

COLORADO SPRINGS

DOWNTOWN GATEWAY IMPROVEMENTS



DESIGN AND IMPLEMENTATION GUIDE
APRIL 2018





View of Pikes Peak from Bijou Street



Overview

2016 Experience Downtown Master Plan

The 2016 Experience Downtown Master Plan highlighted the City of Colorado Springs' desire to identify and enhance the primary Gateway locations into the core downtown study area. In cooperation with the Downtown Partnership of Colorado Springs, the Downtown Gateway Improvements project advances the development of the Gateway Program, exploring ways to capitalize on the City's growth, economic vitality, and abundant natural resources to celebrate the sense of arrival into Downtown Colorado Springs.

A Gateway feature is often a visitor's first impression of Downtown, and sometimes the city overall, and reflects the City's broader identity. Much more than simply a sign or demarcation of the core Downtown boundary, a Gateway may be more appropriately defined as an arrival experience. Various elements work together to define and celebrate one's arrival to a place, or influence the experience of arrival and safety of all modes of transportation including walkability and bicycling. The effectiveness of a Gateway is shaped by the relationships of each of the site elements such as signage, lighting, hardscape treatments, architecture, community art, site furnishings, and landscape features.



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ARTHOUSE DESIGN



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The Antlers Depot on Sierra Madre Street

Introduction

Vision Framework: Values and Goals

The Experience Downtown Master Plan Vision Framework identifies vision statements and eight primary goals for creating a vibrant Downtown. The development of this *Downtown Gateway Improvements Design and Implementation Guide* is intended to assist Downtown in working towards accomplishing the vision statements and associated goals by identifying key priority areas, site conditions, and recommended improvements at the targeted Gateway locations. The Vision Statements below relate directly to the development of a Gateway program, and the Gateways serve as physical elements that help realize several goals as detailed on the following page.

WELCOMING

Gateway development creates landmarks that help visitors and residents discover important places within the Downtown core.

CONNECTED

Gateways can identify and acknowledge connectivity to the larger street and trail network Downtown. The Legacy Loop, with Monument Creek on the west and Shooks Run on the east is a vital path of neighborhood connectivity that provides access to natural resources that anchor Downtown.

ANCHORED

Gateway features should reflect the rich history and culture of Colorado Springs, and acknowledge the potential advancements and growth in the coming decades.

VALUED

The City's investment in public space infrastructure including the Gateways can be a catalyst to overall Downtown development, creating vibrant spaces that attract visitors and impact future private investments.

Downtown Goals

CELEBRATING AND CONNECTING WITH OUTDOOR RECREATION AND EXCEPTIONAL NATURAL SETTING

Downtown Colorado Springs is unique and nationally known as a thriving urban area integrated with world-class outdoor and recreational opportunities.

- Gateways are a reflection of the brand campaign highlighting the relationship between the vibrant urban character and the outdoor setting
- Increase visibility to and acknowledge adjacent recreational amenities (Legacy Loop, Shooks Run, Memorial Park)

A WALKABLE AND BIKE-FRIENDLY CENTER CONNECTED THROUGH SAFE AND ACCESSIBLE MULTI-MODAL NETWORKS

Well-designed and maintained streets, pathways, alleys, transit and facilities are concentrated at the heart of Colorado Springs, providing access and mobility to all destinations

- Gateways serve as visual anchors to public spaces that enhance the multi-modal transportation system Downtown

AN UNFORGETTABLE VISITOR EXPERIENCE

Downtown offers a distinct experience for visitors unlike any other city of its size

- Gateways that feature memorable design elements attract welcome attention and aid in the City's goal of place-making and identification of key entry points to Downtown

A LEADER IN INNOVATIVE URBAN DESIGN AND SUSTAINABILITY

Downtown is a place where people want to be because of its beauty, comfort and sustainable practices. Environmental stewardship is garnered by public and private improvements.

- Cohesive Gateway design concepts can attract future development in the surrounding areas
- Landscape treatments at the gateway locations should implement forward-thinking sustainable practices including low-water use plant materials, and low-volume efficient irrigation

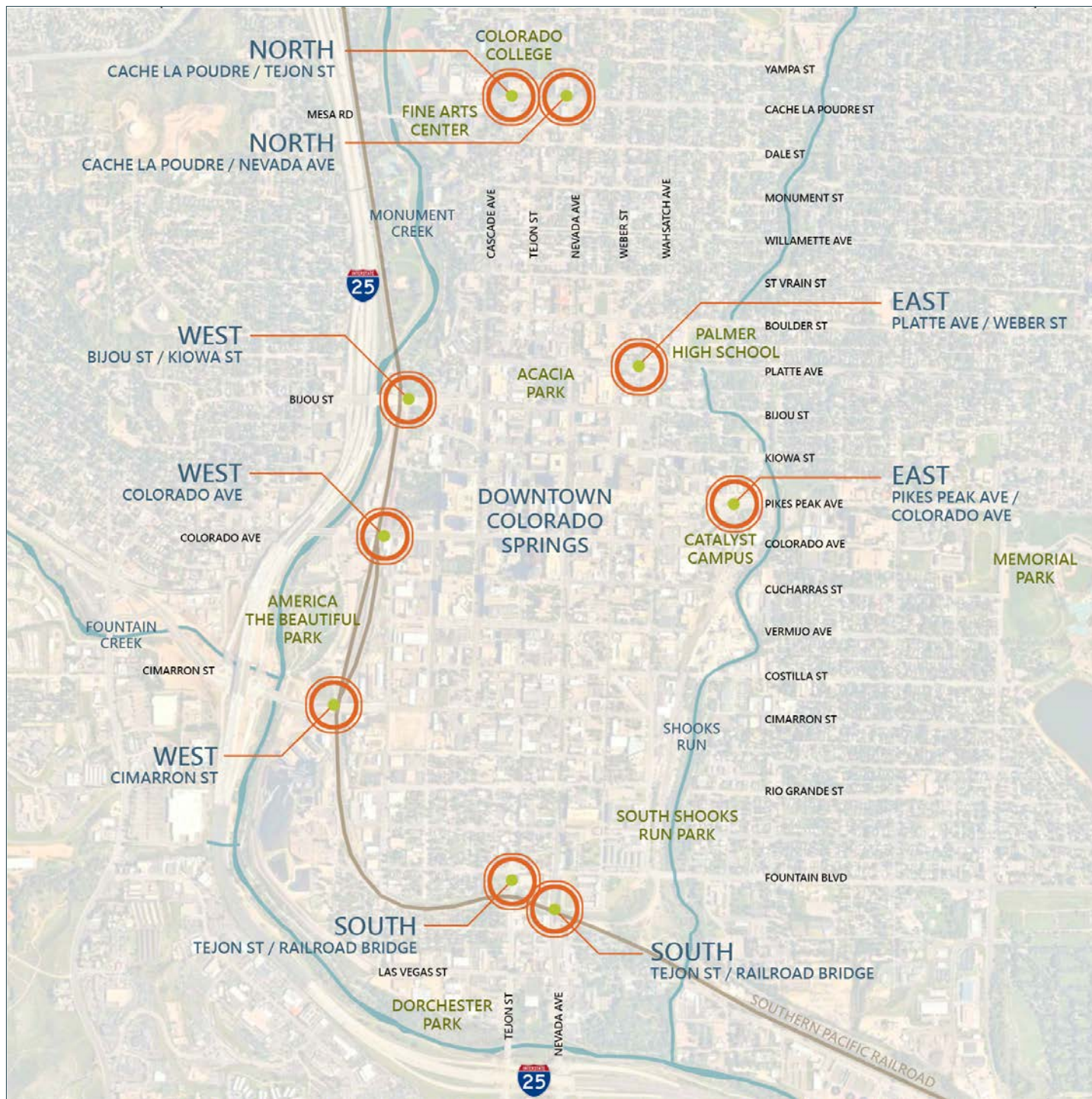
A PLACE FOR INSPIRATION, HONORING HISTORY AND FACING THE FUTURE

Incentives to discover Downtown are inspired by enriched relics of the past, including adaptively reusing celebrated architecture and repurposing historic streets to safely support multiple transportation modes

- Gateway features enhance the user / visitor arrival experience and support the provision of incentives to discover Downtown
- Material selections should reflect the rich history of the City
- Gateway features should identify opportunities for Public Art where appropriate



Downtown Colorado Springs Vision Diagram, 2016 Experience Downtown Master Plan



GATEWAY LOCATIONS

It is important to note that while many of the Gateway locations serve dual purpose into and out of Downtown, the primary purpose of this study and accompanying recommendations is to provide enhanced entry features 'into' Downtown.

NORTH: The Northern Gateways are identified on Cache La Poudre Street, at the transition from Colorado College into Downtown. The Gateway is primarily North-South, but also includes considerations at the western entry into Downtown from Mesa Road near The Fine Arts Center.

WEST: The Western Gateways are primarily entrances into downtown from the I-25 corridor, focused on the Bijou Street, Colorado Avenue, and Cimarron Street bridges across Monument Creek and the Southern Pacific railroad tracks. Natural features include connections to Monument Creek, and views to Pikes Peak to the west.

SOUTH: The Southern Gateways focus on the north-south entry near the railroad bridges on Tejon Street and Nevada Street. Considerations for these transition areas also include the area between the railroad bridges and I-25 to the south.

EAST: Similar to the Western Gateways, the Eastern Gateways are two somewhat independent locations, focusing on the Platte Avenue transition near Palmer High School, as well as the Pikes Peak Avenue / Colorado Avenue transition near Catalyst Campus. The Pikes Peak Avenue location considers nearby connection to the Legacy Loop trail connection.



Site Context Review

Opportunities and Constraints

To better understand the unique character, opportunities, and challenges posed by each identified Gateway location, the project team looked closely at the surrounding vicinity for each Gateway proposed in the Experience Downtown Master Plan.

The broader context of each location was considered, including adjacent landmarks, prominent points of interest, historical character, existing landscape features, and circulation patterns. Because each site is unique, the proposed Gateway improvements should consider the existing context and ways to relate to and incorporate the distinctive features already present in the area.

In some cases, information drawn from the stakeholder meetings has been included in the opportunities and constraints diagrams in order to provide understanding of their influence on the sites and draw early design implications. Greater detail of the stakeholder meetings is included in the Appendix. Photographs from each site context provide an idea of the overall aesthetic vernacular of each area, as well as highlighting some of the associated opportunities.

While not providing actual design implications and direction, the opportunities and constraints site context review provides a basis for understanding local needs and priorities within the framework of existing conditions.

NORTHERN GATEWAYS

The northern gateways are marked at Cache La Poudre Street intersections, representing Downtown's transition area with Colorado College. Until recent years, the few businesses in this area were college-serving in nature and did not attract much non-student business. Colorado College completed its Master Plan update in 2015 and began its new off-campus development program with a renovation of historic Spencer Hall. In addition, the college has plans to develop several blocks along Tejon, Nevada, and Weber streets with a mixed-use combination of school facilities, housing, and ground floor retail designed to attract both students and the wider community. The school has indicated a desire to work with the City and Downtown Partnership to help strengthen the physical and programmatic links between the campus and the rest of Downtown.

Experience Downtown Master Plan, 2016

- 1 Glen Ave may become a more heavily used route into Colorado College and Downtown; The arrival at this location should be considered
 - 2 The transitional character of Colorado College currently serves as a natural Gateway between Downtown and the Old North End Neighborhood
 - 3 Future east campus changes / library expansion
 - 4 Currently, Cache La Poudre St may be the south end of the campus, but the College will extend southward to Dale St, including additions of the new Ice Arena and other facilities in the future
 - 5 Campus Master Plan (2015) indicates streetscape improvements associated with the new Ice Arena and Natatorium
 - 6 Acknowledgment of Pikes Peak Greenway Trail is lacking
 - 7 Colorado College plans to develop several blocks along Tejon Street with mixed-use development to attract students and the local community
 - 8 No current signed indication of arrival into Downtown south of campus
- * Primary Vehicular Entrance / Intersection
- Opportunity for Public Art





WESTERN GATEWAYS

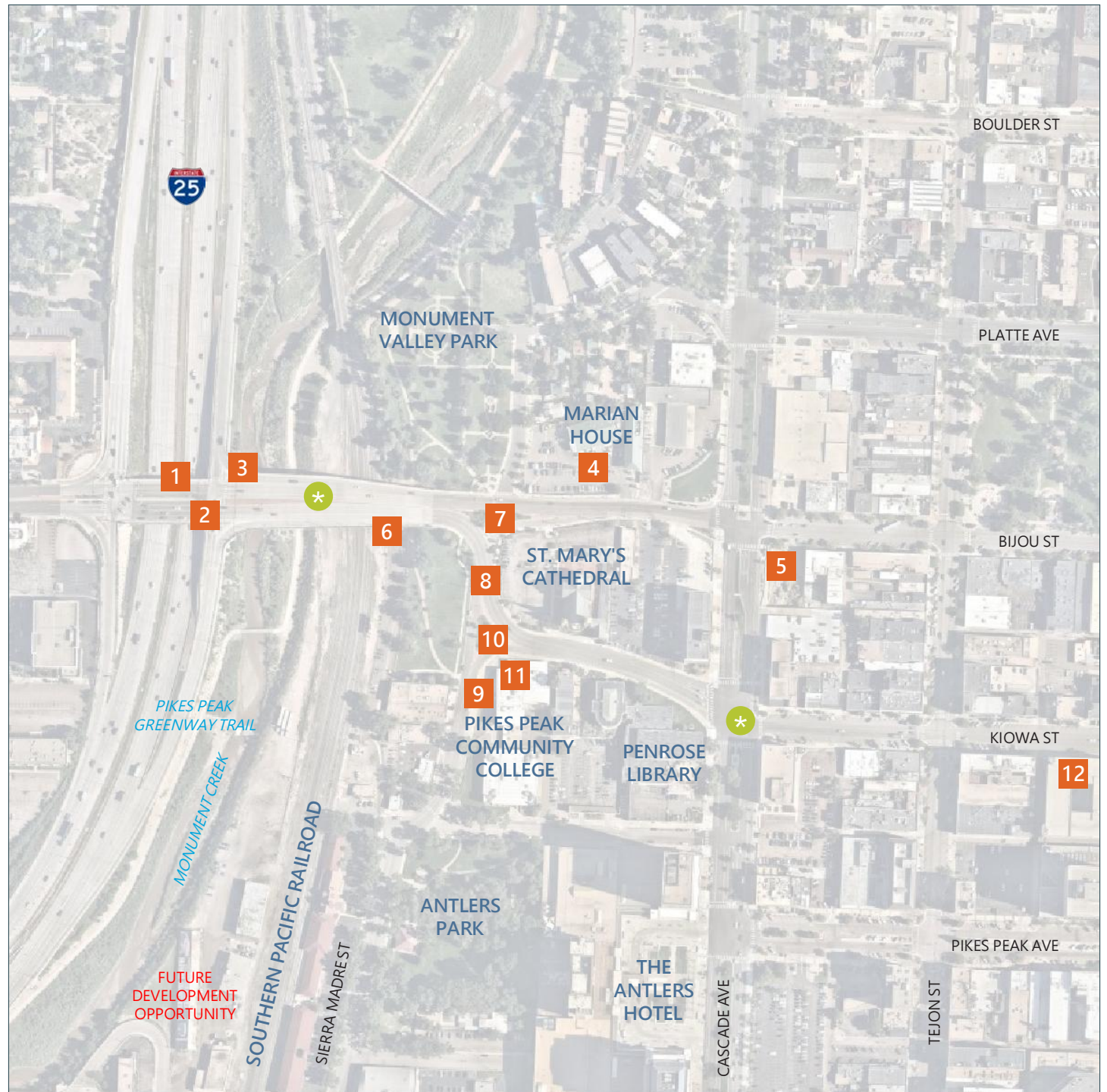
Bijou and Kiowa streets comprise a major highway access point into the city's core. While the view of the Downtown skyline announces a sense of arrival, other aspects of the approach must be improved. Roadway configuration and prominent uses are two key issues. The design of these streets as a one-way couplet speeds drivers into and out of the core and confuses orientation and wayfinding, especially for drivers unfamiliar with the area.

On the north side of Bijou Street, the Marian House Soup Kitchen run by the Catholic Charities of Central Colorado and a large Firestone Auto Care Center are the most prominent structures. Although both uses are valuable assets to the city, opportunities to enliven the public realm surrounding these properties with engaging public art, and additional street level development on the adjacent blocks should be pursued.

A catalytic site on the SE corner of Bijou and Cascade will be the future site for a new 10-story hotel, which will add development in urban form and provide added pedestrian level activity. Creating opportunities for more iconic and inspirational public art, signage, uses and buildings at this important entrance should be a priority.

Experience Downtown Master Plan, 2016

- 1 Bijou St serves as the primary entry point for visitors into Downtown; *first* point of access
- 2 Narrow bridge sidewalks
- 3 Existing metal Downtown logo emblem on stone piers
- 4 Pending change of services at Marian House will likely change usership and nearby transient population
- 5 Future hotel development
- 6 Unappealing views to the south
- 7 Existing Public Art (girl on bicycle)
- 8 Ongoing Bijou / Kiowa two-way feasibility study
- 9 Potential increased pedestrian traffic, nighttime activities with courtyard improvements
- 10 Existing Downtown directional sign
- 11 Recent sign addition at PPCC
- 12 Existing transit center plan to be relocated to corner of Sahwach and Colorado
- * Primary Vehicular Entrance / Intersection





WESTERN GATEWAYS

Colorado Avenue provides clear and direct access into Downtown from Old Colorado City and other neighborhoods to the west. However, improvements are needed for connecting pedestrians and bicyclists from these neighborhoods into the core. Similarly, creating safer and more comfortable access for Downtown residents and visitors trying to reach America the Beautiful Park should be a priority. The Colorado Avenue corridor serves as a primary gateway for tourists moving between Old Colorado City and Downtown. Signalizing the intersection at Sahwatch Street should be considered to help walkers and bikers using Colorado more easily access Antlers Park, the historic Depot, and Sierra Madre Street connecting south to the U. S. Olympic Museum.

Experience Downtown Master Plan, 2016

- 1 Vehicular traffic from west side of I-25; no offramp from I-25
 - 2 Lacking acknowledgment of Monument Creek and Greenway Trail
 - 3 Narrow bridge sidewalks
 - 4 Very uncomfortable pedestrian experience; very little shade and very few destinations to walk to
 - 5 Future signalized intersection (in relation to planned transit center relocation)
 - 6 Future pedestrian bridge connection to US Olympic Museum - will be a landmark / Gateway feature
 - 7 Anticipated growth / improvements with Southwest Downtown development
 - 8 Planned Vermijo Avenue streetscape improvements
- * Primary Vehicular Entrance / Intersection
- Opportunity for Public Art





WESTERN GATEWAYS

The Cimarron Street / Interstate 25 interchange underwent a major overhaul completed in 2017, in cooperation with the Colorado Department of Transportation. This \$115 million project involves the reconstruction and realignment of bridge structures, ramps, and acceleration/deceleration lanes; improved regional trail connectivity and aesthetic improvements, and the reconstruction and enhancement of over 2,000 feet of the Upper Fountain Creek habitat. These improvements will drastically alter the experience of entering Downtown at one of the busiest interchanges in the region and the primary highway access point for the future U.S. Olympic Museum.

In conjunction with Citygate, other Southwest Downtown Urban Renewal District projects along Cimarron, and the City's plan for a two-way cycle track along the north side of Cimarron east of Interstate 25, in addition to the new pedestrian bridge that is designed to connect America the Beautiful Park to the U.S. Olympic Museum, the western gateway will become a premier entrance to Downtown for all modes.

Experience Downtown Master Plan, 2016

- 1 Two-way cycle track
- 2 Recently completed I-25 & Cimarron Improvements (2017)
- 3 Excellent views north into America the Beautiful Park
- 4 Future pedestrian bridge connection to US Olympic Museum - will be a landmark / Gateway feature
- 5 Future Cimino Dr extension to Cimarron (Right-in / Right-out)
- 6 Anticipated growth / improvements with Southwest Downtown development
- 7 Potential future recondition / reuse of power plant facility
- 8 Unsightly existing billboard
- * Primary Vehicular Entrance / Intersection
- Opportunity for Public Art



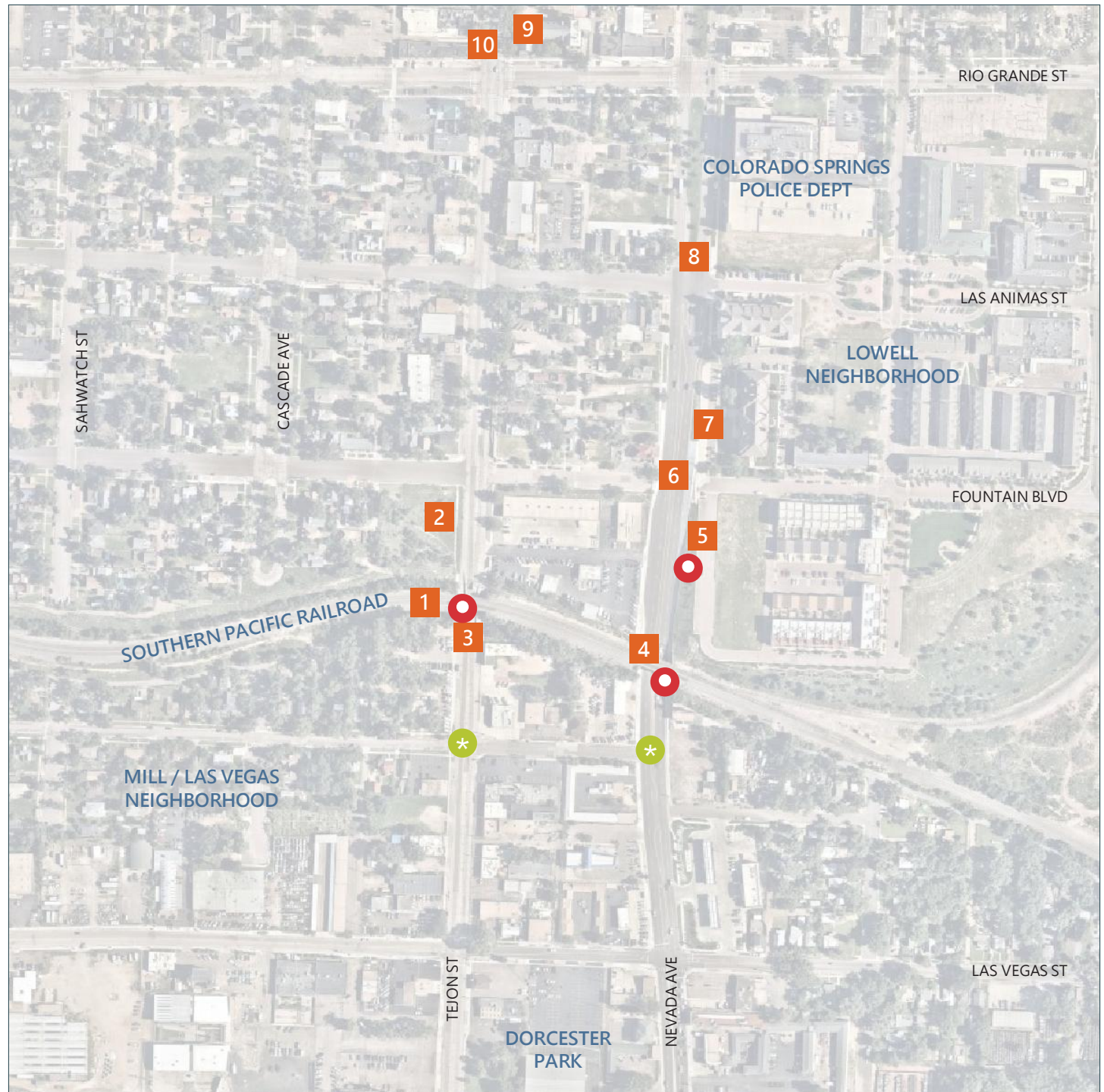


SOUTHERN GATEWAYS

Tejon Street and Nevada Avenue are the primary gateways from neighborhoods such as Ivywild and The Broadmoor to the south. Both are dominated by I-25, rail bridges and aging infrastructure, have roadways generally undesirable for non-automobile travel, and are surrounded by land uses and buildings that have not been updated in decades. A range of improvements, which can be implemented incrementally, are explored in detail in Chapter 4 of the Experience Downtown Master Plan. Entrances into Downtown can be designed and programmed to improve multi-modal access and begin to address visually unappealing uses and infrastructure.

Experience Downtown Master Plan, 2016

- 1 Potential future realignment of rail corridor to remove sharp curve; alignment and timing are not determined
- 2 Vacant lot
- 3 Uncomfortable pedestrian access beneath railroad bridges, though serves as primary bike route from Ivywild north to Downtown
- 4 Existing bridges in poor condition; will require replacement in future
- 5 Long blank concrete retaining wall
- 6 Recent median paving improvements
- 7 Current pedestrian use very low
- 8 Beginning of landscaped median
- 9 Transition north of Rio Grande St serves as a natural gateway into Downtown on Tejon St
- 10 Established Tejon streetscape north of Rio Grande St is inviting, pedestrian focused; includes hardscape treatments and lighting
- * Primary Vehicular Entrance / Intersection
- Opportunity for Public Art





EASTERN GATEWAYS

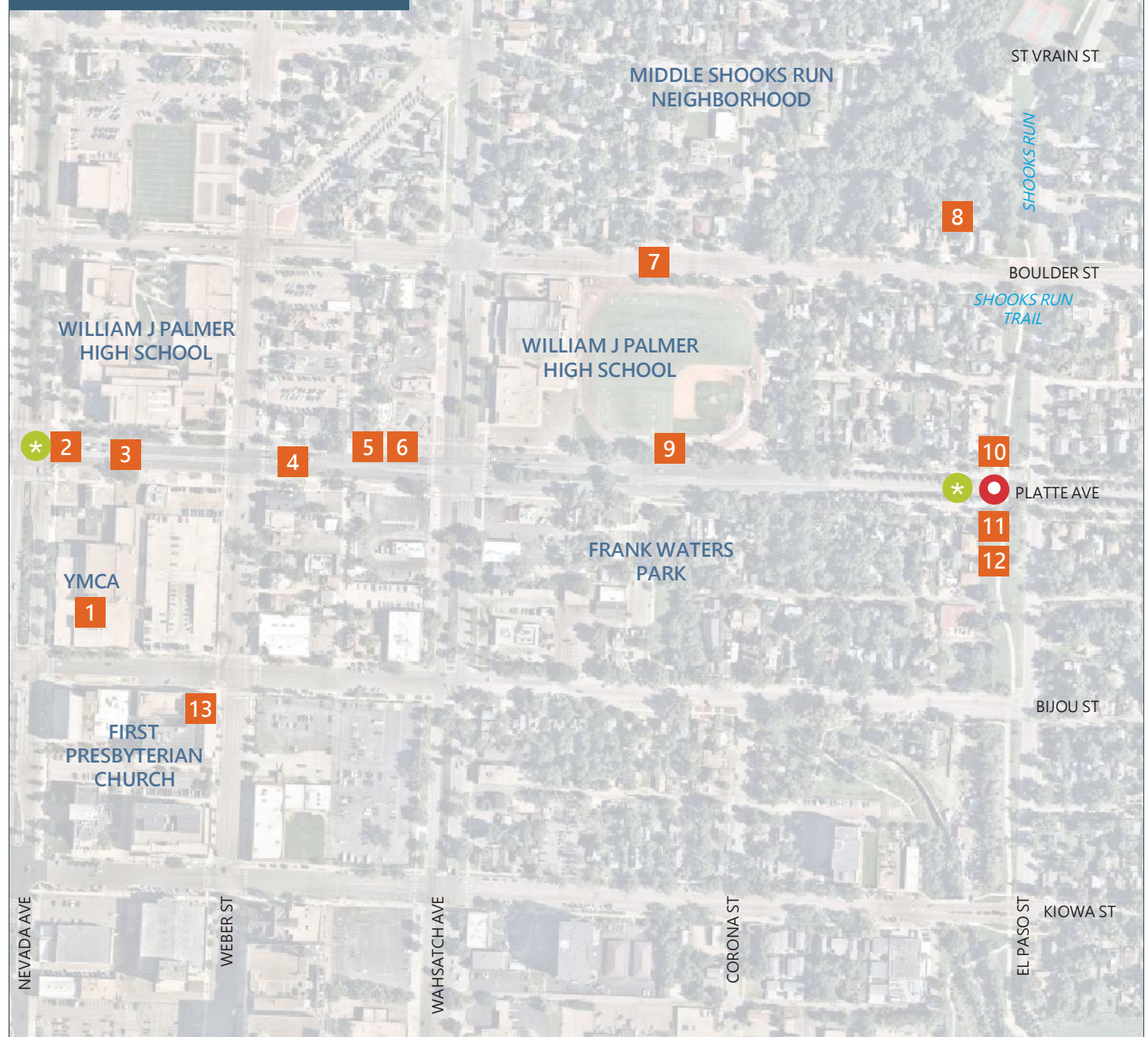
Platte Avenue is a key component of east-west mobility, including connecting to the Middle Shooks Run neighborhood, the U.S. Olympic Training Center, and as far as those in the eastern suburbs of the city. However, the experience of walking, biking, and driving along Platte is generally considered to be an uncomfortable experience for all modes. While the street itself lacks in mobility function, the intersection at Platte Avenue and Wahsatch Avenue is largely comprised of fast food restaurants and parking lots, which do not support the broader vision. Lack of bicycle facilities further compounds the unappealing nature of this entrance to Downtown, particularly for students at nearby Palmer High School.

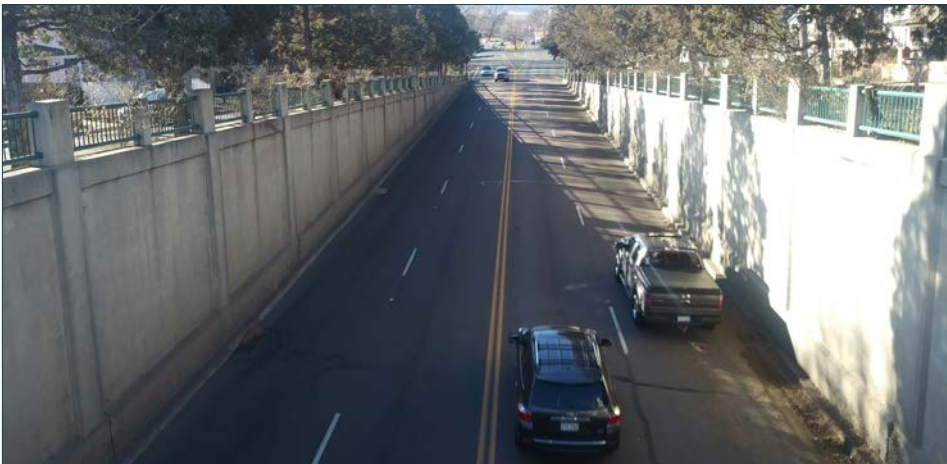
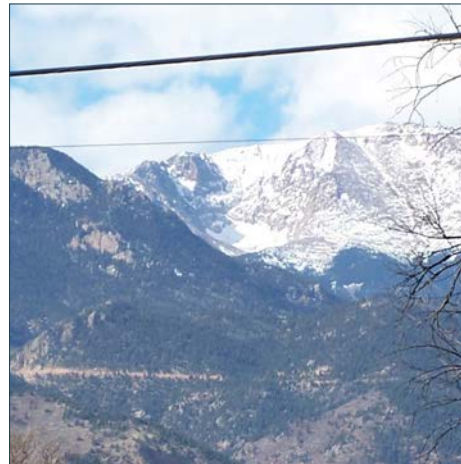
While this gateway is primarily a locally utilized location, creating a better sense of place and comfortable access for all modes of transportation along the street will increase the area's vibrancy as an urban neighborhood.

Experience Downtown Master Plan, 2016

- 1 Potential future redevelopment of YMCA block
- 2 Platte Ave route used primarily by residents and workers who know where they are going
- 3 2019/2020 Study: Connect Platte Ave to I-25
- 4 Lack of signed indication of arrival into Downtown
- 5 Existing major pedestrian route for high school students between campus & field
- 6 Need for safety improvements for students
- 7 Boulder Street is the primary bicycle route from the east into Downtown (not Platte)
- 8 Downtown core feels to be expanding east; gateway may transition further east
- 9 Potential future daylighting of Shooks Run through school / field
- 10 Existing underpass very narrow; no pedestrian access; high-speed traffic - opportunity for traffic calming and signage in Mid-Shooks Run Neighborhood
- 11 Ongoing study of Shooks Run corridor (Wahsatch to Chelton) ie improvements to or replacement of El Paso Bridge
- 12 Very little anticipated traffic from Shooks Run trail to Platte Ave
- 13 Some consider First Presbyterian Church as the north & east corner of Downtown
- * Primary Vehicular Entrance / Intersection
- Opportunity for Public Art

While much of this area lies outside the boundaries of the Downtown Development Authority, it bears significant importance when considering Gateways into the Downtown Core.





EASTERN GATEWAYS

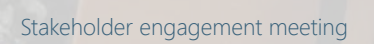
Pikes Peak Avenue provides access to the core of Downtown from Memorial Park and other areas to the east, passing by several important catalytic sites. The intersection with Colorado Avenue, the width of Pikes Peak Avenue (particularly between Corona Street and Nevada Avenue), and the large surface parking lots and underutilized parcels all detract from the area's vitality. In addition, the connection to and from the Legacy Loop at this key juncture is poorly marked in both directions.

Experience Downtown Master Plan, 2016

- 1 Incredible views west to Pikes Peak; gateway can frame or enhance views
 - 2 Recently completed Pikes Peak Avenue surface improvements
 - 3 Pikes Peak Avenue circulation improvements (in coordination with Catalyst Campus)
 - 4 Current vehicular circulation is not intuitive to continue on Pikes Peak into Downtown
 - 5 Potential pedestrian crosswalk
 - 6 Anticipated increase in foot traffic to/from Catalyst Campus
 - 7 Rich history / character of railroad throughout Catalyst Campus
 - 8 1350 Distilling opening 2018
 - 9 Existing retaining wall in poor condition; current plans to paint wall; Catalyst Campus is open to other options
 - 10 Lack of acknowledgment and connection to Legacy Loop
 - 11 Anticipated increase in foot traffic to/from Memorial Park
 - 12 Planned redevelopment of former Gazette and St. Francis Hospital properties including a mix of commercial and residential uses.
- * Primary Vehicular Entrance / Intersection
- Opportunity for Public Art







Framework Development

Stakeholder Engagement and Key Priorities and Considerations

Over a period of several weeks, the project team identified and met with key stakeholders from the areas adjacent to the potential Gateway locations. Stakeholders included City staff, private developers, business owners, educators, residents and community leaders.

Although Downtown has identified project goals as they relate to the Experience Downtown Master Plan, it is imperative that the project weigh the views and experiences of those who live in, work in, commute through, and enjoy the areas under consideration. Discussions were tailored to focus on the most important considerations, priorities, and opportunities presented in the various locations. The project team aimed to gather information about a user's experience - both perceived and hoped for - as well as solicit insight into ongoing and future projects that affect the Gateway locations.

Following the stakeholder meetings, the project team summarized the design implications and key priorities into a Guideline Framework - in the following pages - which identifies preliminary site parameters, recommended improvements, and crucial considerations. Initial discussions began about materials and character that should be an integral part of the Gateway development, leading to Visual Positioning diagrams exploring potential materials and their relationships. The summary of these outcomes is presented in this section, and the full meetings notes from the stakeholder engagement are provided in the Appendix.

Design Implications

NORTH GATEWAYS

- Tranquility in pockets is important. Preserve the tranquility but build on the transportation piece
- Create a sense of place, charm - should relate to historic charm of Colorado College and Old North End Neighborhood
- Look for location to incorporate Public Art - may be best at entry on Mesa Rd, west of The Fine Arts Center
- Lead people to Downtown with Scale – gradual gateway; Colorado College serves as its own kind of Gateway; maybe College is first step - then streetscape and development become the Gateway over time; tradition and character ramping and building energy into the core, which would be more urban
- Cutting edge doesn't have to be weird, it can be clever and useful but not brash in your face
- "History Honored" - related in both material and form of Gateway elements

EAST GATEWAYS

- Pikes Peak is more than an entry sign – not much of a drive-through experience as the intersection is unique; Gateway should be a space including medians, streetscape, adjacent businesses
- Most impactful improvements may be pedestrian-level lighting
- Pedestrian experience at intersection needs to be enhanced, increase safety with full crosswalks; current configuration focused heavily on vehicles
- Keep views open into Downtown (don't block west view with sign/art/landscape elements)
- Gateway should be part of a larger connection from Shooks Run and Memorial Park into Downtown core
- Opportunity to enhance / take advantage of existing wall for Public Art (with repairs)
- Opportunity to draw from railroad history theme? Cor-Ten steel, bollard ped lighting as a directional component
- Gateway at Palmer High school may be mostly visual for vehicular traffic heading west into Downtown. Not safe to encourage pedestrians or bikes under the bridge.
- Public Art opportunity on bridge underpass (no pedestrian access)
- Gateway could be enhanced by streetscape enhancements that also improve safety for high school students traveling between campus locations

SOUTH GATEWAYS

- Existing railroad bridges are in poor condition, and study underway for realignment of railroad to remove sharp curve; Gateways may include the bridges and railroad area, but should not be tied to it
- South Gateway development may be more gradual and long-term as development of SW downtown and neighborhoods takes place
- Nevada is primary vehicular route into downtown; should take advantage of recent median improvements
- Pedestrian circulation is not major in this area
- Might be best served as a 'visual' gateway to traffic coming from south into Downtown
- Anticipate heavy cycling use on South Tejon as it is the primary connection between Ivywild and Downtown

WEST GATEWAYS

- All three western gateways are unique; must find elements that reflect uniqueness but tie together as a family of gateways
- Traffic calming is important on these west-east entries into Downtown
- Pedestrian experience is uncomfortable - long distances without pedestrian amenities and destinations; entries may be primarily visible to vehicles
- High visibility from I-25 - could there be an element visible to drivers on I-25 to create a visible boundary that piques interest?
- Need signage, direction, wayfinding into Downtown - difficult to navigate once off I-25
- Remarkable resource in Monument Creek and Pikes Peak Greenway - at least acknowledge or create connections
- Reflect some of the changes and recent improvements at Pikes Peak Community College, Penrose Library, Knights of Columbus
- Could be increased foot traffic with improvements and growth at Pikes Peak Community College - gathering spaces in gateway features?

STAKEHOLDERS

The project team extends their gratitude to the Stakeholders for their vision, excitement, and insight shared during the discussions:

Robin Allen, City of Colorado Springs
Phil Bragg, 1350 Distilling
Tom Brita, Cushman & Wakefield
Mike Chaves, City of Colorado Springs
Chris Coulter, Colorado College
Pat Doyle, Old North End Neighborhood
Elly Durham, Stockmens Bank
Steve Engel, JCS Holding Company
Warren Epstein, Pikes Peak Community College
Erin Hannan, CS Fine Arts Center
Mike Hassell, Property Owner
Chris Jenkins, Nor'wood
Amy Long, Colorado Springs Convention and Visitors Bureau
Cindy Newsome, Colorado Springs Utilities
Ingrid Richter, The Oneil Group
John Spears, Pikes Peak Library District
Matt Steiner, El Paso County
Ryan Tefertiller, City of Colorado Springs
Brian Vitulli, City of Colorado Springs
Jake Weien, 1350 Distilling

	PRIMARY OBJECTIVES DEFINITION OF SUCCESS	SITE / LOCATION / EXTENTS OF GATEWAY	SITE ELEMENTS (LANDSCAPE / LIGHTING / ART)	PEDESTRIAN / BICYCLE SCALE IMPROVEMENTS
NORTH	*Reflect Colorado College (but do not define/identify) *Gateway should be 'minor', draw less attention *identify location where you enter downtown *resolve 'dark zone' between CC and downtown *address entry into downtown on west side of campus, near FAC *include area for public art inclusion	* Mesa/Dale Intersection (CC future edge at Dale) * Probably minimal site area, Median ends * Recommend: Increase lighting level on Tejon for a few blocks south of Cache. * At Intersection of Mesa & Cache La Poudre - small bare landscape area - signage? art? * Extend lighting and banners south on Mesa along Monument Valley Park	Mesa, Dale intersection: art , banners on lights (CC has them on lights - no lights on Mesa), Wahsatch last priority Increase lighting level on Tejon for a few blocks south of Cache.	How does this engage with bike/ped infrastructure improvements * Extend CC lighting typology south on Mesa Rd to Dale, past? * Acknowledge Greenway Trail at Mesa/FAC- bollard lights? Signage?
EAST - PIKES PEAK	*Focus attention on Pikes Peak, into downtown * DO NOT block views to Pikes Peak * acknowledge/reflect Shooks Run trail proximity * reflect character of ongoing Catalyst Campus improvements * promote slower traffic in the intersection area	Wahsatch to east side of Shooks Run bridge on both Colorado and Pikes Peak * keep within intersection improvements, proposed landscape areas, and cul-de-sac area	Catalyst-style landscaping all sides of int. Cat Campus needs the palate we define. Both sides of wall should be treated. Public art mural on wall on north side of PP 360* element at "bulb" Complete/rest Wasatch medians w/ trees Landscaping in "moonabout" Location for public art (AOTS 20th anniversary) Relocate cyclist sculpture from Bijou porkchop	Sidewalk should broaden to a small plaza at bulb - plaza could include small seating, lighting, photo opportunities. Shooks Run connection should be a major component Connect Shooks Run to bike lanes Hardscape improvements from intersection plaza to Shooks Run trailhead (signage?) (bollard lighting)
EAST - PLATTE	*Create linkage between HS facilities * Traffic calming - safer environment (perceived)	"Palmer Promenade" along the north side of Platte from Nevada to east end of the gym parking lot, with priority given from east to west (both sides of street should match) - Existing R/W sufficient for hardscape/ landscape improvements * NOT bridge - could treat interior bridge walls with art features, but no pedestrian focus here	PP= hardscape and super durable landscaping, signage, banners, lighting Downtown Sign in median near ball fields Public art on overpass walls	* Do not want to encourage / focus on ped/bike linkage on Platte - most bikes on Boulder to the north
SOUTH	* help south area feel like part of downtown	*challenge with RR bridges - bridges may be replaced in future (timing?); RR alignment unknown * Nevada - focus on stretch from exst RR to Rio Grande St * Tejon - focus on stretch from Fountain Blvd north to Rio Grande (continue lighting scheme from north);	Linear lighting like elsewhere. Landscaping in the area north of where concrete ends on Nevada Sign in median near Nevada and Fountain	* Very little pedestrian focus on Nevada * Tejon - continue streetscape & lighting scheme from north, streetscape & business use serves as natural gateway into downtown core

	VEHICULAR SCALE IMPROVEMENTS (TRAFFIC CALMING, CIRCULATION)	SIGNAGE & WAYFINDING ELEMENTS	SEQUENCING COORDINATION REQUIRED
NORTH	Traffic calming efforts throughout CC campus and into the Old North End neighborhoods to reduce speeds and improve multi-modal connectivity. Includes possible reduction in lanes or redesign of existing lanes on Cascade, Weber, Wahsatch. Currently planned speed limit changes, truck rerouting, etc.	Make it more contemporary than ONE or CC but same scale. Stone base with metal above? * Max. 4'-6' ht. sign in median end * "DOWNTOWN", utilize exst CS logo/colors	* Ice Arena at Dale between Nevada/Tejon * campus may eventually extend to Dale St
EAST - PIKES PEAK	Vehicle calming via visual interest, landscaping, lighting?	Large scale monument/sign - up to 20' ht.? * Provide pedestrian-level experience at sign - maybe wayfinding, downtown identification/maps at base of monument feature	* Current Catalyst Campus projects including landscaping scheme in median planting areas * 1350 Distilling + other Pikes Peak improvements * Pikes Peak vehicular improvements (medians) * "Moonabout" circulation changes * Possible pedestrian crosswalk at Pikes Peak & Colorado - TBD
EAST - PLATTE	Street R/w pedestrian improvements will help create interest to slow traffic * art on underpass walls	* Smaller scale (hierarchy) in existing median near ball fields - simple, similar to North Gateway	* Unknown bridge changes/improvements at El Paso challenge any improvements at this area * Possible daylighting of Shooks Run on PHS campus, but unknown timing & funding
SOUTH	* lighting feature along existing fence / concrete wall (Nevada)- make sure to include feature to create interest in daytime, not just lighting at night	* Nevada - small scale sign at Nevada/Rio Grande existing median * Tejon - no sign at this point; as south of RR evolves in future, may be opportunities to incorporate sign	

	PRIMARY OBJECTIVES DEFINITION OF SUCCESS	SITE / LOCATION / EXTENTS OF GATEWAY	SITE ELEMENTS (LANDSCAPE / LIGHTING / ART)	PEDESTRIAN / BICYCLE SCALE IMPROVEMENTS
WEST - BIJOU	*PRIMARY entrance / visitors - create enhanced celebration of DOWNTOWN * provide improved wayfinding, direction for visitors (parking, amenities, circulation) * relate to recent PPCC library signage (do not compete / block)	- i-25 to east side of Cascade * Bridge infrastructure - easy, phase-able improvements * focus on 'arrival' prior to Sierra Madre - once at Sierra Madre, already making circulation decisions	- LARGE Sculptural element in porkchop number 1 - Banners on light poles - Soft LED lighting along sidewalks with uplights at bridge end piers DTP logo on all sides of piers (how to create interest during daytime?) - Change out turf for other ground cover and hardscape in porkchop 1	- Consider removing crosswalk at porkchop 1, avoid j-walking? * additional lighting on bridge, improve perception of safety
WEST - COLORADO	* ties to Olympic Museum * provide improved wayfinding, direction for visitors (parking, amenities, circulation)	* RR Bridge, from Monument Creek to Sahwatch?	Banners and lighting on RR bridge similar to Bijou.	* additional lighting on bridge, improve perception of safety
WEST - CIMARRON		Provide material / design language direction, but no 'sign' or 'monument' at this point, let new interchange serve as primary gateway - with pedestrian/trail improvements, new landscaping	- Banners and lighting on RR bridge similar to Bijou. - Hold off on signage until SW downtown is developed	

	VEHICULAR SCALE IMPROVEMENTS (TRAFFIC CALMING, CIRCULATION)	SIGNAGE & WAYFINDING ELEMENTS	SEQUENCING COORDINATION REQUIRED
WEST - BIJOU	Typical downtown direction sign (like on Colorado) just as Kiowa straightens out Street directional painting * Signage/element on east side of Cascade - delineate full arrival to downtown (does this detract from other features already in 'downtown'?)	*check existing directional downtown signage on Kiowa, after Sierra Madre Street - if none, add, to provide direction to amenities	* Bijou/Kiowa two-way study * Future use changes at Marian House
WEST - COLORADO	*Difficult to address until transit center finalized	Common element - large scale monument,	* Future transit center & signal at Sahwatch * Future Olympic Museum and Hall of Fame
WEST - CIMARRON	*Future vehicle connection to Costilla St	Common element - large scale monument,	* Future olympic museum * Future vehicular connection to America the Beautiful Park * Future Olympic Museum and Hall of Fame * Future business development east of gateway area

Visual Positioning Imagery

COMMON DESIGN LANGUAGE

Although all Gateway locations are inherently unique (even those on the same edge of Downtown), the Gateway would ideally share some common elements that tie the Gateway program together.

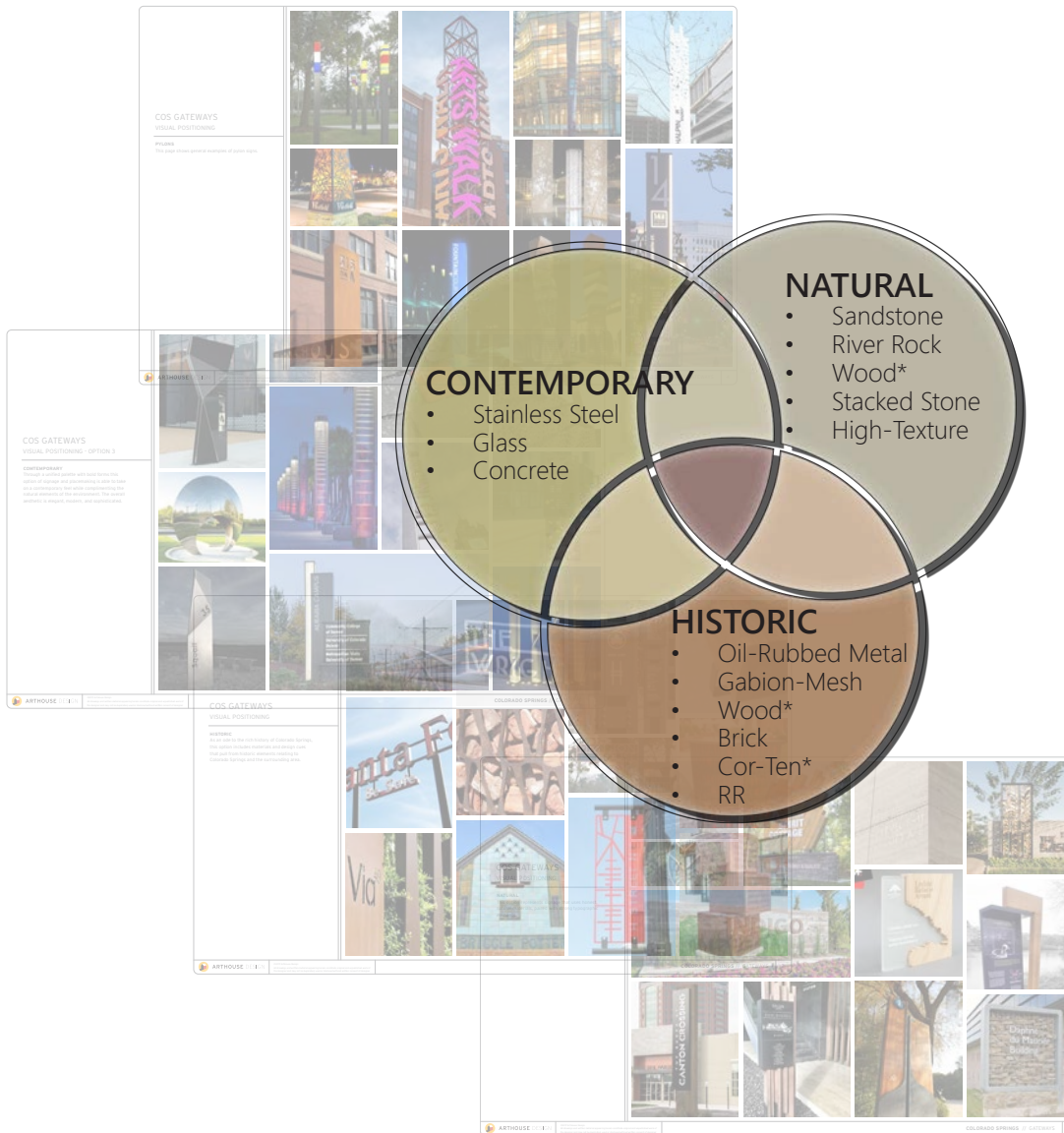
Considerations are given to theming, branding, typology, materials, colors, and shapes/forms.

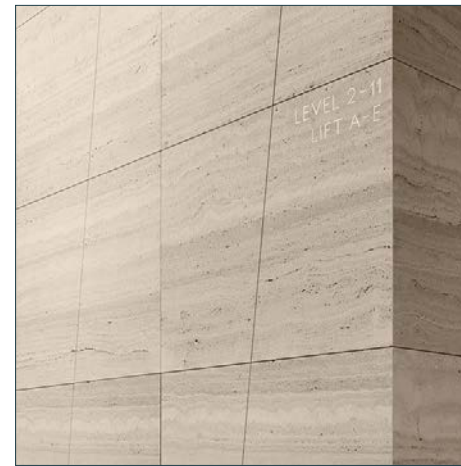
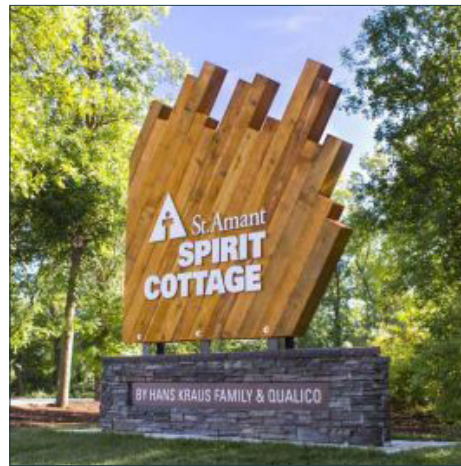
The Visual Positioning diagrams on the following pages begin to explore the materials, forms, and elements that could be shared in common, within the following parameters:

- Common landscape plant palette reflecting both native drought tolerant species, ornamental grasses, architectural planting schemes, and bold vibrant colors
- Font / typeface to match on all signage/wayfinding elements
- Incorporate existing Downtown Colorado Springs 'sunburst' logo (materials and application may differ)
- Design language: Monument base to utilize natural materials, while the sign face utilizes man-made / refined materials
- Natural: reflects the 'foundation' of Colorado Springs, ties to outdoors, natural resources and recreational amenities surrounding Downtown
- Man-Made: celebrates the advancement and development, progress, growing Downtown

Design Concepts for each Gateway location will provide specific guidelines for materials that may differ from the general guidelines above.

The imagery presented in the following pages was presented by the project team to foster a dialogue about materials, forms, and colors that could be used in the development of gateway signage and wayfinding elements.





NATURAL

This option represents signage that uses honest, natural materials, paired with strong typographic elements.

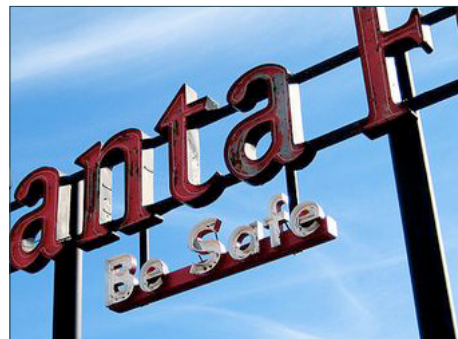
Even natural elements can be refined and manipulated in a way to be presented in a more structured and constructed manner.

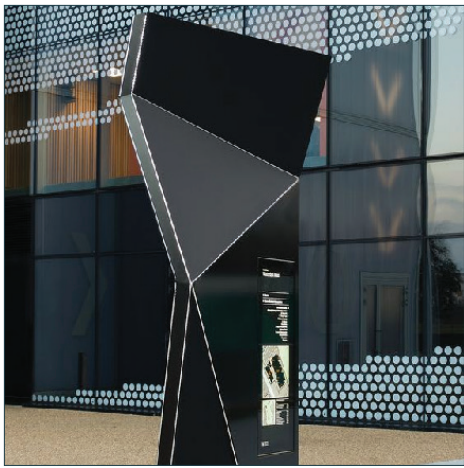
Likewise, the look of natural materials may be achieved with non-natural materials, which offers greater durability and longevity.



HISTORIC

As an ode to the rich history of Colorado Springs, this option includes materials and design cues that draw from historic elements relating to Colorado Springs and the surrounding area.





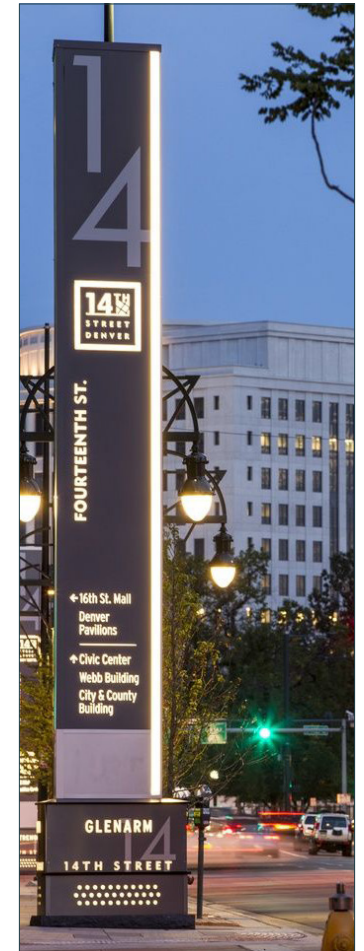
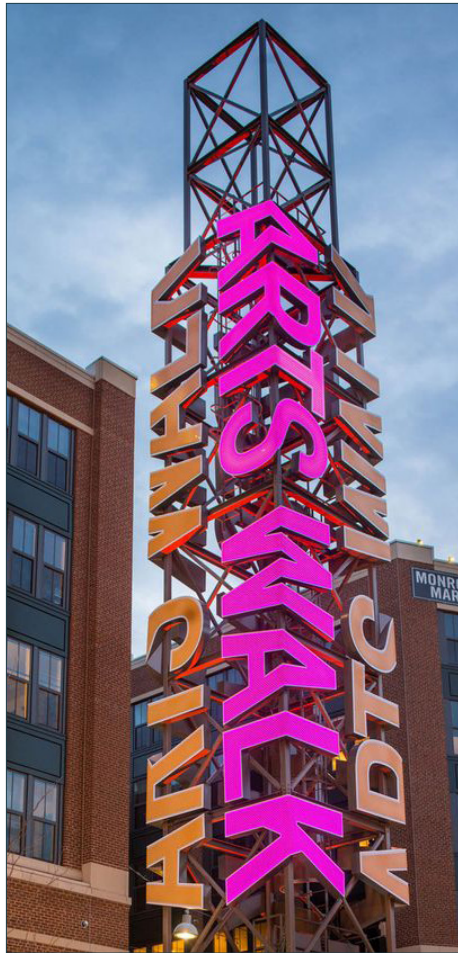
CONTEMPORARY

Through a unified palette with bold forms this option of signage and placemaking is able to take on a contemporary feel while complimenting the natural elements of the environment. The overall aesthetic is elegant, modern, and sophisticated.



PYLONS

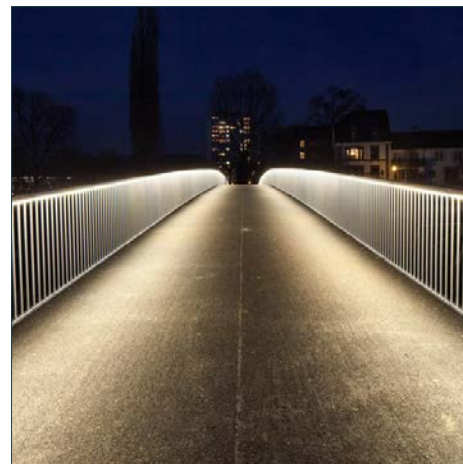
General examples of pylon signs





LIGHTING

This page explores methods of lighting signage and gateway features, ranging from soft and subtle, to bold and purposeful.





Downtown skyline from the Bijou Street entrance, featuring St. Marys Cathedral

Gateway Concepts

Proposed Gateway improvements

Following the Site Context Review and Visual Positioning exercise, the project team developed proposed concepts for each Gateway location that evaluate the potential for improvements including signage and wayfinding, enhanced landscape treatments, lighting, and elements that improve the pedestrian and bicycle experience.

The proposed Gateway concepts apply the key considerations and priorities identified in the Stakeholder engagement process, and identify short-term and long-term considerations. Each map includes recommendations for treatments in that area, with specific direction in some cases. Specific limits and extents of improvements will be developed in the next phase when Downtown becomes ready to implement the proposed improvements. The timing for each Gateway will depend on various factors including funding and adjacent development opportunities. At the time of implementation, consideration should be given to adjacent projects and incentives to evaluate adjustments to the improvements shown.

Signage and monummentation elements are shown graphically to communicate the family of elements to be incorporated into the Gateway development, as indicated on each location map. Placement of each element may be adjusted when the improvements are implemented, but materials and forms should reflect the concept guidelines provided.

This gateway monummentation and signage concept is inspired by the many facets of Downtown Colorado Springs, from its rich history and intriguing mix of arts, history and contemporary architecture, to the modern vision for the City as a whole. The views, natural elements, and rich Arts and Crafts motifs add an additional layers to the branding kit of parts. These gateways will become part of the hierarchy of the streetscape and lend a sense of place for visitors and residents alike as they experience Downtown Colorado Springs' inviting city core.

ESTIMATED COST ALLOWANCES

The Cost Allowances provided for each Gateway location are provided as a means of estimating the potential investments depicted in the concepts. In some cases, consideration may be required for additional improvements and modifications including utilities, mobility, etc. Estimated Cost Allowances also do not account for construction soft costs or design fees associated with the improvements.

NORTHERN GATEWAYS

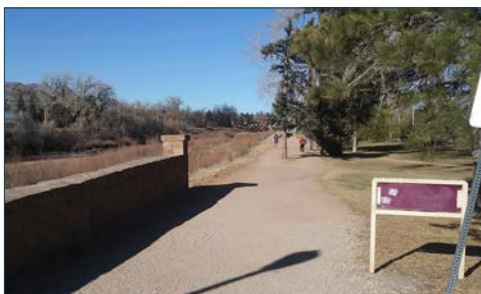
Colorado College serves as a natural transitional gateway between the Old North End neighborhood into the Downtown core. However, for visitors traveling this direction, the area lacks a celebration of arrival and signage indicating the delineation of Downtown. To capitalize on some of the existing features of Colorado College, the proposed Gateway consists of elements on Mesa Rd near the Fine Arts Center, and median signs on Cascade Ave and Nevada Ave, visible to the N-S traffic. The Gateway can take advantage of existing design language that exists along the streets surrounding the Fine Arts Center.



The existing planting bed at the intersection of Mesa Rd and Cache La Poudre Street is an ideal location for entry monumentation and public art



The existing design theme of banners on light poles along Cache La Poudre Street for Colorado College can be continued on Mesa Rd, with Downtown banners



This location is ideal for highlighting the connections between Downtown and natural resources, like the Pikes Peak Greenway trail, shown here



NORTH | PROPOSED IMPROVEMENTS

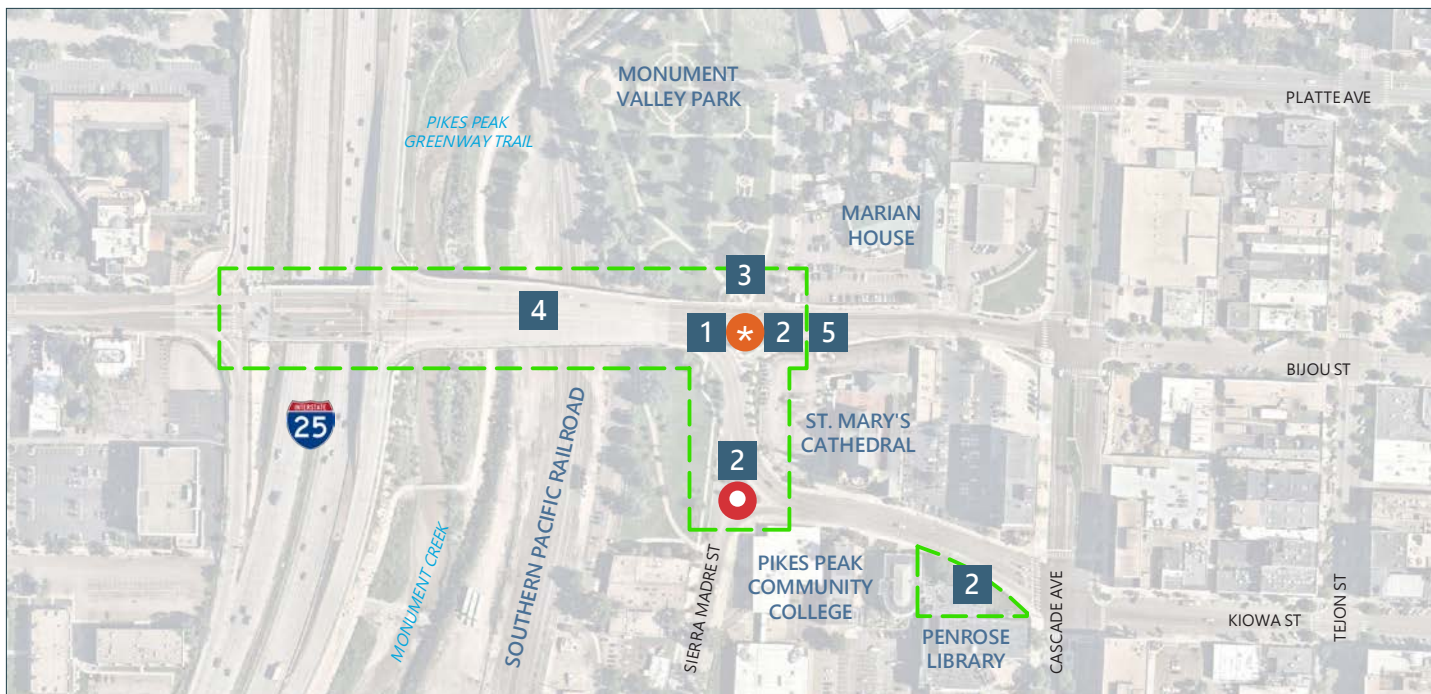
- 1 Proposed Large Pylon monument; monument may be located in the open dirt space, coordinated with existing utility locations. This location is in a highly-visible location, with relationships to the existing City Park, Colorado College, and Fine Arts Center
- 2 Proposed Enhanced Landscape; at the base of the proposed pylon, provide enhanced landscape planting to highlight the arrival into Downtown and compliment the proposed signage elements
- 3 Proposed directional wayfinding sign; provide signage that indicates directional wayfinding to Colorado College (to the left) and to Downtown (to the right). Coordinate signage text with the Downtown Partnership to highlight potential destinations
- 4 Proposed trail marker / wayfinding sign; provide signage that acknowledges and provides direction to the Pikes Peak Greenway Trail
- 5 Proposed light poles and banners; the portion of streetscape after turning right onto Mesa Road is not currently lit to match the streetscape ascending to Colorado College on the left. Additional lighting encourages pedestrian and bicycle use along this route into Downtown, and mirrors the existing design language used by Colorado College

- 6 Proposed Monument Sign; monuments at the intersections of Dale Street and Cascade Avenue and Nevada Ave announce the arrival from the north into the Downtown Core. Existing Old North End Neighborhood and Colorado College signs are currently located in the center medians, accompanied by enhanced landscape; maintaining a similar design theme with these monument signs is appropriate for the location

* Monument Sign / Element

● Potential location for Public Art; coordinate the location for public art near the Large Pylon sign, or nearby in the adjacent Monument Valley Park to draw attention to the Fine Arts Center

ESTIMATED COST ALLOWANCES	Signage / Wayfinding Allowance	\$47,000 - 73,000
	Hardscape Allowance	\$5,000 - 10,000
	Landscape Allowance	\$15,000 - 20,000
	Site / Street Lighting Allowance	\$25,000 - 30,000
	Public Art Allowance	\$10,000 - 15,000
	± 20% Contingency	\$20,000 - 30,000
	TOTAL ALLOWANCE	\$122,000 - 178,000



WEST - BIJOU STREET | PROPOSED IMPROVEMENTS

- 1** Proposed Large Pylon monument; monument should ideally be located in the large landscape island at the division of Bijou Street and Kiowa Street. This location will be visible and identifiable from traffic on I-25, both directions of Bijou and Kiowa, and compliments the iconic features of surrounding buildings
- 2** Proposed Enhanced Landscape; at the base of the proposed pylon, provide enhanced landscape planting to highlight the arrival into Downtown and compliment the proposed signage elements. Existing turf grass should be removed from the existing island and the north side of the library at the corner of Kiowa and Cascade to serve as a catalyst for sustainable planting design in non-park areas
- 3** Proposed trail marker / wayfinding sign; provide signage that acknowledges and provides direction to the Pikes Peak Greenway Trail through Monument Valley Park
- 4** Proposed bridge aesthetic enhancements. To improve perceived pedestrian safety and comfort, simple enhancements should be added to the existing bridge feature, providing visual interest and lighting. These improvements extend the arrival sequence from the off-ramp through the Bijou / Kiowa transition and cue visitors to slow down; the proposed improvements add very little weight to the bridge and are easy to implement in phases without alterations to infrastructure; refer to the Bridge Treatment details on Page 47

- 5** Remove and relocate existing public art statue (girl on bicycle). This art feature may be more suited to an area of higher bicycle use such as the Gateway location near Pikes Peak Avenue and Colorado Avenue
- *** Monument Sign / Element
- Potential location for Public Art: Coordinate inclusion of public art feature in the second island at the Kiowa Street and Sierra Madre St split

NOTE: Improvements at this location shall be coordinated with ongoing Bijou / Kiowa study to respond to potential changes

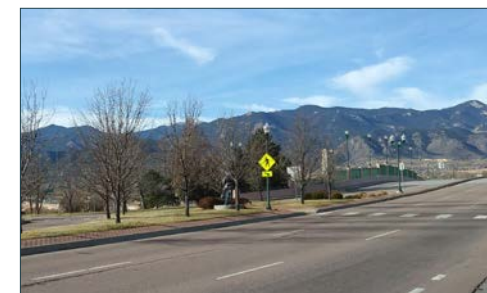
ESTIMATED COST ALLOWANCES	Signage / Wayfinding Allowance	\$37,000 - 58,000
	Hardscape Allowance	\$20,000 - 25,000
	Landscape Allowance	\$20,000 - 25,000
	Bridge Aesthetics / Lighting	\$52,000 - 66,000
	Public Art Allowance	\$15,000 - 20,000
	±20% Contingency	\$28,000 - 38,000
	TOTAL ALLOWANCE	\$172,000 - 232,000

WESTERN GATEWAYS

Bijou Street is one of the most heavily used routes into Downtown for tourists and residents alike. With iconic views of the Downtown skyline and St. Mary's Cathedral, as well as several high-profile destinations, the Bijou Street Gateway may be one of the most often viewed Gateway elements. Providing improvements that enhance wayfinding, improve pedestrian comfort, and compliment surrounding features helps celebrate this arrival experience. The proposed Bijou Street improvements may be implemented almost immediately, and are budget-conscious.



The Bijou Street Bridge is one of visitor's first impressions of Downtown; visually softening the bridge with lighting and banners enhances that experience



The existing landscape median at the Bijou St / Kiowa St split offers an ideal location for a large pylon sign and enhanced landscape elements



Low-water use enhanced landscape could continue along Kiowa Street to the front of the Library

WESTERN GATEWAYS

Colorado Avenue is a primary vehicular route into Downtown. Very few pedestrian amenities existing along the route. Priority should be given to slowing traffic, increasing perceived pedestrian comfort, and providing visual cues of arrival into Downtown.



Visitor experience and pedestrian comfort will be enhanced with simple modifications at the Colorado Ave Bridge including soft LED lighting



Bridge enhancements help keep users’ attention inward and toward Downtown to mitigate views to the north and south



WEST - COLORADO AVENUE | PROPOSED IMPROVEMENTS

- 1 Proposed Large Pylon monument; monument location may be temporary until progress is made with the relocation of the transit center to the corner of Sahwatch Avenue and Colorado Avenue. When the transit center is relocated, a prominent location near the corner of the street is best suited to a final monument location
- 2 Proposed directional wayfinding sign; the prominent entry into America the Beautiful Park is poorly signed; provide signage that indicates directional wayfinding to the park as well as Downtown destinations. Coordinate signage text with the Downtown Partnership to highlight potential destinations
- 3 Proposed trail marker / wayfinding sign; provide signage that acknowledges and provides direction to the Pikes Peak Greenway Trail
- 4 Proposed bridge aesthetic enhancements. To improve perceived pedestrian safety and comfort, simple enhancements should be added to the existing bridge feature, providing visual interest and lighting. These improvements extend the arrival sequence from the off-ramp across the two bridges and cue visitors to slow down; the proposed improvements add very little weight to the bridge and are easy to implement in phases without alterations to infrastructure; refer to the Bridge Treatment details on Page 47

- 5 Proposed pedestrian lighting improvements beneath existing bridge. Enhancements should mimic improvements on the bridge over the railroad, as noted in note 4 and shown on the Bridge Treatment details on Page 47.
- * Monument Sign / Element
- Potential location for Public Art; coordinate the location for public art with the future transit center

NOTE: Improvements at this location shall be coordinated with future development of the transit center at the corner of Sahwatch Avenue and Colorado Avenue. The location of the large pylon sign may be temporary until a final location is available

ESTIMATED COST ALLOWANCES	Signage / Wayfinding Allowance	\$42,000 - 66,000
	Hardscape Allowance	\$5,000 - 10,000
	Landscape Allowance	\$10,000 - 15,000
	Bridge Aesthetics / Lighting	\$40,000 - 50,000
	Public Art Allowance	\$10,000 - 15,000
	± 20% Contingency	\$20,000 - 30,000
	TOTAL ALLOWANCE	\$127,000 - 186,000



WESTERN GATEWAYS

The Cimarron Street Gateway will change substantially in the next 5-10 years with several development opportunities to the north, south, and east. While locations for improvements are shown, additional coordination will be required depending on timing and partnerships with surrounding development leaders. In the short term, bridge enhancements can improve acknowledgment of the arrival to downtown, and signal investment and interest in the area on the part of the Downtown Partnership.



Bridge enhancements help keep users' attention inward and toward Downtown and improve pedestrian and bicycle users' experience

WEST - CIMARRON STREET | PROPOSED IMPROVEMENTS

- 1 Proposed Large Pylon monument; monument should ideally be located near the future Cimino Dr extension to Cimarron St. This location will be visible and identifiable from traffic on I-25 and Cimarron St west of I-25. This location also indicates a primary entrance to the future US Olympic Museum
- 2 Proposed Enhanced Landscape; at the base of the proposed pylon, provide enhanced landscape planting to highlight the arrival into Downtown and compliment the proposed signage elements. Matching enhanced landscape at the corner of Sierra Madre Street and Cimarron Street may occur as development of this corner progresses in the future
- 3 Proposed trail marker / wayfinding sign; provide signage that acknowledges and provides direction to the Pikes Peak Greenway Trail and Fountain Creek to the west
- 4 Proposed bridge aesthetic enhancements. To improve perceived pedestrian safety and comfort, simple enhancements should be added to the existing bridge feature, providing visual interest and lighting. These improvements extend the arrival sequence from the off-ramp to Sierra Madre Street and cue visitors to slow down; the proposed improvements add very little weight to the bridge and are easy to implement in phases without alterations to infrastructure; refer to the Bridge Treatment details on Page 47

- 5 Remove or repurpose existing billboard. Potential for public art feature on existing billboard or pole.
 - 6 Proposed signage or logo to be included on west side of I-25 bridge above Cimarron Street celebrating arrival into Downtown. Signage could be incorporated on bridge abutment walls or center of bridge over traffic lanes.
- * Monument Sign / Element
- Potential location for Public Art: Coordinate inclusion of public art feature in the second island at the Kiowa Street and Sierra Madre St split

NOTE: Implementation of Gateway improvements in this area will rely heavily on partnerships with adjacent development opportunities and improvements associated with the Southwest Downtown initiatives

ESTIMATED COST ALLOWANCES	Signage / Wayfinding Allowance	\$37,000 - 58,000
	Hardscape Allowance	\$10,000 - 15,000
	Landscape Allowance	\$10,000 - 15,000
	Bridge Aesthetics / Lighting	\$65,000 - 75,000
	Billboard Removal / Repurpose	\$5,000 - 10,000
	Public Art Allowance	\$10,000 - 15,000
	±20% Contingency	\$27,000 - 37,000
	TOTAL ALLOWANCE	\$164,000 - \$225,000

SOUTHERN GATEWAYS

The Southern Gateways into Downtown are marked principally by the railroad bridges at Tejon Street and Nevada Ave. The future alignment and status of these bridges is not entirely known. Instead of investing in improvements that may change significantly in the future, the focus in this area should be north of the bridges, closer to the delineation of the Downtown core. One of the most striking enhancement opportunities will be the potential for a large art feature integrated with the concrete walls on Nevada Avenue. As future development occurs and warrants the changes to the railroad alignment, the southern areas can be reassessed to provide improvements further south.



One of the easiest opportunities for making a statement may occur with public art integration on the large sloped concrete walls along Nevada Avenue



Future reassessment of the Southern Gateways will include integration of elements with the future alignment and bridges of the railroad

NOTE: Improvements at this location shall be coordinated with future development along Tejon Street and Nevada Avenue



SOUTH | PROPOSED IMPROVEMENTS

- 1 Proposed Medium Pylon sign; though not as prominent as the entries at the western edge of Downtown, the potential future development of Southwest Downtown will likely increase the use and visibility of this location; the medium pylon marks the arrival to the Downtown core, and will ideally be located in the landscape median near Rio Grande Street
- 2 Potential future Pylon sign; coordination with future alignment of railroad and development of the existing vacant lot. This location may be ideal for a pylon sign marking the arrival to Downtown
- 3 Proposed Enhanced Landscape; at the base of the proposed pylon and in the large landscape areas above the sloped concrete retaining wall; enhanced landscape will draw a visible distinction from the streetscape treatments south of the railroad
- 4 Pedestrian scale streetscape improvements have been made to Tejon Street north of Rio Grande Street. To help incorporate the larger area south of Rio Grande Street into the character of the Downtown Core, streetscape character elements including parking configurations, lighting, and landscape should be extended south to Fountain Street; coordination with adjacent development opportunities is required
- 5 Proposed mobility infrastructure improvements to enhance pedestrian and bicycle experience from the Ivywild neighborhood. Improvements should include bike lanes, sidewalk improvements, lighting, and landscape.

- 6 Proposed LED lighting to enhance the existing uncomfortable pedestrian experience; lighting could be incorporated in or coordinated with the implementation of a public art feature, and relates to the bridge lighting features at the western Gateways
 - 7 Proposed directional wayfinding sign; integrate the use of the existing wayfinding signs Downtown to help this area feel like a more cohesive part of the Downtown core. Coordinate signage text with the Downtown Partnership to highlight potential destinations
 - 8 Existing Railroad Bridges (Tejon St & Nevada Ave) - Gateway treatments should be coordinated with and incorporated into the bridge design and associated site improvements
- * Monument Sign / Element
- Potential location for Public Art; surface feature should be commissioned for the concrete retaining wall on Nevada Ave

ESTIMATED COST ALLOWANCES	Signage / Wayfinding Allowance	\$25,000 - 48,000
	Hardscape Allowance	\$75,000 - 90,000
	Landscape Allowance	\$60,000 - 80,000
	Site / Street Lighting Allowance	\$50,000 - 75,000
	Bicycle / Mobility Allowance	\$20,000 - 25,000
	Public Art Allowance	\$10,000 - 15,000
	±20% Contingency	\$48,000 - 60,000
	TOTAL ALLOWANCE	\$288,000 - 393,000



EAST - PLATTE AVENUE | PROPOSED IMPROVEMENTS

- 1 Proposed Monument Sign; the lower scale monument sign is in keeping with the scale of the surrounding neighborhoods and does not detract from the principal focus to enhance the vehicular and pedestrian experience. Ideally, the monument sign would be located in the large landscape median on Platte Avenue
- 2 Proposed Enhanced Landscape; at the base of the proposed monument sign, provide enhanced landscape planting to highlight the arrival into Downtown and compliment the proposed signage elements.
- 3 Proposed hardscape and landscape enhancements along Platte Avenue; the wide right-of-way is ideal for improving the pedestrian experience for students and residents. Expanding the existing detached sidewalk and providing landscape that coordinates with the existing mature trees will also serve as an aesthetic enhancement for the vehicular user experience. Consideration should be given for unique hardscape materials that relate to the character of Palmer High School. Treatments should be applied to both the north and south side of Platte Avenue, from the east side of the high school gym to the west side of the Platte Avenue and Nevada Avenue intersection
- 4 Proposed trail marker / wayfinding sign (future) ; coordinate with potential future daylighting of Shooks Run to provide wayfinding and connection to the Shooks Run trail

- 5 Proposed traffic calming east of the bridge on Platte Avenue and neighborhood signage into Middle Shooks Run Neighborhood
- * Monument Sign / Element
- Potential location for Public Art; the bare walls under Platte Avenue could be an ideal location for commissioned artwork on the wall; visual enhancements could aid to slow traffic through the underpass

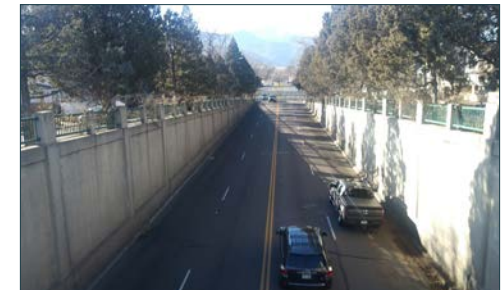
ESTIMATED COST ALLOWANCES	Signage / Wayfinding Allowance	\$29,000 - 45,000
	Hardscape Allowance	\$75,000 - 90,000
	Landscape Allowance	\$25,000 - 35,000
	Site / Street Lighting Allowance	\$25,000 - 35,000
	Bicycle / Mobility Allowance	\$25,000 - 30,000
	Public Art Allowance	\$15,000 - 20,000
	±20% Contingency	\$35,000 - 47,000
	TOTAL ALLOWANCE	\$229,000 - 302,000

EASTERN GATEWAYS

The eastern Gateway at Platte Avenue is primarily used by residents, and heavily used as a pedestrian corridor for Palmer High School students between the main campus and the athletic facilities. Pedestrian and bicycle use along Platte Avenue would be unsafe, so the principal improvements focus on enhancing the visual arrival experience for vehicles and improving the students' safety. Ample right-of-way exists along Platte Avenue to enhance the area with hardscape and landscape treatments that also serve to slow traffic and visually magnify the corridor. Proposed improvements also compliment the existing historic statue at Nevada Avenue



Integration of hardscape features and enhanced landscaping that compliments the large existing street trees serve both vehicles and student pedestrians



Integration of hardscape features and enhanced landscaping that compliments the large existing street trees serve both vehicles and student pedestrians

EASTERN GATEWAYS

As the primary Gateway from the east into Downtown, the Pikes Peak Avenue provides ample opportunity to celebrate this arrival experience and relate to the recent investments made at the Catalyst Campus location. With recent streetscape mobility and circulation improvements and pending development on Pikes Peak Avenue, this location is ideal for several initial improvements to celebrate and welcome visitors to Downtown. The primary focus of this Gateway location is on connectivity to adjacent amenities and visual enhancements to the environment



The location of proposed improvements at Pikes Peak Avenue are designed to frame and complement, not detract from, the existing prominent view of Pikes Peak



Aesthetic treatments are intended to complement both the overall character of the Downtown Gateways and recent improvements at Catalyst Campus



Improvements should be made to Shooks Run to enhance its appeal and connectivity at this location



EAST - PIKES PEAK AVENUE | PROPOSED IMPROVEMENTS

- 1 Proposed Large Pylon monument; the scale of adjacent buildings allows for a larger element that will be visible from both directions on Pikes Peak Avenue. Pylon sign should be located in the center of the recently renovated landscape island, which frames the view to Pikes Peak and improves wayfinding into Downtown by promoting circulation onto Pikes Peak. This location is ideal for an interactive feature providing wayfinding direction to visitors at a pedestrian scale
- 2 Proposed Enhanced Landscape; at the base of the proposed pylon and in landscape areas recently renovated with Pikes Peak Avenue streetscape improvements, provide enhanced landscape planting to highlight the arrival into Downtown and compliment the proposed signage elements. Planting selections should coordinate with recent improvements and landscape schemes at Catalyst Campus
- 3 Proposed directional wayfinding sign; integrate the use of the existing wayfinding signs Downtown to provide direction for pedestrians and bicycles to Downtown destinations. Coordinate signage text with the Downtown Partnership to highlight potential destinations
- 4 Proposed trail marker / wayfinding sign; provide signage that acknowledges and provides direction to the Shooks Run Trail

- 5 Proposed hardscape and pedestrian lighting enhancements; existing sidewalk to be refinished with specialty hardscape indicating the connection to the Shooks Run trail and enhancing the experience for visitors traveling between Downtown and the trail. Inclusion of low-level pedestrian bollard lights
- 6 Proposed crosswalk and pedestrian light controls to provide enhanced pedestrian circulation to and from Catalyst Campus
- 7 Gateway improvements should include the study and implementation of Traffic Calming principles heading eastward

* Monument Sign / Element

- Potential location for Public Art; large surface feature should be commissioned for the existing wall. Repairs will be necessary to improve the structural integrity of the wall prior to the implementation of the public art

ESTIMATED COST ALLOWANCES	Signage / Wayfinding Allowance	\$56,000 - 86,000
	Hardscape Allowance	\$15,000 - 25,000
	Landscape Allowance	\$35,000 - 40,000
	Site / Street Lighting Allowance	\$10,000 - 20,000
	Bicycle / Mobility Allowance	\$10,000 - 20,000
	Public Art Allowance	\$10,000 - 15,000
	±20% Contingency	\$28,000 - 42,000
	TOTAL ALLOWANCE	\$164,000 - 248,000

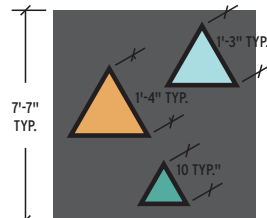
NOTE: Coordination with ongoing improvements at Catalyst Campus are required to ensure cohesiveness and cooperation

GATEWAY MONUMENTS AND SIGN CONCEPTS

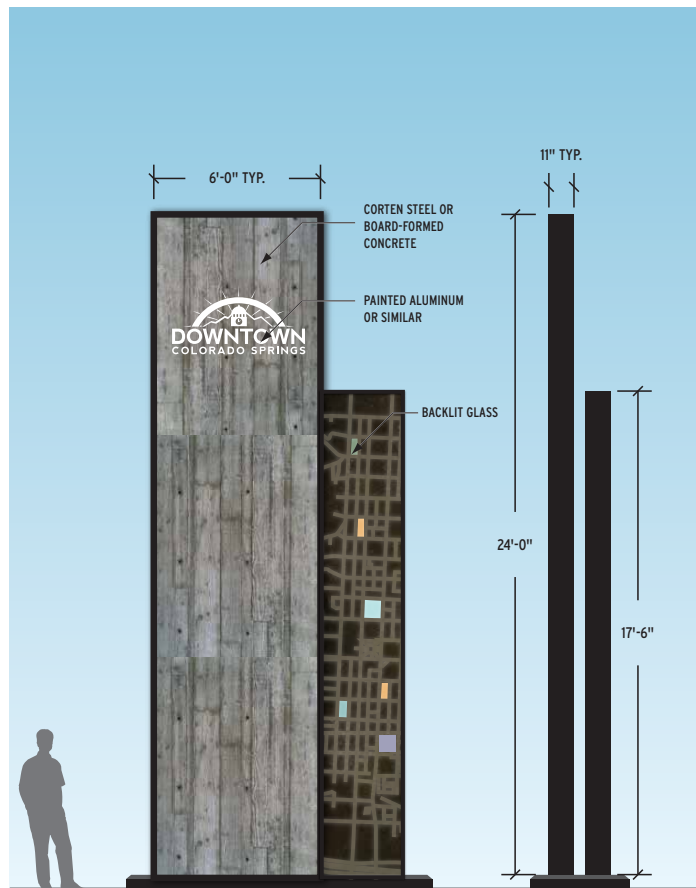
The signage and monumentation concepts balance the combination of rough, natural elements (represented by the texture of weathered steel and board-formed concrete) and the refined character of man-made materials (represented by the use of aluminum, steel, and glass elements). This combination celebrates the integral relationship between the unique setting and natural resources surrounding Downtown as well as the heritage and promising future of the development of the Downtown core. Colored glass panels which are incorporated in various ways are a nod to the Van Briggles legacy in the City of Colorado Springs, mimicking styles of the Arts and Crafts movement, highlighting the significance of the integration of artistry and craftsmanship in community development and placemaking.



5 Sign Type A: Large Pylon Opt. 1 - Plan View
Scale: 1/4" = 1' - 0"

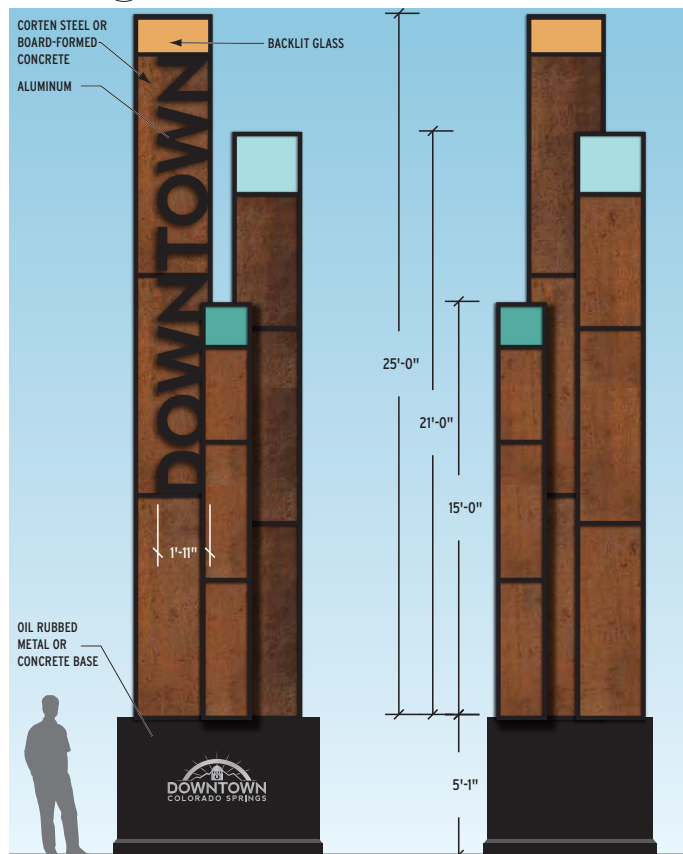


6 Sign Type A: Large Pylon Opt. 2
Scale: 1/4" = 1' - 0"



1 Sign Type A: Large Pylon Opt. 1
Scale: 1/4" = 1' - 0"

2 Sign Type A: Large Pylon Opt. 1 - Side View
Scale: 1/4" = 1' - 0"



3 Sign Type A: Large Pylon Opt. 2
Scale: 1/4" = 1' - 0"

4 Sign Type A: Large Pylon Opt. 2 - Side View
Scale: 1/4" = 1' - 0"

LARGE PYLON

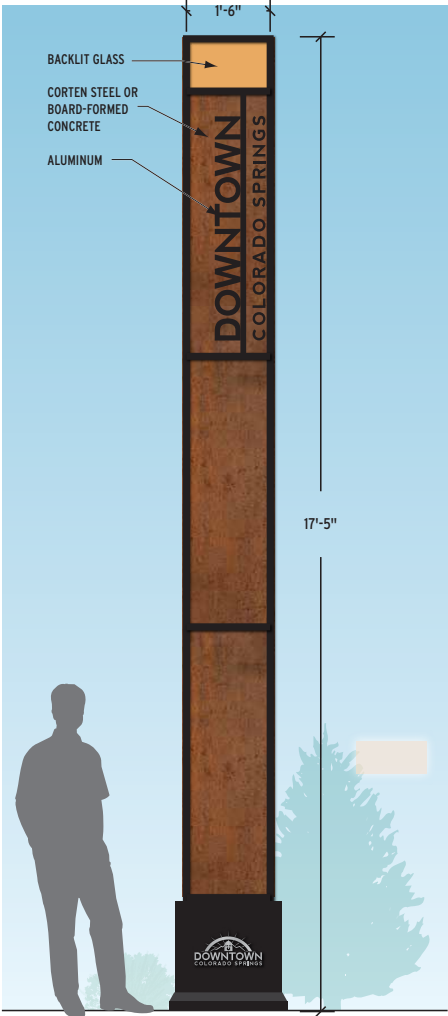


Note: Materials depicted are shown conceptually to represent options. Final material selections to be studied and selected during Construction Document Phase.

MEDIUM PYLON



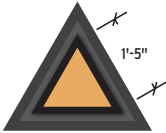
Note: Materials depicted are shown conceptually to represent options. Final material selections to be studied and selected during Construction Document Phase.



1 Sign Type B: Medium Pylon
Scale: 1/2" = 1' - 0"

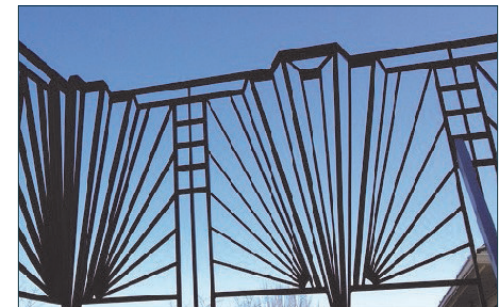


3 Sign Type B: Medium Pylon - Illuminated
Scale: 1/2" = 1' - 0"



2 Sign Type B: Medium Pylon - Plan View
Scale: 1/2" = 1' - 0"

MONUMENT SIGN



3 Sign Type C: Monument Sign - Isometric Illuminated
Scale: 1/2" = 1' - 0"



1 Sign Type C: Monument Sign
Scale: 1/2" = 1' - 0"

2 Sign Type C: Monument Sign - Side View
Scale: 1/2" = 1' - 0"

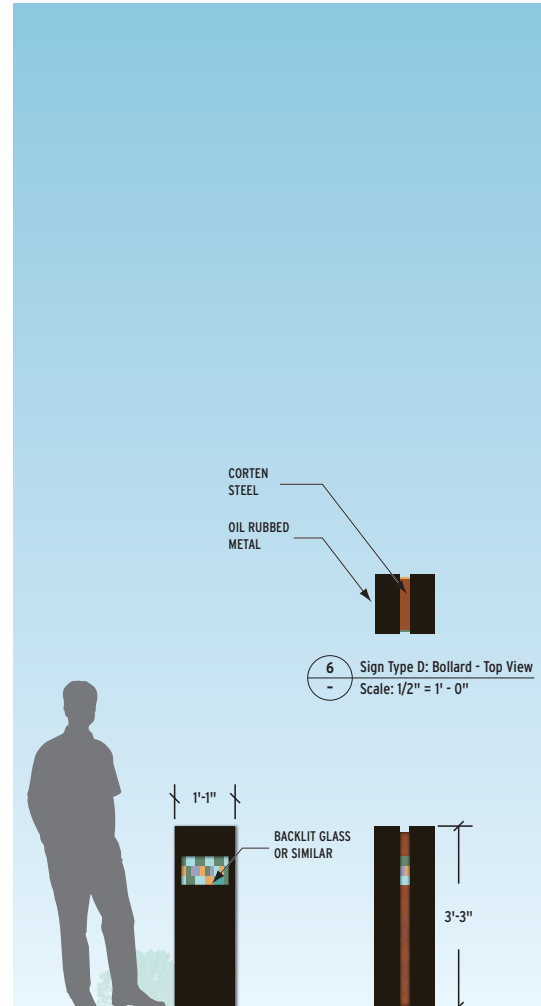
4 Sign Type C: Monument Sign - Alternate
Scale: 1/2" = 1' - 0"

Note: Materials depicted are shown conceptually to represent options. Final material selections to be studied and selected during Construction Document Phase.

BOLLARD & WAYFINDING

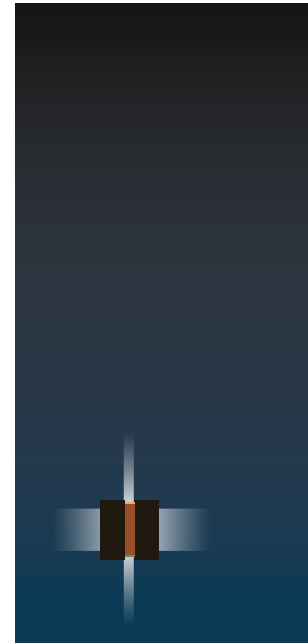


Note: Materials depicted are shown conceptually to represent options. Final material selections to be studied and selected during Construction Document Phase.

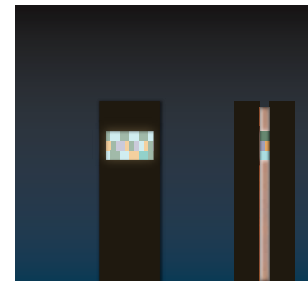


1 Sign Type D: Bollard
Scale: 1/2" = 1' - 0"

2 Sign Type D: Bollard - Side View
Scale: 1/2" = 1' - 0"



5 Sign Type D: Bollard - Plan View Illuminated
Scale: 1/2" = 1' - 0"

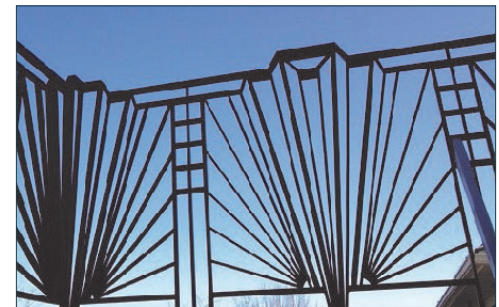


3 Sign Type D: Bollard - Illuminated
Scale: 1/2" = 1' - 0"

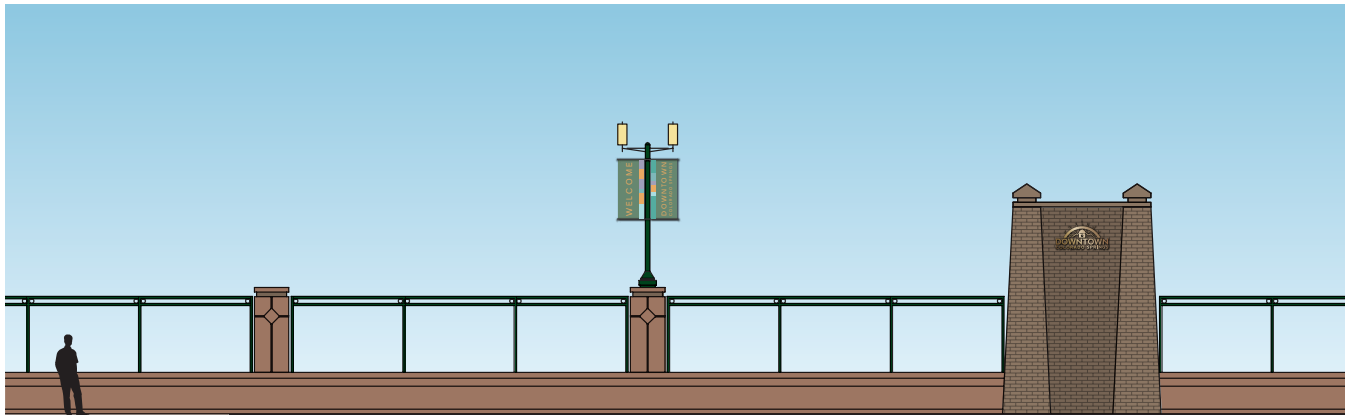


4 Sign Type F: Wayfinding
Scale: 1/2" = 1' - 0"

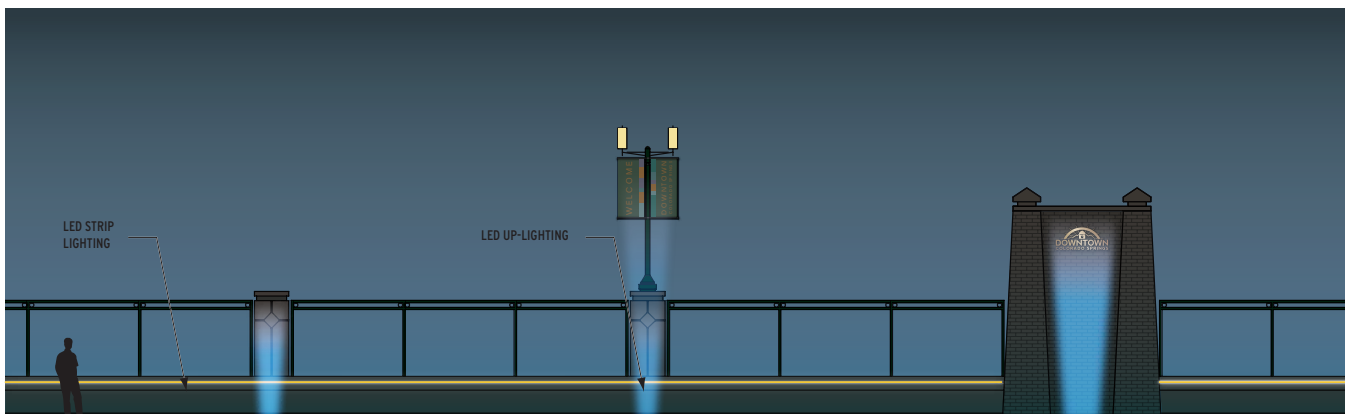
BRIDGE TREATMENT



Note: Materials depicted are shown conceptually to represent options. Final material selections to be studied and selected during Construction Document Phase.



1 Overpass Elevation - Day
Scale: 1/8" = 1'-0"



2 Overpass Elevation - Night
Scale: 1/8" = 1'-0"

ENHANCED LANDSCAPE

Where identified at select Gateway locations, landscape areas shall be enhanced with landscape that accentuates the Gateway elements. The following plant palette is not exclusive, but shall provide the foundation for the selection of plants in enhanced landscape areas. Planting species are selected to provide interest through color and texture, giving priority to native-adapted and low-water use selections.

TREES

Acer ginnala, Amur Maple
Acer glabrum, Rocky Mountain Maple
Catalpa speciosa, Western Catalpa
Gleditsia triacanthos v. inermis, Thornless Honeylocust
Pinus edulis, Pinon Pine

SHRUBS

Amelanchier alnifolia, Serviceberry
Cercocarpus montanus, Mountain Mahogany
Ribes aureum, Golden Currant
Rhus glabra, Smooth Sumac
Rosa woodsii, Western Wild Rose
Symphoricarpos occidentalis, Snowberry

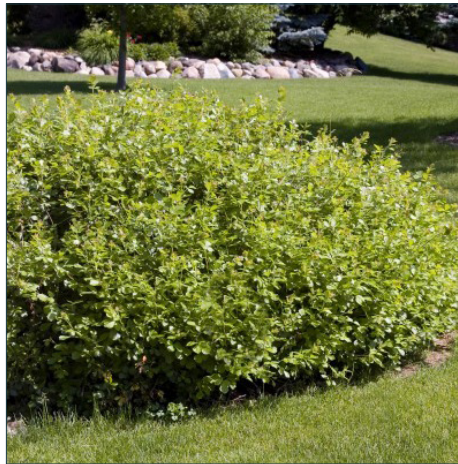
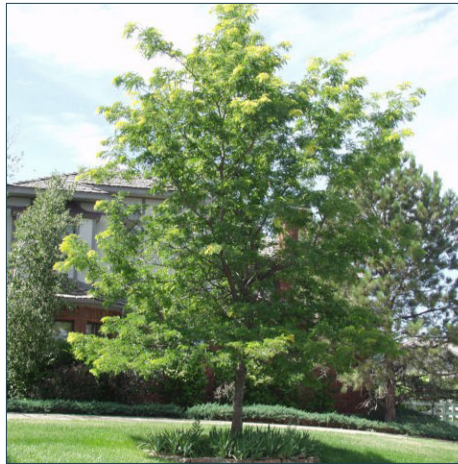
GRASSES

Bouteloua gracilis, Blue Grama
Calamagrostis acutiflora, Feather Reed Grass
Pennisetum a. 'Hameln', Dwarf Fountain Grass

GROUNDCOVERS & PERENNIALS

Dalea purpurea, Purple Prairie Clover
Linum lewisii, Blue Flax
Mahonia repens, Creeping Mahonia
Rhus trilobata 'Gro-Low', Gro-Low Fragrant Sumac

For more information, reference:
The Colorado Native Plant Society
Colorado State University Extension
Colorado Springs Utilities



Appendix

This additional information is provided to supplement the process and concepts presented in this Guide. Appendix information includes full Stakeholder Meeting notes and Case Study implications that helped guide the discussion and development of the Gateway Concepts.

GATEWAY E STAKEHOLDERS MEETING (PIKES PEAK AVE & COLORADO AVE)

Thursday, August 31, 2017

1:30 PM – 3:00 PM

ATTENDEES:

Phil & Jake (1350 Distilling)
Ryan Tefertiller
Ingrid Richter
Robin Allen
Mike Chaves

Sarah Humbargar
Susan Edmonson
Chris Rose
Stuart Coppedge

CITY GOALS INTRODUCTION

- Improve circulation at intersection of Pikes Peak / Colorado
- Encourage more traffic to take Pikes Peak – smooth transition
- Enhance gateway location with landscape & hardscape elements
- More clearly define the area
- Add bike connection to Shooks Run into downtown

STAKEHOLDER DISCUSSION OBJECTIVES

A Gateway should be defined as the arrival experience, with all the elements together that define one's arrival to a place, or influence the experience of arrival and safety for all modes of transportation including walkability and bicycling. A Gateway includes additional elements like: Signage, Lighting, Hardscape treatments, Traffic calming, Architecture, Landscape treatments, Public Art, Furnishings, etc.

Discussion should focus on determining most important considerations, priorities, and opportunities relating to the Pikes Peak Ave / Colorado Ave location. We want to understand your feelings about this 'place' – and specifically, how this Gateway feature could enhance some of the current improvements and plans.

STAKEHOLDER DISCUSSION

FROM WHAT TO WHAT?

- What feeling are we starting with and what are we going to (geographically)
- Institutional /Residential feel to Urban feel (Deaf and Blind school, printers home etc)
- Legacy Loop (Shooks Run) to Urban
- Low Density to High Density
- Catalyst Campus to Antlers Hotel
- Depot to Depot (train history serves as geographic anchors)
- Sense of arrival in the future will start further east (Entry really starts at Shooks Run)
- Certainty to Confusion ... am I on Pikes Peak or am I on Colorado? Great redirection opportunity.
- Colorado Ave is a "pass through," Pikes Peak is a "Destination"
- Currently no directional "acknowledgement" of arrival – need redirection to bring people to the CORE

WHAT'S MISSING?

- True sense of arrival, feel like you're somewhere, but not sure where.
- Traffic Flow is missing – movement onto Pikes Peak is difficult, confusing
- Need Slow vehicles down, enhance pedestrian experience
- Slowing effect, achieve a feeling of arrival by slowing vehicles, creating space for pedestrians.
- People on foot. People on bikes. Needs to be a pedestrian gateway too.
- Direction, signage – how do you know where to go?
- Legacy Loop connection. It is awkward to get one, you wouldn't know unless you knew where to get on.
- Work on the physical connection to the trail.
- Landscaping. Existing hardscape is old, poor condition, uninviting. May be an opportunity to use the existing wall in a better way (will be maintained by Catalyst Campus).
- Beauty is missing.
- Pedestrian Access to Catalyst Campus
- Eastbound Amenity
- Rhythm
- Visual / Activity Connection to Memorial Park, reflect athleticism of the park
- Usage of the park is expected to increase significantly in the next 5-10 years
- Only half a mile to the park, same distance as to the core of downtown!
- Walk from the park to downtown 'feels' a lot longer than it actually is
- Create a better pedestrian experience back to downtown from St Fran. People choosing to live at St Fran. are picking a different lifestyle that 333 E CO, but still need consistent connection to downtown core.

Getting to and from is not inviting for pedestrians.

WHAT'S HAPPENING SOON?

- Catalyst targeting take-over of maintenance of the new hardscape/landscape area
- Increased cycling, new parking protected lanes and new hardscape fall 2017
- 1350 Distilling open spring / early summer 2018
- Increased / revitalized businesses on north side of Pikes Peak Ave

OTHER COMMENTS

- Things needed: Lighting, wayfinding, downtown signage and trail signage, public art, "comfort features" to make the area less vast, traffic calming, historic references to the railroad theme. Themed entry points: education on the north, service on the east, memorialize our history.
- Guidance to get people onto Pikes Peak, into the CORE
- Awareness of Legacy Loop nearby
- "Where is the Gateway"
- Gateway is a Transition Area. From one place to another. Not just one place, but certain places within the area. New moon-about, the crumbling wall, sidewalks, the legacy loop. Pikes Peak. Don't forget the context of Colorado Springs.
- Only two blocks from the historic core, it is important to maintain some consistency with elements of the downtown core. Keep the acorn lights.

ONE WORD TO DESCRIBE HOW GATEWAY SHOULD FEEL TO USERS:

Unique	Cool	Different	Historic (2) but Modern	Safe
Welcoming	New	Beckoning	Draws you in/inviting	Pause
Timeless/classic	Emblematic	Activity		

NAME ONE CELEBRITY TO DESCRIBE THE GATEWAY CHARACTER

- Fred Harvey (innovative, progressive, women in workplace, change)
- Betty White (Comforting but also bad ass, timeless)
- John Wayne (Western, timeless)
- Meg Ryan (Top Gun)
- WJ Palmer (Founder)

GENERAL DESIGN IMPLICATIONS, EARLY THOUGHTS

- Gateway E is much more than an entry sign – not much of a drive-through experience as the intersection is unique; Gateway should be a space including medians, streetscape, adjacent businesses
- Most impactful improvements may be pedestrian-level lighting?
- Pedestrian experience at intersection needs to be enhanced, current configuration focused heavily on vehicles.
- Intersection improvements should include extra sleeve(s) for additional power/irrigation
- Keep views open into downtown (don't block west view with sign/art/landscape elements)
- Gateway should be part of a larger connection from Shooks Run and Memorial Park into Downtown Core
- Opportunity to enhance / take advantage of existing wall (with repairs). Catalyst Campus current plans include painting the wall Terra Cotta Red (open to other options)
- Estimated 80% of west-bound traffic on Colorado Ave is downtown-bound (not based on study)
- Opportunity to draw from railroad history theme? Corten Steel, bollard Ped lighting as a directional component
- Original trolley rails / timbers have been found in the area
- Need to be careful, as Gateway should reflect Colorado Springs as a whole, not focus just on railroad history of specific location
- Should / could draw from existing furnishings in downtown – more historic, acorn lights, wrought iron, etc.
- May discuss opportunity to meet with Landscape Architect designing intersection improvements to make allowances for Gateway improvements, to minimize rework in the future?

Side Note: A vote was made that the preference was for a crosswalk to go across the eastern part of the Pikes Peak/Colorado intersection, which means signaling left turns.

GATEWAY STAKEHOLDERS MEETING (NORTH)

Tuesday, September 12, 2017

1:00 PM – 2:00 PM

ATTENDEES:

Chris Coulter
Pat Doyle
Erin Hannen
Sarah Humbargar
Alex Armani Munn

Stuart Coppedge
Chris Rose
Marty Gregg
Aaron Hilst

STAKEHOLDER DISCUSSION OBJECTIVES

A Gateway should be defined as the arrival experience, with all the elements together that define one's arrival to a place, or influence the experience of arrival and safety for all modes of transportation including walkability and bicycling. A Gateway includes additional elements like: Signage, Lighting, Hardscape treatments, Traffic calming, Architecture, Landscape treatments, Public Art, Furnishings, etc.

Discussion should focus on determining most important considerations, priorities, and opportunities relating to the Western Gateway locations. We want to understand your feelings about this 'place' – and specifically, how this Gateway feature could enhance some of the current improvements and plans.

STAKEHOLDER DISCUSSION

FROM WHAT TO WHAT?

- What feeling are we starting with and what are we going to (geographically)
- Automobile to multi-modal
- Campus to Town
- Gateway in both directions more than any others (Colorado College – Downtown)
- Sense of place. Sense of tranquility / Restful (Tejon, with history, landscaping)
- CC is a gateway in itself because of the change in character
- Old north end is very clearly ONE, CC is clearly the campus (through campus not just by the campus), but there is a transitional character from CC to Acacia Park.
- Today, the gateway location is Cache... but in the future it should be Dale.
- There may need to be a "core" gateway, which seems to naturally occur around Boulder.
- N Weber historic district on the east and one on the west at Boulder Crescent.

WHAT'S MISSING?

- Signage. Cool looking
- Transportation to and from, circulation
- Destination
- Street signs that indicate you are in downtown.
- Highway signage.
- Rail transportation or a fast bus down i-25.
- Definition of 'districts'
- Cutting edge
- 'Dark Zone' between CC and Downtown (winter lights)

WHAT'S HAPPENING SOON?

- Need to look at the campus master plan
- New hockey arena
- "academic walk"
- Limit walkways across Cascade
- Wayfinding plan is strong (cache to dale)
- Dale will become south end of campus eventually
- Library expansion / East Campus changes – increased student traffic / parking
- Changes on Glen Ave. (recently purchased properties) There's a third gateway on Glen.
- City's transportation study efforts. Could adjust travel lanes, transportation
- Planning may occur at the sculpture garden. May create a destination for public art. Sculptural sign/ dimensional on the corner of dale and cascade.
- CC is painting all fixtures (lights, furniture etc) black.

OTHER COMMENTS / DESIGN IMPLICATIONS

- Fine Arts Center is down Dale Street, but the historic view of the FAC is from Dale up
- Tranquility in pockets is important. Preserve the tranquility but build on the transportation piece
- Sense of place, charm
- Incorporate Public Art?
- Lead people to downtown with Scale – gradual gateway
- Not wanting rampant development
- Emotional movement of the tempo of the character. Tradition and character ramping and building energy into the core, which would be more urban
- Safety. People need to feel safe.
- Cutting edge doesn't have to be weird, it can be clever and useful but not brash in your face
- Could a street sign typology / program be developed for Downtown district, similar to Old North End?
- "History Honored"
- Need to review:
- CC Campus Master Plan
- Wayfinding Plan on Uintah

GATEWAY STAKEHOLDERS MEETING (WEST – MEETING 1)

Tuesday, September 12, 2017

11:00 AM – 12:00 PM

ATTENDEES:

Cindy Newsome
Ryan Tefertiller
John Spears
Brian Vitulli
Steve Engel
Chris Jenkins

Sarah Humbargar
Alex Armani Munn
Stuart Coppedge
Chris Rose
Marty Gregg
Aaron Hilst

STAKEHOLDER DISCUSSION OBJECTIVES

A Gateway should be defined as the arrival experience, with all the elements together that define one's arrival to a place, or influence the experience of arrival and safety for all modes of transportation including walkability and bicycling. A Gateway includes additional elements like: Signage, Lighting, Hardscape treatments, Traffic calming, Architecture, Landscape treatments, Public Art, Furnishings, etc.

Discussion should focus on determining most important considerations, priorities, and opportunities relating to the Western Gateway locations. We want to understand your feelings about this 'place' – and specifically, how this Gateway feature could enhance some of the current improvements and plans.

STAKEHOLDER DISCUSSION

FROM WHAT TO WHAT?

- What feeling are we starting with and what are we going to (geographically)
- All three locations are unique
- Two of the three are a transition from an interstate to urban core
- "Fringe commercial" to urban area with park in between
- Outskirts to core
- "I should be changed when I pass through this threshold." - Marty
- Bijou, transitioning from a neighborhood. Low density (some mid-rise) to urban center.
- Emotional feel: Moving from a sense of stability to a more instability. Church, Marion house and library with wonky traffic circulation is instable
- Fast to slow vehicular speeds on Cimarron and Bijou. Colorado too, but in a different way because you are passing nothing, not because you are coming off a highway. Speed change is a key component
- Texture to flat. West to east, mountains to flatness. Urban to rocky mountains (and vice versa)
- Majority of tourists / visitors to Downtown are arriving through West Gateways

WHAT'S MISSING?

- Proper delineation of arrival, signage or something, direction to downtown amenities
- Underwhelming feeling
- "This is a city of half a million people?" doesn't feel like a downtown. Doesn't feel like you are really in a downtown for a city of our size.
- Wayfinding (primarily vehicular). Maybe a little on Bijou but none on Cimarron or Colorado.
- Cimarron dies out and you don't know where you are. End at a Restore and an empty salvation army. Went to downtown and didn't realize it.
- Pedestrian traffic is very low, mostly Marion house on Bijou.
- Trail connections at the gateway is huge and being improved. They need wayfinding too.
- Where is Main and Main? It's not obvious.
- Most tourists are entering from the west, so it needs to be very clear and common sense for wayfinding.
- Acknowledgement of Old Colorado City on other side; these are also gateways into Old Colorado City
- Entry into mountains.

WHAT'S HAPPENING SOON?

- Cimarron I-25 completion
- New transit Center
- Olympic Museum and southwest downtown redevelopment
- Vermijo streetscape
- High density planned development
- Olympic Museum
- Ped bridge to America the Beautiful Park
- Bijou-Kiowa traffic study and improvements

- Bike share and bike lanes
- Marion house shift in services provided, more family oriented
- Knights of Columbus. Not a lot of front side change but big changes
- Changes at PPCC with courtyard. More nighttime activity, possibly concerts
- Drake. Maybe not soon but needs to be considered
- Downtown core becoming a place where people are living
- Antlers park area changes" (Depot to Depot" concept as it relates to the Antlers Hotel)
- Construction of more hotels downtown, one at Bijou
- Increased traffic to/from airport
- Legacy Loop Improvements
- Arts district/Chuck murphy's property
- New residential on the west side of I-25. Development is on both sides.
- New businesses on the west side.
- Pedestrian Bridge will be a new gateway in itself. Rip-curl design. May be named/sponsored at some point but not yet
- New traffic signal at Sahwatch and Cimarron
- Limited access right in right out connection of Cimarron and Cimino Dr (extension)
- Changes to access and egress with new transit center. New signal at Sahwatch St
- Transit center, infusion of people. Lots of transfers but hopeful more people will be arriving in downtown as a location.
- Integration of new trail from ATB to Cimarron and the cycletrac (with Jersey Barriers?)
- SW Downtown Streetscape improvements

MUST-HAVES

- Sense of arrival, Intuitive wayfinding
- Emphasize slowing, multi-modal, enhance ped/bike experience
- "WOW" Factor, scale must be large
- Something people can be proud of
- Relation/acknowledgement of Old Colorado City?
- Avoid Clutter - Something that clutters what you are going from to what you are going to. Aesthetics need to support "Urban Core", and be clear what is taking place in the spaces. Remove blight. First impression is blight.

OTHER COMMENTS / DESIGN IMPLICATIONS

- They need to be large, really well done, sense of arrival, you are in a special place
- Layer in the things that are special over time as the area develops. Build it in a way that tells a story – how do we make immediate impact, allow for future growth to keep consistency, design language?
- Iterative process. Layer and tie in to the new elements as they come on board
- Example: Highlands feels like a part of downtown because of the connections that have been made. How do we make similar ties to the westside?
- Colorado is a great pedestrian opportunity (as well as the trail system, just different. Deer path from Cimarron trails over to Colorado.
- Branding? Some elements of a branding 'family', but each could be unique to location

GATEWAY STAKEHOLDERS MEETING (WEST – MEETING 2)

Tuesday, September 12, 2017

3:00 PM – 4:30 PM

ATTENDEES:

Elly Durham	Sarah Humbargar
Warren Epstein	Alex Armani Munn
Matt Steiner	Stuart Coppedge
Tom Britta	Chris Rose
Amy Long	Marty Gregg
Mike Hassel	Aaron Hilst
	Ted Ritschard

STAKEHOLDER DISCUSSION OBJECTIVES

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Discussion should focus on determining most important considerations, priorities, and opportunities relating to the Western Gateway locations. We want to understand your feelings about this 'place' – and specifically, how this Gateway feature could enhance some of the current improvements and plans.

STAKEHOLDER DISCUSSION

FROM WHAT TO WHAT?

- What feeling are we starting with and what are we going to (geographically)
- Coming into civilization (thanks Warren)
- Chaos to order
- Residential to commercial
- Definition to amorphous
- Flat to height
- Fast to slow
- Home to homeless
- Undefined
- Views to industrial, dirty, hot, storage, blight

WHAT'S MISSING?

- Clarity, seems gradual
- Drama; "wow"; friendliness, coolness
- Waterway integration / celebration. Don't think of the water when I think of downtown.
- Missing the major draw, vibrancy. Stadium or major attraction.
- Easy way to get where you're going.
- Wayfinding/signage. Entry signage. Branding
- Know when you've arrived, missing destinations.
- More people walking around
- Walkable CVB office

WHAT'S HAPPENING SOON?

- Transit center
- Bike Share program
- CVB to move?
- Olympic museum
- Marion house clientele and services
- PPCC art focus, western exposure /patio, wraparound signage

ELEMENTS TO PRESERVE

- St. Mary's
- Knights of Columbus
- Library
- Bijou as main entrance, "further along"

OTHER COMMENTS / DESIGN IMPLICATIONS

- 2 way Bijou Kiowa is challenging and not customer friendly.
- Out of town guest, I would probably send them on Bijou
- From Cimarron, I don't feel like I'm coming into downtown.
- CVB could be in a better location.
- Brushed silver gateway sign at north end of COS, reflecting the Olympic museum. Ditto it downtown.
- Integrate with nature. Our brand is natural, landscaping, local stone, natural elements, flower beds
- People live here because they like to do stuff, not because they like to watch stuff. Active lifestyle.
- Matt likes the bike status at Bijou.
- Focus on contemporary aesthetic
- St Mary's, knights of Columbus, Carnegie important "monuments" in Downtown
- On Colorado, you go from Vietnamese restaurant to the west side of the highway before you reach another door you can walk through. Colorado feels very exposed and there's no shade
- Pedestrian experience on Colorado is uncomfortable; Need to slow vehicles on Colorado
- Safety, friendly, "coolness" as in hip, contemporary. Modern? Western? Nature attracts our visitors, how can you get modern and also represent nature and "brand".
- The warehouse with mural feels dirty, "hot". Blight is the first thing you see.
- Cascade the main drag? Tejon is unsafe with no wow factor, too narrow, too many deliveries. Cascade is wide, better feel, safer, etc. Palmer Center tenants don't go to Tejon. They don't feel safe. – Tom Britta
- Each street has its own character, there is no "one size fits all"
- If you were to redesign and entrance way, you would do it on Cascade.
- New interchange providing much better views of the park, which contributes to the gateway components
- It's impossible to draw people's attention away from Drake
- Like the car place! That makes you look.
- Talk about lighting the power plant.

GATEWAY STAKEHOLDERS MEETING (CITY STAFF / SOUTHERN GATEWAYS)

Tuesday, October 3, 2017

10:00 AM – 11:30 PM

ATTENDEES:

Aaron Egbert
Ryan Tefertiller
Matt Fitzsimmons
Connie Perry
Tara McGowan

Sarah Humbargar
Aaron Hilst
Stuart Coppedge
Chris Rose

- Park and ride at I-25
- Dorchester Park. No immediate plans. Just took out restroom facility. Taking out community garden.
- SRM. Homeless services.
- Campers Village
- Bike connection from Shooks run up on to facilities at Fountain

GATEWAYS OVERALL:

- Who is the user? Walking vs biking vs driving all have different pace and will notice different things.
- Show that we care about design, care about investment.
- Must have continuity. Realize you are on a path to somewhere.
- Natural transitions, where you notice urbanization. "Style difference". Make sure that improvements happen where the transition occurs
- Relational. How are we creating strong linkages even with each gateway area being different in context and existing elements.
- Legacy Loop is a "tie", a rubber band around downtown. Legacy Loop has a signage package (parks depts.)

NORTH HAPPENING -

- Possible mobility changes. Lanes of traffic, addition of bike lanes. North end and near north end.
- CC hockey rink at Nevada, Cash, Dale Tejon. Public improvements and streetscape will be a part of this project, but TBD.
- There was funding to redo the intersection at Mesa on the east side of the creek... Palmer Deed issues, park extends from mesa to FAC property.
- Underpass under Uintah in 2018. Mesa in the next 5 years or so.
- Funding for study to connect Platte to I-25. Study set to occur 2019/2020.

WEST HAPPENING -

- 2-way bijou kiowa study. Results available end of October.
- Design finalized for Michaelson property. Submitting for grants, not funded. Not seeking grants until 2019 or later.
- Boulder Crescent connection for bike lanes. "Anytime" likely 2018.
- Railing being painted on Colorado 2018.
- Transit station. Timing Unknown.
- Signalized intersection at Sahwatch and Colorado probably 2019.
- Antlers park. No plans. Palmer Deed.
- New streetscape at Sierra Madre, Vermijo. 2018 for first phase, complete by 2019.
- Right in right out Cimino to Cimarron. 2 years (complete by 2020)
- Facilitate easy "out of car and walk"
- Make sure to integrate with ATB park.

PIKES PEAK/EAST:

- New intersection
- Medians
- New paving east of corona

PLATTE :

- Study from Wahsatch to Chelton. 2020. Could be a character study, traffic study, pretty open ended. How does it tie the east to west.
- El Paso bridges. Not much certainty that they will remain.

SOUTH:

- Tejon bridge in bad share. Working with railroad on an infra grant to replace both. Will shift a little with new bridges. 30mm project with 20% match. Money needs to be spent by 2025.
- Design Workshop just kicked off Mill St Neighborhood Plan process. 8 month process.
- Quiet Zone high priority, but won't fix all the issues.
- Railroad concerned about trespassing issues.
- Private development in Lowell, parcel at Tejon.

CASE STUDY IMPLICATIONS

Though not considered full case studies, the following projects were identified by the project team and Stakeholders as examples of successful Gateway program areas from which to draw inspiration and understand implications at this early phase of this program development.

COLFAX AVENUE, DENVER, CO (ARTHOUSE DESIGN) (STUDIO INSITE)

One of the most recognizable and iconic streets in the Metro Denver area. Branding, wayfinding and other improvements on Colfax Avenue sought to revitalize the 24 block area from the Colorado State Capitol to East High School. In addition to branding efforts, streetscape improvements were explored to provide a more welcoming environment for pedestrians and visitors.



CULTURE

"THE CULTURE GATEWAY"

The gateway for the eastern entrance to the Colfax Ave district is at the intersection of Colfax and Josephine. This gateway concept is similar to the western gateway at Grant in that it includes placemaking vertical signage elements, wayfinding signage, and pedestrian and bike connections to the future BRT station. These concepts are explained further on the next page.



DESIGN / PROCESS IMPLICATIONS

- Extensive stakeholder engagement activities helped develop branding positioning and create an identity that reflected the history, present conditions, and future aspirations of those most intimately aware and involved in the development of the area
- The Colfax Ave Streetscape Plan (studioINSITE) addresses the relationship between branding, placemaking, and infrastructure improvements. (The Colorado Springs Gateway Design and Implementation Guide will be the next step towards developing streetscape and infrastructure improvement plans similar to the Colfax Avenue Streetscape Plan - identifying the priority areas and improvements for moving forward)
- The overall design process (planning, guidelines, master plan) considers a holistic approach to developing iconic public realms - the relationships between multi-modal transportation, branding and wayfinding, softscapes, and urban design.

HIGHWAY 42 GATEWAY PLAN (CITY OF LOUISVILLE, CO, ET. AL.)

"The 42 Gateway Project is an infrastructure improvement study that seeks to influence the form, function, character, and accessibility of the Highway 42 Revitalization Area and Downtown Louisville." The project focuses on multi-modal transportation improvements and identifies proposed Gateway improvements at the City's Northwest Rail Corridor underpass.



Design constraints

To meet the goals established for the downtown connection, the project team determined that the structure should be wide and inviting for pedestrians and cyclists. Figure 20 shows the conceptual underpass entrance looking east from South Street. To be successful, it is vital that development adjacent to the underpass create a continuous, pleasant experience to draw users back and forth from downtown and the redevelopment area.

Figure 20. Underpass Entrance, Looking East



Two structure types were originally evaluated by the project team: steel through plate girder and precast concrete double cell box beams. These structure types were used because they are regularly used for railroad structures, provided minimal structure depths, and are cost effective. A precast concrete box culvert was considered but was eliminated due to limited maximum width available, the time to construct a box this size required a shoo-fly, and it was less aesthetically pleasing than other options. A bridge using railroad standard structure spans and types therefore was selected.

The structure depth was an important consideration in the development of the underpass alternatives. It is desirable for the structure opening to be viewed from street level making it more inviting for users. On the downtown side (west side) there is approximately 4 feet 5 inches between the existing ground and top of rail requiring excavation to complete the underpass. The rail elevation cannot be raised at this location. Originally, the design proposed a 10 feet vertical clearance; however, an underpass height of 9 feet was selected to reduce the excavation and the combination of stairs, ramps, and cycle track that will connect

DESIGN / PROCESS IMPLICATIONS

- Through stakeholder engagement, the project team identified potential challenges to the Gateway Development. Long-term strategies and proposed improvements allow for design and implementation flexibility depending on contextual changes, while identifying key goals and priorities to be met.
- Surrounding land uses are considered as well as potential future development and uses, recognizing that the character areas will likely change over time. Gateways are envisioned to ease the transition between differing land uses and reflect the character of multiple uses.
- The proposed Gateway features provide an experiential gateway for users, with urban design improvement, pedestrian facilities, and improvements to existing infrastructure.
- Sensitive considerations given to BNSF railroad right-of-way and constraints

