

GEORGETOWN GATEWAY MASTER PLAN

FUNDING STRATEGIES

12. Partnership Strategies

1. Colorado Department of Transportation (CDOT)

Contact: Chuck Binford, Access Coordinator, Region I - (303) 757-9371
Jeff Kuhlman, Division Engineer, Region I

Recommendations

- Make arrangements to request land and development funding of the bus/trade parking area.
- Make arrangements to request funding for stone retaining walls and drainage improvements on the west side of Argentine Street at the base of CDOT I-70 side slopes.

2. Federal Highway Administration (FHWA) Central Lands Division

Contact: Larry Smith, Chief Engineer
John Knowles, Guanella Pass Road Project Manager

Recommendations

- Make arrangements to provide new vehicular bridge at 7th Street over Clear Creek.
- Make arrangements to relocate Argentine Street from Loop Road to 15th Street.

3. Private Land Owners along Argentine Street

Recommendations

- Make arrangements to sell portions of Argentine Street right-of-way to private land owners.

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11. Utility Infrastructure Strategies

Excel Energy

Contact: Larry Claxton

Excel Energy has precedence in sharing the costs of locating overhead electronic services lines underground. This is done on a case by case basis. The process for accomplishing a shared cost program would include a preliminary review with Excel Energy. After specific needs are identified and agree upon Excel Energy will consider a cost sharing program working with the electrical department.

Excel Energy is amenable to cooperating with telephone and cable television companies to use the same burial trench for the placement of all the overhead utilities. Excel Energy will cooperate with the Town of Georgetown for the relocation of natural gas utilities.

Recommendations

- Present final concept plan to Excel Energy to explore all ramifications of undergrounding electric, telephone and cable lines underground.
- Present final concept plan to the telephone distribution systems office for review and coordination with the burial of other overhead utilities.
- Do the same with the cable television distribution.
- Do at the same time as water & sewer to cover trenching costs.

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Areas of Interest:

Eligible projects include: construction of motorized and/or non-motorized recreational trails; reconstruction of or enhancements to an existing trails or trails system and trailhead facility. Acquisition of land for trail access is eligible. Maintenance is not eligible.

Restrictions:

Some funds available to nonprofit groups as well as local governments. Applicants for GOCO funds are limited to municipalities, counties or special districts with recreational responsibility. Grants require 50 percent match by sponsor, either in cash or documented contributions, but volunteer projects under \$10,000 may qualify for 25 percent match.

Application Process:

Applications may be obtained from State Trails Program at (303) 866-3202 Ext. 306. Submit applications to Colorado State Parks, Trails Program. If the request is under \$10,000, it is eligible for Small Project Grants. More information, including grant applications in digital form, is available on the State Parks website at www.parks.state.co.us/trails/, then link to Trails Program. Contact the State Trails Program office before submitting an application. Staff can review the process scope to determine if it fits well with funding goals and clarify what is required in the application. State Parks and GOCO staff and the State Trails Committee review grants during January and February.

Proposed Deadlines:

Applications must be postmarked by November 29, 2002, and mailed or brought to Colorado State Parks, 1313 Sherman St., Room 618, Denver, CO 80203. Grants awarded by mid-April.

Examples of Recent Grants:

Motorized: Rampart Range Motorized Trail, USDA Forest Service (\$18,600); Non-Motorized: Fraser/Granby Non-Motorized Trail, Headwaters Trail Alliance (\$117,000).

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organizations. While eligibility is non restricted, the grants are targeted at smaller communities, rural counties, volunteer projects, and non-profit groups. Grants require 25 percent match by sponsor either in cash or value of documented contributions. OHV and snowmobile as well as non-motorized projects are eligible for this funding.

Application Process:

Applications may be obtained from State Trails Program at (303) 866-3203, Ext 306. Submit applications to Colorado State Parks, Trails Program. Applications are identical to State Trails Program/GOCO Trail grants and Recreation Trails Program grants. More information, including grant applications in digital form, is available on the State Parks website at www.parks.state.co.us/trails/, then link to Trails Program. Contact the State Trails Program office before submitting an application. Staff can review the project scope to determine if it fits well with funding goals and clarify what is required in the application. State Parks and GOCO staff and teh State Trails Committee review grants during January and February. Applicants may be invited to present their project in a meeting with reviews.

Proposed Deadlines:

Applications must be postmarked by November 29, 2002. and ,mailed or brought to Colorado State Parks, 1313 Sherman St., Room 618, Denver, CO 80203. Grants awarded by mid-April.

Examples of Recent Grants:

Motorized: Texas Creek Recreation Ares, Rocky Mountial Trails Association (\$20,000); Non-Motorized: Galloping Goose Trail, San Juan Mountains Association (\$83,000).

10. Recreational Trails Grants/GOCO Trails Grants

Contact: Stuart MacDonald/Jack Placchi, Colorado State Parks, (303)866-3263, ext. 306 or ext. 338

Purpose:

The program is designed to fund construction, significant improvements of recreational trails, and trailhead facilities for all user types. Funds from GOCO, Colorado State Parks, and federal sources assist with recreational trails development for all types of trails from urban greenways, backcountry and motorized.

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8. Certified Local Government Program (CLG)

Contact: Dan Corson
(303) 866-2673

The Federal Historic Preservation Fund (HPF) provides funds for various historic preservation projects.

Only certified local governments, of which Georgetown is one, are eligible for funding from this program.

Candidate projects must have a clear historic preservation agenda. Some of the projects which have been completed under this program include historic markers, surveys, national register nominations, design guidelines, etc. Actual renovation projects are not precluded but the available funds are quite modest.

The deadline for submission of grant requests is mid December. Awarded projects need to start by July of the following year and be completed by June 30th of the year following.

9. GOCO - Colorado State Parks Small Projects Grants - Trails

Contact: Stuart MacDonald/Jack Placchi, Colorado State Parks, (303)866-3263, ext. 306 or ext. 338

Purpose:

The program is to provide funding for trail construction, improvements, and trailhead facilities. Funds come from federal gas tax. Funding is assured through 2003.

Areas of Interest:

Funding is for trail and greenway construction and improvements. Projects for trail safety and environmental education may also be available.

Restrictions:

Eligible applicants are local, state, and federal governments; school districts; special districts with recreational responsibilities; and non-profit

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Examples of Grants:

Park County Roads (\$76,800); Clear Creek County Mental Health Services (\$5,500); Green Mountain Falls Fire District Substation Expansion (\$22,000); Ignacio Police Vehicle (\$28,315).

7. State Historic Fund

Contact: Lyle Miller/Rachel Simpson - (303) 866-2825

Funds Acquisition, Restoration, and Repair of Historic Properties

To qualify, the property must be a designated property on the national or state register or designated locally.

The State Historic Fund will also fund survey, planning and education programs including interpretation.

Application must be made through a governmental entity.

Non-profits may apply with a governmental entity as a co-applicant.

The fund seems to favor public projects over private projects although they have funded many private projects with local government support.

New policies allow projects to exceed \$100,000 if there is a substantial cash match. Projects exceeding \$100,000 may also be submitted as a multi-year project, but this policy is still being worked out. It is preferable to develop a multi-year strategy that allows projects to be completed within themselves as separate but related components of a larger program.

New policies also require a 25% cash match (minimum).

The deadlines to submit an application are October and April

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FUNDING STRATEGIES

6. Gaming Impact Assistance Grants / Department of Local Affairs

Contact: Clay Brown Regional Manager - (303) 273-1787

Purpose:

The program is designed to assist counties, municipalities, special districts providing emergency services and nonprofit agencies, with county sponsorship, which are negatively impacted by limited gaming operations occurring in Black Hawk, Central City, Cripple Creek and tribal lands.

Areas of Interest:

The program is targeted to a full range of public service and facility projects including road and street improvements, law enforcement, emergency medical equipment and operations, district attorney functions and social service programs.

Restrictions:

Assistance is limited geographically to a thirteen county region that includes Gilpin and Teller Counties and the eight counties contiguous to Teller and Gilpin and three counties in southwestern Colorado, Archuleta, La Plata and Montezuma, where tribal gaming operations are in effect on Indian lands located within these county boundaries.

At least 11 percent of the 50 percent share of the limited gaming fund is available to eligible local governments within the thirteen-county region. This amount may be exceeded, but only with the approval of both the General Assembly and the Colorado Limited Gaming Commission. Funds available in state FY 2000 totaled \$3,800,000.

Application Process:

Participating jurisdictions should record gaming impact costs in accordance with the methodology approved by the Local Government Gaming Impact Advisory committee. In addition to documenting gaming impacts on an annual basis, applications for assistance must be filed and a presentation made before the advisory committee. The committee recommends the level of grant assistance to be provided for each project reviewed and the Executive Director of the Department of Local Affairs will make the final funding decision based on the committee's input.

Proposed Deadlines:

April 15 of each year.

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5. Energy & Mineral Impact Assistance Grants & Loans

Contact: Clay Brown (303) 273-1781

Purpose:

The program assists political subdivisions of the State of Colorado that are socially or economically impacted by the development, processing, and energy conversion of mineral and mineral fuels.

Areas of Interest:

Basic public facilities and services such as water, sewer, schools, police and fire protection, and municipalities or county planning and administration assistance.

Restrictions:

Applications are limited to political subdivisions of the State of Colorado. Included are municipalities, counties, school districts, fire, water, metropolitan, and other special districts. Loans restricted to water and sewer projects.

Application Process:

Local governments unfamiliar with the application process may seek assistance from appropriate regional organizations or from Department of Local Affairs Field Staff based in Denver, Durango, Frisco, Golden, Grand Junction, Loveland, Pueblo and Sterling. The process includes a presentation before the Impact Advisory Committee and the Department of Local Affairs Executive Director.

Proposed Deadlines:

December 1, April 1, and August 1.

Examples of Recent Grants & Loans:

Rio Blanco County roads (\$353,400); Delta County, Satellite Office, (\$350,000); Town of Empire, Water loan/grant, (\$95,000); Town of Dacono, Police Station, (\$82,700); Moffat County, Uranium Remediation Study, (\$35,000); Ridgeway F.P.D., Pumper truck, (\$75,000); City of Wray, Water Tank loan, (\$24,203).

**GEORGETOWN
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FUNDING STRATEGIES

6) BUSINESS IMPROVEMENT DISTRICT (BID)

BIDs are usually created to provide certain services that URAs and DDAs are not authorized to perform; for example, consulting or planning, managing development, marketing activities, business recruitment, etc. BID boundaries may consist of contiguous or noncontiguous parcels of commercial property. No residential or agricultural property can be included in the district.

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| Permitted Activities: | Planning and managing development; maintenance of improvements; promotion or marketing; business recruitment, management and development; provide snow removal, refuse collection; design existence; acquire construction financing; install and operate improvements. |
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| Formation: | Petition and resolution/ordinance. |
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| Governing Board: | Directors are governing body ex officio or appointed by electors. |
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| Power: | Construction and operation/maintenance. |
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| Finance Mechanism: | Ad valorem tax; assessment; G.O., revenue, or special assessment bonds; charge rates; tolls, fees. |
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Comments

Because of the flexibility of its financing options and its special focus on commercial property, a BID would be a practical way to finance and implement the proposed Georgetown Gateway Master Plan.

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FUNDING STRATEGIES

5) DOWNTOWN DEVELOPMENT AUTHORITY (DDA)

A DDA is created by a majority vote of qualified electors residing or owning or leasing property in a specified area that must be within the "central business district". A DDA can be used to prevent as well as correct deteriorated economic or physical conditions. It has a board appointed by the municipal governing board. The DDA board must create a plan that specifies improvements to be made subject to council approval. A DDA can assess an ad valorem levy of up to 5 mills for operating purposes.

Permitted Activities:

Plan, propose and implement "plans of development" – removal, site preparation, renovation, repair, remodeling, reconstruction (can be used to "prevent" deterioration). Very broad.

Formation:

Election.

Governing Board:

Board of 5-11 appointed by mayor; ratified by council.

Power:

Construction, operation/maintenance.

Finance Mechanism:

Ad valorem tax (5 mill limit); G.O. and revenue bonds (tax allocation bonds – restricted to central business district); sales tax; charge rates, tolls, fees.

Comments

The wide range of activities permitted by a DDA make it a viable option, but DDAs don't have the power to condemn property and can only be established through an election.

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Comments

A GID is a taxing district that can construct certain facilities, operate them, and condemn property. SIDs exist only as administrative subdivisions of the municipality, assessing the costs of public improvements to those who are specially benefited by them (SIDs are usually dissolved once the improvements are completed and the debt is retired). The size and scope of the downtown improvement plan indicate that a GID would be considerably more appropriate than a SID.

4) URBAN RENEWAL AUTHORITY (URA)

Intended to make improvements in urban areas, a URA can be created by resolution of the council upon petition by 25 registered electors of the municipality. A hearing to determine that "slum" and "blight" conditions exist in the urban renewal area must precede the resolution. URA's generally employ a Tax Increment Financing (TIF) technique.

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| Permitted Activities: | Limited to "urban renewal area" – demolition and removal of buildings, streets, utilities, parks, other improvements subject to "urban renewal plan". |
| Formation: | Petition and Resolution/Ordinance. |
| Governing Board: | Board of 5-11 appointed by mayor, ratified by council. |
| Powers: | Construction, operation/maintenance, condemnation of property. |
| Finance Mechanism: | Ad valorem or sales tax (for Tax Increment Financing), G.O. or revenue bonds (tax allocation bonds – require "blight" conditions). |

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2) GENERAL IMPROVEMENT DISTRICT (GID)

Permitted Activities: Any public improvement including parking facilities (typically streets, sidewalks, water, sewer, street lights, utilities). Cannot construct electric light or gas systems.

Formation: Petition (usually initiated by land owner or municipal council).

Governing Board: City or Town Board ex officio.

Power: Construction, operation/maintenance, condemnation of property.

Finance Mechanism: Taxes/mill levy; G.O. or revenue bonds; charge rates, tolls, fees.

3) SPECIAL IMPROVEMENT DISTRICT (SID)

Permitted Activities: Streets, street lighting, sidewalks, water mains, sewers and sewer disposal works, heating and cooling mains, storm sewers.

Formation: Petition and Resolution/Ordinance.

Governing Board: Administrative Subdivision of Municipality.

Power: Construction.

Finance Mechanism: Assessment, G.O. or Special Assessment bonds.

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4. Districts and Alternate Government Financing Mechanisms

Approximately 45 varieties of quasi-municipal corporations and improvement districts exist in Colorado. Some types of districts are autonomous units of local government and have their own Board of Directors, determine their own objectives, perform several services or provide several improvements, and have control over their own budgets. Others, including most "improvement districts" do not have their own board but instead are governed by the City Council or Board of County Commissioners in whose jurisdiction they are located. These improvement districts are typically organized around a single project such as for paving a single street or sidewalk, rather than as an ongoing entity intended to complete several projects. Below are types of special districts that may be suitable for the Georgetown Gateway Master Plan.

1) SPECIAL DISTRICTS (TITLE 32), INCLUDING METROPOLITAN DISTRICTS

These districts are independent, quasi-municipal operations with independently elected boards. They exist in perpetuity unless steps are taken to dissolve them and can be organized for a single purpose (metropolitan districts can provide many municipal services).

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| Permitted Activities: | Water, sewer, drainage, streets, parks and recreation, fire protection, TV relay, phone line extension, public transportation systems (cannot construct electric or gas systems or provide police protection). |
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| Formation: | Petition and election. |
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| Governing Board: | Board of Directors – elected directly. |
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| Powers: | Construction, operation/maintenance, condemnation of property. |
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| Finance Mechanism: | Ad valorem tax; G.O. and revenue bonds; charge rates, tolls, fees. |
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Georgetown Improvement Bonds Granted by Sales Tax Revenues of Georgetown - 1 % of 3% Sales Tax set aside

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Restrictions:

Eligible applicants are federal, state, tribal, regional, county, or municipal government agencies. Applicants must match at least 20 percent of the total project costs. All projects will be constructed under CDOT oversight and requires a contract with CDOT. Numerous federal regulations apply, including Davis-Bacon wage and environmental law.

Application Process:

It is crucial that local governments work with regional representatives. Interested parties are encouraged to contact their CDOT Regional Transportation Director located in Aurora, Denver, Durango, Grand Junction, Greeley, or Pueblo.

Proposed Deadlines:

Funding is typically outlined in three-year cycles.

Examples of Recent Grants:

Steamboat Springs, Pedestrian/Bike Trail (\$321,000); Statewide: Abandoned Railroad Corridors (\$595,500); Historical Sign Kiosks (\$466,122).

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- A diverse motorized use project may satisfy the diverse and motorized requirements simultaneously.
- A diverse nonmotorized use project may satisfy the diverse and nonmotorized requirements simultaneously.

States should give consideration to projects that provide for the redesign, reconstruction, nonroutine maintenance, or relocation of recreational trails to benefit the natural environment.

States are encouraged to enter into contracts and cooperative agreements with qualified youth conversation or service corps to perform trail construction and maintenance.

3. CDOT Enhancement Funds

Contact: Dean Van De Wege, Program Director, CDOT (303)757-9341

Purpose:

The term “enhancement” means going beyond normal, routine, or customary elements of transportation and does not include activities intended to mitigate project impacts in compliance with requirements of state or federal laws. Enhancement funds are not actually grants in the common definition, but rather they are part of the state’s Surface Transportation Program (STP) budget. Ten percent of each state’s STP funds must be spent on projects that qualify as enhancement projects. Often these funds are designated in coordination with a local government or tribal entity. The program is not intended for long-range major transportation projects, but rather is intended to assist government entities in developing smaller projects in a short period of time.

Areas of Interest:

Qualifying activities include construction of facilities for pedestrians and bicycles, acquisition of scenic easement and historic sites, scenic highway programs, landscaping and other scenic beautification projects, historic preservation, rehabilitation and operation of historic transportation buildings and structures, preservation of abandoned railway corridors, regulation and removal of outdoor advertising, archaeological planning, and research and mitigation of water pollution due to highway runoff.

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Eligibility

Eligible project categories are:

- maintenance and restoration of existing recreational trails;
- development and rehabilitation of trailside and trailhead facilities and trail linkages;
- purchase and lease of recreational trail construction and maintenance equipment;
- construction of new recreational trails (with restrictions on new trails on Federal Land);
- acquisition of easements or property for recreational trails or recreational trail corridors;
- State administrative costs related to program administration (up to 7% of a State's funds); and
- operation of educational programs to promote safety and environmental protection as those objectives related to the use of recreational trails (up to 5% of a State's funds).

Use of Funds

States must meet minimum funding shares among motorized, nonmotorized, diverse trail use:

- 40% minimum for diverse trail use;
- 30% minimum for motorized recreation;
- 30% minimum for nonmotorized recreation;

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FUNDING STRATEGIES

2. Surface Transportation Program/Enhancement Funds (TEA-21)

Contact: Michael Kennedy, CDOT Region I - (303) 757-971

Program Purpose:

The Recreational Trails Program provides funds to develop and maintain recreational trails for motorized and nonmotorized recreational trail users.

Funding:

Provides stable funding for the Recreational Trails program by establishing it as a Federal-aid program category with contract authority.

Funds are apportioned to the States by formula - 50% equally among all eligible States and 50% in proportion to the amount of off-road recreational fuel use - fuel used for off-road recreation by snowmobiles, all-terrain vehicles, off-road motorcycles, and off-road light trucks.

The maximum Federal share attributable to the Recreational Trails Program is 80%.

- Federal agency project sponsors may provide additional Federal funds up to a total Federal share of 95%.
- Funds from other Federal programs may be used for the matching share.
- States may allow a programmatic match instead of a project level match.

“Soft match” (credit for donations of funds, materials, services, or new right-of-way) is permitted from any project sponsor, whether a private organization or public agency.

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Colorado Department of Local Affairs

1. "Small Cities" Community Development Block Grant Program (CDBG)

Contact: Glory Ortega, State of Colorado – Department of Local Affairs - (303) 866-2771

Purpose:

The program is to assist local governments implement projects that are responsive to local community development needs, strategies, and priorities, which primarily benefit low or moderate-income persons or eliminates slum and blight.

Areas of Interest:

CDBG provides federal funds for basic public facilities and services such as water, sewer, drainage, health care, and day care.

Restrictions:

Applications are limited to non-entitlement municipalities and counties of the State of Colorado. Also, municipalities and counties may contract with other entities or parties (councils of governments, special districts, school districts, housing authorities, nonprofit corporations, etc.) to carry out project activities. Fifty-one percent of the beneficiaries of the CDBG-funded project must be of low and moderate income. Numerous federal requirements apply, including Davis-Bacon wage standards and environmental review.

Application Process

Local governments unfamiliar with the application process may seek assistance from Department of Local Affairs Field Staff based in Denver, Durango, Frisco, Golden, Grand Junction, Loveland, Monte Vista, Pueblo and Sterling.

Proposed Deadlines:

Ongoing.

Examples of Recent Grants:

Larimer County stormwater (\$196,307); City of Victor Community Center (\$45,357); Town of Hartman water (\$150,000); Conejos County Day Care (\$333,280); City of Wray, Assisted Living Center (\$320,000).

GEORGETOWN GATEWAY MASTER PLAN

GATEWAY PLAN COST ESTIMATES

| Item | Cost Estimate | Potential Funding Source |
|---|---------------|--|
| 10. REGIONAL MULTI-USE TRAIL | \$ 200,000 | Clear Creek County, Bike Jeffco, TEA 21 and GOCO – Colorado State Parks |
| 11. INFORMATIONAL AND INTERPRETIVE SIGNAGE | \$ 150,000 | State Historic Fund |
| 12. SEWER LINE REPLACEMENT | \$ 102,000 | CDBG Funding, Improvement District, Energy Impact Assistance |
| 13. WATER LINE REPLACEMENT | \$ 102,000 | CDBG Funding, Improvement District, Energy Impact Assistance |
| 14. STORM DRAINAGE IMPROVEMENTS | \$ 72,000 | CDBG Funding, Improvement District, Energy Impact Assistance |
| 15. UNDERGROUND OVERHEAD UTILITIES – with EXCEL | \$ 42,000 | Excel Energy and Georgetown |
| 16. RELOCATE UNDERGROUND GAS LINE | \$ 20,000 | Excel Energy and Georgetown |
| SUBTOTAL | | \$ 4,362,000 |
| PROFESSIONAL CONSULTING FEES AND EXPENSES | \$ 872,400 | |
| TOTAL | | \$ 5,234,400 |

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GATEWAY PLAN COST ESTIMATES

| Item | Cost Estimate | Potential Funding Source |
|---|---------------|---|
| 1. ROADWAY ROUND ABOUT RELOCATION CONSTRUCTION including sidewalks, tree lawns, trees, landscape and irrigation | \$ 1,203,000 | Federal Highway Administration, CDBG Block Grants |
| 2. RETAINING WALLS FOR RELOCATED ROADWAY | \$ 450,000 | Colorado Department of Transportation |
| 3. BUS/TRUCK PARKING FACILITY including walks, car parking, comfort station, picnic tables and landscape | \$ 400,000 | Colorado Department of Transportation, TEA-21 Programs |
| 4. GATEWAY ENTRANCE FEATURES including stone walls at I-70 ramps, "Georgetown" stone wall sign, feature focal point, landscape and irrigation | \$ 125,000 | Georgetown Capitol Improvements |
| 5. ROADWAY BRIDGE AT 7 TH STREET | \$ 350,000 | Federal Highway Administration |
| 6. PEDESTRIAN BRIDGES – 4 locations along Clear creek | \$ 300,000 | Georgetown Capitol Improvements |
| 7. CLEAR CREEK PLAZA AT RAIL STATION and TRAIN EXHIBIT including plaza, stone walls, benches, interpretive exhibits and landscape | \$ 250,000 | Georgetown Capitol Improvements Colorado Historic Society and Private Owners |
| 8. STREETSCAPE STONE WALLS – various locations along street | \$ 200,000 | Georgetown Capitol Improvements |
| 9. PEDESTRIAN LIGHTING ALONG THE ROADWAY | \$ 300,000 | Georgetown Capitol Improvements |

GEORGETOWN GATEWAY MASTER PLAN

IMPLEMENTATION STRATEGIES AND PHASING PLAN MATRIX

| ACTIVITY | 2002 | | | | 2003 | | | | 2004 | | | | 2005 | | | | 2006 | | | | 2007 | |
|--|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|------|---|
| | W | S | S | F | W | S | S | F | W | S | S | F | W | S | S | F | W | S | S | F | W | S |
| Guanelia Pass Road Work | | | | | | | | | | | | | | | | | | | | | | |
| Design | | | | | | | | | | | | | | | | | | | | | | |
| Design 7th Street Bridge | | | | | | | | | | | | | | | | | | | | | | |
| Detail Design - Gateway Project | | | | | | | | | | | | | | | | | | | | | | |
| Regional Multi-Use Trail | | | | | | | | | | | | | | | | | | | | | | |
| Truck/Bus Parking Area - Design/CD's | | | | | | | | | | | | | | | | | | | | | | |
| Retaining Walls - Design/CD's | | | | | | | | | | | | | | | | | | | | | | |
| Landscape Edges - Design/CD's | | | | | | | | | | | | | | | | | | | | | | |
| Engineer Design of Argentine Road | | | | | | | | | | | | | | | | | | | | | | |
| Engineer Design of Pedestrian Bridges | | | | | | | | | | | | | | | | | | | | | | |
| Construction | | | | | | | | | | | | | | | | | | | | | | |
| Construct 7th Street Bridge | | | | | | | | | | | | | | | | | | | | | | |
| Construct Retaining Wall | | | | | | | | | | | | | | | | | | | | | | |
| Move Road 11th to Loop Road | | | | | | | | | | | | | | | | | | | | | | |
| Construct Bus/Truck Parking Area | | | | | | | | | | | | | | | | | | | | | | |
| Construct Multi-Use Trail - 15th to 11th | | | | | | | | | | | | | | | | | | | | | | |
| Construct Multi-use Trail - 11th to 6th | | | | | | | | | | | | | | | | | | | | | | |
| Construct Pedestrian Bridges | | | | | | | | | | | | | | | | | | | | | | |
| Relocate Utilities | | | | | | | | | | | | | | | | | | | | | | |
| Visitor Center Construction | | | | | | | | | | | | | | | | | | | | | | |
| Move/Reconstruct Argentina Rd. | | | | | | | | | | | | | | | | | | | | | | |
| Landscaped Edges | | | | | | | | | | | | | | | | | | | | | | |

CD's = Construction documents

(CD's = Construction documents)
(FHWA = Federal Highway Administration)

Prepared by: PJF Associates

GEORGETOWN GATEWAY MASTER PLAN

IMPLEMENTATION STRATEGIES AND PHASING PLAN

The Gateway Master Plan envisions a multifaceted development of the primary entryway to the Town of Georgetown and its Historic Downtown District. There are a number of key elements within the plan that have been identified which can be accomplished separately or in some cases in concert with other elements.

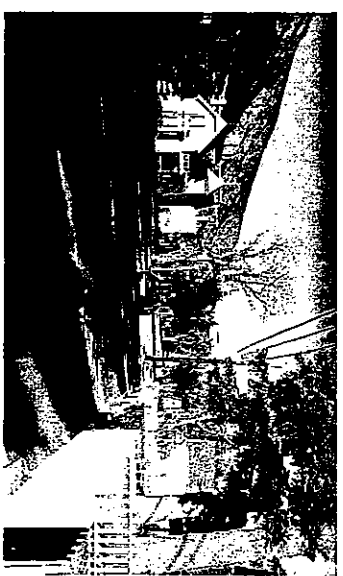
The Implementation Strategies and Phasing Plan Matrix indicates a potential arrangement of activities and elements which will need to be accomplished to establish the Gateway Corridor development. Two activity areas have been outlined, Design and Construction. The third activity in the matrix is the construction of the Guenella Pass Road by the Federal Highway Administration. This project is key to the final relocation and re-building of Argentine Street from Loop Road to 15th Street. When the Guenella Pass Road is completed and hauling on Argentine Street is completed, the street will be relocated twenty-five feet to the west. All directly related streetscape elements will be installed as Argentine Street is completed. Prior to this final



phase, a number of elements can be constructed, including the 7th Street bridge, slope retaining walls, bus/truck parking area, multi-use trail, pedestrian bridges, visitor center and relocation of both underground and overhead utilities. Design construction documentation of these various elements would take place at appropriate time frames prior to the initiation of construction activities.

Funding for the various elements of the Gateway Master Plan will come from a variety of sources. (See pages 28 to 45, Funding Strategies for potential sources.) Funding will be phased relative to the various elements of the plan and coordinated on a timely basis to fund the final design, construction documentation and implement construction of the Gateway Corridor.

The Gateway Master Plan recommends that the town establish a detailed schedule and phasing plan as the initial step in the development of the gateway. Immediately beyond that, the town should identify and pursue all possible funding sources for the various elements of the plan.

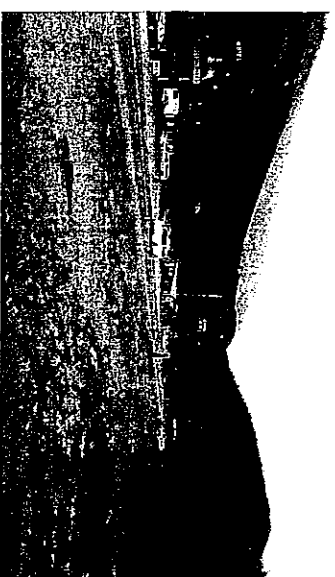
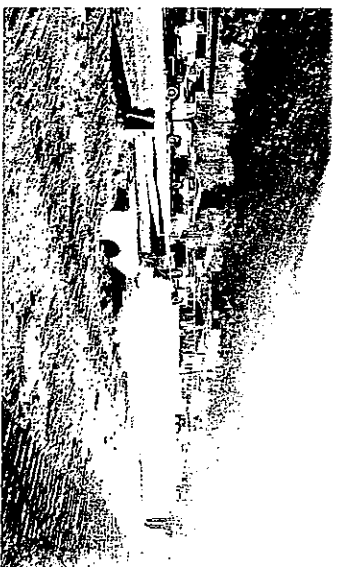


GEORGETOWN GATEWAY MASTER PLAN

INFRASTRUCTURE AND DRAINAGE IMPLICATIONS

The Georgetown Gateway Corridor carries several underground utilities including water, sanitary sewer and natural gas lines. Also, there are overhead electrical transmission lines, local electric service lines, telephone and cable lines within the project area. In addition, there are existing problems of over site drainage from the I-70 side slopes, east to Clear Creek from 11th to 15th Street. Clear Creek has been channelized with vehicular bridges at 15th, 11th and 6th Streets. The Gateway Master Plan provides a new vehicular bridge at 7th Street and several pedestrian bridges at 8th, 9th, Loop Railroad parking, 13th and 14th Street extensions.

Underground utilities include a sanitary sewer out fall line from Silver Plume to the treatment plant north of Georgetown. The line runs along the west side of Argentine Street from the Loop Drive intersection. It is of modern construction and should not need to be relocated as Argentine Street is relocated to the west. The Town of Georgetown maintains an old sanitary sewer from 12th to 15th Street. This line is in poor condition and should be abandoned and



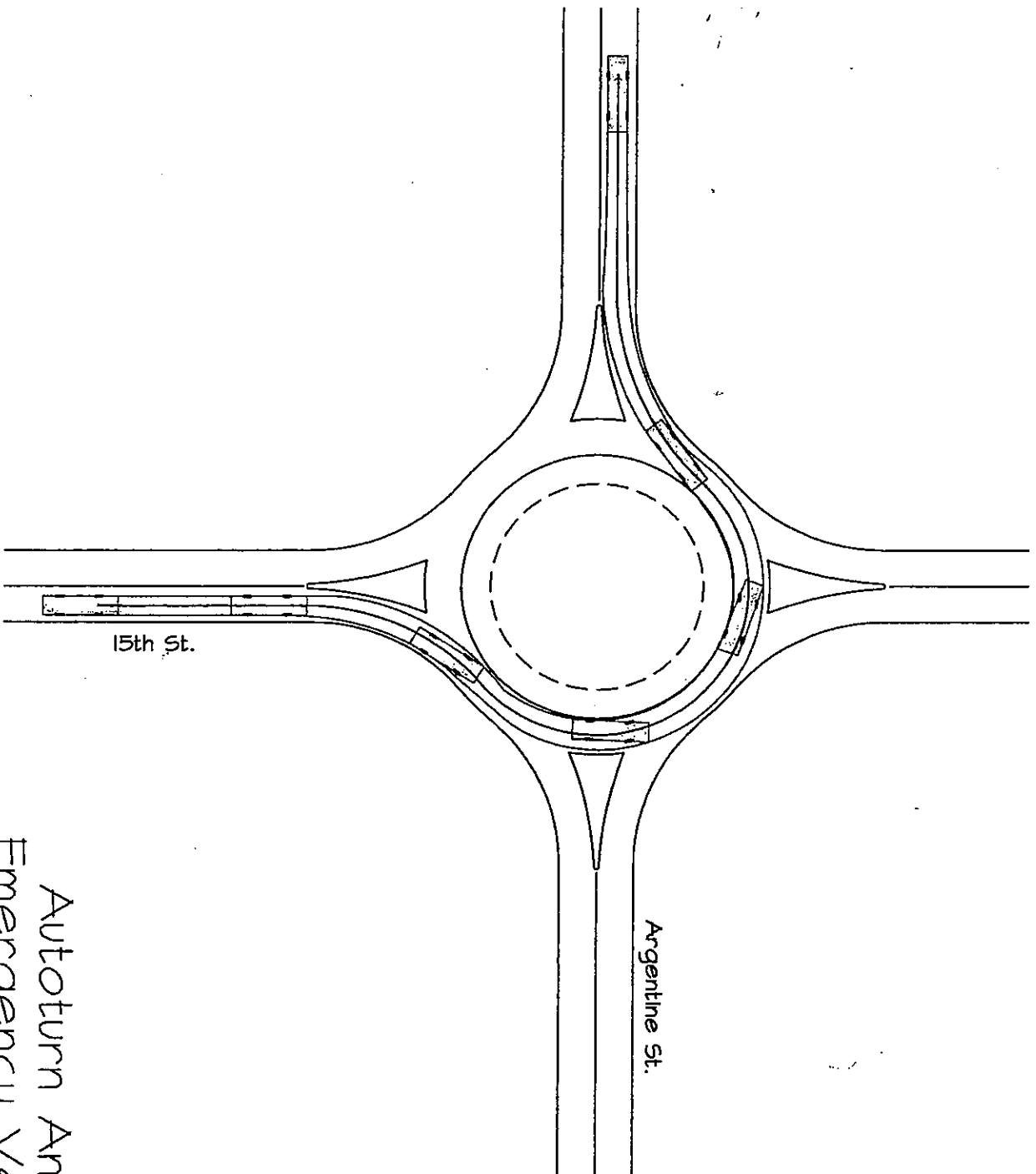
replaced with new 8" service lines for the length within the project area. The Town of Georgetown maintains an old water line which runs from 11th to 15th Street and beyond. It needs to be abandoned and replaced with a new 12" service line. These new sanitary and water lines will be relocated to the east side of Argentine Street. These lines would be placed in a consolidated easement which is located parallel to the street in land areas to be utilized as parking areas. Sanitary lines will be relocated from 12th to 15th Streets and water lines from 11th to 15th Streets. There is an Excel Energy natural gas line which runs from 6th to 15th Street and beyond. This gas line will remain in its present location parallel with the Silver Plume sewer line on the west side of Argentine Street. Overhead electrical service lines, telephone lines and cable TV lines will need to be relocated and undergrounded in partnership with the existing utility companies. The high power overhead transmission line that crosses Argentine Street approximate to 10th Street will remain.

Over site storm drainage from the I-70

slopes along the west side of Argentine Street from Loop Drive to 15th Street has, in time, created a number of problems for the town. These include slope drainage along the west side of Argentine from Loop Drive to 11th Street, over site drainage along Argentine Street west to east across the street between 11th and 15th Streets. The town and CDOT will need to work together to resolve surface site drainage and slope stabilization issues as the roadway is moved to the west and the Gateway Plan is established. The future drainage plan should include side slope retaining walls from 11th to Loop Drive, new cross street culvert at 11th and 14th Streets, and provision of a culvert system at 15th Street to be utilized for the new Visitor Center and potential motel on the west side of Argentine Street.

With the establishment of the new Argentine and Brownell Street streetscape, period pedestrian lighting will be provided in the landscape tree lawns for the length of the project. In addition, the project will coordinate with Excel Energy for the provision of streetlights and appropriate fixtures from the Loop Drive to 15th Street.

2002
LSC #020760



Approximate Scale
Not To Scale

Figure 7
Autoturn Analysis
Emergency Vehicle
September, 2002
Georgetown Master Plan (LSC #020760)

GEORGETOWN GATEWAY MASTER PLAN

TRAFFIC IMPLICATIONS

Roundabout Impacts

For the intersection of Argentine Street and 15th Street, the minimum roundabout design would have an inner circle of about 86 feet and the outer circle of about 140 feet. There would also be an additional 12 feet added to the inner circle for use by large vehicles. This area is usually of a different material, like concrete, as opposed to asphalt for the traffic lanes. It is usually tapered up from the asphalt service to the inner circle. The inner circle usually has curb and gutter. Sometimes this 12-foot strip has special surface treatment, like rumble strips, to let the smaller vehicles know they should not be using this area of the roundabout.

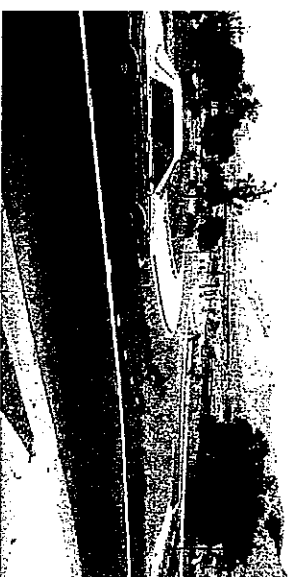
For the intersection of Argentine Street and 15th Street, a roundabout design results in shorter maximum queue lengths when compared to the four-way stop controlled intersection, which had queue lengths of about 100 feet in the Year 2002 and 111 feet by the Year 2022. The average vehicle delay in seconds per vehicle is substantially less than a four-way stop controlled intersection.



One of the major concerns with a roundabout is the ability of large vehicles and emergency vehicles to safely use the roundabout. Figure 6 depicts how a large truck would use the roundabout depicted in Figure 5. In Figure 6, the leading the trailing wheel paths are overlaid onto the roundabout design. As can be seen in Figure 6, the large truck will use the 12-foot additional pavement area, but the it will not encroach upon the inside curb and gutter.

The Clear Creek County Fire Authority was contacted regarding the exact dimensions for the emergency vehicle stationed in Georgetown.

This vehicle is approximately 31 feet in length and 8 feet wide. The distance between the axle is 16 feet and 3 inches. Figure 7 depicts how this vehicle will use the roundabout depicted in Figure 5. As can be seen in Figure 7, the emergency vehicle will be able to safely make its way through the roundabout. In fact, this vehicle is able to avoid using the inner 12-foot circle area.



There are a number of roundabouts in use around the state. The mountain communities of Vail, Avon and Eagle all have roundabouts. There are numerous examples of roundabouts along the Front Range. Golden has four roundabouts along South Golden Road at Earl Johnson Road, Lunnonhaus Drive, Utah Street, and Ulysses Street.

The Jefferson County Government Center complex is located along Jefferson County Parkway. A roundabout has been installed at the entrance into the Jefferson County Government Center.

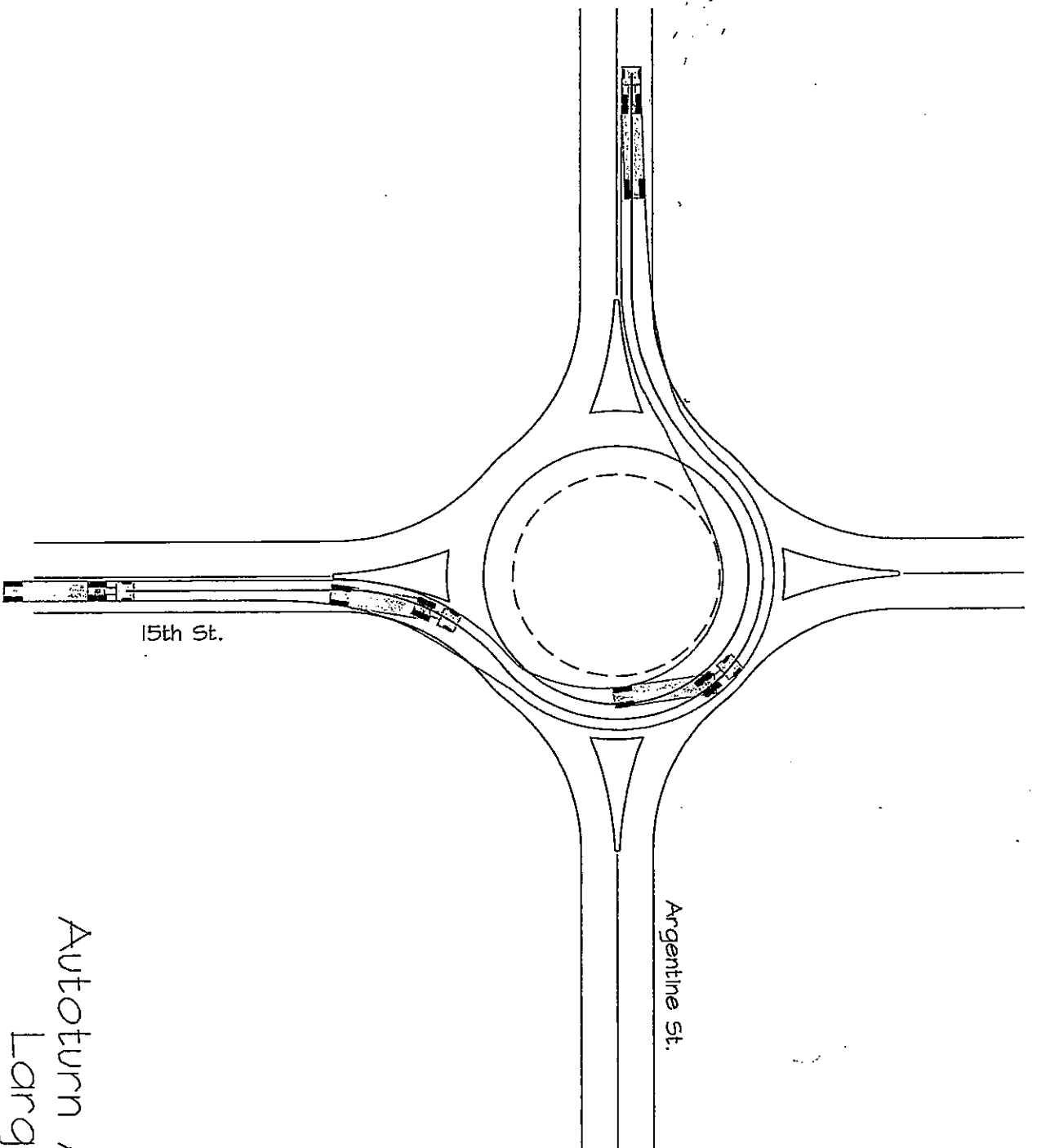


Figure 6
 Autoturn Analysis
 Large Truck
 September, 2002
 Georgetown Master Plan (LSC #020760)

Georgetown Master Plan
September 2002
LSC #020760

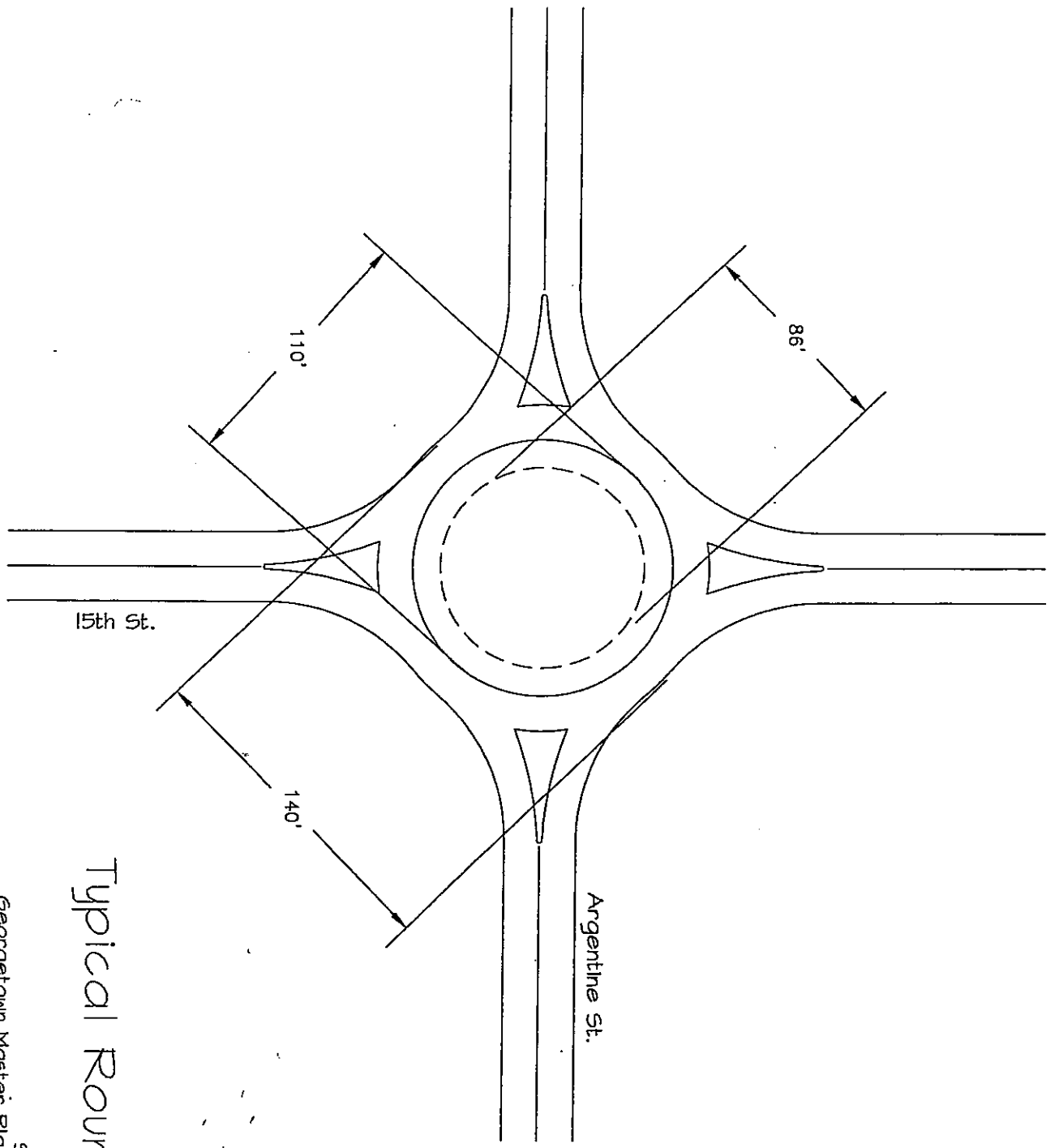


Figure 5
Typical Roundabout
Design
September, 2002
Georgetown Master Plan (LSC #020760)

LEGEND:

| | |
|---------------------------------------|---|
| $\frac{44'}{46'} = \frac{100'}{100'}$ | AM Peak-Hour Weekday Queue Length in Feet |
| $\frac{46'}{100'}$ | PM Peak-Hour Weekday Queue Length in Feet |
| $\frac{44'}{100'}$ | AM Peak-Hour Weekend Queue Length in Feet |
| $\frac{46'}{100'}$ | PM Peak-Hour Weekend Queue Length in Feet |

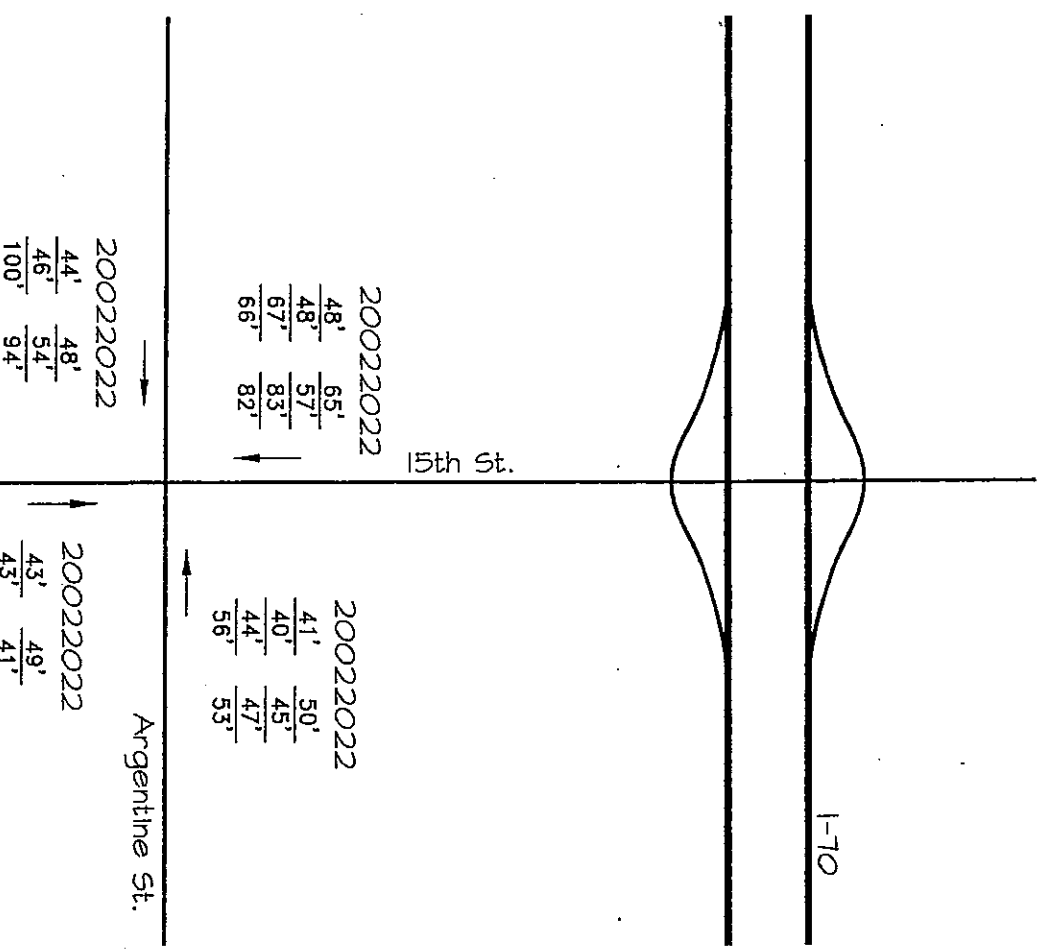


Figure 4
Queue Lengths
September, 2002
Georgetown Master Plan (LSC #020760)

| | |
|---------------|--------------------------|
| $\frac{A}{A}$ | AM Peak-Hour Weekday LOS |
| $\frac{A}{A}$ | PM Peak-Hour Weekday LOS |
| $\frac{A}{A}$ | AM Peak-Hour Weekend LOS |
| $\frac{A}{A}$ | PM Peak-Hour Weekend LOS |

LEGEND:

20022022
 $\frac{A}{A}$ $\frac{A}{A}$
 $\frac{A}{B}$ $\frac{A}{C}$
 $\frac{B}{B}$ $\frac{C}{C}$

20022022
 $\frac{A}{A}$ $\frac{A}{A}$
 $\frac{A}{A}$ $\frac{A}{B}$
 $\frac{A}{A}$ $\frac{B}{B}$

20022022
 $\frac{A}{A}$ $\frac{A}{A}$
 $\frac{A}{A}$ $\frac{A}{A}$
 $\frac{A}{A}$ $\frac{A}{A}$

20022022
 $\frac{A}{A}$ $\frac{A}{A}$
 $\frac{A}{A}$ $\frac{A}{A}$
 $\frac{A}{A}$ $\frac{A}{A}$

Argentine St.

15th St.

I-70

Approximate Scale
 Scale: 1" = 80'



Figure 3
 Intersection
 Level of Service
 Analysis
 September, 2002
 Georgetown Master Plan (LSC #020760)

GEORGETOWN GATEWAY MASTER PLAN

TRAFFIC IMPLICATIONS

about is installed due to the fact that some drivers may not have ever used a roundabout. After a break-in period, the number of accidents will usually go down due to driver familiarity with how a roundabout operates. Adequate signing of the roundabout is critical to minimizing the number of accidents.

A roundabout usually will require more land than a four-way stop-controlled intersection. However, the center island of the roundabout can be landscaped to reflect the environment in which the roundabout is located. In case of Georgetown, pine trees and native vegetation could be planted. Some communities also locate a sculpture in the island area. Also, a monument with the name of the community can be placed in the island area.

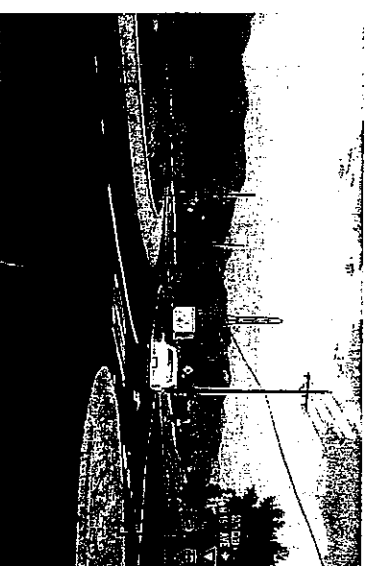
The issue of pedestrians using a roundabout appears to be the only drawback.

Pedestrians usually want to cross at the first opportunity, which is at the top of the roundabout, whereas, pedestrians should be crossing away from the circle. This problem can be overcome by the placement of the sidewalk. If the sidewalk is separated from the edge of the curb and gutter, it can be directed to



the point where pedestrians should be crossing. There are no national standards for discouraging pedestrians from crossing a roundabout at less desirable locations. Signs should be installed along each approach to inform pedestrians where they should be crossing. If this is a major concern for the Town of Georgetown, fencing could be erected along the edge of the right-of-way for each approach. This fencing would have breaks at the preferred pedestrian crossing location. This would also provide some protection for pedestrians from the vehicular traffic along Argentine Street and 15th Street. However, by having fencing along the right-of-way, there is probably going to be higher maintenance costs to repair this fencing due to vehicles periodically hitting the fence. At any rate, pedestrians should be discouraged from crossing the roundabout at unsafe locations.

Figure 5 depicts a typical roundabout design which could probably work for the intersection of Argentine Street and 15th Street. However, a more detailed design will need to be developed for this intersection. The outside dimension of the typical roundabout is about 140 feet.



GEORGETOWN GATEWAY MASTER PLAN

TRAFFIC IMPLICATIONS

Traffic Impacts

The intersection of Argentine Street and 15th Street is currently a four-way stop controlled intersection. Based on this type of traffic control, an analysis has been done for both the Years 2002 and 2022 for the morning and evening peak-hours as well as the weekday and weekend conditions. Figure 3 depicts the results of this level of service analysis.

The methodology used for this analysis is that presented in the 2000 *Highway Capacity Manual*, published by the Transportation Research Board of the National Academy of Sciences. The concept of Level of Service (LOS) is used as a basis for computing combinations of roadway operating conditions that accommodate various levels of traffic activity. By definition, six different Levels of Service are used (A, B, C, D, E, and F) with "A" being a free-flow condition and "E" representing the capacity of a given intersection or roadway. For rural areas, like Georgetown, LOS "C" is considered to be acceptable.

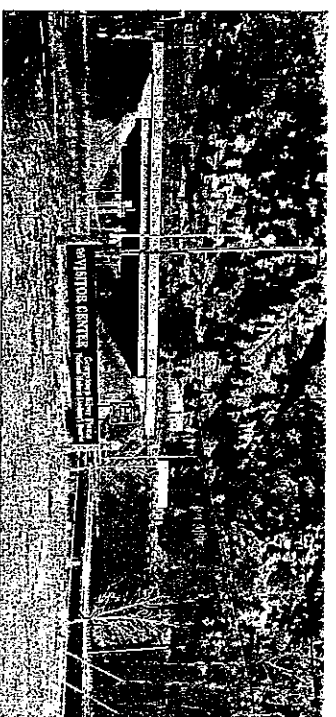
As can be seen in Figure 3, all of the approaches to the intersection of Argentine Street and 15th Street either currently operate at or are expected to operate at an acceptable

Level of Service (LOS "C" or better) in the morning and evening peak-hours for typical weekday and weekend conditions. This applies to both the Years 2002 and 2022.

As the level of service worsens, one of the by-products is an increase in average vehicle delay, which can be measured by examining the maximum queue length for each approach. The maximum queue length is measured in feet. Figure 4 depicts the maximum queue length for each approach for the morning and evening peak-hour conditions for the Years 2002 and 2022. There is not much change in maximum queue length between the weekday and weekend conditions in the Years 2002 and 2022.

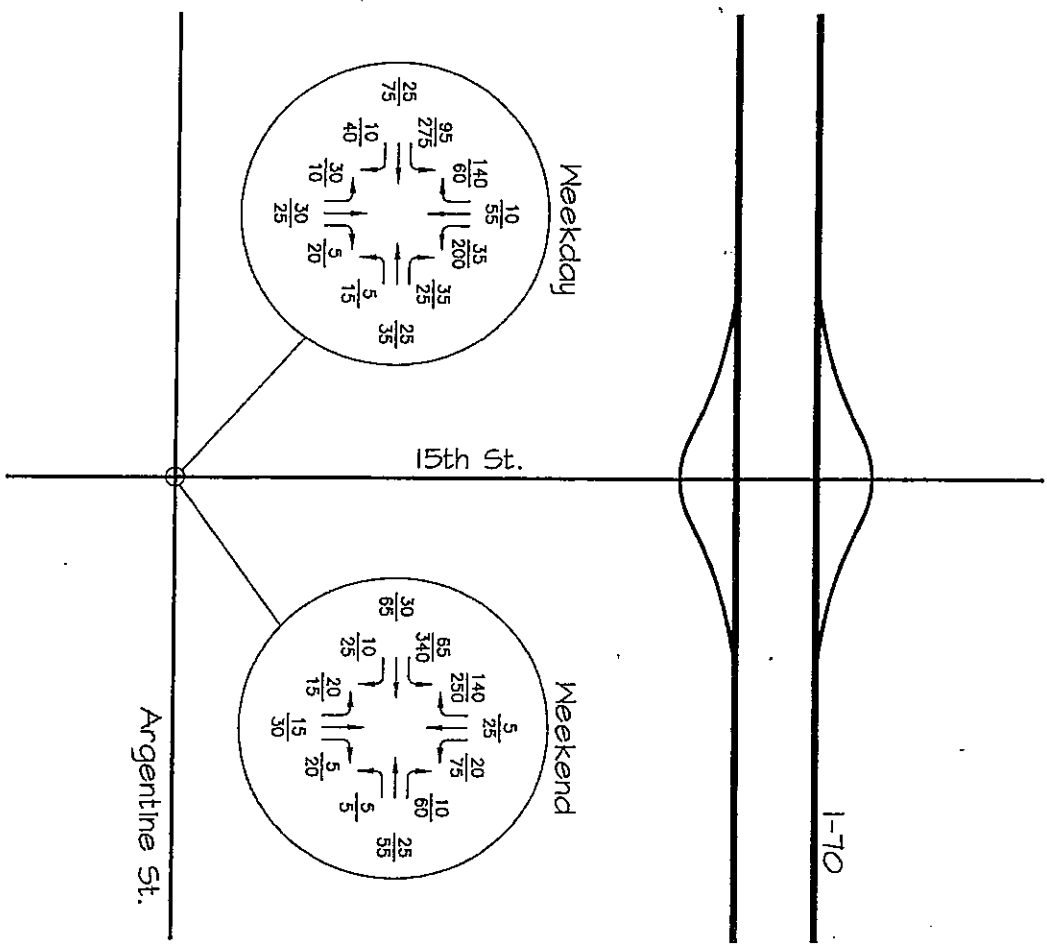
The worst maximum queue length is for traffic leaving Georgetown and approaching the intersection of Argentine Street and 15th Street. In the Year 2002 for the evening peak-hour, the maximum queue length is about 100 feet (about four vehicles) for the weekday conditions and 111 feet (about five vehicles) for weekend conditions.

The existing and future peak-hour traffic volumes do not support the need for the



installation of a traffic signal at the intersection of Argentine Street and 15th Street. However, the Gateway Master Plan includes installing a roundabout at this intersection. A roundabout offers some advantages over a four-way stop controlled intersection. If a vehicle enters a roundabout and there are no other vehicles present, the entering vehicle does not have to stop. Multiple vehicles can be using the roundabout at the same time and not result in any of the vehicles being delayed. An emergency vehicle would be able to enter the roundabout and not have to stop. This is not the case for a four-way stop controlled intersection. At the existing intersection, the emergency vehicle must stop at the intersection, unless there are clearly no other vehicles at the intersection.

One other major benefit of a roundabout is a reduction in the severity of accidents. At a four-way stop-controlled intersection, you are likely to see more severe accidents as a result of vehicles failing to stop and hitting another vehicle from the side. At a roundabout, the accidents are usually side impact accidents from an entering vehicle failing to yield to a vehicle already in the roundabout. The number of accidents will initially increase when a round-



LEGEND:
 $\frac{26}{31} = \frac{\text{AM Peak-Hour Traffic}}{\text{PM Peak-Hour Traffic}}$

Figure 2
 Year 2022
 Peak-Hour Traffic
 September, 2002
 Georgetown Master Plan (LSC #020760)

LEGEND:
 $\frac{26}{31} = \frac{\text{AM Peak-Hour Traffic}}{\text{PM Peak-Hour Traffic}}$

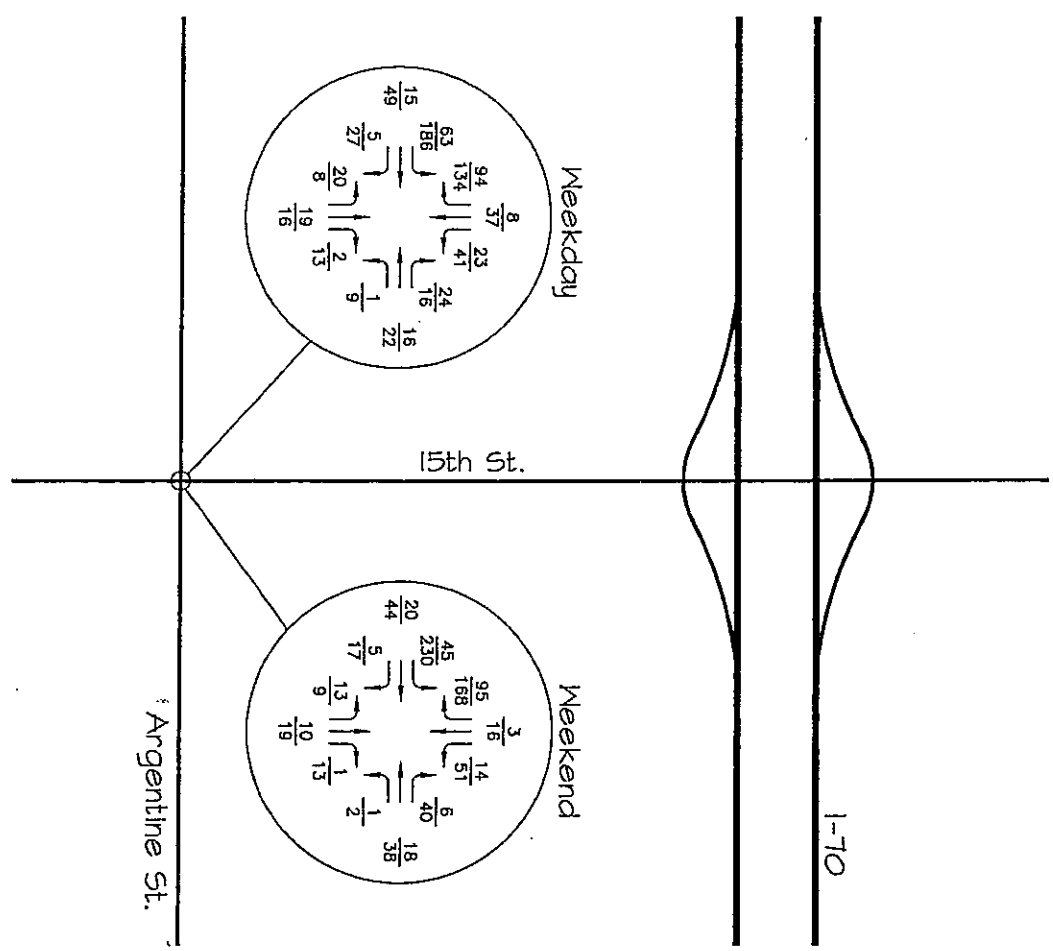


Figure 1
 Year 2002
 Peak-Hour Traffic
 September, 2002
 Georgetown Master Plan (LSC #020760)

GEORGETOWN GATEWAY MASTER PLAN

TRAFFIC IMPLICATIONS

Existing Conditions

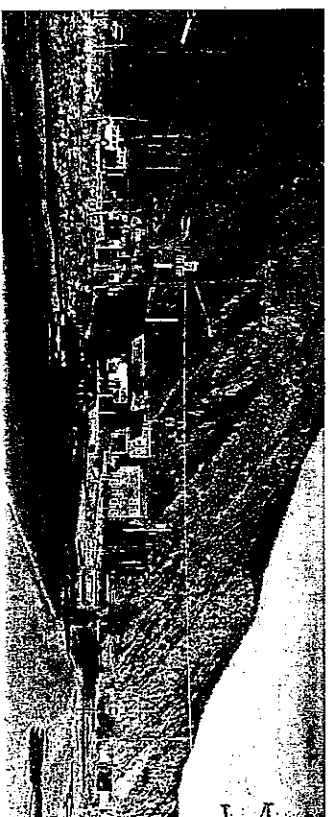
Base line traffic counts were collected at the major intersection of Argentine Street and 15th Street for two typical conditions – weekday (morning and evening) and weekend (morning and evening). Figure 1 depicts the results of these peak-hour traffic counts.

Of the four conditions, the busiest time is on a weekend in the evening peak-hour, with almost 650 vehicles entering the intersection. The slowest time is on a weekend in the morning peak-hour, with about 230 vehicles entering the intersection. The evening peak-hour is the busiest time of the day for both a typical weekday and weekend. The weekday morning peak-hour is busier than the weekend morning peak-hour. The weekend evening peak-hour is busier than the weekday evening peak-hour.

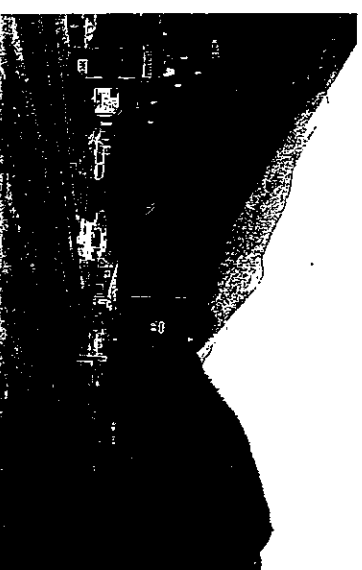
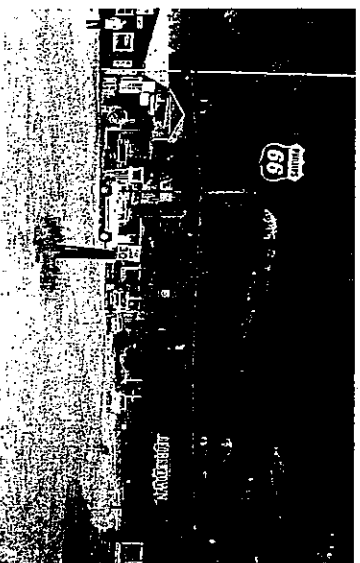
Future Conditions

An estimate has been made for future conditions. The typical year chosen for future conditions is usually twenty years in the future. The Colorado Department of Transportation has developed twenty-year traffic growth factors. This factor is based on historical trends, county/regional/statewide population growth, and the functional classification of the roadway. For I-70 near Georgetown, the twenty-year growth factor is estimated to be 1.50.

This twenty-year growth factor has been applied to the existing peak-hour traffic volumes to yield an estimate for the Year 2022. Figure 2 depicts the estimated Year 2022 peak-hour traffic volumes for typical weekday and weekend conditions.



The Year 2022 evening weekend conditions are expected to have about 965 vehicles entering the intersection of Argentine Street and 15th Street. This is about 15 percent higher than the evening weekday conditions. The Year 2022 morning weekday conditions are expected to have about 445 vehicles entering this intersection. This is about 27 percent higher than the morning weekend conditions.



GEORGETOWN GATEWAY MASTER PLAN

D - HISTORIC DOWNTOWN GATEWAY SEGMENT

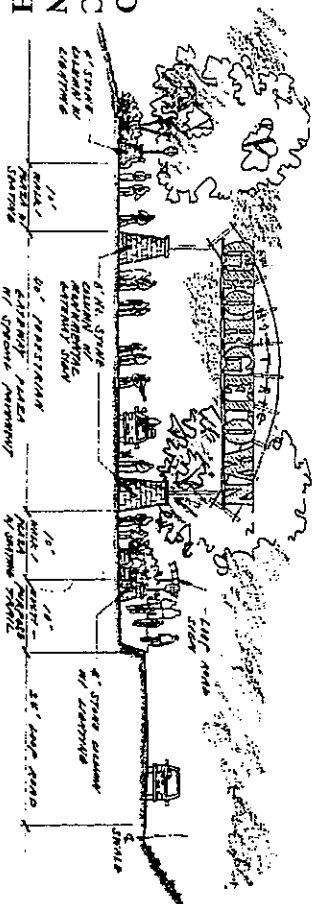
As Argentine Street approaches the intersection of Loop Drive and Brownell Street, the roadway alignment makes a significant cut into the side slope of the I-70 right-of-way. Here a three to four tiered set of stone faced retaining walls will be provided to allow space on the east side of Argentine Street for the detached regional trail and landscape buffer areas in front of the existing apartment buildings.



D-2 PROPOSED HISTORIC GEORGETOWN ENTRY ARCH

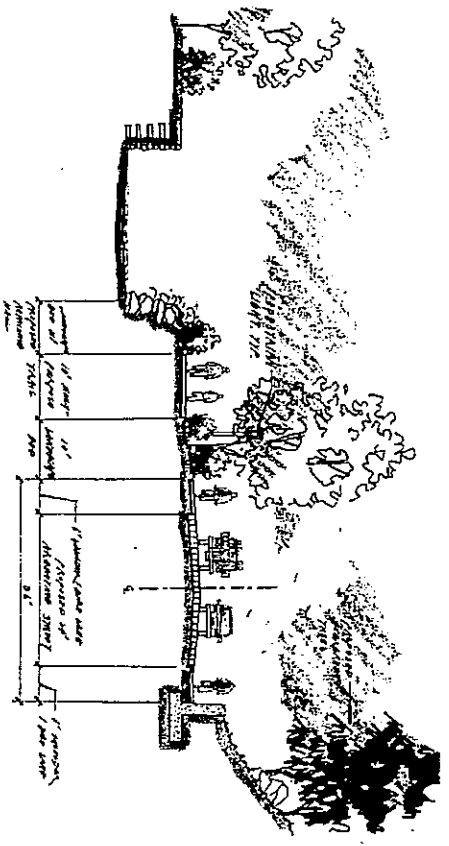
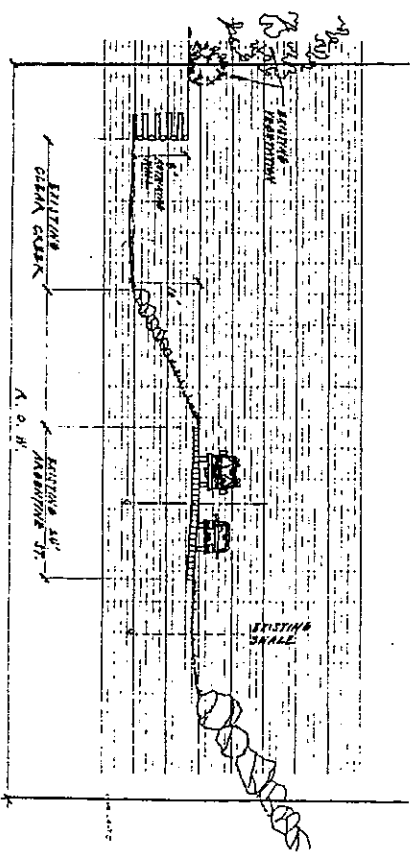
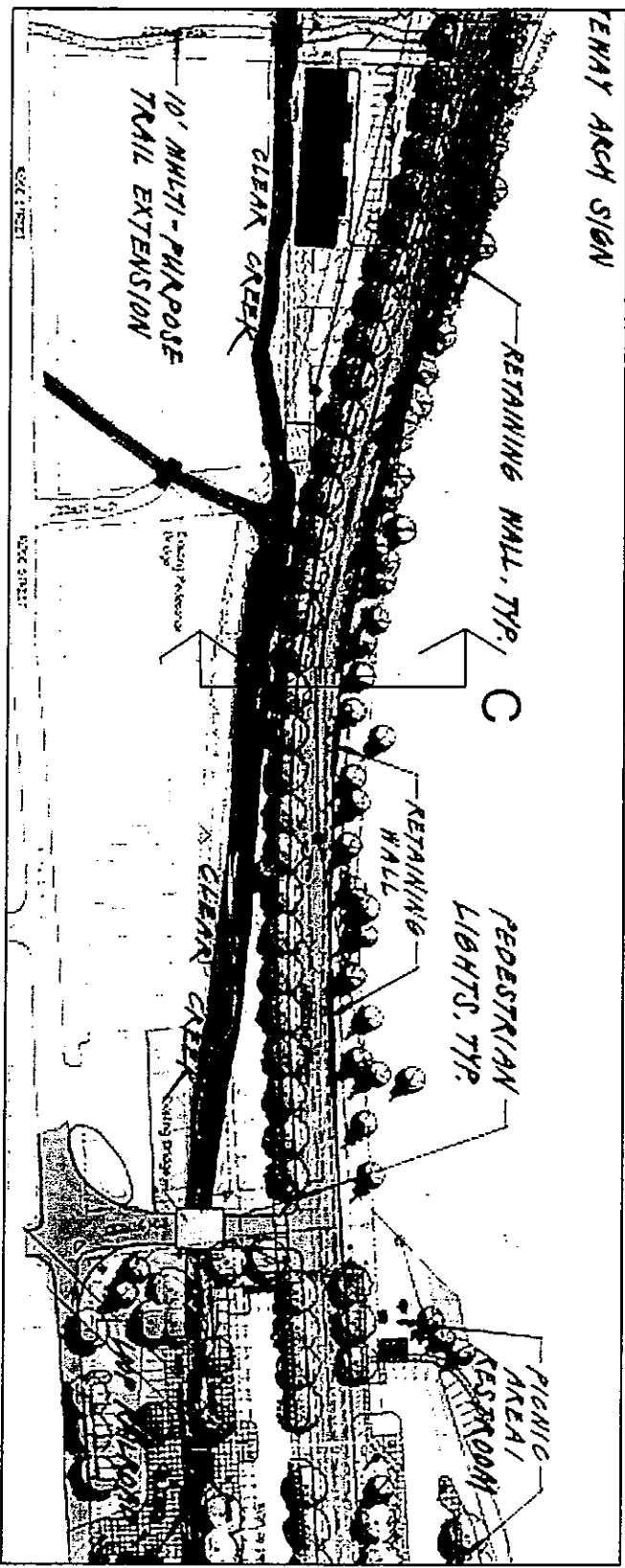
A trail connection from the regional trail will be provided at the alignment of 9th Street to Clear Creek, where it will proceed south along the creek to the new 7th Avenue bridge, across Clear Creek and along Argentine Street to 6th Street and the Historic Downtown District at the Post Office Building.

Just beyond the intersection of Loop Drive, Argentine on Brownell Streets, the "Historic Georgetown" Gateway Archway will be located in an entry plaza area. Here, the regional trail will cross the north end of Brownell Street and proceed up Loop Drive to the Loop Railroad. The Georgetown Arch will be placed on stone piers with low stone planter walls which will provide enclosure and seat walls for pedestrian use. From the Archway Plaza, Brownell will be



improved with an attached sidewalk on the east side of the street. New street trees will be added along Brownell Street to 6th Street. This section of the Gateway Streetscape will reflect the historic scale and nature of Georgetown, providing the visitor a transition from the Argentine Streetscape experience through the Arch to the Historic Downtown District.





C - EXISTING CONDITION - CLEAR CREEK PATH

PROPOSED CLEAR CREEK PATH

GEORGETOWN GATEWAY MASTER PLAN

C - CLEAR CREEK WALK SEGMENT

Beyond the Gateway Commercial Segment, Clear Creek becomes the dominant element along Argentine Street. A pedestrian plaza is envisioned on either side of Clear Creek west of the Loop Railroad Station. A footbridge connects each side of the plaza and the visitor parking areas along Argentine and Rose Streets. The regional multi-use trail on the west side of Rose Street connects to the northeast corner of the plaza to provide trail users access to the plaza and across the creek to continue south along Clear Creek and Argentine Street. The plaza will provide interpretive information relative to the Historic Loop Railroad and Georgetown Historic District. The narrow gauge engine, tender and caboose will be the focal point of the plaza.

Across Argentine Street a parking area is provided, on CDOT right-of-way, for temporary parking of tour busses and transit trucks. Wayside vehicle parking and a picnic area are also provided for travelers visiting Georgetown.

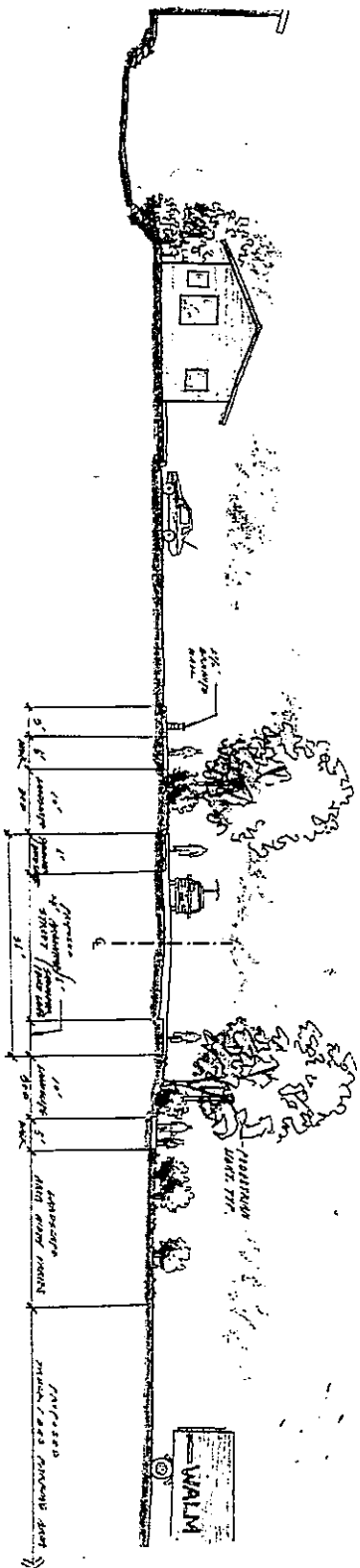
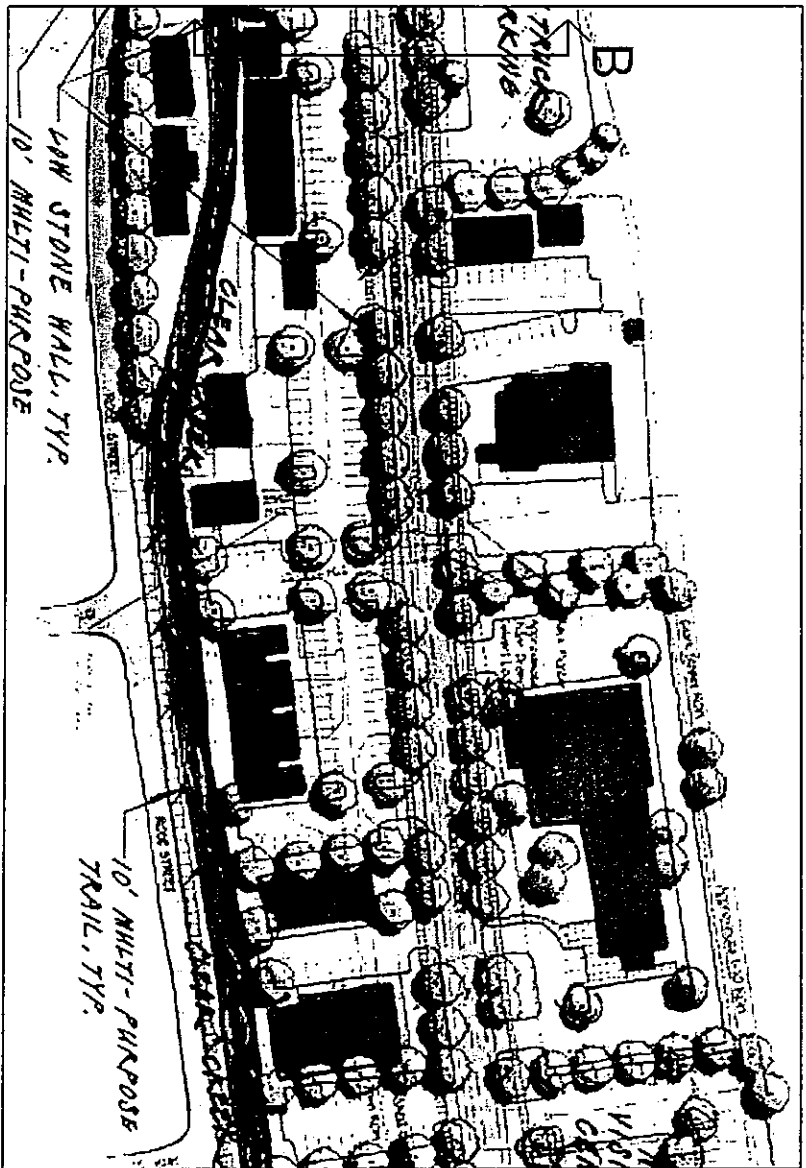


Argentine Street is moved twenty-five feet west to provide space on the east side of the street to provide for a tree lined landscape area and the regional multi-use trail. With the moving of Argentine Street west, indigenous stone retaining walls will be located at the toe of the I-70 slopes. Native evergreen vegetation will be planted along the west side of the street and in the



tiers of the stone retaining walls. The regional multi-use trail along Clear Creek provides a haven for the pedestrian from vehicular traffic and a scenic view of the creek, open space beyond, and the residential structures on Rose street.





B - PROPOSED BUS/TRUCK PARKING AREA

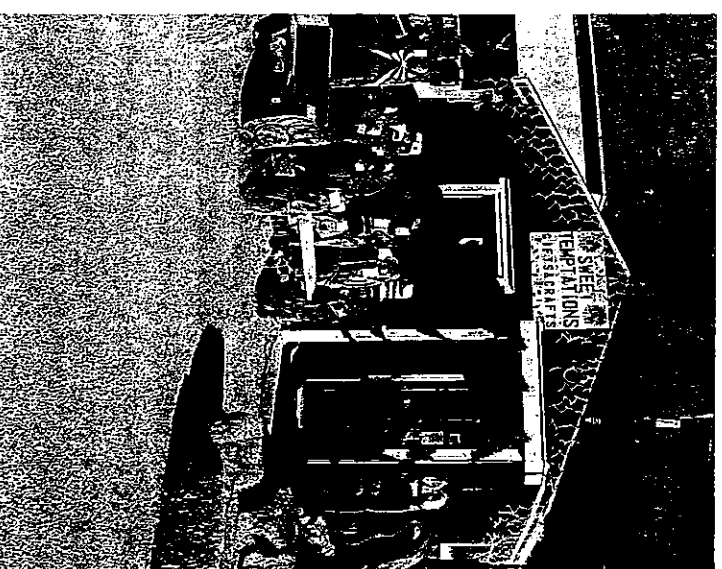
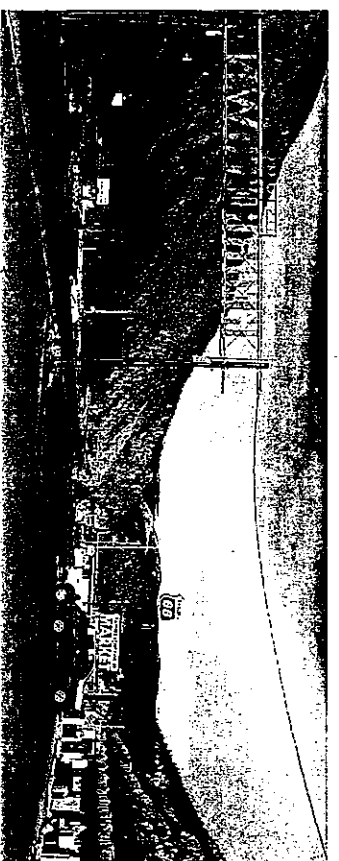
GEORGETOWN GATEWAY MASTER PLAN

B - GATEWAY COMMERCIAL SEGMENT

South of the traffic circle roundabout and the Visitor Center, the Georgetown Gateway Master Plan envisions a revitalized commercial area made up of new and existing commercial and retail uses. These would include restaurants, retail stores, new and existing motels, offices, apartments and service establishments. One of the greatest public assets of the project area is the fact that the city owned right-of-way through this segment of Argentine Street is 120 feet in width. Within this generous dimension, the plan envisions shifting the existing road twenty-five feet to the west, thereby creating the opportunity to develop a gracious tree-lined edge to a relocated Argentine Street along with a six-foot wide pedestrian sidewalk. To the back of the sidewalk, the plan envisions an additional ten-foot landscape area. If land is not available, a low stone wall will screen the parking from the street. The stone wall will reinforce one of the main design themes. This new edge treatment will not only greatly enhance the visual environment through this area, but, by controlling the points of ingress and egress, will also greatly enhance both pedestrian and vehicular safety.

The plan also proposes that the parking areas be given greater definition and arranged into smaller and more compact parking areas, instead of the vast and ill-defined existing conditions. The layout of the commercial structures, as shown in this plan, is intended as an illustration of what could be, and to put forth a suggested pattern of development. The specific plan that ultimately develops will, evolve over time and will reflect the specific decisions of each individual property owner and the program requirements of their business. In order to provide for pedestrian and vehicular safety, there should be a sharing of access and egress points wherever possible. In addition, the property owners in this area should establish a consistent pallet of landscape materials, graphics, signage and design details to be used throughout. The plan reflects an attitude of taking full advantage of Clear Creek, as it is a very special resource of considerable charm and interest. Located immediately east of the creek is a ten-foot wide, regional multi-purpose trail with frequent bridge connections to the commercial area. The full development of this area will take

the cooperation and support of the numerous land owners, business interests, and the town, but, when fully implemented, can be a great benefit to the property owners of this area and the larger Georgetown community.

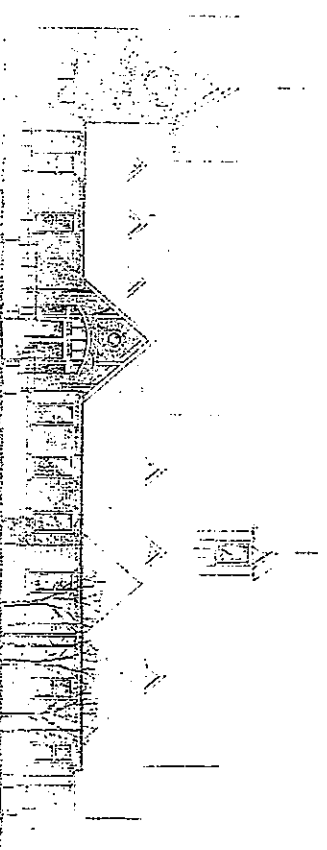


GEORGETOWN GATEWAY MASTER PLAN

A - CONNECTION AND GATEWAY SEGMENT

Starting with its connection to Interstate 70, the Georgetown Gateway Project provides a new and more appropriate introduction to the historic community of Georgetown. As one leaves the rapid pace of the interstate highway and drives off, or under the diamond interchange that connects Georgetown with the interstate highway system at 15th Street the plan begins by building on some of the historic design themes of Georgetown. The Georgetown Gateway Master Plan proposes a line of low stone walls on either side of 15th Street. These walls are further reinforced with landscape plantings of native spruce trees and other indigenous plant materials. These features serve as the initial introduction to the historic mountain community of Georgetown. Intended to reflect one of the historic design traditions of Georgetown, these stone walls establish a design idiom that is used throughout the project area. Beyond the entry walls, at the intersection of 15th Street and Argentine Street, the plan proposes the establishment of a “roundabout” traffic circle. This traffic circle will be embellished with additional indigenous landscape materials, and a

VISITOR CENTER - South Elevation



“Georgetown” entry sign mounted on a low stone wall will be set within a bed of mountain wildflowers. The choice of a roundabout concept for this intersection is a carefully considered idea which was fully analyzed and compared to the traditional option of a four way stop. From an urban design perspective, the roundabout is clearly preferable as it provides the opportunity for additional entry identity and definition. (For a more complete description of its traffic advantages, refer to the traffic section of this report, page 12.)



On the north side of this intersection is the existing Total service station. To the south of the entry lies the Georgetown Visitor Center, currently housed in an old service station, and on the site of the soon to be constructed new Georgetown Visitor Center. Opposite the visitor center, on the east side of Argentine Street, is the Conoco service station. In the northeast quadrant of the intersection is the vacant convenience store. Further respecting the design traditions of historic Georgetown, the road edges are defined by a row of cottonwood trees which separate the vehicular movement from a pedestrian sidewalk system.



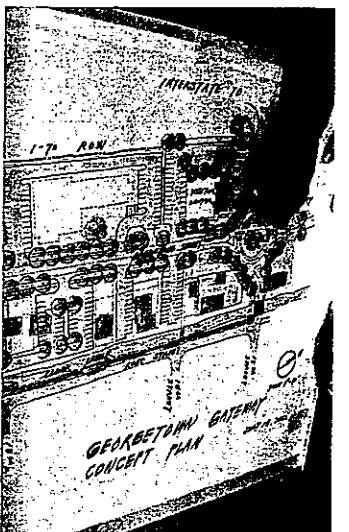


15th Street to the Georgetown Station Bridge.

8. Sign relocation: Historic Georgetown archway sign to the intersection of Brownell and Argentine Streets.

The design team proceeded to refine the preferred concept plan developed through the On-Site Design Sessions to emphasize various site development and multi-use opportunities, where practical, and provide more detail concerning design vocabulary, site location, scale of materials selection, and options for further design effort. The Concept Master Plan optimized development opportunities in the Connection/Gateway and Gateway Commercial segments of the plan.

A phased implementation strategy and schedule were prepared to show the potential incremental development of the Gateway Master Plan. Specific cost estimates were done for the various major elements of the gateway development. These estimates serve as the basis for funding budgets. They include the estimate of costs of engineering and construction



level design, along with costs for construction. Funding strategies were prepared to identify granting options which might be available to the town. Project components which might be candidates for various granting opportunities were identified as line items in the Gateway Plan Cost Estimates.

The design team presented the Georgetown Gateway Concept Plan to the Planning Commission, members of the Board of Selectmen and the public at large in a work session held at the Community Center the evening of July 31, 2002. The Conceptual Master Plan, as developed in the On-Site Design Sessions, was presented. The refined Preliminary Gateway Master Plan was presented and discussed at length. Cost estimates and project cost ramifications of the plan were reviewed and discussed. The only major concern expressed by the group pertained to the intersection design of 15th and Argentine Streets. Two options were presented: a typical four-way stop intersection with a right turn favored from west to south and a traffic circle or "roundabout". After due



consideration by the Planning Commission and audience, the roundabout was favored with some reservations. The design team was asked to have the project traffic engineer study the detailed ramifications of the roundabout. These would be presented to the planning commission at their September 3, 2002 meeting.

The design team presented the Georgetown Gateway Master Plan to the Georgetown Planning Commission on the evening of September 3, 2002. Significant input regarding all ramifications of the traffic circle "roundabout" were presented, reviewed and discussed by the commission. Subsequently, the Planning Commission voted unanimously to accept the Georgetown Gateway Master Plan and recommend its acceptance to the Georgetown Board of Selectmen.

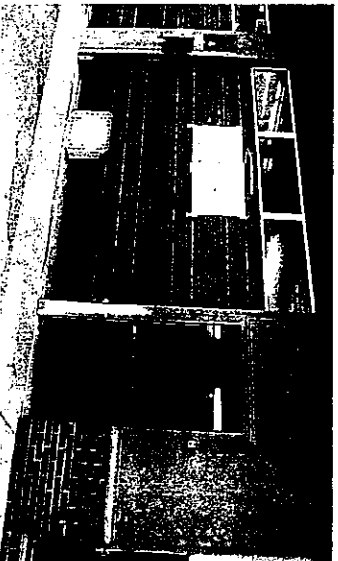
Note: Prior to the current planning/design efforts to create a definitive Gateway Master Plan, the town and the Center for Community Development at the University of Colorado at Denver developed a set of preliminary concepts for the Gateway corridor. This was accomplished by a group of students under the direction of Judith Berquist. These concepts helped to establish some of the primary planning aspects of the Gateway corridor, which were subsequently considered at the outset of the planning/design process for the creation of the Gateway Master Plan.

GEORGETOWN GATEWAY MASTER PLAN

THE PLANNING / DESIGN PROCESS OF THE MASTER PLAN

A key component of creating the Georgetown Gateway Master Plan was an on-site planning and design session. This approach included a week long, on-site design workshop which put the design team in direct contact with both the project site and the citizens of Georgetown. This session took place in the "Gateway Design Studio" located in the two auto maintenance bays of the Georgetown Visitor Center.

The planning and design process began with a kickoff meeting with the town project coordinator and the consultant design team to gain an overall understanding of the project and its relationship to the Comprehensive Plan and the citizens of Georgetown. Subsequent meetings were held with various town staff and the consultant team to assist in the site analysis, inventory and data collection phase. Historic resources were reviewed and base maps prepared for the project area in preparation for the On-Site Design Session. The Georgetown Gateway Master Plan On-Site Design Session was conducted by the consultant team the week of July 15, 2002.



The design team set up the Field Design Studio Monday morning, conducted a detailed site walk through of the project area and began interpreting existing data, mapping and photographs. Monday evening, a community input meeting was held to gain a mutual understanding of the project and to explore issues and concerns of the community. Property owners, the Planning Commissions, Selectmen and citizens at large participated. The design team began to assimilate the assets and constraints of the Gateway Project on Tuesday. By the following day, alternative concepts for the Gateway corridor began to develop. Wednesday, the design team's civil and traffic engineers were briefed on the project and subsequently offered their expertise relative to the various issues concerning traffic, site drainage and grading, and utility infrastructure. The design team refined the final concept Gateway Plan which was presented Thursday evening at a Community Open House held in the Field Design Studio. Here the Planning Commission, Selectmen and citizens had the opportunity to observe, review and comment on the final



Conceptual Georgetown Gateway Master Plan. All comments and concerns were considered and discussed. Friday, the design team and the project coordinator reviewed all aspects of the project specifically relative to the community input received. The issues which needed further consideration in the development of the final Master Plan were identified. The following is a list of "Favored Elements" that were established through the On-Site Design Session:

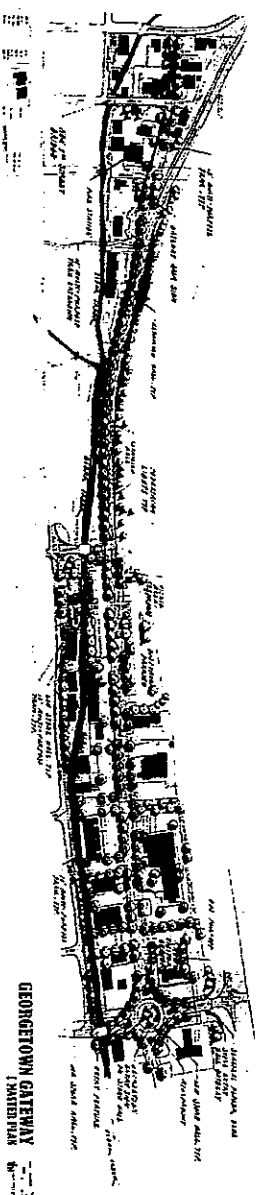
1. Road alignment: move road to the west from 15th Street to Loop Drive.
2. Intersections: a round-about at 15th and Argentine Streets and an island with a left turn lane at 11th.
3. Parking: multiple shared lots.
4. Truck/tour bus parking: at rear of business parking or on "pizza park" parcel.
5. Sidewalks: both sides (east/west) 15th to 11th Streets and on the east side from 11th to 6th Streets.
6. Bridges: Vehicle at 7th Street, Pedestrian at 9th and 14th Streets, and a Multi-purpose trail bridge at the Georgetown Station.
7. Multi-purpose trail: Rose Street from

GEORGETOWN GATEWAY MASTER PLAN

INTRODUCTION

The Georgetown Comprehensive Plan of May 2000 established improvements to the Georgetown Gateway as a priority for the town. The designated gateway corridor is from the Interstate 70 interchange and 15th Street to the Historic Downtown Georgetown entry along three quarters of a mile of Argentine Street and then on Brownell Street to 6th Street. Through the Comprehensive Plan process Georgetown residents indicated they felt the current entryway is unsightly. Argentine Street is a typical strip development which allows vehicular access to adjacent properties in an uncontrolled manner. The Gateway streets currently do not provide any pedestrian ways or an entry sequence to the Historic Downtown District. It has become obvious that some visitors actually give up looking for the Historic Downtown because there is no specific "sense of place," or direction to the district along Argentine Street.

The Gateway Master Plan includes moving the Argentine Street alignment twenty-five feet to the west. This will accommodate the establishment of tree lawns, sidewalks and controlled business parking access along the



street. Vehicular access is controlled by creating specific access points to businesses between landscape areas. Pedestrian circulation and area access is provided by sidewalks on both sides of Argentine Street to 11th Street. A regional multi-purpose trail is provided along the Clear Creek Corridor. The Gateway Master Plan emphasizes the reorientation of businesses and people to Clear Creek wherever possible.

The Gateway Master Plan entry sequence to the Historic Downtown of Georgetown is carefully orchestrated through the use of key focal points along Argentine and Brownell Streets. The sequence begins at the intersection of the I-70 interchange ramps and 15th Street. Here, low stone walls and landscape features on either side of 15th Street create a sense of entry to the Town of Georgetown. A traffic circle is designed at the intersection of 15th and Argentine Streets to accommodate the existing and future volumes of traffic to and from the Gateway entry at I-70 without the use of traffic signals. The central focus of the traffic circle includes a low stone wall and landscape backdrop which carries the

title "Georgetown". A bus/truck parking area is located on the west side of Argentine Street on CDOT right-of-way. This will accommodate busses and heavy transit trucks. A picnic area is provided as a wayside for visitors. A pedestrian cross walk and plaza is located at the juncture of Argentine and Brownell Streets at the Loop Road. The "Historic Georgetown" archway is located at this intersection signifying that this is the entry to the Historic Downtown District of Georgetown.

Maintaining and enhancing the historic character of Georgetown is a major goal of the Gateway Master Plan. This will be accomplished with the establishment of the historic tree lined landscapes, use low of stone walls matching many of the historic walls of Georgetown, provision of pedestrian lights as part of the streetscape, and the inclusion of a comprehensive system of street signage that informs and directs the visitor and resident alike.

GEORGETOWN GATEWAY MASTER PLAN

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ACKNOWLEDGEMENT

GEORGETOWN GATEWAY MASTER PLAN

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TOWN OF GEORGETOWN
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GATEWAY MASTER PLAN

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