

Chapter 3: The Downtown Framework

The Town of Pagosa Springs is at a critical point in its growth. Residents value the community's heritage, character and desire to preserve these special attributes of the Town in the face of the challenges that accompany the inevitable growth and development. Local and regional economic trends have created new opportunities that have raised issues about future infill and redevelopment within the Downtown and existing neighborhoods.

This chapter establishes a framework for downtown in the context of the collective vision. It outlines key strategies for land use, circulation, preservation and treatment of community assets.

The Vision for Downtown: Year 2020

The Downtown Master Plan is based on a vision for Downtown Pagosa Springs that emerged from a number of public workshops and focus groups including policies established in the Comprehensive Plan. From this extensive and comprehensive public process came numerous common sentiments or "themes" among the residents, referred to here as the "collective vision."

"Collective Vision"

In 2020, Downtown Pagosa Springs will become the "Center of Town" by developing a lively mix of activities that engage people of all generations, income levels and cultural diversity. The Downtown is an important stimulant to the local economy because of its captivating pedestrian-oriented experience and interactive relationship between the pristine natural and built environment. Visitors and residents alike join together to enjoy activities and features of the Downtown. It remains a distinctly special place with breathtaking views to mountains and valleys beyond, and has an exciting sense of arrival. Its built environment reflects quality construction, excellent planning and context-sensitive architecture that complement the natural environment. Highway 160 no longer dominates the landscape, but is one of several vital components that contribute to the overall character of the Downtown Core.

Vision for the Riverwalk Trail System

The Riverwalk Trail along the San Juan River is the jewel of Downtown and is an amenity for pedestrians, bicyclists, residents and visitors who use it year-round for recreation and connections to other Downtown amenities and neighborhoods.

Vision for Geothermal Resources

The geothermal resources are easily accessible and there are numerous places to learn and experience this unusual resource through interpretive exhibits, water features and celebratory markers. The town has enhanced the recreational opportunities associated with geothermal and has increased the utilitarian capacity of this resource.

88% of respondents felt that future development "should respect Pagosa's established architectural scale, small town character and historic identity."- Community Survey RRC Associates, 2004

Vision for Land Use and Commercial Development

A mix of uses enlivens Downtown. New homes and mixed-use developments are sited along the river and other commercial infill development and redevelopment have occurred that respects existing architecture and multi-generational businesses. Downtown is filled with retail businesses, restaurants, outdoor cafes, art galleries and public plazas for gathering and events. Retailers reflect local ownership and tastes while national franchises that are present have been designed and constructed to reflect the local character already established within the town. The majority of businesses are locally owned and unique which contributes to the distinctive identity of Downtown.

Vision for Parks

Public parks will be key focal points in the downtown. All parks, including Riverside Park, will be connected by well maintained and scenic pedestrian facilities, including the Riverwalk Trail system.

Town Park will be an even stronger activity node that includes expansive lawn areas for scheduled activities and events. The park will be connected to the south bank via a pedestrian bridge that will dramatically enlarge the park. Additionally, the section of Hermosa Street that bisects Town Park has been removed to create a continuous open space, which connects the heart of Downtown to the San Juan River.

Centennial Park will be an active hub of river-oriented activities with pockets of areas designated for rest and picnics. Visual and physical access from the Downtown Core is enhanced by pedestrian bridges and paths that connect the primary trail to secondary trails and paths to new development. A vibrant whitewater park provides activities for all age groups and is universally accessible.

Vision for Circulation and Parking

Highway 160 remains a key artery for moving traffic through and around Downtown, but there are alternative routes through town that disperse some types of traffic. Design improvements on Highway 160 have improved its carrying capacity and lowered speeds while reducing noise and pedestrian crossing conflicts. Alternative means of transportation including transit and bicycle commuting have dramatically increased, reducing traffic congestion.

Parking is managed as a system, is convenient, accessible, and does not dominate the landscape. A variety of parking options are provided that include an adequate supply of on-street parking, surface lots and parking structures. These include paid and free public parking.

Vision for Civic Facilities

Downtown remains the governmental center of the Town and County with the highest concentration of institutional facilities located here. The Library and Elementary School represent a concentration of activity for education and learning on the west end of Downtown. The high school remains south of downtown and the Intermediate and Junior High Schools are relocated from the downtown to a location within close proximity of the High School and Elementary School. Town Hall and the Community Center along Hot Springs Boulevard are the core of a governmental hub that is enhanced with the adjacent relocation of the County Courthouse and Administration facility.

Vision for Public Art

Artistic creativity is highly valued and public art is evident in numerous public and private projects. Public art installations are diverse and include both temporary and permanent displays. These occur in some public facilities, such as gateways and parks, while other art is incorporated in private developments. The Town has taken preliminary steps toward creating and supporting a public art policy.

Vision for Public Amenities

Downtown Pagosa Springs has blossomed into a cultural hub of activity that serves the region and is nationally recognized for its diverse offerings. Cultural facilities are concentrated in the downtown and include a larger museum, an outdoor amphitheater, visual arts and performance center, children's museum, sculpture/botanical gardens, farmer's market, community gardens, preservation of the existing hot springs, and a community recreational facility.

Vision for Support Facilities and Infrastructure

Other supporting facilities and infrastructure improvements have enhanced the Downtown. These include well-managed parking, a convenient public transit system, improved wayfinding that identifies the locations of key public facilities and community resources, interpretive signage that conveys the history of the community and describes its natural assets, sidewalks that are safe, convenient and invite use and trails that provide easy access to recreational facilities, community resources and neighborhoods.

Framework Principles

The following framework principles have been developed to guide future decision-making and to ensure that public sector improvements as well as private infill and redevelopment projects reflect the community's vision for Downtown.

FP1. Increase the density and diversity of land uses.

- Densities should build upon policies set forth in the Comprehensive Plan, but should reflect those densities for specific districts as outlined in this document.

FP2. Strengthen the pedestrian experience in Downtown.

- Provide continuous and wider sidewalks along all streets throughout the downtown.
- Provide additional pedestrian bridges across the San Juan River.
- Minimize the impact of the highway on the pedestrian experience.
- Provide landscaped edges along sidewalks where parking is exposed to the street.
- Provide an enhanced streetscape with a sense of continuity.

FP3. Enhance public amenities along the San Juan River.

- Create interpretive materials to be placed at geothermal confluence sites.
- Provide additional opportunities for the public to enjoy natural, riverside hot springs as a public amenity.
- Provide seating and shade opportunities along the river.

Policy T-4(a) Walkable New Developments

New developments in downtown should provide sidewalks. Buildings should relate to the street and provide outdoor public spaces and pedestrian amenities and meet the needs of patrons and employees.

*From the 2006
Comprehensive Plan*

FP4. Strengthen the connection to the natural environment.

- Highlight trail access points with coordinated signage.
- Provide additional access points to key natural assets.
- Retain visual connection to natural resources.

FP5. Define the entrances into Downtown.

- Construct “Gateways” at designated locations.
- Enhance “Key Intersections” with similar landscape treatment.

FP6. Improve alternative access routes north and south of the highway.

- Improve key street intersections to facilitate crossing the highway.
- Construct linkages and bridges to flanking streets that can serve as alternatives for internal circulation within downtown.

FP7. Ensure that new infill and redevelopment contain site and architectural elements that reflect the desired character of the community.

- Employ design guidelines that address building location, mass and scale.

FP8. Identify locations for public art and artistic enhancements.

- Appoint a cultural board to review public art installations.
- Develop and adopt a cultural plan to outline perspective locations and installations.

The Framework Plan

Downtown Pagosa Springs contains a variety of elements that contribute to the character and image of the community. The following Framework Plan is based on the categories and community assets identified in Chapter 2 and is organized into five “sub-areas” and four topical areas.

Character Area Improvements

The Framework Plan includes key development principles and a series of recommendations for each district.. Each principle is numbered for easy referencing by the Town and developers during the submittal and review process.



The West End

West End

The “West End” is the district that stretches along Highway 160 from 7th Street west to 4th Street. The West End also serves as a gateway to downtown and at the same time is a connection between downtown and development to the west.

This area should develop with buildings and landscaping at street edge that encourages pedestrian activity. Automobile circulation should be enhanced by providing opportunities to move between properties without entering the highway. Pedestrian and bicycle connections should also link properties and natural features should be respected and highlighted during re-development.

Given the current lack of pedestrian activity in the West End, enhancing the existing street edge with sidewalks is a priority. This should be accomplished within the constraints set forth by the Colorado Department of Transportation (CDOT).

West McCabe Creek bisects an undeveloped block (old CDOT property) just west of the library. This area has been identified as a key location for a pedestrian path which would link the Elementary School with the Library. This trail would improve access between these two public institutions in a manner that separates children from highway traffic. The balance of the area should be considered a site for institutions or commercial uses that complement the school and library.

The CDOT site referred to above is an important parcel in the West End, largely due to its ability to provide important pedestrian connections to the elementary school, library and future trails. The site is bounded by 10th Street to the west and the library to the east. Highway 160 abuts the property's northern boundary which provides an additional opportunity for high visibility street frontage. Safe pedestrian connections are critical to enhancing pedestrian connectivity between the West End, Downtown Core and Riverwalk Trail system.

The existing library and school sites combine to suggest a potential campus for future cultural activities. There is an opportunity to establish this area as a cultural anchor for the west end of downtown, which was a goal expressed in public workshops. This should be an objective for any development that occurs in the area.

West End Development Principles

WE1. Strengthen the definition of the highway edge and pedestrian orientation of the area.

- Provide continuous and safe pedestrian ways along both sides of Highway 160 in the West End.
- Where space allows, detached sidewalks with landscaped buffers should be installed. However, if space is constrained an attached sidewalk at the curb may be used.
- Public plazas and walkways should be integrated into landscape improvements along the way to provide seating for pedestrians. These should be designed to provide shade in summer months.

WE2. Minimize curb cuts along Highway 160.

- Providing shared driveways and cross-property access should be encouraged. Cross-property easements should be established when feasible, in order to facilitate circulation among properties without entering the highway.
- Provide access from secondary streets and alleys, when feasible, in order to facilitate circulation without entering the highway.

WE3. Locate parking lots to the sides and rears of buildings when feasible.

- For parking areas that must front the highway, install landscape buffers between the parking and public walkways and the Highway.

WE4. Highlight West McCabe Creek as a natural asset.

- Integrate McCabe Creek as a special feature into any development.
- Develop a trail that allows public access between the Library and Elementary school.

WE5. Develop the western entry as a gateway to downtown with landscaping and signage.

- The gateway design should incorporate landscape and sign designs that are coordinated with those for the Downtown.



Existing commercial development includes significant surface parking between the street and front building facade, as well as undefined curb cuts.



The West End contains several significant public facilities, such as the Library.

WE6. Encourage infill and redevelopment projects that incorporate architectural and site plan elements that highlight the edge of McCabe Creek.

- Install new creek-facing buildings with overlooks, plazas and balconies at the point of crossing. Buildings should be double-fronted, in that they also orient to the street.
- Incentives may be considered to encourage appropriate development and enhancement of west McCabe Creek.

West End Actions

The following list includes potential alternatives for specific areas within the West End.

Existing City Market

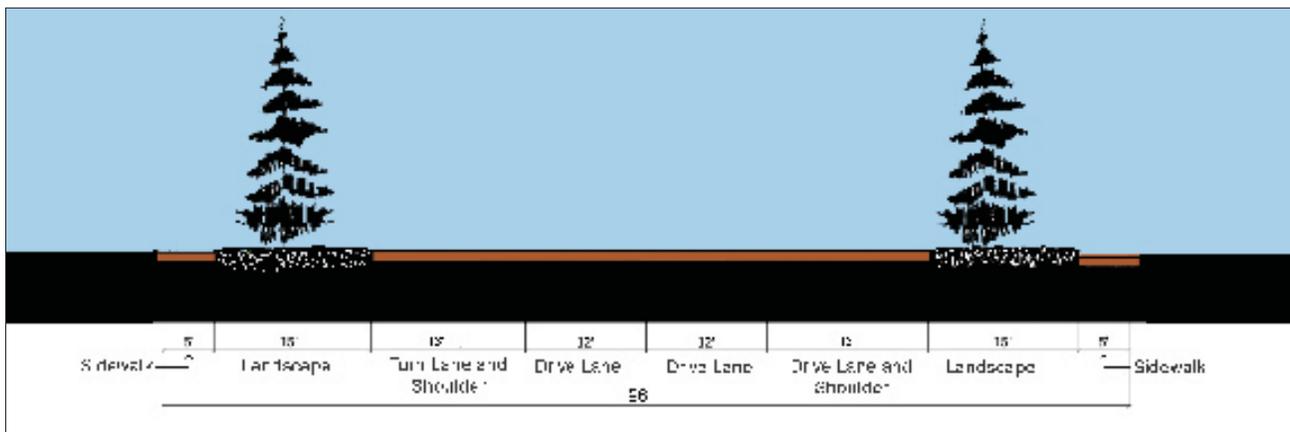
The City Market site is actively used and provides an important service to the community. The character of the street edge should be enhanced to encourage pedestrian activity. A sidewalk should be constructed along the highway edge and two small “liner” buildings should be installed at the street edge to provide enhanced interest for pedestrians. A trail connection from the supermarket to the Downtown Core should be provided.

Northwest Corner of Highway 160 and 7th Street

This site has the potential to redevelop with buildings that can help to define the street edge. To the extent feasible, parking should be located to the rear of any new building(s). Consideration should be given to the possibility of linking circulation between adjoining properties which would reduce curb cuts onto the highway and allow access to several businesses without having to return to the highway. This would also help mitigate traffic volumes in the area.

CDOT Site

This property, now privately owned, should create a strong street edge with any future development that includes sidewalks and street trees. A mix of land uses on this property is appropriate and should incorporate a pedestrian connection between civic facilities.



Illustrative street cross section for the West End, depicting the relationship between the sidewalks, on-street parking and drive lines.

Downtown Core

The Downtown Core is defined as the area spanning between 3rd Street and 7th Street along Highway 160 and includes the Lewis Street commercial area. The Downtown Core is generally considered to be the heart of the community. Buildings are typically built at the sidewalk edge with a continuous wall of storefronts. Parking is provided on the street with several existing private surface lots being provided on Lewis Street.

An underutilized asset is the alley that lies between Lewis and Pagosa Street. It provides service access for buildings, includes some parking, contains trash storage and accommodates utilities. Small parking areas are located along the alley and there are several secondary structures located here. The small parking areas are not coordinated and therefore the resulting number of spaces is relatively small for the amount of land area available. Parking spaces are often poorly defined which may discourage their use by patrons.

Due to the angle at which the alley intersects the highway to the south, visitors arriving from the west have unimpeded views down the alley. Although this alley is primarily utilitarian in nature some basic landscape and layout improvements would have a tremendous impact on the aesthetic quality and character of this area.

New commercial development targeted for the south side of Highway 160 should consider the visual impacts of architectural design, site improvements, service and loading access and on-site parking for components of the projects that face the river. Centennial Park and the trail system is a highly visible and utilized pedestrian corridor. Conflicts between recreational users and adjacent land uses such as surface parking should be minimized by balancing the recreational and commercial needs of all entities. Upper and lower levels of new development along this critical edge should be developed with courtyards and patios integrated in between buildings for outdoor gatherings. There are a few remaining residential structures in the Downtown Core, however, when existing land use changes from residential to commercial, the traditional relationship to the street should be maintained.

Adaptive Re-Use and Infill Development

Many of the existing buildings located south of the highway should be considered potential adaptive re-use or redevelopment sites. In addition, the Town's heat exchange building should be designed, relocated and reconfigured to be attractive to visitors and trail users. Interpretive displays and exhibits should be installed to explain the functional components of the system.

Mixed-Use Developments

Development should enhance the street edge along Highway 160 from the river west to 7th Street. Mixed-use structures (retail below and residential or offices above) would be appropriate. An accommodations facility could also take advantage of the river and McCabe Creek settings with a potential site for this use on the south side of Highway 160. Parking should be located internal to the site so that buildings define the street edge (this may also be a potential location for a parking structure, with a "wrap" of commercial uses). Pedestrian connections should provide access between adjoining properties and to the trail system located along the river. To the extent feasible, McCabe Creek should be integrated into future development and redevelopment in this critical area of Downtown.



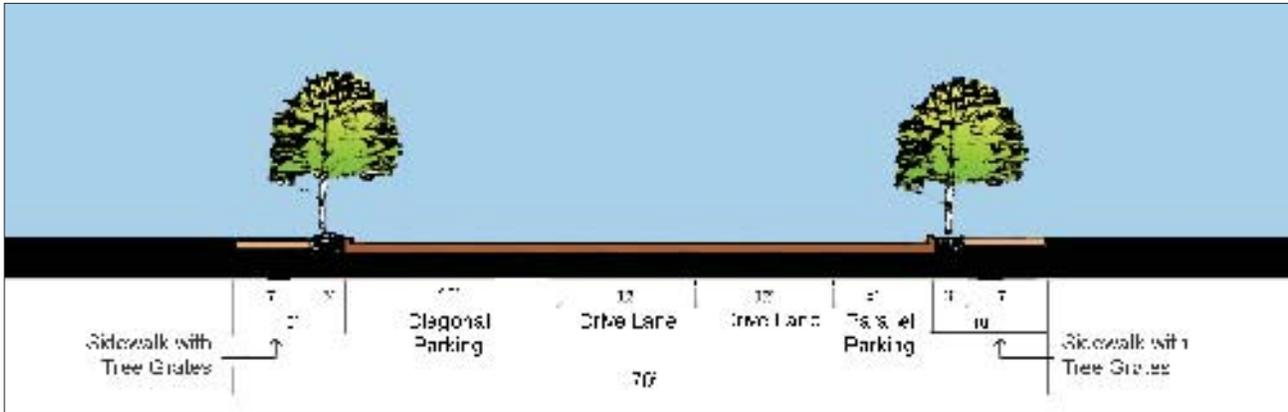
The alley between Lewis Street and Pagosa Street



The Downtown Core



Midblock crossing on Pagosa Street



Illustrative street cross-section for West Lewis Street, depicting the relationship between the sidewalks, on-street parking and drive lines.

Lewis Street

The west portion of Lewis Street is a unique asset. It has lower traffic volumes, which means that the area is more inviting to pedestrians. At the same time, it is highly visible from the highway, which offers desirable exposure for retail businesses. In addition, because this segment is not a major through-street, it could be designed as a festival street, which could be closed for special events to serve as a pedestrian mall. Simple improvements along Lewis Street should include wider sidewalks, reducing the number of curb cuts, improved maintenance of street trees and installation of decorative street lighting.

Circulation improvements on adjoining streets may also make Lewis Street more attractive as an alternative access to the highway for local, internal circulation. Enhancing parking behind buildings would also be necessary to increase the attractiveness of the street. Designating Lewis Street to serve as a festival street will involve coordinating schedules, future streetscape improvements and operations logistics with current property owners.



Trail below Overlook Plaza

The San Juan River Overlook

On Highway 160 at the bend in the highway between 4th Street and 5th Street (known as The Overlook) the topography drops off significantly down to the river. This site offers unimpeded views of the mountains, the river and hot springs. It also provides some public parking that is highly valued by nearby merchants. Although many residents and business owners cherish the convenience afforded by the parking at this site, other residents have identified the Overlook as a unique community asset that should be considered as a long term public asset. Some residents have suggested that the Overlook be reclaimed for public use, such as an expanded public plaza or event site. Because the site is irregularly shaped, it may be possible to expand the park space while still retaining some parking. It also may be possible to design the space such that it could be closed to parking during special events, and on other days it could continue to function as a parking lot.

Ideally, this area would be highlighted as a central focal point for Downtown and landscaped as a promenade that overlooks the river and connects the two primary Downtown parks – Town Park and Centennial Park. The street edge would be defined with landscape elements to include plantings and shade structures. Some on-street and off-street surface parking would be provided to accompany small, free-standing kiosks that would encourage pedestrian activity on this side of the street. This scenario would need to be phased after additional parking is provided in close proximity.

Existing and future water features in the Overlook should be accentuated. The existing hot spring fountain, which is located on the west end of the site, should be improved and interpretation enhanced. A second water feature could be installed near the intersection of the highway and 4th Street to further highlight this unique feature.



Adaptive re-use opportunities for the historic school should be considered.

Jr. High and Intermediate Schools Site

The existing school sites are key locations that have been identified as ideal sites for adaptive reuse/redevelopment. In the short term, circulation improvements at the existing drop off and bus loading/unloading area should be considered to relieve pedestrian and vehicular congestion.

Due in large to safety concerns, the Junior High and Intermediate Schools should consider relocating. When the schools are relocated, redeveloping the 4th Street and Pagosa Street edges with commercial uses should be a priority. This new development would anchor the 4th Street intersection as a prime mixed-use area that would complement the commercial activity of the “400 Block”. A parking facility or structure has also been suggested at the Jr. High site and merits consideration. Parking at this location would provide convenient parking to both the Downtown Core and East Village and would be easily accessible from the highway. A parking structure at this site should be “wrapped” with commercial uses. An adaptive re-use opportunity should be considered for the historic Intermediate School building. Some residents have suggested the Intermediate School be converted into a cultural center, which may be an appropriate use due to the need for such a facility and its prominent location. A civic building, offices or housing may also be viable options in this location.

Downtown Core Development Principles

D1. Enhance pedestrian crossings to increase pedestrian safety and visibility along the highway, especially at 4th Street and Lewis Street

D2. Explore providing pedestrian links between Pagosa Street and Lewis Street.

- This could include enhanced walkways through parking lots and alleys.

D3. Maintain the alignment of commercial buildings at the sidewalk edge.

D4. Preserve and rehabilitate historic buildings.

- This should be a high priority.

D5. Highlight water and geothermal resources as a theme for signage, wayfinding and gateway features.

- Provide interpretive exhibits at the heat exchange building; redesign and improve this facility as a part of redevelopment in the area.

D6. Organize alleys and parking to capture greatest usable space.

- Cooperative efforts should be made to maximize alley parking space and improve aesthetics.

D7. Highlight McCabe Creek as a natural asset.

- Provide an overlook and interpretive signage at the point where the creek crosses under Highway 160.
- Integrate McCabe Creek as a special feature into developments on sites immediately north and south of the highway.
- Develop the confluence site, where McCabe Creek enters the San Juan River, as an amenity.

D8. Encourage infill and redevelopment projects that incorporate architectural and site plan elements that highlight the edge of McCabe Creek.

- Construct new creek-facing buildings with overlooks, plazas and balconies at the point of crossing. Buildings should be double-fronted, in that they also orient to the street.
- Incentives may be considered to encourage appropriate development and enhancement of McCabe Creek.

Downtown Core Actions**Prepare a Coordinated Streetscape Improvements Plan**

In addition to the general streetscape improvements in the Downtown, public art elements should be considered. To the extent possible, these features should include water as a theme as discussed in more depth in the Design Guidelines. In addition, the Historic Business District (seperate document) and Master Plan Design Guidelines contained in Chapter 6 of this document will work in tandem to ensure that future redevelopment enhances the integrity and character of the Downtown Core.

Alley Enhancements

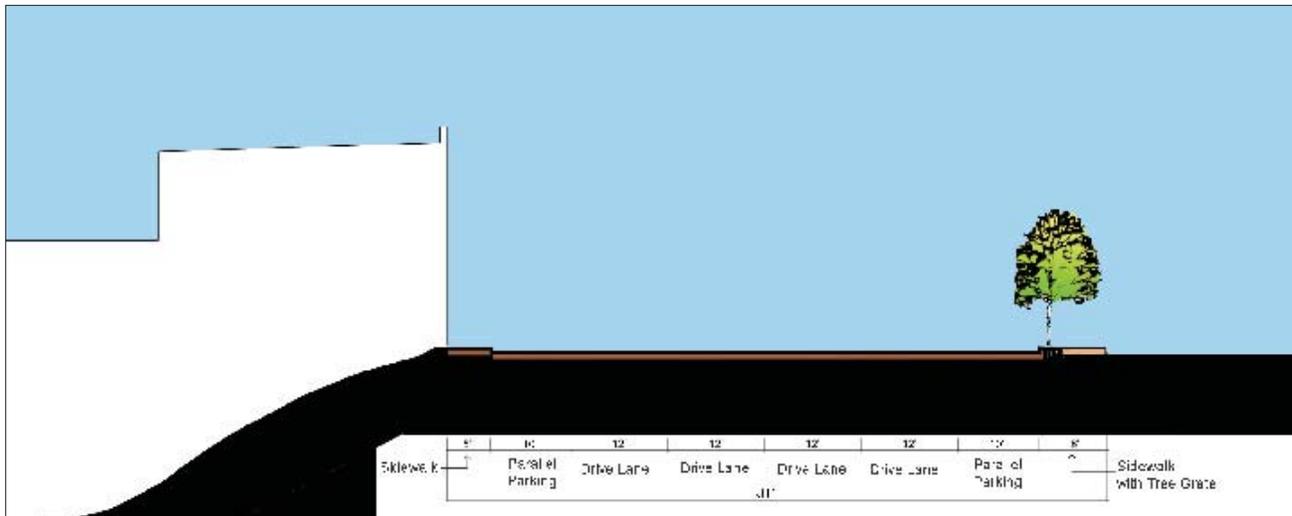
In the West Lewis Street/Pagosa Street alley, bollards, shade trees, paving and formalized parking layouts would create a walkable alley which could include small businesses that occupy the existing secondary structures. Placing utilities underground would represent an important step in enhancing the appearance and function of the alley and result in a pedestrian thoroughfare and supplemental parking area.

Lewis Street

Designating Lewis Street between 5th Street and 4th Street as a “Festival Street” may help revitalize Downtown by attracting locals and visitors to outdoor events and markets. To enhance the pedestrian orientation of this area, sidewalk-widening improvements should include specialty paving at intersections, furnishings and pedestrian lighting fixtures. Streetscape improvements should include access to utilities that serve as power sources for ornamental lighting and vendors.



Alley improvements would create a walkable alley.



Illustrative street cross-section for Town Park, depicting the relationship between the sidewalks, on-street parking and drive lines.

Town Park

Town Park is a highly valued open space and park. It serves as a venue for school sports, community events, celebrations and passive recreation. However, the site is not well-organized. The highway edge is underutilized, a street bisects the park and pedestrian circulation is poorly defined. Developing a design for Town Park that improves its function and reinforces its role in the community should be a high priority.

A significant change in topography occurs between the highway and the river which results in an underutilized edge along a critical section of the highway. There is potential to develop this highway edge with a structure that capitalizes on grade change and targets retail uses at the street level while providing public parking on lower levels. Structured parking would be incorporated into the rear with formal pedestrian plazas, overlooks to the river and pedestrian access to Town Park. Town Park presents an opportunity for a mixed-use anchor between the Downtown Core and the East Village.

Town Park Development Principles

TP1. Explore opportunities for a more formal, developed edge along Highway 160 that takes advantage of views to the river.

TP2. Maintain a portion of the park as open, unprogrammed flexible event space.

- Provide furniture for picnics.
- Install seating along the river edge.

TP3. Maintain the Town's commitment to the Junior High and Intermediate Schools to provide areas for playing fields and recreation, while these schools remain downtown.

TP4. Reduce the width of Hermosa Street where it transects the park; thereby creating a means for temporary closings of Hermosa Street to accommodate larger events in the park and provide direct, safe pedestrian access to the river and the proposed pedestrian bridge.

- Mid-term improvements should include delineation of the street edge w/ curbs, narrowing of the street to approximately twenty feet, installing pedestrian bollards and constructing sidewalks and cross walks for pedestrian safety.
- Long-term solutions may include permanently closing Hermosa Street through Town Park when alternatives for neighborhood access can be provided.

TP5. Utilize the southern edge of Town Park along San Juan Street to provide additional park area and public parking opportunities for access to Reservoir Hill and Hot Springs Boulevard.

TP6. Ensure that existing mature vegetation in the park is preserved to maintain shade within the park and along the river edge.

- Continue to plant new landscaping and vegetation to ensure a continuum of mature vegetation exists in the park.

TP7. Create a distinctive park edge by defining the east boundary of Town Park (Hermosa Street Alley and 3rd Street right of way).

TP8. Extend the trail system through Town Park on the north and south side of the river.

TP9. Provide a park experience for people of all ages.

- Construct a tot lot in an appropriate and accessible location.

Town Park Actions

Develop a Downtown Parks and Trails Master Plan

A Downtown Parks and Trails Master Plan that details phased improvements to be completed. Improved pedestrian links to the highway should be considered and enhancements of the steep hillside below the Overlook should be integrated into the plan. Formal overlooks should be integrated into the streetscape at the highway level to provide direct visual access to the river, parks and Reservoir Hill. Pedestrian access from the Highway should be improved for accessibility. Public restrooms should be improved and new facilities considered for construction. Creation of an amphitheater or other centrally located public space may also be appropriate within Town Park.

Provide Improved Playing Fields

The design and construction of more formal playing fields at Town Park should be considered as an interim solution while the Junior High and Intermediate Schools continue to use this site.



Looking south at Hermosa Street and Town Park.



The American Legion Hall in Town Park.



Parking lot abutting Centennial Park.



Pedestrian connection from Pagosa Street to Centennial Park.

Centennial Park

Centennial Park is an important resource for Downtown due to its central location and hub for intersecting uses and future trail systems. It should be maintained as a park and its function should be enhanced. The Park is flanked by the river on one side and parking and commercial development on the other, representing an opportunity to provide a dynamic edge to the park that will fuse together land uses with the open space. The confluence of McCabe Creek with the river and the outflow for the geothermal exchange building are features that should be incorporated into park improvements. Continuation of the river restoration work and whitewater features promises to heighten the use of Centennial Park and revitalize this area of Downtown.

Centennial Park Development Principles

CP1. Maintain and improve direct pedestrian connections from the park to the Overlook on Highway 160.

CP2. Acknowledge Centennial Park as the heart of a regional trail system.

- The Riverwalk Trail should be repair/reconstructed and should be 10 feet in width.

CP3. Identify geothermal resources with interpretive signs that are easily accessed from the trail. Develop a geothermal enhancement strategy that integrates specific site improvements.

CP4. The potential realignment of 6th Street along the park edge should include formal edge treatments that integrate landscape materials, sidewalk, curb, signage and trail elements into a system that minimizes conflicts between pedestrians/trail users and vehicles.

CP5. Create an integrated edge between the park and commercial development with public/private partnerships that lend to revitalization efforts in the Downtown Core.

- Architecture should address both the highway and the riverside.
- Minimize exposed parking areas/asphalt visible from the Park.

Centennial Park Actions

Develop a Downtown Parks and Trails Master Plan

A Downtown Parks and Trails Master Plan should detail phased improvements for Centennial Park. The plan should blend the commercial and recreational uses of Centennial Park in a way that expands upon the amenities and features of the other areas. The plan should coordinate public sector improvements with those by private property owners to ensure that private redevelopment projects include a formalized edge treatment along the northern edge of the park. All service areas and parking associated with any development should be screened and buffered. The Plan should also evaluate the location and future expansion of the existing community garden.

Inventory Geothermal Resources

All geothermal resources in Centennial Park should be inventoried and a plan for an interpretive program developed.

Enhance McCabe Creek

Identify potential improvements for the confluence of McCabe Creek and the San Juan River. A pedestrian trail along the creek side should be considered and should connect the North Pagosa neighborhood into the trail system. A vehicular bridge should be implemented with any site redevelopment and 6th Street realigned to connect with 5th Street.

East Village

The East Village area spans from 1st Street to 3rd Street along Highway 160 and includes 1st Street from the highway north to Lewis Street. This is an area that is predominately single-family buildings that have been adaptively reused as small scale commercial businesses. The area should redevelop with smaller scale buildings and with outdoor use areas that have connected walkways. Parking should be subordinate and concealed from the street in the rear of the building.

The East Village area should maintain the traditional development patterns established by original residential uses in this neighborhood while accommodating adaptive reuse for commercial activities. New infill and redevelopment should respect adjacent development in mass and scale.



The East Village

East Village Development Principles

EV1. Adaptive reuse in the East Village should integrate commercial and mixed uses consisting of retail, dining, specialty shops, professional offices and residential.

- Numerous buildings have potential historic significance and should be identified and preserved to the extent feasible.
- Alterations to existing buildings are anticipated and should reflect the buildings' original character.
- Constructing an addition to an existing historic building, rather than replacing it, is preferred.

EV2. New development should include building configurations and architectural styles that reflect the traditional residential character of the neighborhood: perceived massing and scale of freestanding buildings with open space and yards between them, some of which may be courtyards and patios for outdoor uses.

EV3. Plazas and front yards should include sidewalk connections to the highway right-of-way.

- Orient outdoor spaces to maximize benefits of solar exposure in winter months.



The Museum on the corner of 1st Street and Highway 160.

EV4. Improve pedestrian safety along the Highway 160 corridor.

- Install sidewalks and replace existing damaged sidewalks.
- Widen sidewalks where feasible; this may include partial encroachment on adjacent private property.
- Work with CDOT to install traffic calming devices and mid-block cross walks, where appropriate.

EV5. Maintain traditional residential building setbacks along the highway right-of-way. However, setbacks for consecutive buildings should be encouraged to be variable to avoid a uniformly linear appearance to the buildings.

EV6. Articulate all sides of new infill and redevelopment projects.

- Buildings should be visually interesting in detail and character.

EV7. Limit vehicular curb cuts. New projects should seek to consolidate and preferably eliminate curb cuts when alley access is available to the site.

- Adding new curb cuts onto the highway should be avoided.

EV8. Restrict on-site parking to the sides and/ or rear of site. Prohibit parking in the front setback.

- Landscape exposed areas of parking (See Chapter 6).

EV9. Minimize private on-site parking lots by cooperatively pursuing shared parking as a district and/or between property owners.

- Some reductions in parking ratios should be considered where shared parking by complementary uses can be demonstrated.

East Village Actions

Prepare a Coordinated Streetscape Improvements Plan

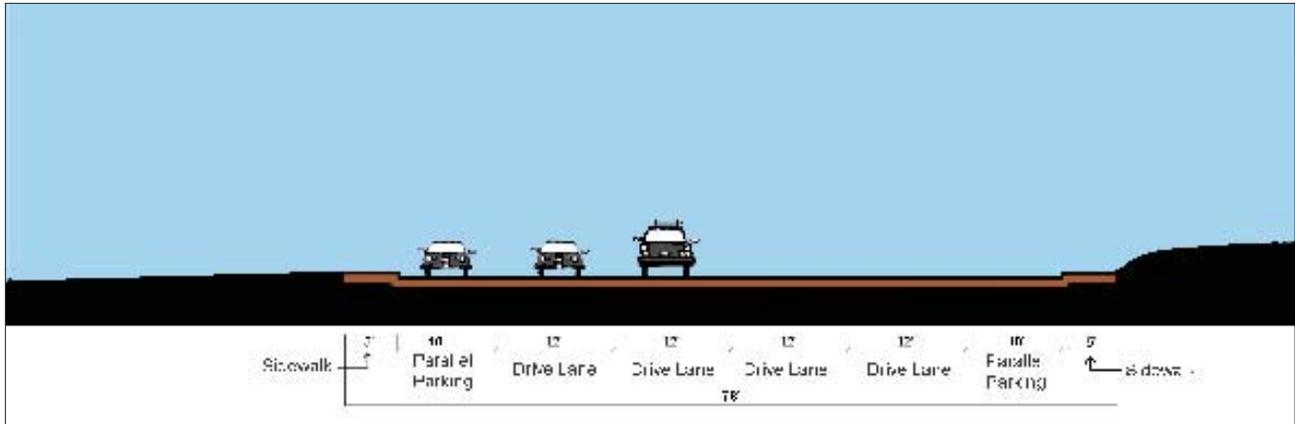
Partner with CDOT to develop and implement a Streetscape Improvement Plan to increase pedestrian safety. On-street parallel parking should include intermittent “neckdowns” in between parallel parking spaces that contain plant material, pedestrian lighting, furnishings and paved links to crosswalks, when appropriate. Decreased traffic speeds from 35 mph to 25 mph should be considered.

Provide Mid-block Pedestrian Crossings

Review existing and proposed development to identify potential locations for pedestrian crossings. These may occur at mid-block locations or at intersections such as 1st, 2nd and 3rd Streets.

Promote Compatible Infill and Redevelopment

Ensure that new infill and redevelopment projects integrate elements of traditional residential development patterns. Front yards, front porches and architectural detailing should convey massing and scale that reflects existing residential building styles. New development should not detract from this traditional character of the neighborhood.



Illustrative street cross-section for the East Village, depicting the relationship between the sidewalks, on-street parking and drive lines.

Construct Alley Improvements

Identify potential alley improvements that would encourage infill and redevelopment projects to use the alley as primary vehicular access. Maintain and enhance alleys as service ways and access to parking areas.

Plan for the Museum and Cisterns

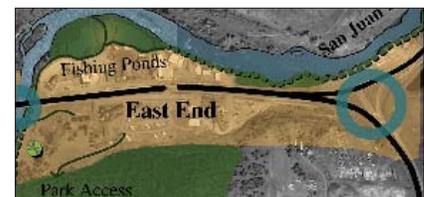
If the museum relocates, redevelopment should integrate the historic cisterns into a publicly accessible structure and/or overlook that includes interpretive signage and seating that orient to the river and take advantage of the views to the east. Parking should be concealed from the highway. Of additional interest in this area is an old stone aqueduct (cisterns) that is visible from the San Juan River. These structures are unique historic remnants and should be restored and integrated into any future development that may occur.

East End

The East End is bounded by the intersection of Highway 84 and Highway 160 to the east and the 1st Street Bridge to the west. Consideration should be given to the character of the development as “introducing” westbound travelers to the character of Downtown. The manner in which individual properties interconnect and integrate with the river edge and Reservoir Hill are also key considerations in future redevelopment in this area.

There is a natural narrowing at the eastern edge of the East End due to the topography, which creates a sense of arrival to the Downtown. This condition should be employed to enhance streetscape designs. This area, just west of the intersection of Highway 84 and Highway 160 therefore is a logical site for a formal gateway feature to the Downtown.

The close proximity of some parcels on the north side of the highway adjacent to the San Juan River provides some unique opportunities to integrate the natural environment into redevelopment projects. The existing trail system, public fishing ponds, riparian vegetation and river edge should be integrated into future public amenities and private development. Sidewalks along the highway and frontage roads should connect to internal parking lots and the trail system to create a cohesive pedestrian network in the East End.



The East End

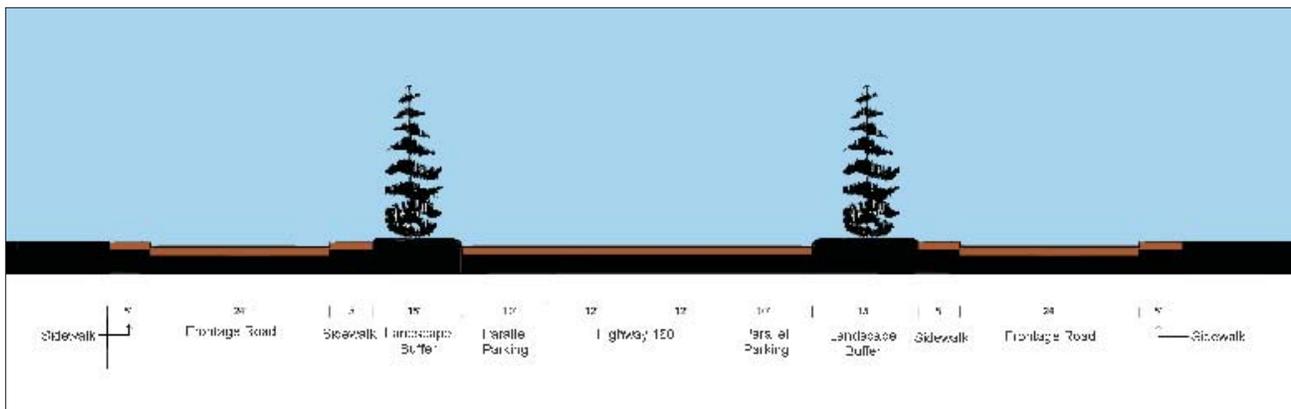


1st Street Bridge

There is an opportunity to enhance the east end by promoting development that creates a unified edge along both the north and south frontage roads. This could be accomplished by formalizing narrow drive lanes with landscaped edges and sidewalks that would promote circulation between properties. This would reduce the number of curb cuts onto the highway and create a cohesive streetscape appearance between the intersection of Highway 160 and Highway 84 and the bridge over the San Juan River.

Larger parcels on the south side of the highway currently serve as convenient, accessible parking for semi-tractor trailers and recreational vehicles. Redevelopment opportunities should consider integrating designated large vehicle parking areas. These areas should be considered critical destinations requiring appropriately located wayfinding, signage, trail access and connections to the San Juan River. Participants at the public workshops also suggested that parcels adjacent to the river and south of the highway may be an ideal site for winter sports activities due to the shade created by Reservoir Hill.

Similar to the north side of the highway, buildings should align along the street edge and parking should be located to the sides or rear of new development.



Illustrative street cross-section for the East End, depicting the relationship between the sidewalks, on-street parking and drive lines.

East End Development Principles

EE1. Integrate pedestrian plazas and enhance public spaces in established highway commercial areas on both the highway and river sides.

- Connect these areas with the existing trail system along the fishing ponds, future boat put-ins and Reservoir Hill.

EE2. Improve the edges of the highway and frontage roads with landscaping and sidewalks.

EE3. Identify a gateway site at the intersection of Highway 160 and Highway 84 as part of a larger “Wayfinding Signage and Gateway Plan”.

EE4. Cluster existing buildings with new infill opportunities.

EE5. Articulate all sides of new development to address natural edges and the street.

- Appropriate setbacks should be established along river from floodway.

EE6. Integrate bike, pedestrian and automobile connections to create a neighborhood framework that presents a cohesive development character from the highway.

- Improve pedestrian crossings at the highway.

EE7. Define surface parking lots and on-street parallel parking (on the frontage roads) with curb, gutter and landscaping.

The fishing ponds on the north side of the East End.

East End Actions**Prepare a Coordinated Streetscape Improvements Plan**

Partner with CDOT to create a coordinated Streetscape Improvement Plan for Highway 160, frontage roads and all parcels that parallel Highway 160. Consolidate curb cuts, install curb and gutter, install planted medians with sidewalks, pave and stripe drive lanes and identify safe pedestrian crossings.

Prepare a Downtown Parks and Trails Master Plan

North of the highway and immediately south of the river are Town-owned lands that include fishing ponds and walking trails. Local residents have indicated this is an ideal location for boat put-ins. These community assets are not currently visible from the highway and access is limited to service roads that lead to unimproved parking areas behind existing buildings. A formal access strategy should be developed that integrates parking, boat put-ins, pedestrian access and services/loading areas that serve existing and future businesses.

Winter Sports Facilities

Due to the solar aspect of lands south of the highway, local residents have suggested that the properties south of the highway within the East End may be an ideal location for winter sports facilities. The Town should explore the feasibility of creating facilities that may include an ice arena, tubing hill and cross-country skiing track.



The historic aqueduct and holding tanks should be highlighted in future development.

Water Resources

Water resources are important to the overall enjoyment and character of Downtown. These resources include the San Juan River, geothermal pools and outflows, the cisterns located behind the museum, McCabe Creek and Rumbaugh Creek. Local water resources and facilities should be celebrated and integrated into new infill and redevelopment.

WR1. Ensure that existing drainage systems traversing downtown are considered community assets and when feasible, daylight all secondary drainages, especially McCabe Creek.

- Design confluence points to be focal points for the public.
- Provide signage that interprets the dynamics of these places.

WR2. Public access to the river and secondary creeks/drainages should be provided, when feasible.

- Access from public places such as parks and civic buildings, should be provided.
- Access to water resources should be provided in private development, when feasible.

WR3. For sections of the main river channel and secondary creeks/drainages that abut public land and commercial development, riparian edge treatments should be improved.

- Use a combination of wetland/riparian plant material to improve/ensure the stability of the river bank.
- Incorporate hardscape features such as rip/rap and embankments that provide public access to the water's edge.

WR4. A community education program should be developed to ensure that all sectors of the community including private property owners and business owners understand the importance of existing water resources (including both the San Juan River and geothermal resources) and how these elements can be used to attract visitors and private investment to the community.

WR5. Geothermal resources should be maximized and visually interesting.

- Riverside hot springs should be developed as a public amenity.
- Further development of geothermal resources for utilitarian purposes should be explored.

WR6. Stormwater treatment should be studied and improved, if necessary

- Implementation and use of additional pollution reduction devices such as stormwater sepiors, settling ponds and other natural filtration devices should be considered.

Water Resource Actions

Develop a Downtown Parks and Trails Master Plan

Provide a series of “places” to stop along the river trail. These areas would include trailheads, interpretive stations, put-in spots for boats and fishing positions. Identification of these sites should be included in the Downtown Parks and Trails Plan.

Highlight and Interpret resources on the San Juan River

Highlight places where water flows from geothermal sources into the San Juan River; these sites should be designed as natural rock waterfalls or other decorative amenities. Interpretive signs should be placed at these locations. Some of the specific confluence points to highlight are:

- Improve the crossing of McCabe Creek and Highway 160 with an overlook and interpretive signs.
- Bridges and provide overlook points (discussed more below).
- Outflow of the Town’s heat exchange water into the river.
- Outflow of resort hot water east of Hot Springs Boulevard bridge.
- Improve the hot spring bubbler at the Overlook.
- River Gauging Station.

Capitalize on Geothermal Resources

Exploring ways to capitalize on this resource for community benefit should be integral in the implementation of this plan. Actions include:

- Provide interpretation of existing geothermal systems.
- Install markers and displays that explain the functional aspects of the system and its history.
- Highlight places where geothermal water enters the river.
- Consider using geothermal energy to heat a demonstration greenhouse or other public amenity in Centennial Park.
- Expand the utilitarian use of the geothermal resources (heating of buildings and sidewalks).
- Expand the Town’s recreational use of the geothermal resources. Consider erecting appropriate signage for recreational amenities.
- Maximize access and educational opportunities regarding the source spring. Signage and interpretive markers should highlight this important feature of Downtown.
- Maximize the educational aspects of the heat exchange building with an interpretive display.

Explore Opportunities for Diversifying Uses of Geothermal Resources

There are a myriad of opportunities to celebrate Pagosa Springs geothermal resources, including but not limited to; expanding the recreational and healing opportunities, using geothermal water as a heating source, incorporating heated water into visual design elements and increasing interpretive efforts for engaged learning.

Highlighting the working aspects of the heat exchange building could be a great opportunity to celebrate the geothermal hot springs. Simple improvements could include large windows or a glass wall that permits views of the exchange equipment. An alternative is to construct a booth with interpretive panels that explains how the heat exchange system works. Combined with open space, public plazas and the potential trail system there is an opportunity for the heat exchange building to become an attraction.



The Heat Exchange building should be celebrated.

Enhance McCabe Creek

Currently, McCabe Creek winds down from the north and runs through a culvert to the east of the intersection of Highway 160 and 6th Street. The confluence of McCabe Creek and the San Juan River is located in Centennial Park, but is not highlighted or celebrated. McCabe Creek was cited by local residents as being a hidden asset worthy of attention. Infill and redevelopment sites along McCabe Creek should integrate this public amenity into site improvements. Other potential improvements include:

- If 6th Street is realigned to merge with 5th Street, a bridge over McCabe Creek will be required. This bridge design should be coordinated with other bridge crossings to ensure visual continuity. This is an ideal location to integrate permanent and temporary public art displays.
- If McCabe Creek needs to be channelized through a specific development, the channel should be daylighted at periodic intervals and lengths to allow visual and physical access to the water.
- Highlight the crossing of McCabe Creek under Highway 160; improve the bridges and provide overlook points.
- Improve the confluence point of McCabe Creek with the San Juan River as a water feature for public enjoyment.

Incorporate Water Resources into Artistic Expressions

There are additional ways to highlight water as a theme Downtown. This includes display fountains, drinking fountains, logos, banners and other public art installations that incorporate or symbolize water. Such features should be installed at key intersections, public plazas and in private courtyards.

Develop a Stormwater Management Plan

In an attempt to conserve water quality, the habitat of the San Juan River and other bodies of water, development of a Comprehensive Stormwater management Plan should be considered. This plan should evaluate those areas in the downtown study boundary that may be a source for non-point source pollution. The Plan should further identify necessary construction and natural devices to minimize water pollutants.

Vehicular and Pedestrian Circulation Systems

An essential principle for Downtown circulation is to create alternative routes to access various facilities and services. This increase in connectivity will stimulate business and distribute traffic broadly, reducing congestion on the highway. Infrastructure that provides facilities for multi-modal uses and for combined off-site parking should be implemented.

A key circulation consideration is the traffic volume generated by users within the downtown. In most cases, vehicles must use a segment of Pagosa Street (Highway 160) to complete a journey. An important objective is to reduce the volume of traffic that uses the highway for this purpose. One option is to provide alternative connecting streets on either side of the highway and to combine these with safe highway crossing points. This will allow local, internal traffic the ability to avoid using the highway for every trip.

Vehicular and Pedestrian Circulation Systems Development Principles

VPCS1. Ensure safe, efficient pedestrian access throughout Downtown from east to west and along the San Juan River and McCabe Creek.

- Develop multi-use trails along designated corridors.

VPCS2. Any improvements within the public right-of-way should address the pedestrian experience.

- Provide sidewalks where necessary.
- Enhance and widen sidewalks where necessary and provide pedestrian scale lighting and street furnishings.
- Improve street crossings (see Framework Map).
- Provide wayfinding signage.

VPCS3. Localized alternatives to Highway 160 should be considered important system enhancements to the overall regional system.

- Align portions of 5th Street and 6th Street at the existing signalized intersection to facilitate traffic circulation across the highway.
- Consider an improved and signalized access onto Highway 160 at the 2nd Street intersection.
- Consider establishing alternative east/west circulation routes.
- Provide a vehicular bridge at 2nd or 3rd Street right of ways to connect to San Juan Street.
- Provide a signalized intersection at the Highway and 8th Street. An additional signal may be warranted at 2nd Street.

VPCS4. New civic facilities and commercial infill and redevelopment should include connections to existing sidewalks and trail systems.

- Provide a trail and walkway connection from the Elementary School and Library to Centennial Park.

Circulation Systems Actions

Prepare a Coordinated Streetscape Improvements Plan

Adopt traffic calming measures on Highway 160. Communities throughout the country that were originally connected by state highway systems are facing similar issues regarding pedestrian safety. In Colorado, Steamboat Springs, Winter Park, Montrose, Breckenridge and Silverthorne are all communities with a four-lane state highway bisecting the primary commercial district. CDOT is actively working with local municipalities to integrate traffic calming improvements that promote pedestrian safety which also minimizes the carrying capacity of the highway. The Town should partner with CDOT to ensure highway improvements include paved shoulders in those sections of the highway that are not supplemented by a trail system.

Prepare a Wayfinding and Signage Plan

A wayfinding and signage plan should be created that includes trail signage elements.

PAGOSA SPRINGS COMPREHENSIVE PLAN 11-1

The town will work to offer residents and visitors a transportation system that is efficient, safe, and convenient... The town will also promote alternatives to the automobile, by making the town more walkable or accessible by bicycle with a continuous and connected sidewalk system and trails.

Pedestrian and Trails policies from the Comprehensive Plan:

“Policy T-3(c) Trails and Sidewalks Network for Recreation and Transportation Purposes

Pagosa Springs aims to maintain and expand the existing trails system to connect our neighborhoods, schools, civic centers, and shopping areas and to connect east and west Pagosa Springs...

Policy T-3(d) Trails System Connected

The town will continue to maintain and build on the existing trails system and expand the system...

Policy T-3(e) Connected Sidewalks Along Roads

Future new developments should include internally connected roads and sidewalks and should connect to adjacent sidewalks.”

Improve Pedestrian Facilities

A coordinated Town-wide system of sidewalks and trails should provide access to the Downtown Core from adjacent residential neighborhoods and provide pedestrian access to the river, community facilities and recreational assets. The two proposed pedestrian bridges crossing the San Juan River should be designed and detailed to reflect a consistent palette of materials. Additionally, the Rivewalk Trail system should provide connectivity, should be maintained appropriately and should be widened to facilitate increased pedestrian traffic.

6th Street Realignment

6th Street should be realigned to intersect with 5th Street as a means of diverting traffic into an existing signalized intersection which should help facilitate full turning movements. If the street is realigned it should be coordinated with trails, parks and open space concepts, especially the segment of road that will abut Centennial Park. The realignment should not impact future improvements to McCabe Creek and San Juan River confluence improvements.

8th Street and Apache Street

As South 8th Street develops into a hub of community support services, vehicle access and pedestrian safety in this area will become more important. Streetscape improvements should be completed including double-sided sidewalks, street trees and pedestrian scale lighting. The 8th Street/Highway 160 intersection should be prioritized for signalized based on warrant studies completed in 2006. The intersection at Apache Street and Hot Springs Boulevard should be improved to facilitate increased traffic counts.

Locals' Primary and Secondary Circulation

To facilitate in-Town movements, create a system of primary and secondary circulation routes that link Downtown neighborhoods without using Highway 160. These routes would facilitate internal circulation and relieve some of the existing traffic volume from the highway. The recommended circulation routes are illustrated on the Vehicular Circulation and Parking Framework Map.

Connection to West Pagosa Springs

Another action is to establish additional east-west connections that link Downtown with developed neighborhoods to the west. This may be difficult to accomplish given the patterns with which some of the subdivisions to the west have occurred. Ideally, one connection would be established on the north side and another on the south side of Highway 160. Consideration should be given to extending Rosita Street and the Old Durango Road as future east/west connectors.

Wayfinding and Signage Plan

Gateways and key intersections should be designed to provide visual interest, facilitate safe circulation and inform users of resources and their location. Streetscape improvements should be consistently applied to key intersections and gateways while also accommodating the unique attributes and special conditions of each location as identified in the Wayfinding and Water Resources Framework Map.

Parking Systems

Chapter 2 concluded that while the Downtown currently has adequate parking, however, it does not provide universally convenient parking. These inconveniences are likely to be exacerbated by future development. Utilizing land use data derived from the adopted Comprehensive Pla and current growth rates, approximately 1,000 additional parking spaces will be necessary to accommodate development and redevelopment by the year 2020. An additional 200 spaces will be necessary to accommodate development and redevelopment between the year 2020 and build-out.

Three basic types of parking facilities should be considered for Pagosa Springs. Each type of facility has features that are appropriate for different locations and densities.

- Surface Parking Lots are stand-alone facilities such as the public parking lot at the intersection of Lewis Street and Highway 160 (Bell Tower). They can also be attached to a building such as church parking lots along Lewis Street. Surface lots are relatively inexpensive and can be considered interim.
- Parking Decks are two story structures that are not interconnected with a ramp. The design allows both levels to be accessed from the street by separate drive lanes without the added expense of ramping.
- Structured Parking generally must accommodate a minimum of 150 cars to be cost effective. Structures typically have one point of access and egress and the exterior of the structure is “wrapped” with commercial and/or office uses or the facade of the structure is architecturally detailed in a manner that camouflages parked cars, vehicle lights and internal ramping.

Based upon lot sizes, development types, urban form and desired downtown character, approximately one-half of this future parking demand is likely to be provided on-site by individual projects through the development approval process. However, the balance must be provided in public or private parking facilities – either surface or structured. This indicates a need to identify parking lot locations within the Downtown area sufficient to collectively accommodate around 500 parking spaces by 2020 and an additional 100 spaces through build-out. In keeping with the public's vision for a variety of parking options, surface parking, structured parking and on-street parking will all be studied and accommodated within the Downtown Study Area. To address the demand for parking in or near the Downtown Core, facilities should be considered in the following geographic locations; as indicated on the Vehicular Circulation and Parking Framework Map.

- Along the Alley within the “400 Block” (Option P1)
- Bell Tower Site – southwest corner of Lewis Street and Pagosa Street (Option P2)
- West Town Park Site - Southeast corner of Hot Springs Boulevard and Pagosa Street (Option P3)
- East Town Park Site - South of Pagosa Street, east side of the Town Park (Option P4)
- Junior High School Site - East of 4th Street between Lewis Street and Pagosa Street (Option P5)
- Methodist Church Shared Site (Option P6)

Parking is managed as a system; is convenient and accessible, and does not dominate the landscape. A variety of parking options are provided that include an adequate supply of on street parking, surface lots and parking structures. These include paid and free public parking.

Excerpt from *The Vision for Downtown: Year 2020*

- Subway Site - Northwest corner of San Juan Street and 5th Street (Option P7)
- Junction Parking Lot (Option P8)
- Hot Springs Boulevard (Option P9)

Each of the above potential parking locations should be assessed to ensure convenient access from primary streets or alleys, minimal disturbance to existing businesses, potential for cost sharing and actual costs of design and construction.

Parking facilities Downtown should be planned as a coordinated system. Creating individual surface parking lots for each development is neither land-use wise nor an adequate long term approach. Instead, parking lots should be positioned where they will serve existing and emerging uses based on distances between facilities, commercial districts and the proximity to civic facilities, public amenities and trailheads.

Parking Development Principles

P1. Operate Downtown public parking as a coordinated system.

P2. Prime commercial real estate should not be used for surface parking lots.

- Consider parking as a supporting function, not as a primary use.

P3. Ensure that on-street public parking opportunities are maximized.

P4. Manage parking spaces for optimum use.

- Consider limited hours, paid and free parking areas.
- Create maximum on-site parking standards to encourage off-site, coordinated parking.

P5. Site parking lots and structures within a 250 to 400 foot radius of key commercial destinations, and within 1,000 feet for employee parking.

- Screen and “wrap” with commercial uses, any structured parking facility.
- **Convey a consistent, high quality image for parking facilities.**

Parking Actions:

Short-Term (one to five years)

- Restripe Lewis Street to provide diagonal parking on one side throughout the week, not just Sundays. This should be consistent with the “Festival Street” plan for this road.
- Encourage mixed-use redevelopment projects along the northern edge of Town Park and/or the southeast intersection of Lewis Street and 4th Street and explore the feasibility of integrated structured parking. Another potential site for integrated structured parking in a private development is along Centennial Park.
- Identify potential areas for seasonal RV parking such as sites within the East End.
- Inventory existing parking restriction signing and marking; improve and update as necessary.

- Create 30 minute and 1 hour parking restriction zones. This will ensure turnover in the most popular patron parking areas.
- Work with local businesses to direct employee parking away from peak parking demand. Meanwhile educate employees and businesses on the importance of convenient customer parking.
- Evaluate the location and feasibility of constructing public parking lot(s) and/or parking structure(s). Acquire property and secure funding, as able and necessary.
- Identify funding sources and a project timeline for additional parking supply (See Chapter 5)
- Determine if project construction drawings are to be prepared and if project will proceed through construction (See Chapter 5).
- Require preparation of Parking Management Agreements (See Chapter 5).
- Establish a parking in-lieu fee (See Chapter 5).
- Create on-street parking on San Juan Street to provide additional parking for Town Park.

Policy T-4(b) Pedestrian-Friendly
Parking Design

Parking facilities are likely to be a combination of surface parking lots with one or more parking structures. In either case, parking facilities should focus on maximizing safety and convenience for downtown patrons and employees.

From the 2006
Comprehensive Plan

Mid-Term (six to ten years)

- Prepare an updated map for public distribution showing available downtown parking locations. Make this available to all downtown merchants and businesses.
- Work with merchants to assess adequacy of existing service and loading zones. Provide additional enforcement of existing loading zones.
- Analyze parking time zones to determine appropriate time limits with special attention to employees who need full-day parking.
- Review anticipated development forecasts in the context of available parking.
- Secure funding sources, complete design drawings and construct downtown parking structures, if necessary.
- Assess adequacy of existing parking area lighting through an evening survey of downtown parking lot luminaires.

Long-Term (implement beyond ten years)

- Update development forecasts within the study area.
- Conduct downtown parking surveys and quantify available parking supply.
- Re-evaluate Downtown parking needs.

“Goal T-4 Parking downtown will support a thriving, pedestrian-oriented downtown business district.”

From the 2006
Comprehensive Plan

Parking Facility(s) Locational Criteria

Locating a potential public parking facility will involve a detailed evaluation of the advantages and disadvantages of alternative sites. Such an analysis would be part of an implementation step for creating additional parking. An informal analysis, however, suggests these preliminary considerations:

Option P1: Along the alley within the “400 Block”

Pros:

- + Close to existing retail businesses.
- + Could make use of existing alley access points.

Cons:

- May impact established utilities.
- May involve complicated easement negotiations with individual property owners and utility providers.
- Would alter servicing patterns for adjacent properties.
- Could result in substantial disruption of business during construction.
- Constructing around built environment.

Option P2: Bell Tower Site – Southwest corner of Lewis Street and Pagosa Street)

Pros:

- + Could make use of the existing surface lot.
- + Could incorporate a retail edge facing Lewis Street.

Cons:

- Could reduce ability to create landscaped entry point.
- Land is limited constraining footprint of facility and efficiency.
- Access points could be limited.
- Displaces existing surface parking.

Option P3 and P4: East and West Town Park Sites.

Pros:

- + Could make use of the steep slope to create two levels accessed from different points, thereby avoiding the use of an internal ramp.
- + Could include a plaza/overlook at the street level.
- + Could include retail at the street level to connect the Downtown Core with the East Village.

Cons:

- Could reduce the amount of park land.
- Could impact visual connection to open space.
- Access points are somewhat constrained.
- Could impact neighborhood traffic.

Option P5: The current Junior High School site.

Pros:

- + Could yield a large footprint, with greater efficiency.
- + Could be wrapped with retail along the 4th Street, Lewis Street and Pagosa Street sides.
- + Could also serve a potential civic facility in the historic Intermediate School building.
- + Convenient access from Highway at signalized intersection.

Cons:

- Timing is dependent upon school relocation decisions.

Option P6: Methodist Church Shared Site – On Lewis Street west of 4th Avenue.

Pros:

- + Convenient access from both 4th and Lewis Streets allows traffic to access Highway 160 at two alternative signalized intersections.
- + Provides opportunity to partner with the Church.
- + Could help to stimulate development along Lewis Street.
- + Opportunity for Public/Private Partnership.

Cons:

- Requires coordination with the church; their schedule may be in advance of the town's ability to organize a parking system.
- Limited footprint area and site constraints with alley

Option P7: The northwest corner of San Juan Street and 5th Street.

Pros:

- + Could incorporate a retail edge facing Lewis Street and Highway

Cons:

- Could reduce ability to create landscaped entry point.
- Land may be constrained, limiting footprint of facility and therefore its efficiency.
- Access points could be limited.
- Could disrupt traffic along Pagosa Street.

Option P8: East End Lot near existing Junction Restaurant

Pros:

- + Could accommodate large vehicles/RV parking
- + Currently underutilized space

Cons:

- Inconvenient distance from Downtown Core

Option P9: Hot Springs Boulevard

Pros:

- + Could accommodate future development along Hot Springs Boulevard.
- + Provide overflow parking for events on Reservoir Hill and government center.

Cons:

- Location based on future development; not intended to serve Downtown Core.
- Currently no specific parcel has been identified.

Wayfinding

A wayfinding system should be installed throughout the Downtown that helps guide users through the area. This should have a coordinated logo and graphic design and should include landscaping that reflects a consistent image throughout the area. This is a highly cost-effective improvement that would communicate a sense of identity for the area. The wayfinding system should have a series of layers that convey the appropriate amount of information at designated points in the community. In order to accomplish this, a tiered system of wayfinding should be established that includes a hierarchy of gateway elements and signage.

Wayfinding Development Principles

W1. Establish a consistent palette that includes a hierarchy of directional and public information signs.

W2. Coordinate wayfinding signage (graphics and location) with the County and other public agencies and institutions.

Wayfinding Actions:

Create a Wayfinding and Signage Plan

A wayfinding and signage plan should have a consistent image contained within the signage palette that allows pedestrians and motorists to recognize unique downtown signage and other features. Signage should be combined with other elements such as an arrival sequence and landscaping to create a cohesive system of wayfinding that informs travelers of where they are in their approach and travel within Downtown. A special graphics and logo package should be employed to establish a strong sense of identify and consistency.

Identify and Sign Primary and Secondary Gateways

Provide gateway signage at the edges of the Downtown Study Area and other key transitional zones entering Downtown based off of the Wayfinding and Water Resources Framework Map. Signage, streetscape furnishings, landscape elements and public art should work in harmony and reflect the character of the community. Participants identified the following intersections in public workshops as primary community gateways:

- At the natural occurring narrowing of topography, just west of the intersection of Highway 160 and Highway 84.
- On the hill west of Downtown, just west of the intersection of 10th Street and Highway 160.

Secondary gateways were recognized as:

- Highway 160 and 8th Street
- Highway 160 and 5th Street
- Highway 160 and Hot Springs Boulevard
- The bridge at 1st Street where the highway crosses the San Juan River
- Apache Street and Hot Springs Boulevard Intersection

Provide Directional Signage

Directional signage should lead visitors to specific public amenities, civic facilities and points of interest. Signage should contain similar graphic elements used in the gateway signs, such as lettering, logos and colors. Directional signage should be positioned to alert drivers of upcoming sites and necessary turning movements and should be based of the Wayfinding and Water Resources Framework.

The following is a preliminary list of directional signs, as indicated on the Wayfinding and Water Resources Framework Map.

Directional Signs:

1. Library/ Elementary School
2. Centennial Park/ Heat Exchange Building/ Lewis Street
3. Town Hall/ Middle School/ Parking/ Lewis Street
4. Park Access/ Chamber of Commerce/ Trail Access
5. Park Access/ Hot Springs Source Pool
6. Town Hall/ Town Park/ Sports Complex
7. Museum/ Town Park/ Trail Head/ Fishing Ponds

Provide Resource Locators

Resource locators are simple signs that help visitors locate specific community resources such as buildings, parking lots and local landmarks. These signs should be considered one component of the larger signage palette and should include the same graphic elements for consistency and recognition.

Provide Pedestrian Directories

Directories are necessary to orient visitors and should be located at critical points such as the Overlook, public parking lots, trailheads and trail intersections.

Historic Resources

Historic resources add interest to the Downtown area and may provide unique destinations for visitors. They also add to the distinct identity of Pagosa Springs and help new residents gain a sense of connection with the traditions of the community. Numerous historically significant buildings exist in the Downtown area and contribute to the character and image of the community. A Preservation Plan should be created that specifically identifies all historically and architecturally significant properties. Efforts to preserve these structures should be supported by the Town.

Historic Resource Principles

HR1. Promote preservation of historic resources throughout the downtown.

- Use promotional and interpretive materials to highlight the heritage of downtown Pagosa Springs.
- Initiate a facade rehabilitation program with appropriate incentives.

HR2. Incorporate historic resources in redevelopment projects.



Historic landmarks such as the Hatcher-Nossaman House reflect traditional architecture and add to the character of Pagosa Springs.

Historic Resource Actions

Create a Preservation Plan

A preservation plan should identify all historically and architecturally significant properties and a means to protect and preserve these properties. The Plan should also provide for long term education programs and preservation goals.

Recognize and Protect Existing Individual Historic Landmarks

Currently the following buildings, located within the Downtown Study Area, have been designated by the town as individual historic landmarks:

| | |
|-------------------|-----------------------------------|
| 92 1ST Street | Water Treatment Plant (1999) |
| 101 Pagosa Street | Colton Building (2005) |
| 138 Pagosa Street | Phillips' House (2002) |
| 274 Pagosa Street | Hatcher-Nossaman House (2004) |
| 404 Pagosa Street | Goodman's Department Store (2001) |
| 418 Pagosa Street | Metropolitan Hotel (2002) |
| 418 Pagosa Street | Liberty Theatre (2002) |
| 468 Pagosa Street | Hatcher Hardware (2004) |
| 474 Pagosa Street | Citizen's Bank (2004) |
| 121 Lewis Street | Warr House (2003) |
| 380 Lewis Street | Old County Jail (2006) |
| 380 Lewis Street | Dr. McKinley's Residence (2006) |
| 451 Lewis Street | Immaculate Heart of Mary's (2004) |

Additionally, the following site is listed on the State Register of Historic Places:

Pagosa Hot Springs (located behind The Springs Inn)

Inventory Structures of Merit

The Town's process for designating historic landmarks is completed through the voluntary consideration by the property owner to designate a property. The town should consider protecting structures that are exemplary in architecture or historic significance. These properties could be considered Structures of Merit and should be listed for property owner and community information.

Protect the Historic Business District

The Historic Business District is a critical component to the Downtown Core and serves as the primary link between the community's heritage and vision for the future. The Historic Business District is comprised of the properties between 5th Street and 4th Street, from San Juan Street/Pagosa Street to Lewis Street. The Historic Business District and Local Landmark Design Guidelines document has additional information on the District and other guidance is provided in the Town's land use and development code.

Protect Historic Neighborhoods

The Town includes clusters of historic buildings that create distinct neighborhoods not contained in the Historic District that should be considered for preservation and protection. The following neighborhoods should be considered:

- Highway 160 between 1st and 4th Streets
- East Lewis Street between 1st and 3rd Streets
- Hermosa Street

Adjacent Development to Downtown Study Area

It should be noted that there is potential for additional commercial development to be located outside the Downtown Study Area Boundary. Privately owned parcels may include commercial uses that would complement existing development. Pedestrian links, wayfinding, signage and new development should be coordinated to ensure that future development respects the vision that local residents have for the community and downtown area.

Page left intentionally blank for double-sided copying.