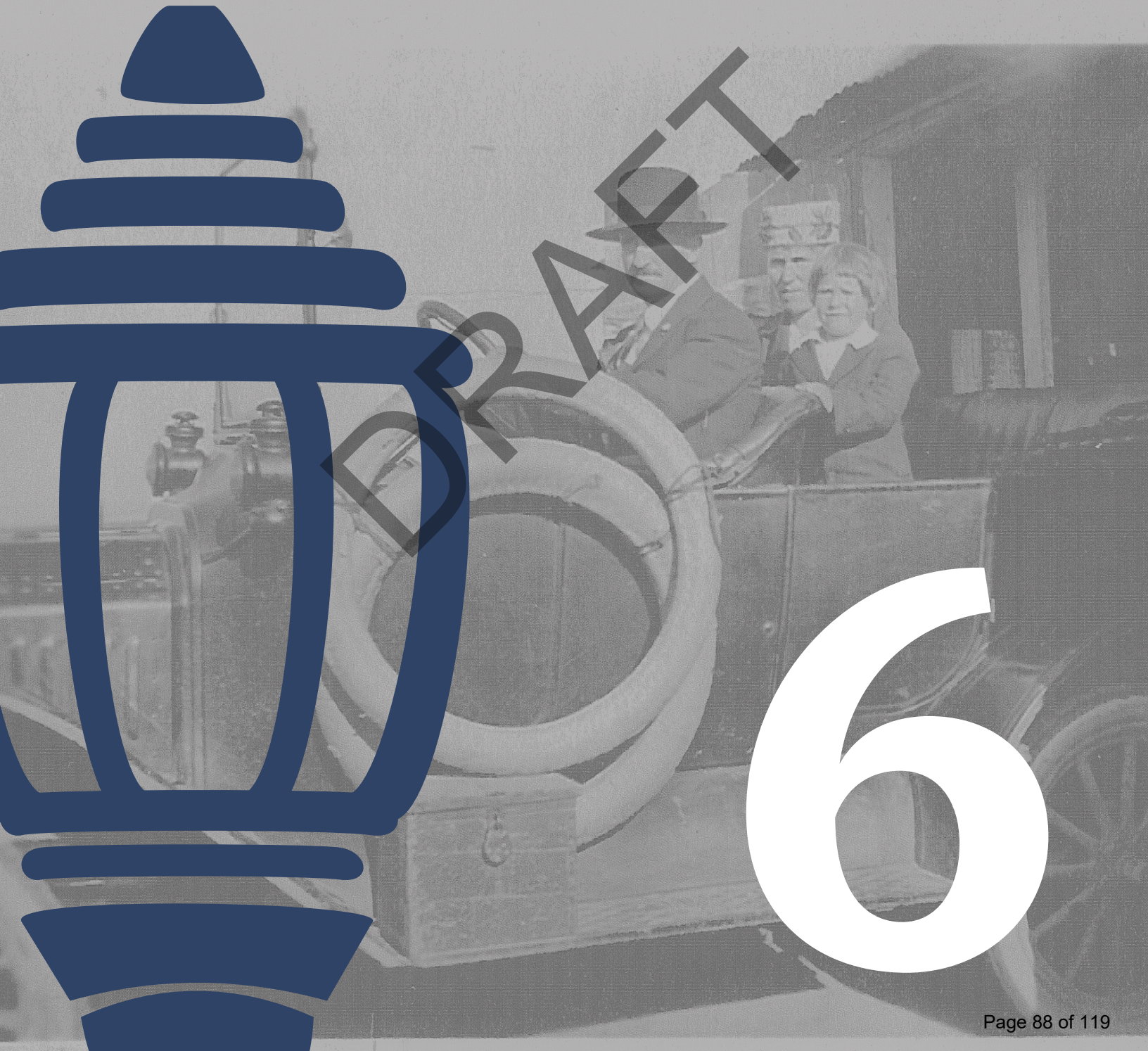


Existing public art pieces along Colorado Blvd near Centennial Park
Credit: RICK



Existing gateway monumentation at Colorado Blvd and Highway 52
Credit: RICK

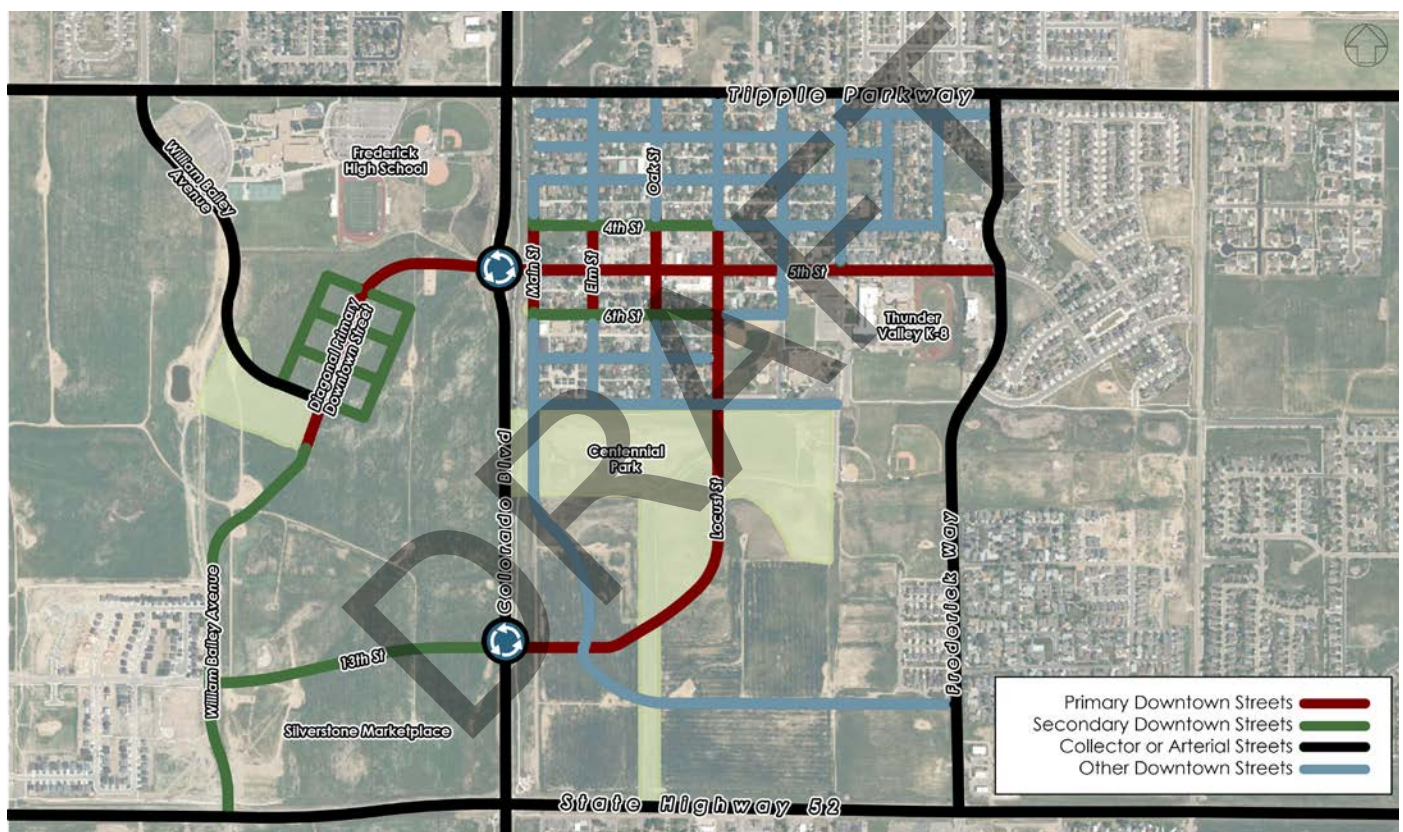
Transportation and Circulation



The design of streets, sidewalks, trails, and other transportation infrastructure connects different areas of Downtown while supporting the businesses, residents, and visitors in the district. The goal of Downtown Frederick's transportation network is to create a circulation pattern and facilities that support both businesses and civic needs while ensuring safe and efficient movement for all modes of travel. The transportation system complements and reinforces the overall goal of creating great places around Downtown Frederick that cultivate a high-quality character.

Streets and Access Management

Chapters 3 and 4 highlight the general design of the primary and secondary streets in Downtown Frederick. As noted, the Downtown Plan and the Town's Land Use Code emphasize the following for Downtown streets.



- ▶ Promoting wide sidewalks, well-designed crosswalks, and related features to enhance vitality and activity at the street level.
- ▶ Limiting driveways and curb cuts along Downtown streets.
- ▶ Narrowing travel lanes and developing streetscape features, such as curb extensions at intersections and mid-block crosswalks, that encourage slower traffic along Downtown streets.
- ▶ Requiring vehicular access to new developments or buildings via alleys, behind these types of Downtown streets.

The design of other neighborhood streets around Downtown Frederick emphasizes similar principles, including the following:

- ▶ Requiring access to newly constructed residential units via rear alleys to limit the number of driveways (and resulting conflicts between vehicular and pedestrian traffic) along streets.
- ▶ Requiring detached sidewalks on both sides of residential streets to provide safer routes for people walking around the Downtown area.
- ▶ Marked crosswalks at intersections to provide for pedestrian safety.
- ▶ Exploring the installation of flashing crosswalk signals at peak crossing locations to improve pedestrian safety.
- ▶ Maintaining the posted speed limits on neighborhood streets at 25 miles per hour.
- ▶ Exploring the use of traffic calming, speed tables, and other speed reduction tools on neighborhood streets.

Parking

The Frederick Comprehensive Plan and the Frederick Downtown Plan encourage visitation to Downtown via walking, bicycling, or taking transit. However, given the suburban layout of the Carbon Valley, many people will continue to drive to Downtown Frederick. Thus, planning for parking in the Downtown area remains an important objective of the Town.

The historic core of Downtown Frederick currently includes 219 public parking spaces, as outlined in the following table. The Town organization allows for the public to park in the Town Hall parking lots located between Fourth and Fifth Streets, and between Elm Street and Locust Street, during non-working hours. In addition, lots privately owned by Miner’s Plaza and Clark Plaza provide an additional 73 parking spaces to customers and patrons of entities located in these two private properties. During peak times, primarily during dinner hours, nearly all the on-street parking spaces along Fifth Street are occupied.

Existing Public Parking in Downtown Frederick	
Parallel parking spaces along Fifth Street	67
Parking spaces along the side streets (Main, Elm, Oak, Locust)	98
Parking lots in Town-owned block	54
Total ->	219

Of the approximately 292 public and private parking spaces in Downtown Frederick, approximately 21 are designated as handicapped parking spaces and identified in the following diagram. The majority of the handicapped parking spaces in the historic Downtown area are located on privately owned lots or in the Town-owned parking lot. Eight of the existing handicapped parking spaces are located within the rights of way of Downtown streets. Standards established by the Americans with Disabilities Act (ADA) require seven handicapped parking spaces, given the total parking spaces currently provided in the historic Downtown, with two of the handicapped spaces providing van accessibility.

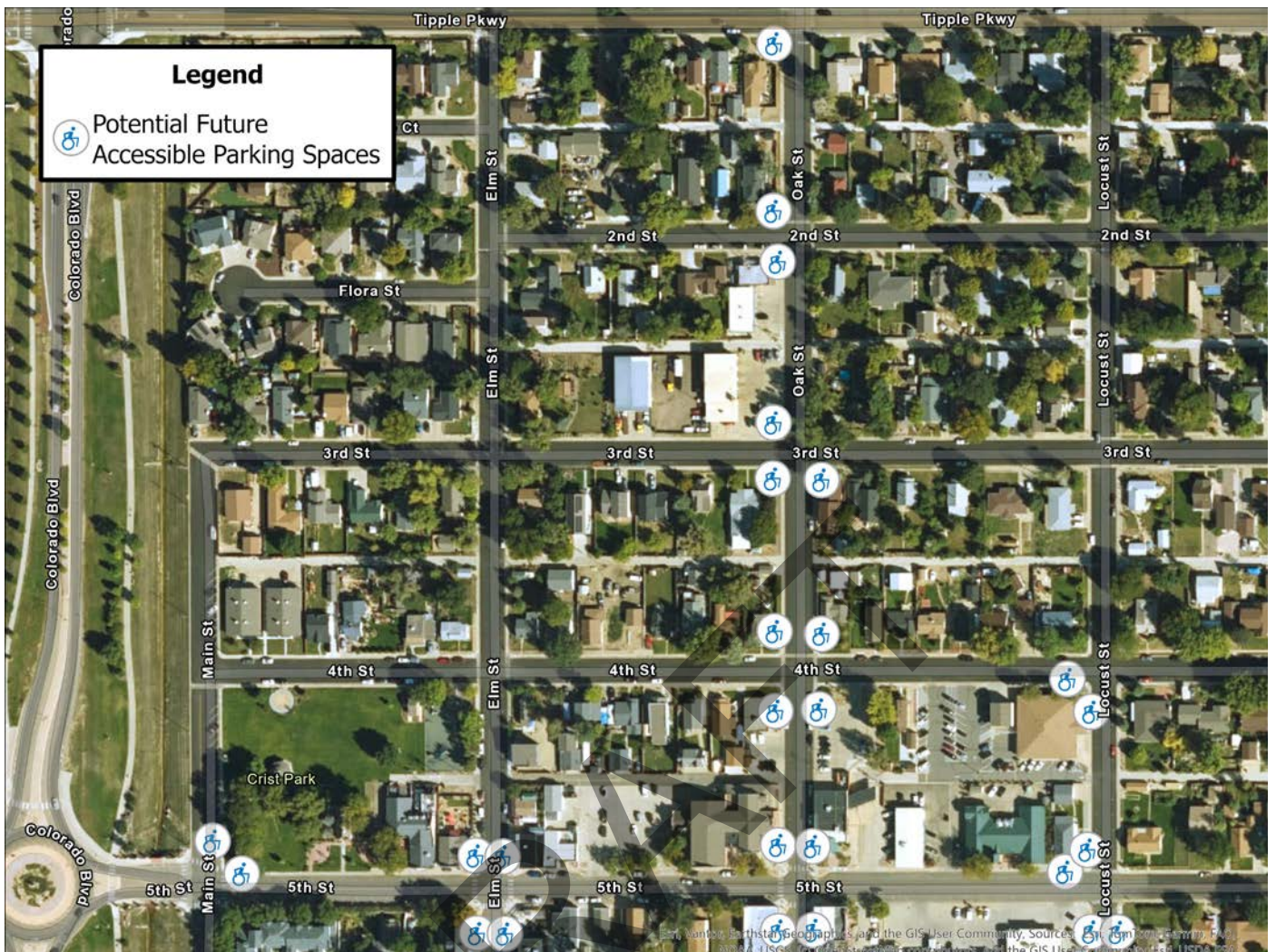


Assuming that the building footprints shown on the plan level views of the historic portion of Downtown develop at an average height of two stories (with some buildings only including ground floor space, and others including a third story), the full build-out of the buildings shown represents the potential for total building square footage of approximately 435,000 square feet. By comparison, the existing buildings along Fifth Street include a total of around 100,000 square feet.

Frederick's Land Use Code allows for exemptions to parking requirements for developments in the Downtown area. The Town's regulations provide this provision to help encourage the development of Main Street-style development in the Downtown area. As shown in the table that follows, the parking reflected in the plan level views of historic Downtown Frederick, following implementation of streetscape improvements and the construction of a parking garage on the Town-owned block, totals 564 public parking spaces. The conversion from parallel to angled parking along Fourth Street between Main Street and Elm Street increases the parking count. The delineation or marking of parallel parking spaces along Fourth, Sixth, and Oak Streets contributes to the total future parking count of 564 spaces in the historic core of Downtown. In addition to the public parking spaces listed in the table, the plan level views reflect 90 head-in parking spaces along the alleys in the Downtown area. The plan assumes that these spaces will be owned by private property owners. While these spaces do not contribute to the total number of public parking spaces in the downtown area, they provide additional spaces for employees or customers. The Town will periodically evaluate parking demand in the Downtown area to determine the need for additional parking lots or parking structures as the Downtown district continues to evolve over time.

Proposed Public Parking in Historic Downtown Frederick	
Parallel parking spaces along Fifth Street	67
Parking spaces along the side streets (Main, Elm, Oak, Locust)	98
Parallel parking spaces on Oak, from Tipple Parkway to Fourth Street	25
Parallel and angled parking spaces along Fourth Street	98
Parallel parking spaces along Sixth Street	116
New parking garage on Town-owned lot	160
Total ->	564

The map that follows highlights the potential conceptual locations of handicapped parking spaces as the streetscape plan for Downtown is completed over time. The plan calls for the strategic placement of handicapped parking spaces near street corners, to provide for the easiest movement of vehicles in and out of handicapped spaces.



The Downtown Plan establishes the following objectives to help manage parking in the historic portion of Downtown Frederick in the future.

- ▶ The Town will explore the creation of additional municipal parking lots or structures to serve Downtown. As noted, a redevelopment of the Town-owned block may facilitate the construction of a parking structure with nearly 200 parking spaces to serve the core area of Downtown along Fifth Street. As properties become available or as property owners consider plans for various parcels, the Town should work with property owners to explore possibilities to create smaller municipal lots around the historic core of Downtown over time.
- ▶ The Town will continue to explore opportunities to share parking or expand parking at the Thunder Valley school campus to serve the historic portion of Downtown, particularly the eastern portions of the district. Any potential redevelopment of a portion of the school campus could include the creation of additional parking spaces to serve the Downtown area. The Town will also explore sharing the parking serving Centennial Park to provide additional parking inventory for the Downtown area.
- ▶ The Town will explore placing time limitations for on-street parking in the historic core of Downtown. Establishing two-hour parking limits, for example, would discourage residents or employees from parking along the main Downtown streets, thus freeing up more spaces for visitors or customers. It would also encourage visitors wishing to stay for longer in the Downtown area to park in municipal parking lots or on other streets in the Downtown area.
- ▶ As part of the broader development of the Downtown area, the Town will explore creating a shuttle system to transport visitors from one sector of Downtown to another. For example, a visitor to Downtown could park at Silverstone Marketplace or in Downtown West and be able to take a shuttle or trolley down to Fifth Street. Trolleys or shuttles could serve the 'downtown loop' formed by Fifth Street, Locust Street, Thirteenth Street, William Bailey Avenue, and the diagonal primary street in Downtown West. Importantly, if the Town or Downtown interests were to pursue the development of a shuttle system, the shuttle or trolley should operate with very frequent service times to make it very easy and attractive to use. Having shuttles circulate every ten or 15 minutes during peak times (such as dinner hours on a weekend) would encourage people to park in one part of Downtown and shuttle to another, if parking is limited at their destination.



*An example of a downtown trolley bus in Sedona, AZ
Credit: Shutterstock*

- ▶ If a shuttle or trolley system is implemented, Downtown business owners will encourage their employees to park off-site and take the shuttle to work, to free up additional parking around the Downtown area.
- ▶ As noted in the next few pages, the Downtown Plan encourages a greater share of trips made by bicycle or on foot around the Downtown area to reduce vehicular traffic and decrease parking demands in the Downtown area.
- ▶ As Miners Park and Downtown West continue to develop, the plans for these portions of Downtown will, similar to the historic core of Downtown, emphasize the use of municipal parking lots and minimize parking requirements to encourage the creation of a pedestrian and bicycle-friendly environment.
- ▶ The Town will improve its signage and wayfinding systems in the Downtown area to guide visitors to municipal or shared parking facilities. Signage for municipal or common parking facilities could potentially include digital counts regarding the number of parking spaces available at different locations around Downtown, as illustrated in the example that follows.



Creating a Strong Pedestrian and Bicycling Environment

As noted in earlier chapters, the Downtown Plan emphasizes the creation of wide sidewalks along Downtown Main Streets and secondary streets throughout the greater Downtown area to encourage a comfortable and attractive environment for walking. The plan establishes bike lanes along Fourth and Sixth streets in the historic core of Downtown. As noted, the community's overall trail system is integral to the success of Downtown. The Frederick Central Loop Trail enters Downtown West from the west and turns north along the west side of Colorado Boulevard. A regional trail will connect from the loop trail to the east of Colorado Boulevard, proceed east through Centennial Park, and eventually connect with neighborhoods in the eastern portion of Frederick. Downtown will serve as the anchor of the community's greenway and trail system.

The design of the Frederick Central Loop Trail and other regional trails and greenways serving the greater Downtown area should encourage bicyclists at different speeds and abilities and include sufficient width to provide attractive lanes for people walking, biking, and using other transportation modes. The loop trail will help to stimulate adjacent development, including the possibilities of eateries, breweries, and other destinations along the trail. An overall goal of the trail and greenway network around Frederick is to create a regional connection that is so attractive and inviting that an increasing number of visitors travel to Downtown Frederick by bicycle or on foot. This strategy would create a more vital and active greater Downtown area, would reduce vehicular traffic, and in turn would reduce the need for parking in different areas around Downtown.

The following features will further support the bicycle and pedestrian infrastructure serving the greater Downtown area.

- ▶ Installing attractive and safe bicycle parking facilities at strategic locations around different sub-districts within the greater Downtown area.
- ▶ Installing bike storage lockers to encourage bicycle use throughout the Downtown area.
- ▶ Installing bike rental facilities around the Downtown area and throughout the entire community to encourage visitors to bike around the community and enjoy different parts of Downtown.
- ▶ Installing benches and other attractive seating areas along trails to encourage people to walk in the greater Downtown area.
- ▶ Ensuring that the trails and greenways in the greater Downtown area include sufficient areas of shade, drinking fountains, sufficient pedestrian lighting, and public art to enhance the appeal of the trails and greenways.
- ▶ Ensuring that different residential streets and neighborhoods around the greater Downtown area have strong trail or sidewalk connections to the major greenways and open spaces in the Downtown area, including the Frederick Central Loop Trail and Centennial Park.



Planning for Future Transit

Although southwest Weld County currently has very limited access to transit facilities, the Town will continue to explore transit possibilities that may enhance connectivity to Downtown Frederick. These possibilities may include:

- ▶ Connections with Front Range regional rail that would eventually connect from Denver to Fort Collins, passing through or near Frederick.
- ▶ East-west transit possibilities along the Highway 52 corridor between Fort Lupton and the Boulder area.
- ▶ Locally serving transit possibilities (including local shuttles) that could run along the Colorado Boulevard corridor, connecting the hubs within the Carbon Valley (including Downtown Frederick as well as Dacono and Firestone).

As discussions concerning transit improvements in the Carbon Valley and throughout Northern Colorado continue, the Town of Frederick will continue to explore partnerships with other municipalities, Weld County and other counties, and regional and state transportation entities to introduce transit service into the local area. The Town will continue to prioritize providing transit connections, either locally or regionally, that include links to the Downtown Frederick area, given its importance in the community.

Historic Preservation



Downtown Frederick is the central hub of the historic heart of the Frederick community and the Carbon Valley. As outlined in the Town's Historic Preservation Plan, the Downtown's roots trace back to the Town's founding as a mining town in the early 1900s. As the Carbon Valley continues to urbanize, Downtown Frederick represents the most significant concentration of historic buildings and historic places in the local area. Maintaining and drawing from Frederick's historic fabric will help Downtown remain an authentic and unique district that stands out from other downtowns in Northern Colorado. The Downtown Plan highlights the following goals and actions to preserve Downtown's historic character and ensure that new buildings and developments in the greater Downtown area draw from the district's rich history.



Credit: Town of Frederick



Credit: Town of Frederick

Exploring Historic Designations

As noted in the Historic Preservation Plan, the Town and the Historic Preservation Committee (HPC) will provide educational materials and help facilitate the designation of eligible buildings as historic structures on local, state and/or national historic registers. The Town will complete a Town-wide Historic Inventory Survey to identify buildings and resources eligible for historic designations. A wide variety of buildings in the Downtown area are eligible for historic designation. Working with property owners and other community groups to designate more buildings as historic will add to the appeal and unique status of the greater Downtown area.

The Town may explore the designation of the historic downtown area overall as a 'historic district'. This designation would further enhance the marketability of Downtown Frederick and would provide additional possibilities for grant funding from History Colorado and other state and federal sources. Numerous downtowns across the country have been designated as historic districts. This move would help ensure that historic preservation remains a top priority in the downtown area going forward.

Facilitating Historic Revitalizations and Re-use

As noted in the Historic Preservation Plan, the Town will inform property owners, builders, and developers regarding grants, incentives, and other tools to help facilitate historic preservation efforts, including the creative re-use of historic structures. The Town and the HPC will continue to pursue the following action items:

- ▶ Providing technical assistance and access to grant consultants for property owners.
- ▶ Providing façade improvement grants for historic buildings in Downtown Frederick.
- ▶ Considering tax rebate or fee waiver incentives for rehabilitated historic properties.
- ▶ Creating mechanisms by which property owners can receive financial support for the relocation of structures.

Integrating Historic Character in New Buildings and Development

As outlined in Chapter 4, the Downtown Plan along with the Town's new Land Use Code establishes design regulations for construction and development that ensure that projects in the greater Downtown area integrate historic patterns of buildings and character. The development of all areas in the greater Downtown area will draw from the historic fabric of this portion of Frederick and create buildings, public spaces, and other features that tie to the features found in historic structures. Chapter 4 noted that new projects must draw from the architecture, layout, and other patterns of urban design found in the historic core of Downtown. The development of new areas of Downtown including Miners Park and Downtown West does not need to copy precisely the development along Fifth Street and the historic neighborhoods to the north and south of Fifth Street. However, it must draw from existing historic architecture and patterns to ensure that new projects complement the historic fabric and build upon its foundation. The overall goal is to create a series of areas around the greater Downtown area that, together, will form a historically-inspired district that truly stands out in Northern Colorado. The Town remains determined that Downtown's ongoing evolution will draw from its historic fabric and use it as a differentiating strength and feature for generations to come.

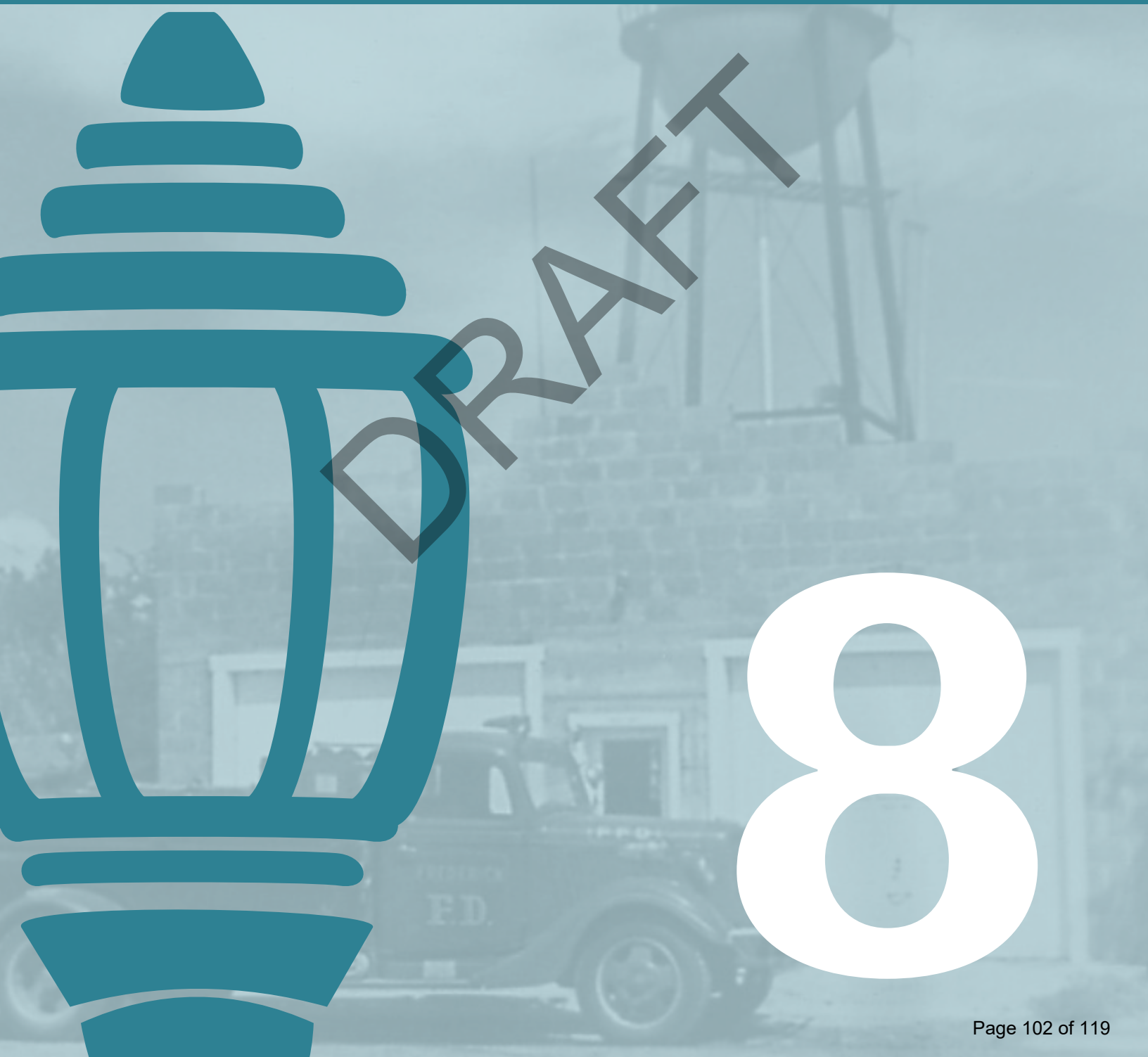
Integrating Historic Character in New Buildings and Development

Drawing from the themes and action items of the Historic Preservation Plan, the Town and the HPC will pursue the following objectives that will help implement the vision of the Downtown Plan.

- ▶ Promoting the history of Downtown Frederick (and the Frederick community at large) through educational programming, publications, social media, and other communications channels. These efforts may include the launch of a quarterly "Frederick History Spotlight" article or walking tour series.
- ▶ Establishing a Frederick History Month to promote all aspects of Downtown's history.
- ▶ Continuing to conduct tours of the Frederick Museum on Fifth Street.
- ▶ Weaving the historical roots and resources of Downtown Frederick into future marketing efforts specifically geared to the greater Downtown area.

Downtown Frederick has the potential to leverage its historic charm, the character of the buildings, and the stories of Frederick's past to create a very attractive destination in Northern Colorado. The Town, the HPC, developers, property owners, businesses, and community members remain committed to preserving and drawing from Downtown's history as the district continues to evolve and thrive.

Infrastructure



As individual developments move forward in the future in the various areas of Downtown, including the historic core, Downtown West, and Miners Park, they will need to demonstrate adequate infrastructure capacity and facilities to serve residences, businesses, and other uses, in the same manner as any other project in Frederick. The Town of Frederick maintains and regularly updates infrastructure plans for water and other infrastructure serving Downtown and various areas of the community. This chapter highlights the notable issues the Town and other parties will continue to resolve as the Downtown Plan moves forward. Given the age of the historic core of Downtown, this portion of Downtown logically presents more infrastructure issues compared to new, greenfield development areas like Downtown West and Miners Park.

Sewer

Sewer lines serving the historic core of Downtown are located in the alleys, between streets. The Town notes that sewer capacity issues may be present in the historic core. Thus, if the district experiences a notable increase in infill development, including a net increase in buildable area, expansions or modifications to the existing sewer system may be required.

The Town generally has sufficient sewer capacity to serve newer development areas in Downtown (Downtown West and Miners Park) and individual developments would need to plan for the expansion of individual sewer lines to serve different residential, commercial, and civic uses.

Water

The Town of Frederick continues to plan for future water supplies serving the entire community by working with other partners in Northern Colorado, such as Northern Water. Sufficient water capacity does not exist at this time to serve all of the potential development reflected in the Downtown Plan. Developers will need to secure additional water supplies and capacities to serve development going forward. In addition, ongoing development may spur the need to add a pump to facilitate water flow and pressure serving the Downtown district over time.

Drainage

The majority of drainage infrastructure serving the historic core of Downtown does not require any upgrades, and the Town recently installed new drainage infrastructure along Fifth Street. As part of these efforts, the Town repositioned drainage inlets and installed drainage pipes along both sides of Fifth Street. A drainage outfall facility at the northwest corner of Fifth Street and Main Street serves most of the historic core of Downtown.

The greater Downtown area serves as a significant focal point for drainage flows from the surrounding area, including Dacono to the south and neighborhoods to the east and west. The Town is in the process of redesigning the drainage ponds within Centennial Park to provide sufficient capacity for drainage. Within Downtown West, to the south and west of Fifth Street and Colorado Boulevard, any development must provide sufficient detention pond and stormwater capacity for the development and serve drainage flowing from Centennial Park and Silverstone Marketplace toward the north.

The Town will continue to improve drainage facilities that run along the southern edge of the Thunder Valley school campus, on the eastern side of Downtown.

The Downtown Plan calls for drainage facilities in and around the Downtown area to be creatively designed to facilitate the alignment of trails and seating areas along these facilities to enhance recreation. In addition, the Town will work with developers to install drainage ponds and facilities that integrate native plantings and incorporate design that is more natural in appearance, with the use of stone and other features. Guidance from the Mile High Flood District (MHFD) may help inform the design of drainage facilities using these creative techniques. This strategy runs counter to many standard suburban drainage strategies that have employed the use of square or rectangular drainage areas that provide functionality but often appear very unnatural or rigid in appearance. Furthermore, the design of drainage facilities will employ strategies to improve water quality as drainage moves around the area and toward creeks and lakes in the area.



An example of a naturally designed drainage facility
Credit: City of Denver



An example of a natural drainage facility with adjacent multi-use trail
Credit: City of Denver

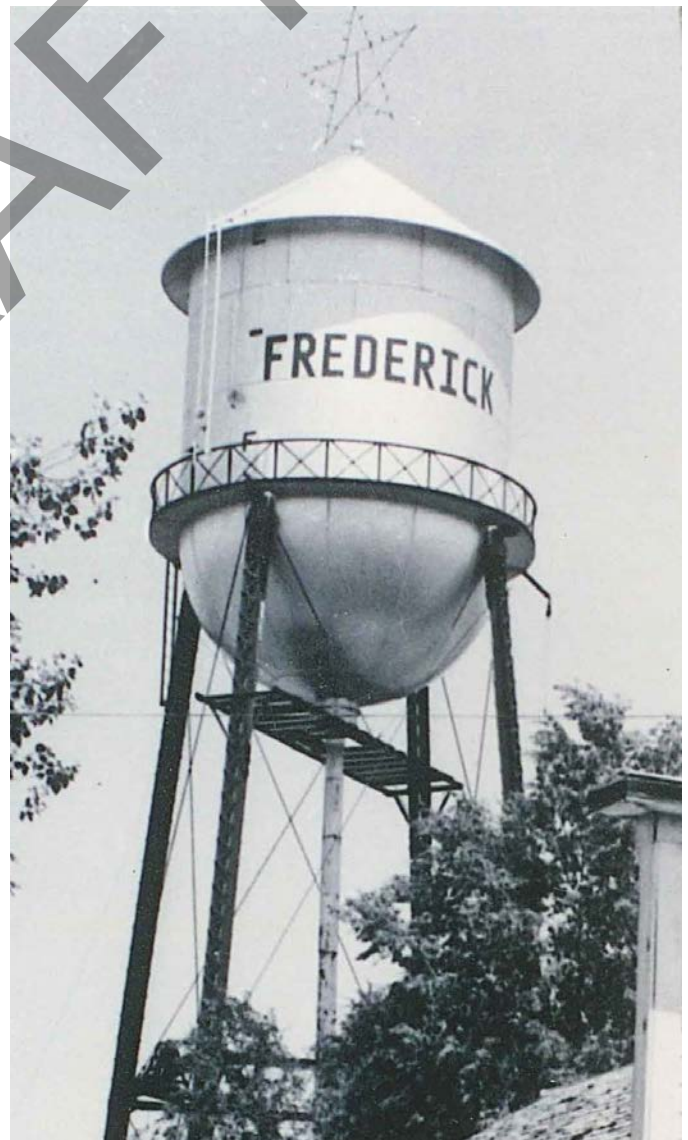
Dry Utilities

The providers of “dry utilities”, including trash and recycling, electricity, natural gas, and telecommunications, have sufficient capacity to serve future development in the Downtown area.

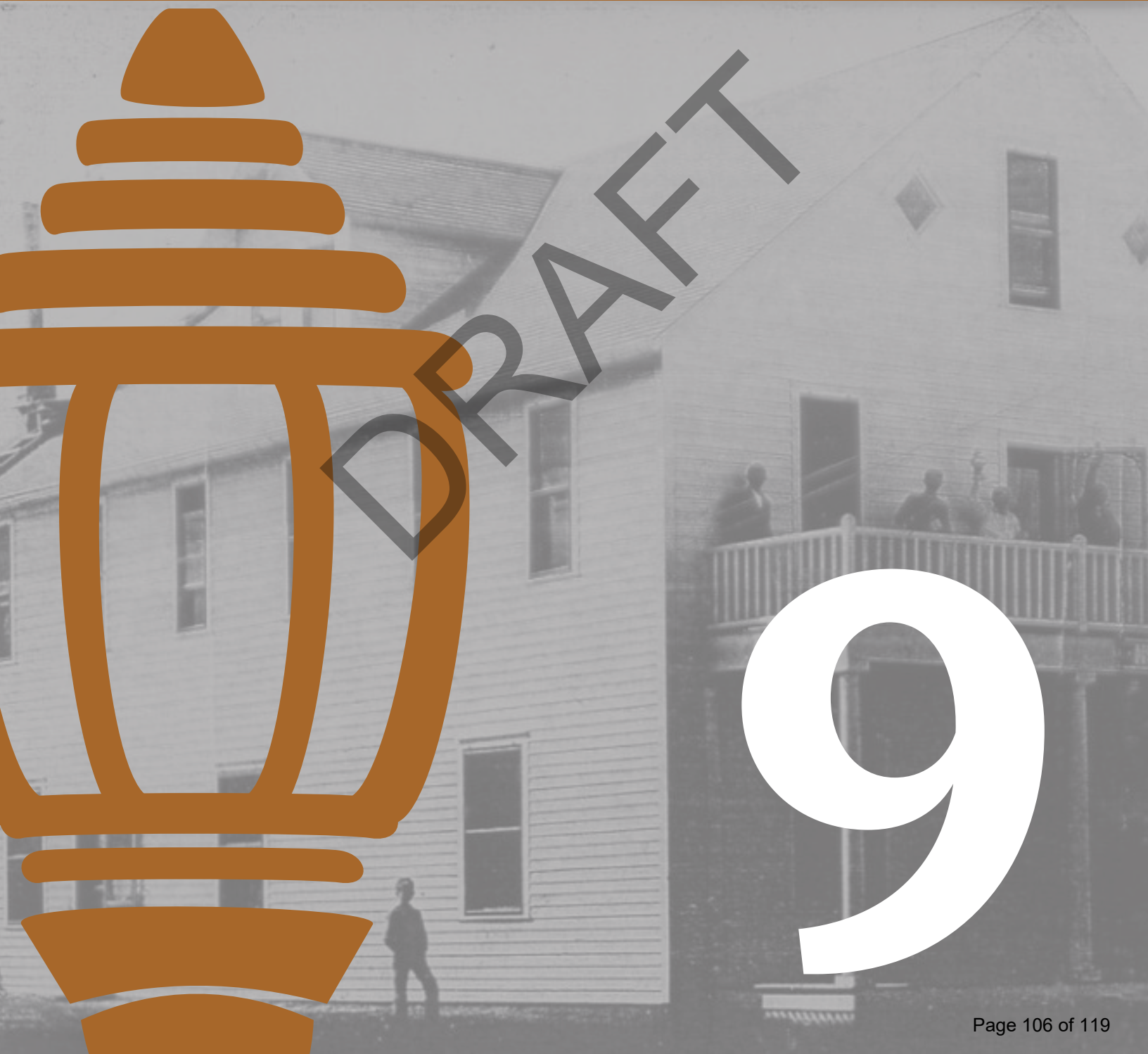
- ▶ No critical changes in service levels for waste disposals are anticipated with the build-out of development anticipated in the Downtown Plan. Each development, as part of the site plan review process, must demonstrate sufficient capacity for trash and recycling.
- ▶ As new construction takes place in Frederick, United Power normally upsizes electricity capacity accordingly and converts service to underground. The development anticipated in the Downtown Plan should not compromise the capacities of the electrical systems serving this part of Frederick.
- ▶ The natural gas system serving Frederick has sufficient capacity to serve the development anticipated in the Downtown Plan.
- ▶ Telecommunications and Internet providers will increase capacity as necessary as the Downtown Frederick area continues to evolve and grow over time.

Police and Fire Services

- ▶ The anticipated increase in the number of residents, employees, and visitors within the greater Downtown area should not exceed the capacity of the Frederick Police Department to adequately serve the immediate area.
- ▶ In light of the anticipated growth of the Frederick-Firestone Fire Protection District over the next 20 years, the development build-out of the Downtown Plan should not exceed the capacity of the Fire Department to adequately serve Downtown Frederick.



Implementation



Realizing the vision for Downtown Frederick will require the collective efforts of a wide range of individuals and organizations, from the Board of Trustees to Town staff to business and property owners and residents involved in various civic causes. The Downtown Plan does not set in stone the strategy for how to implement the components of the plan. Instead, it outlines an anticipated timeline for the completion of the various public improvements in the plan, the anticipated funding sources, and the anticipated partnerships to realize goals. The Downtown Plan also articulates strategies for maintenance and operations in Downtown Frederick in the future. The Town and its partners will use the information in this chapter to set budgets and work plans on a yearly basis to track progress in achieving the goals of the Downtown Plan.

Cost Estimates and Timing of Completion

The following tables highlight the cost estimates for various improvements and initiatives in the Downtown Plan by category and the anticipated timing of completion.

STREETSCAPE - HISTORIC CORE	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Fifth Street, Main to Elm	\$880,000				
Fifth Street, Elm to Oak (includes plaza and paseo)	\$1,530,000				
Fifth Street, Oak to Locust (includes one paseo)	\$1,200,000				
Fifth Street, Locust to Walnut	\$820,000				
Fifth Street, Walnut to Maple	\$790,000				
Fifth Street, Maple to Frederick Way	\$1,440,000				
Elm Street, Fourth to Fifth Street	\$680,000				
Elm Street, Fifth to Sixth Street	\$500,000				
Oak Street, Tipple to Second Street	\$720,000				
Oak Street, Second to Third Street (includes one plaza)	\$950,000				
Oak Street, Third to Fourth Street	\$710,000				
Oak Street, Fourth to Fifth Street	\$690,000				

STREETSCAPE - HISTORIC CORE	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Oak Street, Fifth to Sixth Street (includes 1 plaza)	\$760,000				
Locust Street, Fourth to Fifth Street	\$510,000				
Locust Street, Fifth to Sixth Street	\$650,000				
Locust Street, Sixth to Seventh Street	\$520,000				
Locust Street, Seventh to Eighth Street	\$510,000				
Fourth Street, Main to Locust St	\$2,160,000				
Sixth Street, Main to Locust	\$2,090,000				
Central Plaza (within redevelopment of Town-owned block), including common consumption area	\$1,540,000				
Subtotal, Streetscape, Historic Core ->	\$19.75 million				

STREETSCAPE - MINERS PARK	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Locust Street, from Centennial Park to Thirteenth Street	\$\$\$\$				
Main Street, Fourteenth St Streetscape	\$\$\$				

STREETSCAPE - DOWNTOWN WEST	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Diagonal Main St, from Colorado Blvd to Destination Park	\$\$\$\$				
Secondary Downtown Streets in Downtown West	\$\$\$\$				

OTHER POTENTIAL IMPROVEMENTS (Chapter 4)	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Civic anchor in Destination Park in Downtown West	\$\$\$\$				
New Town Hall, somewhere in greater Downtown	\$\$\$\$				
Unified Signage & Wayfinding improvements across all of greater Downtown	\$\$				
Farmers Market / Public Market (permanent structure), somewhere in greater Downtown	\$\$\$\$				
Redevelopment of Town-Owned Block	\$\$\$\$				

PARKS, OPEN SPACE, AND RECREATION IMPROVEMENTS (Chapter 5)	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Crist Park Improvements	\$3,100,000				
Centennial Park Improvements (not including drainage)	\$\$\$				
Destination Park in Downtown West	\$\$\$\$				
Development of smaller parks and plazas in Miners Park and Downtown West areas	\$\$\$				
Frederick Central Loop Trail (west of Colorado Blvd)	\$\$\$\$				
Trail across Centennial Park and to the east	\$\$\$				
Trail crossing of Colorado Blvd	\$\$\$				
Securing flexible, indoor space for Town events held throughout the year	\$\$\$				
Expanding the roster of music events Downtown throughout the year	\$				

PARKS, OPEN SPACE, AND RECREATION IMPROVEMENTS (Chapter 5)	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Expanding the range of outdoor events held around Downtown throughout the year	\$				
Spreading the Town's largest events to multiple locations around Downtown	\$\$				
Adding more indoor and outdoor events during the winter and spring	\$\$				
Adding more Town staff to manage more events spread throughout the year	\$\$				
Enhancing gateway landscaping and buffering in the Downtown area	\$\$				

POTENTIAL INITIATIVES - TRANSPORTATION (Chapter 6)	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Construction of a Parking Structure as part of Redevelopment of Town-Owned Block	\$4,800,000				
Explore opportunities for shared or expanded parking at the Thunder Valley school campus to serve Downtown	\$				
Explore placing time limitations on street parking in Downtown Frederick	\$				
Creation of a shuttle system around Downtown	\$\$				
Continue to explore development of municipal parking facilities as Downtown continues to grow	\$\$\$				
Improve signage and wayfinding systems regarding parking facilities serving the greater Downtown area	\$\$				
Installing safe and attractive bike parking facilities around Downtown	\$\$				

POTENTIAL INITIATIVES - TRANSPORTATION (Chapter 6)	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Installing bike storage lockers around Downtown	\$\$				
Installing bike rental facilities around Downtown	\$\$				
Ensuring that trails and greenways connecting to or around Downtown include areas of shade, sufficient lighting, drinking fountains, sufficient lighting, and public art to enhance their appeal.	\$\$				
Ensuring that different streets and neighborhoods have sufficient trail or walkway connections to greenways and open spaces in the Downtown area	\$\$				
Pursue potential connections from Downtown to regional mass transit lines (such as the Front Range regional rail network or transit along Colorado Blvd or I-25)	\$\$\$				
Explore locally serving transit possibilities (such as shuttles) connecting within or to Downtown Frederick	\$\$\$\$				

POTENTIAL INITIATIVES - HISTORIC PRESERVATION (Chapter 7)	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Complete a historic survey of Downtown and determine properties to be included on a local historic registry.	\$				
Providing technical assistance and access to grant writers (for historic preservation grants) for property owners	\$				
Implementing a façade improvement grant program for historic buildings in Downtown Frederick	\$\$				

POTENTIAL INITIATIVES - HISTORIC PRESERVATION (Chapter 7)	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Consider tax rebate or fee waiver incentives for rehabilitated historic properties.	\$\$				
Creating mechanisms for financial support for property owners relocating historic structures	\$\$				
Promoting the history of Downtown Frederick (and the Frederick community at large) through educational programming, publications, social media, and other communications channels.	\$				
Establishing a Frederick History Month to promote all aspects of Downtown's history	\$				
Continuing to conduct tours of the Frederick Museum on Fifth Street	\$				
Weaving the historic roots and resources of Downtown Frederick into future marketing efforts.	\$				

POTENTIAL INITIATIVES - INFRASTRUCTURE (Chapter 8)	PRELIMINARY COST ESTIMATE	1 - 5 YEARS	5 - 10 YEARS	10 - 15 YEARS	15 - 20 YEARS
Complete improvements for drainage facilities on the south side of the Thunder Valley campus	\$\$\$				
Plan for and implement drainage facilities to serve Downtown West	\$\$\$\$				
Plan for and implement changes to drainage facilities in Centennial Park	\$\$\$\$				

Potential Partners and Funding Sources

The following tables highlight the potential partners involved in the implementation of the various actions identified in the Downtown Plan. The creation of an Urban Renewal Authority (URA) along with the use of Tax Increment Financing (TIF) represent the most common and likely source of funding for many of the action items in the plan. URAs are formed to utilize TIF funding for a variety of infrastructure and related costs associated with development. Many downtown districts across Colorado have used this approach to fund streetscape and related projects in recent years. The term 'tax increment financing' refers to the ability of local entities (including URAs) to bond against the projected increase in property and sales tax revenue generated from anticipated development to pay for upfront costs such as infrastructure, streetscape, and other elements.

Other likely sources of funding for items in the Downtown Plan include general funds, grants from various local, state, and federal sources, and contributions or donations from individuals and other outside entities.

Likely partners in many of the items identified in the Downtown Plan include developers of different areas around Downtown (Downtown West, Miners Park, etc.), the St. Vrain Valley School District, the Carbon Valley Parks and Recreation District, property owners and business owners, the PROST Commission, the HPC, and other civic organizations. In many cases, the Town and Downtown interests will need to collaborate with a host of different organizations and entities to fulfill the goals of the Downtown Plan.

STREETSCAPE - HISTORIC CORE	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Fifth Street, Main to Elm	Property & business owners	URA, TIF funding
Fifth Street, Elm to Oak (includes plaza and paseo)		
Fifth Street, Oak to Locust (includes 1 paseo)		
Fifth Street, Locust to Walnut		
Fifth Street, Walnut to Maple		
Fifth Street, Maple to Frederick Way		
Elm Street, Fourth to Fifth Street		
Elm Street, Fifth to Sixth Street		
Oak Street, Tipple to Second Street		
Oak Street, Second to Third Street (includes 1 plaza)		
Oak Street, Third to Fourth Street		
Oak Street, Fourth to Fifth Street		

STREETSCAPE - HISTORIC CORE	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Oak Street, Fifth to Sixth Street (includes 1 plaza)	Property & business owners	URA, TIF funding
Locust Street, Fourth to Fifth Street		
Locust Street, Fifth to Sixth Street		
Locust Street, Sixth to Seventh Street		
Locust Street, Seventh to Eighth Street		
Fourth Street, Main to Locust St		
Sixth Street, Main to Locust		
Central Plaza (within redevelopment of Town-owned block), including common consumption area	Potential developer(s) of space within Town-owned block	URA, TIF funding, funding from potential developer(s) of Town-owned block

STREETSCAPE - MINERS PARK	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Locust Street, from Centennial Park to Thirteenth Street	Miners Park developer	URA, TIF funding. Funding from Miners Park developer
Main Street, Fourteenth St Streetscape		

STREETSCAPE - DOWNTOWN WEST	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Diagonal Main St, from Colorado Blvd to Destination Park	Downtown West developer	URA, TIF funding. Funding from Downtown West developer
Secondary Downtown Streets in Downtown West		

OTHER POTENTIAL IMPROVEMENTS (Chapter 4)	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Civic anchor in Destination Park in Downtown West	Local civic organizations; Pertinent local agencies (such as Carbon Valley Parks and Rec, etc.)	URA; TIF funding; Grants; General funds; Potential donations and foundations
New Town Hall, somewhere in greater Downtown		URA; TIF funding; Grants; General funds
Unified Signage & Wayfinding improvements across all of greater Downtown		
Farmers Market / Public Market (permanent structure), somewhere in greater Downtown	Development partner for farmers market / public market and associated development	
Redevelopment of Town-Owned Block	Development partner for Town-owned block	

PARKS, OPEN SPACE, AND RECREATION IMPROVEMENTS (Chapter 5)	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Crist Park Improvements		URA; TIF funding; Grants; General funds
Centennial Park Improvements (not including drainage)		
Destination Park in Downtown West	Developer(s) in Downtown West	
Development of smaller parks and plazas in Miners Park and Downtown West areas	Developers within Miners Park and Downtown West	URA; TIF funding
Frederick Central Loop Trail (west of Colorado Blvd)		Grants; General funds dedicated to parks and recreation
Trail across Centennial Park and to the east		
Trail crossing of Colorado Blvd		
Securing flexible, indoor space for Town events held throughout the year	Potential developers in different areas of Downtown	URA; TIF funding; Grants; General funds

PARKS, OPEN SPACE, AND RECREATION IMPROVEMENTS (Chapter 5)	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Expanding the roster of music events Downtown throughout the year	Local arts and civic organizations	Grants; General funds; Funding generated from events
Expanding the range of outdoor events held around Downtown throughout the year		
Spreading the Town's largest events to multiple locations around Downtown		
Adding more indoor and outdoor events during the winter and spring		
Adding more Town staff to manage more events spread throughout the year		General funds; Funding generated from events
Enhancing gateway landscaping and buffering in the Downtown area	Potential developers in different areas of Downtown	URA; TIF funding; Grants; General funds

POTENTIAL INITIATIVES - TRANSPORTATION (Chapter 6)	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Construction of a Parking Structure as part of Redevelopment of Town-Owned Block	Potential development partner for Town-owned block	URA; TIF funding; Grants; General funds
Explore opportunities for shared or expanded parking at the Thunder Valley school campus to serve Downtown	St Vrain Valley School District	URA; TIF funding; General funds
Explore placing time limitations on street parking in Downtown Frederick		General funds
Creation of a shuttle system around Downtown	Local merchants; Development partners for different areas around Downtown	General funds; Contributions from local developers and merchants
Continue to explore development of municipal parking facilities as Downtown continues to grow	Property owners; Development partners for different areas around Downtown	URA; TIF funding; Contributions from developers

POTENTIAL INITIATIVES - TRANSPORTATION (Chapter 6)	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Improve signage and wayfinding systems regarding parking facilities serving the greater Downtown area		URA; TIF funding; General funds
Installing safe and attractive bike parking facilities around Downtown		
Installing bike storage lockers around Downtown		
Installing bike rental facilities around Downtown		
Ensuring that trails and greenways connecting to or around Downtown include areas of shade, sufficient lighting, drinking fountains, sufficient lighting, and public art to enhance their appeal.	PROST Commission	URA; TIF funding; General funds
Ensuring that different streets and neighborhoods have sufficient trail or walkway connections to greenways and open spaces in the Downtown area	PROST Commission	URA; TIF funding; General funds
Pursue potential connections from Downtown to regional mass transit lines (such as the Front Range regional rail network or transit along Colorado Blvd or I-25)	Other governmental agencies	General funds; State and federal grants and programs
Explore locally serving transit possibilities (such as shuttles) connecting within or to Downtown Frederick		URA; TIF funding; General funds; Funding contributions from local merchants

POTENTIAL INITIATIVES - HISTORIC PRESERVATION (Chapter 7)	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Complete a historic survey of Downtown and determine properties to be included on a local historic registry.	Historic Preservation Committee; History Colorado; Preservation consultants	General fund; Certified Local Government (CLG) and State Historic Fund (SHF) Grants
Providing technical assistance and access to grant writers (for historic preservation grants) for property owners	Historic Preservation Committee; History Colorado	General fund; CLG and SHF Grants

POTENTIAL INITIATIVES - HISTORIC PRESERVATION (Chapter 7)	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Implementing a façade improvement grant program for historic buildings in Downtown Frederick	Historic Preservation Committee	General fund; TIF funding; building permit fees
Consider tax rebate/ credits or fee waiver incentives for rehabilitated historic properties.	Historic Preservation Committee; History Colorado	General fund; CLG and SHF Grants
Creating mechanisms for financial support for property owners relocating historic structures	Historic Preservation Committee	
Promoting the history of Downtown Frederick (and the Frederick community at large) through educational programming, publications, social media, and other communications channels.	Historic Preservation Committee; History Colorado	
Establishing a Frederick History Month to promote all aspects of Downtown's history	Historic Preservation Committee	General fund
Continuing to conduct tours of the Frederick Museum on Fifth Street		
Weaving the historic roots and resources of Downtown Frederick into future marketing efforts.	Historic Preservation Committee; History Colorado	General fund; TIF funding

POTENTIAL INITIATIVES - INFRASTRUCTURE (Chapter 8)	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Complete improvements for drainage facilities on the south side of the Thunder Valley campus	St Vrain Valley School District	General fund (Capital Improvement Program)
Plan for and implement drainage facilities to serve Downtown West	Developer of Downtown West	URA; TIF funding; Grants
Plan for and implement changes to drainage facilities in Centennial Park		URA; TIF funding; Grants

Maintenance and Operations Strategies

Drawing from advisory reports issued by Downtown Colorado, Inc. (DCI), including the 2023 Frederick Downtown Strategy Report, the Town will pursue the following menu of options to implement the Downtown Plan. The following entities will have responsibility for operations and maintenance, including the upkeep of streetscape features, cleaning and sweeping, painting and repair, the management of activities held in public places, and the marketing of Downtown and its activities.

Urban Renewal Authority (URA)

Background: URAs are established to eliminate blighted areas for development or redevelopment by purchasing, rehabilitating and selling land for development. URAs focus on real estate development, the financing of rehabilitation efforts, and infrastructure improvements.

Funding Method: URA generate funding from tax increment financing based upon future, projected property and/or sales tax revenue.

Governance and Operations: URAs are governed by a board of five to 11 members appointed by the Town Board. URAs can condemn property, operate facilities, and issue bonds secured by projected tax increment revenues.

Downtown Development Authority (DDA)

Background: DDAs are quasi-municipal corporations intended to halt or prevent deterioration of property values or structures in Central Business Districts. DDAs help oversee real estate development, infrastructure, and operations. The process of forming a DDA

involves passing an ordinance that is subject to a vote of affected property owners.

Funding method: DDAs generate revenue from tax increment financing on future property and/or sales taxes. They may also assess a mill levy of no greater than five mills on property, to fund operations.

Governance and Operations: DDAs are governed by a board of five to 11 members appointed by the Town Board. DDAs cannot condemn property but they can operate facilities and issue bonds secured by projected tax increment revenues.

Business Improvement District (BID)

Background: BIDs are quasi-municipal organizations and all property assessed in a BID must be commercial. BIDs conduct a variety of management, marketing, advocacy, and economic development services and may issue bonds tied to capital improvements. They are formed through a petition of property owners representing 50 percent of acreage and 50 percent of the value of the district. BIDs are officially formed through an ordinance of the Town Board and a TABOR election.

Funding Method: BIDs generate revenue through assessments or mill levies on commercial property within a Downtown. They may also issue bonds to fund improvements or operations.

Governance and Operations: The governance and operations of a BID can be very flexible. They may not condemn property but may regularly operate various types of facilities and orchestrate maintenance and programming.