



Downtown Colorado, Inc.

# OLD COLORADO CITY Corridor Assessment

September 17<sup>th</sup> - 19<sup>th</sup>, 2018

Our Partners



BUILDING BETTER COMMUNITIES BY PROVIDING ASSISTANCE TO DOWNTOWNS,  
COMMERCIAL DISTRICTS AND TOWN CENTERS IN COLORADO THROUGH  
EDUCATION, ADVOCACY, INFORMATION AND COLLABORATION



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## TEAM MEMBERS

The Old Colorado City Assessment Team appreciates the invitation to get to know your city and to assist your community in maximizing its considerable assets. The volunteers worked diligently, pre- and post- visit, to provide relevant and realistic input towards the betterment of your community.

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# INTRODUCTION

## INTRODUCTION

Welcome to the district assessment for the historic district of Old Colorado City in Colorado Springs, CO. Downtown Colorado, Inc. (DCI) is proud to offer affordable, quality assessments for all Colorado member communities to build and maintain vibrant commercial districts, town centers, and downtowns in our state. Qualifying communities in Colorado have the opportunity to apply for assistance through DCI and receive a reduced rate thanks to the in-kind contribution of consultants from DCI's professional membership base.

The DCI district assessment gathers community leaders and stakeholders to develop a structure and process for collaboration for organizational and physical improvements for the district and support for the Special Improvement and Maintenance District (SIMD) Structure. The goal is to develop recommendations for lighter, quicker, cheaper options to test projects in order to engage with people. This engagement will build conditions for collaboration and visibility of the community that will eventually lead to a stronger environment for long-term physical improvements to take place. The reporting process for the advisory team results in a road map to guide SIMD and stakeholders in the district in providing services and short-, mid-, and long-term actions that can be taken for improvements.

To ensure quality and affordable services, DCI assembles a team of professional consultants experienced in their discipline, including designers and architects, marketing and branding specialists, land use and urban planners, redevelopment and real estate specialists, economic developers, and finance experts to work in communities over the course of two (2) days to contribute to this final report. The assessment team members value the invitation to learn about and assist your community, and worked diligently to provide relevant and realistic input toward the betterment of your community.

## EXECUTIVE SUMMARY

In the beginning of 2018, the Old Colorado City Special Improvement and Maintenance District (OCC SIMD) began discussions with Downtown Colorado, Inc. (DCI) and the other Old Colorado City (OCC) partners (The Families) to consider a District Assessment to help plan for the future of OCC. The assessment visit was held from September 17 through 19, 2018 for the purpose of working with all OCC stakeholder groups to outline a direction and some phased improvements that the OCC stakeholders can consider. The assessment also considered what short, mid, and long term improvements the SIMD can work on partially as test projects to engage stakeholders in a dialogue about what they want to see in both the SIMD three block area, and how they would like to see improvements roll out throughout OCC's three mile corridor.

Prior to this visit, DCI collaborated with the OCC SIMD staff to produce an agenda, identify key stakeholders for focus groups, and explore the history of OCC SIMD's downtown revitalization efforts and obstacles maintaining and improving the district. DCI worked with SIMD and the City of Colorado Springs to conduct individual interviews with each of The Families leadership, including the Old Colorado City Association, Old Colorado City Foundation, Organization of Westside Neighbors, and The Avenue Merchants to flesh out each organizations' role.

DCI organized an assessment team with combined experience in various backgrounds in signage and wayfinding design, landscape architecture, local government, community development, organizational development, and financing mechanisms. Upon arrival in the community on the morning of September 17th, team members were given an introduction by City of Colorado Springs planning staff of their current projects and vision for the future of transportation planning in the City and how Old Colorado City fits into the Comprehensive plan update called Plan CoS. Then, representatives

from the SIMD Board informed the team of the formation, responsibilities, financing mechanisms, and obstacles to providing services to the district. The team was then taken on a tour of the three block SIMD district to familiarize them with the areas for improvement and opportunities.

That afternoon, the DCI team met directly with stakeholders including City of Colorado Springs staff, the Old Colorado City Association and Foundation, the Organization of Westside Neighbors, and residents and heard multiple perspectives about the issues facing the downtown./ and the area as a whole. These meetings provided a chance for team members to ask the stakeholders about the perceptions, strengths, weaknesses, and opportunities related to Old Colorado City.

DCI team members gathered data and feedback from the focus group participants that are summarized below. The team discussed their observations and formulated recommendations the next day. The team worked diligently to compile a public presentation and formulate this report, and the following night, presented their findings in the form of a presentation followed by a question-and-answer session open to the community at-large.

The following report provides a brief history of the community and SIMD, a summary of feedback gathered from the community, and provides action recommendations for short, mid and long-term implementation in the areas of District Management and Physical Improvements. The report appendices contain an action matrix and other documents produced for this assessment. The community will also be provided with DCI's Implementation Toolkit.

## OVERVIEW & HISTORIC CONTEXT

In preparing to work with Old Colorado City SIMD and Colorado Springs, DCI and local champions gathered information about historical and current status, projects, and

events to understand where the community is heading. The rich history of this two-square-mile region as the territorial capital of the Colorado Territory, a Wild West mining supply town, and a thriving shopping district and neighborhood have shaped the main forces for protecting and enhancing its heritage.

Colorado City (now Old Colorado City) was established in 1859 during the Pikes Peak Gold Rush as a supply town and commercial staging area. Miners would buy supplies in town and then make their way up Ute Pass to try their luck. While Colorado Springs was



a center of Victorian culture and civilization, Colorado City remained a Wild West town during the 1890s. It boasted more than 20 saloons, gaming parlors and brothels.

Colorado City remained independent, fueled by industry, entertainment and gold until 1913, when Prohibition hit this town of saloons hard. In 1917, with no economic recovery in sight, residents voted to become part of Colorado Springs.

Though no longer a town of its own, Old Colorado City has survived as a center of retail, restaurants and commerce. Buildings changed hands and housed a variety of businesses and banks over the years. Today,

Old Colorado City is a historic district, tourist attraction and center of entertainment for families and history buffs. It is also a Special Improvement and Maintenance District (SIMD) of the City of Colorado Springs.

SIMDs are established under City of Colorado Springs Code (Chapter 19, Article 9) for the purpose of providing ongoing maintenance mostly for arterial street landscaping and entry features. All existing SIMDs were established between 1979 and 1989. Most impose an ongoing mill levy for this purpose, and unlike metropolitan districts, BIDs or GIDs, they do not issue debt. A maximum mill levy is set by council when SIMDs are formed. Currently, SIMDs are managed by the Parks Department. SIMDs cannot issue bonds and the City Council sits as their de-facto, board.

The Old Colorado City SIMD, officially the Old Colorado City Security and Maintenance District, formed in 1979 as an alternative to blight removal through urban renewal. By ordinance, the SIMD is responsible for securing and maintaining curbs, gutters and sidewalks, street trees and furniture, parking lots, accent lighting, and signage. The district is governed by a board of seven members who are property owners within the district

# STATE OF THE COMMUNITY

## Areas of Strength

- **Community and Partner Support.** OCC has a great base of organizations working to support and maintain a vital district. The OCC Families: Old Colorado City Association (OCCA), the Old Colorado City Foundation (OCCF), Council of Neighbors and Organizations (CONO), Organization of West-side Neighbors (OWN), OCC Special Improvement and Maintenance District (SIMD) create a platform for business support, marketing and communications, and outreach to local residents.
- **District History & Character.** OCC has rich history which contributes to not only the built environment and historic artifacts but also the reason that people connect to the district and want to support it.
- **Engaged community and businesses.** There is a diverse range of businesses in the community that are drawn from the region and this is due to the engaged network of the OCCA and the rest of the community.
- **Bancroft Park.** The park in the center of the district between Colbrunn Ct and 24th is an asset to the community with a historic one-room structure and a band shell.
- **Community oriented decision-making.** Due to the special nature of the SIMD, the district, along with the surrounding neighborhoods, can advocate and make decisions that are the best for the community.
- **Parking.** The community has three free parking lots that are an asset that allows visitors to access the district and enjoy their time.

# STATE OF THE COMMUNITY

## Areas of Weakness

- **Lack of unified voice from OCC organizations.** Each of the OCC Families (OCCA, OCCF, and OWN) and the SIMD operate separately with different avenues of communicating with their members as well as planning events.
- **Lack of cohesive visual cues (awning and signage).** There several different types of awnings and signage around the district that creates a visual confusion about the character of the district.
- **Deep curbs on north side of Colorado Ave.** While these curbs are historic, the 12" curbs are not in compliance with ADA and create a hazard for pedestrians and also lead to storm water build-up.
- **Lack of effective advocacy.** The district has trouble getting the support it needs from the city. Building both a strategy and an effective program to ensure common talking points will help to clarify what the OCC wants from the City.
- **No clear point of contact.** It can be hard to determine the correct contact for events, permits, planning processes, etc.

## OLD COLORADO CITY STAKEHOLDER COMMENTS

On September 17, the DCI Advisory team completed several exercises with Community Groups and Residents to ascertain preferences and opportunities for improvement. Twenty-one people attended engagement sessions primarily from the leaderships of the City of Colorado Springs, the Old Colorado City Association (OCCA), the Old Colorado City Foundation (OCCF), Council of Neighbors and Organizations (CONO), Organization of Westside Neighbors (OWN), OCC Special Improvement and Maintenance District (SIMD), the Westside Pioneer, the Library, and Residents. The DCI Team used educational presentations and interactive activities to engage attendees in discus-

sion about OCC, but also to show the OCC Family Leaders some ways that they can use activities to continue the conversation.

## Some of the exercises included

- A short survey for attendees to collect and share ideas about the Vision of Old Colorado City.
- Preference exercises for attendees to select images and identify areas on that map that are both good and bad.
- A Loving & Wishing Tree in which participants hung tags indicating something they “love about Old Colorado City” and something they “wish to see in Old Colorado City”.
- A Cross-section exercise to express transportation type preferences on Colorado Ave.





## Top Concern is Safety

- **Traffic Speeds.** Reports share that average speeds on Colorado Avenue are significantly higher than posted limits causing a safety hazards for pedestrians and drivers alike.
- **People Experiencing Homelessness.** The gathering of people with no fixed address in the commercial district, in alleys, and in the No Man's Land is of significant concern to residents and business owners.
- **Lighting.** The perception of an unsafe environment due to dark and undefined spaces was a major concern from attendees.

## Several themes that emerged from the stakeholder engagement include

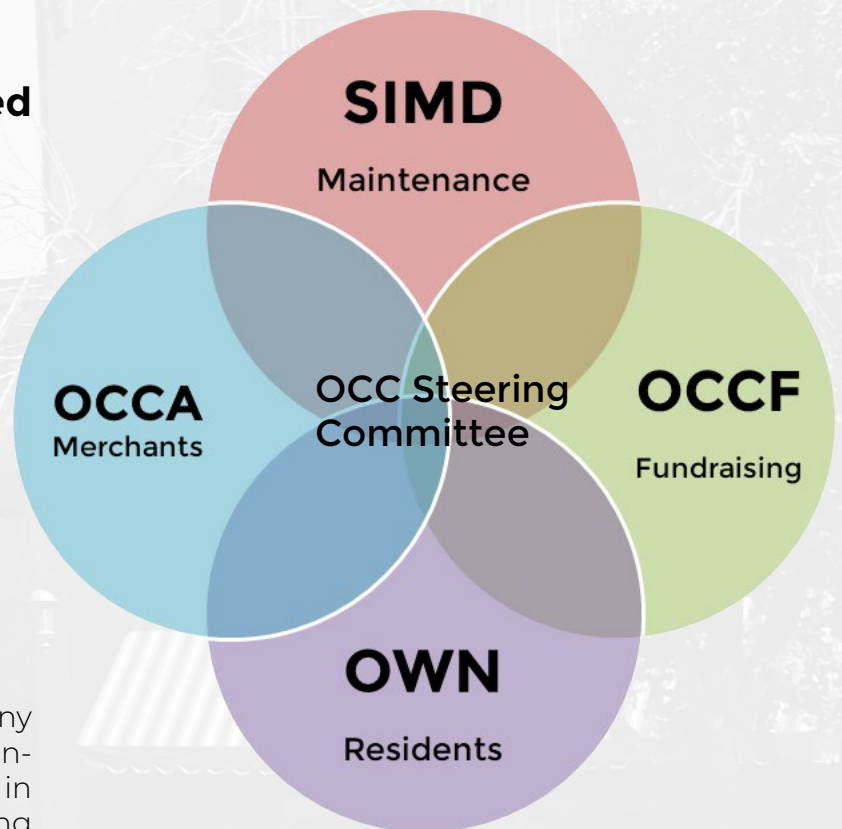
- Community Safety
- Activate Bancroft Park
- A "year-round" community
- More walkable area
- Lighting
- Alley Activation

## PARTNERS + RESOURCES

OCC is very fortunate to have many stakeholder groups committed to engaging citizens and business owners in the district. The main four groups doing this engagement are the board of the Special Improvement and Maintenance District (SIMD), The Old Colorado City Associates (OCCA), the Old Colorado City Foundation (OCCF), and the Organization of Westside Neighbors (OWN). Each of their roles are laid out specifically in the organizational matrix (APPENDIX B).

**SIMD:** SIMDs are established under City of Colorado Springs Code (Chapter 19, Article 9) for the purpose of providing ongoing maintenance mostly for arterial street landscaping and entry features. The OCC SIMD was established in 1979 and continues to have an engaged board with the highest mill amount of all the other SIMDs in the City.

**OCCA:** The goal of OCCA is supporting merchants through marketing to tourists, locals (be local), business to business collaboration. They host many events throughout the year and have standing committees on art, membership, marketing, and events.



**OCCF:** The OCCF works with the Old Colorado City businesses and our local Historical Society to let residents and visitors alike know about this unique part of Colorado Springs. They are involved in a variety of projects to promote Old

Colorado City, especially Bancroft Park, and to make sure our visitors are comfortable, safe and happy while they are here.

OWN: The Organization of Westside Neighbors (OWN) represents approximately 8,000 residents located in the historic Westside of Colorado Springs. It was founded in 1978 to address local neighborhood issues and concerns including planning, zoning, development, street lights and roads. OWN publishes the “Westside Story” newsletter and mails it to approximately 8,000 addresses.

Other Partnerships to Consider:

1. El Paso County and other related organizations involved in the Westside Avenue Action Plan. The corridor connecting Manitou Springs with Old Colorado City should visually communicate they are entering the Colorado City Colorado Avenue historic corridor.
2. Colorado Springs Downtown Part-

nership for the east side of the avenue historic corridor connecting Downtown Colorado Spring with Old Colorado City.

Benefits of Membership of in OCC Organizations: There is overlap and opportunities to consolidate the services and benefits of organizations working with Old Colorado City. Consider the below table and where there may be efficiencies by working more closely together, sharing contracts, and developing one Old Colorado City Strategy.

Special Improvement and Maintenance District (SIMD)	Organization of Westside Neighbors (OWN)	Old Colorado City Associates (OCCA)	Old Colorado City Foundation (OCCF)
<p><b>Maintenance of OCC Core:</b>            Curbs            Gutters and sidewalks            Parking lots            Street trees</p> <p><b>Branding Elements:</b>            Furniture            Accent lighting            Signage</p> <p>Snow removal</p>	<p><b>Represent Westside Resident Interests:</b>            Safety            Restoration and rehabilitation of Westside Area</p>	<p><b>Marketing and Promotion of OCC:</b>            Website            Social Media (including Pikes Peak Country Attractions)            Brochure            Listings in other visitors guides            Direct e-newsletter marketing            Local business directory</p> <p><b>Merchant Membership:</b>            E-newsletter            Cross-promotion and referrals OCCA voting rights            Merchant Mixers            Special offers to tour busses</p> <p>Events</p>	<p><b>Marketing and Promotion of OCC:</b>            Website</p> <p><b>Events and fundraisers:</b>            Westfest            Taste of OCC</p>

## OLD COLORADO CITY DISTRICT ASSESSMENT RECOMMENDATIONS

The DCI Team focused on listening to the ideas of the community and drafting recommendations that are directly tied to the goals and needs of the OCC Stakeholders. The recommendations are focused on a phased approach starting with small steps to further engage the OCC community, while also testing ideas for long-term improvements.

The recommendations are found on the following pages.



# RECOMMENDATIONS

# SHORT-TERM IDEAS

The DCI Team categorized Short-Term as from now to two years in the future. These recommendations are low hanging fruit with temporary fixes that should be possible to test out. It is important to remember that these small steps are both a process for engagement and a way to test ideas for permanent change. It is important NOT to expect perfection and NOT to spend too much money on test projects.

## **Observation: Old Colorado City doesn't have an effective voice.**

In working with OCC over the past year, it has become apparent that there are many voices and fans of OCC. While there are many people sharing messages about the needs and importance of the OCC, there is not yet an united voice working to implement a strategy that truly represents all of The Families.

## **Recommendation: Declare your identity.**

Establishing a structure and strategy to bring together The Families will bolster the OCC Identity both in your communications, virtual, and physical spheres. The following steps may seem to be the easiest, but they will require consistent and equitable focus forever. Yes, forever.

**Consolidate your organization:** Old Colorado City has a lot of love. There are many people and many organizations working to make the OCC District stronger and more vibrant every day. Increasing collaboration, especially around planning, will help to establish a larger impact and a more coherent voice for the organization.

**Develop an Old Colorado City Strategic Plan.** The OCC District organizations have similar and sometimes duplicative goals. Use a strategic planning process to identify the focus areas and identify which partner is best placed for which role. This process should 1) save money and build capacity by reducing duplication and 2) create a unified voice, and 3) assist in building a stronger team of organizations.

**Quarterly meetings of The Families.** In addition to an annual Old Colorado Strategic Planning Retreat, plan three meetings per year that engage all board members from Old Colorado City Association and Foundation, Old Colorado City SIMD, and Organization of Westside Neighbors. Include reports from each organization, check in on the annual plan, review messages and OCC communication strategies, and invite the Colorado Springs Council Liaison and County Commissioner.

**Request a Neighborhood Plan.** We recommend the "Families" request a neighborhood plan be done similar to Colorado Springs' recent Renew North Nevada plan. However, we recommend the land use portion and transportation plan be done concurrently as both are intrinsically linked to realizing a shared vision.

**Establish your Old Colorado City brand.** While each organization has a role, the focus is really a stronger OCC. Own that overall brand and complete a joint branding effort with all organizations to develop the visual and messaging components of the brand.

**Clarify your OCC message:** Having so many advocates and organizations is a great asset. However, the strength of numbers can easily detract if the voices are all saying different things. Develop a District strategy and work collaboratively to develop your important talking points and establish how and when each group will share the message with specific audiences.

**Reconsider the historic overlay.** The history of Old Colorado City is a significant factor in your identity. The National Historic District is a very small portion of Old Colorado City. It was reported that the City of Colorado Springs developed a Historic Overlay that could have applied to the district but was rejected by the community in the early 2000s. A Historic overlay district is an additional layer of local

planning to incorporate preservation of the historic character when looking at development and redevelopment.[1] Reconsider a historic overlay as a means to maintain character and encourage quality development throughout OCC.

**Inventory space for public art.** There is an Arts Task Force at work to support an ‘Art on the Avenue’ initiative. It would be beneficial to strategically look at underutilized space, especially off of Colorado Avenue, to identify all of the areas that could be enhanced with murals, sculptures, and other types of art. The W. Cucharas portion of the District could be the focus of funky and modern art, while Colorado Avenue and connectors, breezeways, and parking lots between Colorado Avenue and the alleys, are great places for more traditional murals and art

**Structured connections with the City and County.** OCC has strong connections and many potential advocates within the local government system of Colorado Springs and El Paso County. Use existing relationships and the new strategic OCC Family partnership to institutionalize the relationship with the local governments.

**Share city processes with interested members.** Work with the City of Colorado Springs Neighborhood Services group to summarize the processes and policies that OCC businesses, property owners, event planners, and residents should be familiar with. Hold annual training for OCC to understand processes, field questions, and evaluate how the system has worked for OCC constituents. Post links to more information on the website and in monthly newsletters. Provide guidance to District Property and business owners through a submit your question function on the website.

**Opportunities for volunteering.** Identify opportunities for OCC to serve on City-wide committees and task forces. When Colorado Springs is looking for volunteers for Planning Commission or other commissions, make sure that OCC is represented. Brief the representative on the OCC strategy and talking points and have the representatives report back to the Quarterly Meetings.

## Recommendation: Declaring your Identity in the Physical Space.

The Families each have different boundaries and areas of work in the OCC realm. It will be important to identify the overall strategy and how the organizations work together to implement the strategy. For example, SIMD can do gateways and extensive lighting in the core, but OCCA and OCCF will need to consider how to manage the rest of Colorado Avenue for the short term.

**Define your boundaries:** To create a physical sense of place, it is important for the district to define itself so that when visitors arrive, they feel that they have entered a place that is different and special. It is important that the district’s physical appearance demonstrate the love that the district’s champions feel.

**District Core Gateways.** The SIMD area is the core of the district and has a greater density of business and building than the surrounding areas. Therefore, entrance into the SIMD three blocks (24th to 27th), should be accentuated further with grand signage and visual cues. Additionally, a more defined gateway is needed at 26th and Highway 24. The existing sign is poorly placed and covered by vegetation. Capture this major source of visibility by directing people from Highway 24 more clearly to the district.

**Consider partnerships for Gateway Improvement.** Considering partnerships with organizations like the Colorado Springs Downtown Partnership’s Gateways Project in order to extend the visual corridor beyond current SIMD boundaries that welcomes visitors, namely on the west and east end of Colorado Avenue that connects Manitou Springs and Downtown Colorado Springs to the historic core of Old Colorado City, respectively. This would provide an opportunity to “stitch” neighborhoods together to create a more dynamic whole.

**District gateways are places where people most often enter the district.** Old Colorado City is a three mile stretch. Banners and lighting running throughout the district is one way to

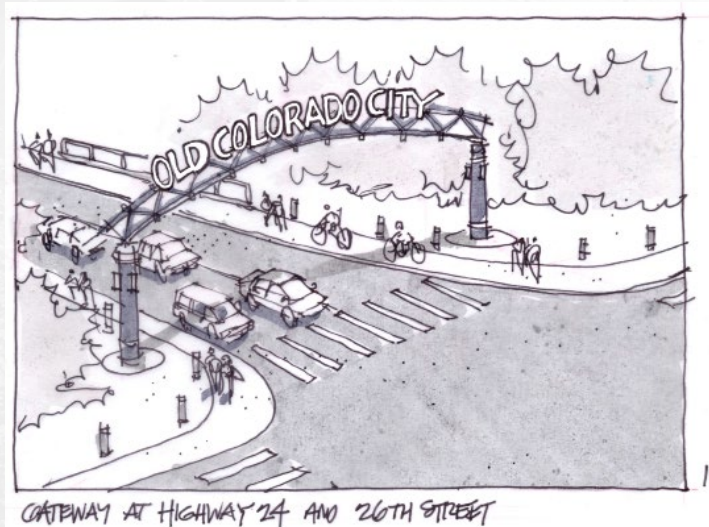
designate arrival.

**Clean up your visual message.** The same way that multiple voices can cause confusing messages, visual aspects of the district can cause a feeling of uncertainty. Considering the strategy behind lighting, banners, Ore carts, murals, public art, and signage is an important way to determine what is necessary, what should be synchronized, and what should be removed.

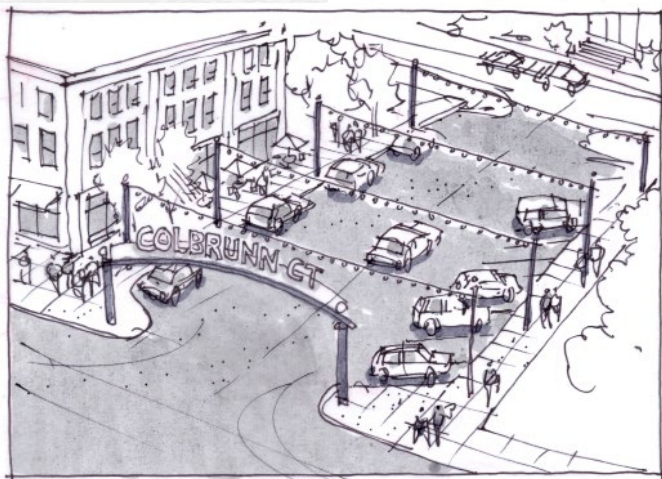
**Visitor Center.** Developing a central point of information and activity is important. The cabin in Bancroft Park is a key element of your district and is centrally located. The OCCF has the option to clean out the cabin and use it as a Visitor and Activity Center. This building can house OCC Community Liaisons who can answer questions, provide direction, and house some fun park activities like croquet, badminton, corn hole, and maybe a OCC self-guided scavenger hunt.

**Festival Street.** A grand festival street serves as the ideal visual cue for a district. OCC discussions around Colbrunn Ct as a festival street present a great opportunity. The street can be a hybrid that is open for traffic daily, but can be closed easily when a special OCC event is planned. Leaving street paved allows for this flexibility, however, the community could decide to paint the street or eventually add pavers or some alternate material. It could add to the ambiance overall.

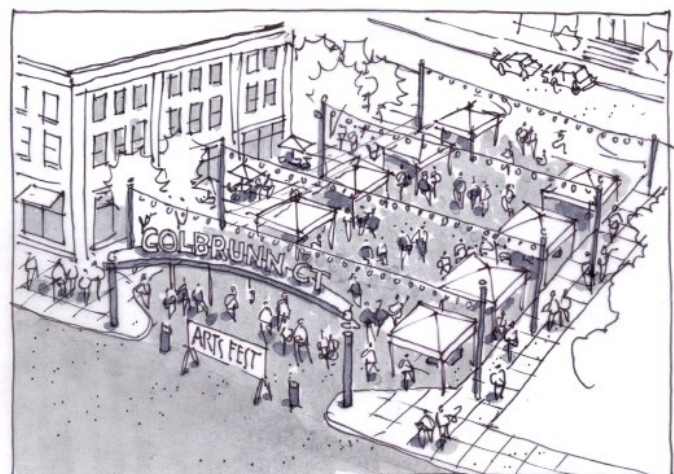
**Inventory district for mural and public arts sites.** Cucharas is funkier and Colorado Ave. is more traditional and historic.



GATEWAY AT HIGHWAY 24 AND 26TH STREET



COLBRUNN CT FESTIVAL STREET : DAILY CONFIGURATION



COLBRUNN CT FESTIVAL STREET : EVENT CONFIGURATION

# MID-TERM IDEAS

The DCI Team categorized Mid-Term as from now to five years in the future. These recommendations include some complex ideas and partnerships that take time to develop. It is important to remember that though these are listed as Mid-Term, they are likely things you want to start talking about now. As your Family Strategy and formal agreements are put in place, you will have greater leverage to work on the mid-long-term recommendations.

## Observation: Safety is a huge concern

The perception of safety in a commercial district is priority number one. OCC Stakeholders are correct in sharing concerns that when people feel unsafe they do not want to spend time in the district. The top three concerns were focused on people experiencing homelessness, traffic speeds, and lighting.

## Recommendation: Spread the positive activity

Common thought on how to make an area safer and deter the perception of bad behaviors, is to increase the positive behaviors. The management side of this recommendation looks at establishing common goals, funding to support private sector investments, and equitable planning approaches to support the whole OCC.

**Support your strategy with funding!** Consider using SIMD money on businesses in a choreographed manner

**Revolving Loan Fund:** This is a low interest loan fund that can be used to support the business community with small \$5,000 loans. The fund can be used to support many types of capital improvement projects such as construction projects, signage efforts, LED lighting conversions, etc. Manitou Springs has a program that can be duplicated that was launched with funding from the Chamber, City and URA. Pikes Peak National is a great partner for this.

**8-80 Model:** The 8-80 model is a design plan that asks us to consider how each design decision would impact the quality of life of an eight-year-old and an eighty-year-old. Spaces designed in the model are accessible to all users. Often, if this is not done, communities tend to design their space for 20-40 year olds and many users are excluded.

**Reduce food waste in alleys.** Collect and distribute food through local charity if possible or increase trash pick-up and encourage locking-up dumpsters. Westside Cares and the Marion House are potential partners for this project.

## Recommendation: Placemaking to Bring Positivity to OCC

Common thought on how to make an area safer and deter the perception of bad behaviors is to increase the positive behaviors. The theory is simply that when there are positive uses of space, there is less room for negative uses. For example, if there are murals and people having lunch in a pocket park, it is less likely that someone will be drunk and disorderly in that space. It becomes important to inventory the dark and dirty places in OCC and find ways to bring light and activity.

**Define Boundaries.** Consider using holiday lighting models for year-round lighting: watch out for girdling the trees along the street. Fill in the holes to create a more shoppable, walkable district.

**Tell Your Alley Story:** Take a moment to look at your alleys with fresh eyes. Are they clean and welcoming connections to our homes, businesses and parking lots? Consider expanding lighting and beauty to the alleys to make them safe and clean places for all of us. Is there a chance that OCC does not have a true safety issue? Is there simply the perception of one? By using lighting, events and clean-up measures, OCC can take charge of its less desirable areas.

**Don't Go Dark:** The current lampposts on Colorado Avenue are designed to light the streets and not the sidewalks. Mature trees provide fantastic shade, but also block the light at night. Lighting on the sidewalks is going to need to come from the businesses and buildings along the Avenue. Use Revolving Loan Funds and CSU Rebates to support these efforts. (Long-term, make sure that this conversation is a part of the re-design on the Avenue.)

**Colbrunn Ct Closure for Festivals:** This potential hybrid Street/Park can be designed to easily transition from a street to a street party. By using lighting, movable chairs, rolling planters and other temporary structures, OCC can expand what it has to offer the community.

- Colorado Springs Health Foundation: Potential Funding?
- Strings lights, movable chairs, music, small water feature, etc.
- Recognize connection to library, park, residents and businesses

**Go to West Cucharras:** Cucharras is a street with potential. Consider using this area of Downtown to promote younger and funkier businesses. This is a great place for a brewery or co-working space. It could also be used to support a PPLD Library Makerspace. Consider the emerging demographics for our future. The demographics emerging in our community are: an aging retirement class, adults under 40, and Millennials. These groups are taking over and we need to be ready for them. OCC is in a great position to support this.

### **Observation: Old Colorado City is the best kept secret.**

While working with OCC, we have consistently heard the same thing, "I never knew this was here."

### **Recommendation: Toot Your Own Horn! Let the cat out of the bag!**

As an amazing district with lots to offer shoppers and foodies, Old Colorado City should take a stronger position to share ideas for people to come fall in love with OCC AND how to help the people who love OCC share their love with new visitors.

**Create a Multi-day Plan for staying in OCC:** To some degree, tourists want to be told what to do. By laying out a three day plan for a visitor, you are explaining who you are and what you do in a very concrete way. It is appropriate highlight specific restaurants and businesses, as long as you rotate them out on a regular basis.

**Engage More People:** Year-round business has been identified as a want within the community, and is also a draw for tourists. OCCA is working with a marketing firm and OCC is an engaged and active community. You are not a "hidden gem" you are known and loved.

**Outline volunteer opportunities, work with Younger Groups and Collaborate:** Outside communities are confused about how to work with OCC and to engage in projects, use public spaces and support OCC projects. How can an Eagle Scout complete a project in OCC? Who is responsible for what? How can a newly retired historian volunteer in OCC?

**List of contacts for all OCC events.** Create a contact list that can be shared among The Families to save time and get the word out for events.

**Park and Festival Street Reservations:** This is similar to the last one, but instead of people, this is about space. What is the best way to host an event/party/experience in OCC? Is the OCCA website (or other site) a way to inform the public and organizations about how to reserve the park, alleyways, avenue, etc.? Regardless of whether or not you are the group responsible for this, an outsider, or even insider, is going to need help in order to make something happen here.

**Visitor Center:** The little cabin in Bancroft Park is a great opportunity to energize your park, assist visitors, and share the OCC story.

**Pike Ride:** coming in 2020—Since Colorado Avenue may not have bike lanes, how do we use our amenity areas to welcome our two wheeled guests? Using bike racks, offering bike repair stations and using signage



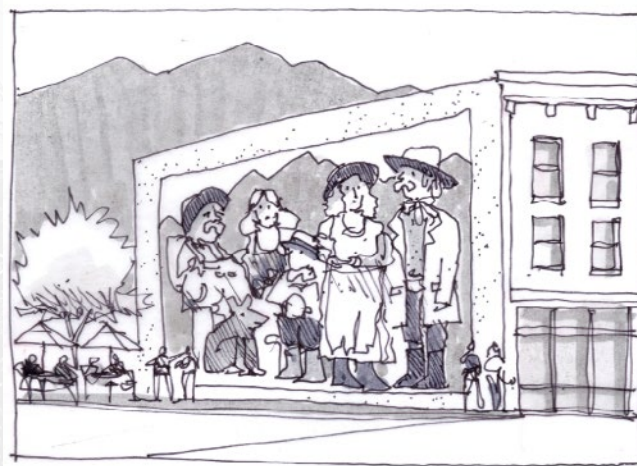
to connect our more bikeable roads to OCC, we can be bike-friendly without infrastructure along the corridor. (Each Pike Ride Station costs around \$40,000. Be aware that they may be looking for sponsorship for this project.)

**GOCO and PPRTA Funding:** Since the City can only apply for one of these each year, OCC is going to need to get in line for these funds. Work with your City Council to get on the list and to create a timeline.

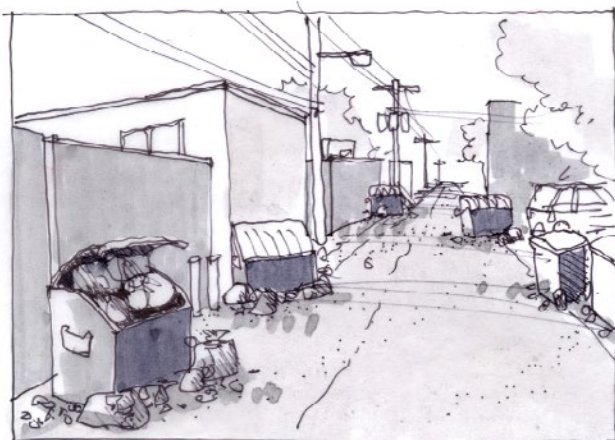
**Free Shuttle:** The number three (3) bus line runs through Downtown Colorado Springs, Old Colorado City and Manitou Springs. If this line could be turned into a free shuttle route, and these conversations are happening, OCC has a great opportunity to function as the “connector”.

**Use Prioritized Projects for Fundraising:** Each organization is spending money and completing projects. It is a good idea to keep track of funding so that we can use this to find matching funding, donors and grants. You are all in this together.

**Bike Loops:** There is talk of a pedestrian bridge from Red Rocks Open Space over Highway 24. There is also talk of converting Garden of the Gods into a vehicle-free park. If these two events happen, OCC is in a great location to begin and end hikes and bike rides. These hiking loops are a great opportunity for OCC businesses.



NEW MURALS WITH HISTORICAL THEMES



EXISTING ALLEY CONDITIONS



IMPROVED ALLEY CONDITIONS

# LONG-TERM IDEAS

## (5-10 years) Financing Mechanisms

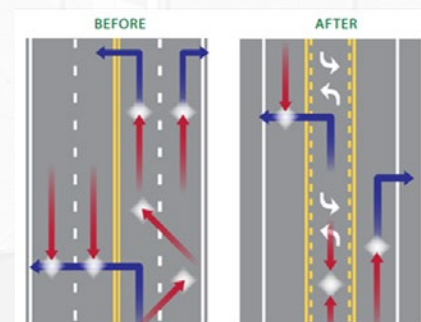
The DCI Team categorized Mid-Term as from now to five years in the future. These recommendations include some complex ideas and partnerships that take time to develop. It is important to remember that though these are listed as Mid-Term, they are likely things you want to start talking about now. As your Family Strategy and formal agreements are put in place, you will have greater leverage to work on the mid-long-term recommendations.

**Streetscape Improvements on Colorado Avenue.** Colorado Avenue will need improvements for both accessibility and for drainage issues that are long overdue. Additionally, the primary concern from OCC Stakeholders in comments from meetings, surveys, and activities is that OCC needs to feel safer AND traffic speeds is a top concern. In a pedestrian area, it is important to consider 1) how speeds affect pedestrians, 2) potential crash points.

**Traffic Speeds:** OCC Stakeholders strongly believe, and are supported by backup information in the traffic study, that people are driving too fast on Colorado Avenue. The graphic to the right demonstrates the impact of speeds on pedestrian survival. It is shown that drivers speed up when the roadway is wider and more open. Therefore, many commercial districts look to narrow the road in reality or perception to keep speeds down. Graphic from AAPR.

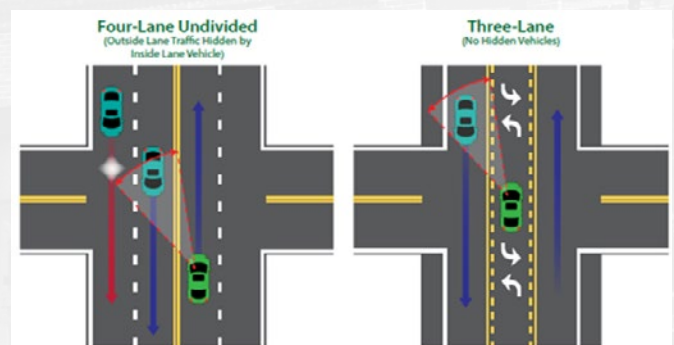


**Potential Crash Points:** The concept highlights the number of possible times an accident can occur with different street configurations. The first graphic to the right shows the number of potential crash points reduced by half when moving to one traffic lane with a middle turn lane. The second graphic shows how a driver's sight line is obstructed by the second lane of traffic.



OCC Stakeholders who received education on the safety of the road, were largely supportive of reducing Colorado Avenue to one traffic lane with a center turn lane. As this configuration will already be used with the improvements happening on the west side of Colorado Avenue, it would make sense to continue them through the core of OCC. However, stakeholders who have not received education on traffic safety felt strongly that maximum traffic flow was a priority.

**ADA Accessibility Improvements:** Because of the aging infrastructure in this area, a lot of public spaces (and private businesses) are not accessible to people with special needs. A glaring problem is the north sidewalk curb which is sometimes 12-18 inches above the street. This requires a long ramp to make it accessible, which is not only difficult and expensive to build but takes up a lot of premium sidewalk space. One street section proposal Option#3 under 'Colorado Avenue Cross-section Example Designs', recommended widening the north sidewalk, which would bring the sidewalk closer to the crown of the road, helping to alleviate the existing problem. Other street sections recommend a complete rebuild to fix the problem, which may be necessary regardless to update utilities in the area.



**Consistent and wider sidewalks:** Upgrading sidewalks is a priority. In addition to fixing accessibility issues, expanding sidewalks wherever feasible is desired. Provide a clear, unobstructed walking path of a consistent dimension throughout the district.

**Program the sidewalk and consolidate:** Widening the sidewalks will also allow for more programming for pedestrians such as cafe seating, benches, lighting, public art, and more. Designate areas for cafe seating of proper dimensions that will not impede pedestrian travel. Consolidate features such as planters and planting areas to add park-like experiences along the street. These could be themed spaces such as: history zone, kid zone, workout zone, garden zone, etc.

**Address storm water issues:** Work with the City to address long-term storm water issues. If possible, upgrade underground systems when redesigning the street. If that is not possible due to funding or timing, incorporate above-grade storm water features (i.e. “green street”) into the streetscape design with elements such as: storm water garden curb extensions, curbside storm water gardens, green alleys, and bioswales in key locations. These elements may be necessary and/or desired regardless of underground utility upgrades.

**Keep mature, healthy trees:** Part of what makes Colorado Avenue and this district such a desirable place are the large trees. They provide a canopy of shade, add human scale, and contribute to the history of the place. When redesigning the streetscape, assess the health of each tree and determine which ones can withstand street and sidewalk upgrades and put in place measures to keep them thriving. When putting in place new trees, choose trees that adapt well to the climate, are of diverse species (i.e. not all the same), and of larger caliper (2-3 inches).

**Trail Loops and Connections.** OCC is a pedestrian area that is surrounded by great trails for bikes and people. While stakeholders didn't support a dedicated bike lane on Colorado Avenue, they did stress the importance of connecting trails to the commercial district.

**The Gateway to Garden of the Gods:** As the City considers closing Garden of the Gods Park to vehicular traffic, establish Old Colorado City as a gateway to accessing the park, and as the natural start and endpoint for bike (and hike) trips in the Garden, and include signage that directs cyclists and pedestrians on safe and direct routes. Consider distinct identities for each loop to create clear travel paths.

**Connect to Red Rock Canyon:** CDOT and the City are considering a pedestrian overpass over US 24 connecting to Red Rock Canyon Open Space. It is important that Old Colorado City present a unified vision in negotiations to ensure connections through the area. Consider distinct identities for each loop to create clear travel paths.

**Midland Trail:** The Midland Trail is an underutilized asset that connects Downtown to Manitou Springs through Old Colorado City. The trail could benefit from improved bicycle signage and wayfinding, especially of the preferred locations for exiting the trail to access shops and restaurants. Public space along the trail would benefit from programming to discourage illicit activity and camping

**Invest in Cucharras Street.** Cucharras Street presents a great opportunity to continue building on the character of the OCC. This street has more of an industrial feel and is already attracting some great trends and uses with a coffee roaster and opportunities for breweries.

**Create the breadcrumbs to lead people to Cucharras.** When implementing new streetscape improvements, carry some elements such as lighting and banners along side streets to Cucharras.

**Formalize Cucharras as a bicycling street:** As part of the Midland Trail route, Cucharras could benefit from providing dedicated bike facilities. Consider providing “sharrows” (shared bike/auto travel lanes) at a minimum. Ideally, the street could be modified to accommodate either traditional bike lanes on either side of the street, or a combined two-way bike path along one side of the street. Either of these options will likely require removal of parking along one side of the street, but there is currently ample off-street parking facilities and on-street spaces are underutilized anyway.

**Create a unique identity:** This street is different from Colorado Avenue, and therefore it should establish its own identity in terms of streetscape. It may remain more organic and “funky” but establishing some common threads could be beneficial. For example, bike lanes and a unique lighting scheme could differentiate it. Additionally, working to establish Cucharras as more of a creative district could lead to more public art, murals, and the like. Expand opportunity onto W. Cucharras with incentives for investment

**Long-Term Management and Financing.** To realize the long-term vision for OCC, additional organization and financial tools will be needed to support design, programming and public realm infrastructure improvements. Old Colorado City SIMD's scope is limited to just three blocks of Colorado Ave and their assessment, at 13.416 mills, is significantly higher than any other SIMD in Colorado Springs. With an annual budget of approximately \$120,000, the SIMD does not have the capacity to fund and maintain the long-term improvements desired for the area.

**Streetscape Improvements on Colorado Avenue.** Colorado Avenue will need improvements for both accessibility and for drainage issues that are long overdue. Additionally, the primary concern from OCC Stakeholders in comments from meetings, surveys, and activities is that OCC needs to feel safer AND traffic speeds is a top concern. In a pedestrian area, it is important to consider 1) how speeds affect pedestrians, 2) potential crash points.

**Expand the District.** The preferred option for increasing revenue is to expand the size of the district. Adding properties allows the district to collect additional revenue without overburdening existing ratepayers. Additionally, expanding the district allows more properties to receive the enhanced services that special districts provide.

**Evolve the SIMD.** Districts evolve over time. While the Old Colorado City SIMD has served an important role over the past forty years, there is no precedent for expanding SIMDs in the City of Colorado Springs. Instead of attempting to expand the Old Colorado City SIMD, it is recommended that a new type of improvement district be considered in its place. Three types of improvement districts are described below. The Old Colorado City SIMD and its partner OCC organizations will need to further involve the community to evaluate which model best serves their needs.

**Business Improvement District (BID).** BIDs are quasi-municipal organizations that, in addition to financing public improvements, can also fund a variety of business-related services such as marketing, economic development, and advocacy.

BIDs can raise revenue through property tax assessments (mill levies) or special assessments, on commercial properties only. BIDs can also issue bonds.

Establishing a BID requires a petition process from property owners in the proposed district and a subsequent vote in a TABOR election.

BIDs are overseen by an independent board of directors comprised of property and business owners in the district. BIDs typically contract staff and administrative services through a non-profit organization.

The Old Colorado City Association (OCCA) would be a logical umbrella organization for a BID.

**Metropolitan (Metro) District.** Metro districts are quasi-municipal corporations that are typically created to help fund, operate and maintain public infrastructure improvements.

They are often initiated by a developer for use in an undeveloped area. Metro districts can raise revenue through property tax assessments (mill levies), special assessments on property or fees on revenue producing services or facilities.

Unlike BIDs, Metro districts can assess both commercial and residential properties within the district. Metro districts can also issue bonds. Establishing a Metro district requires the submission and approval of a service plan by the municipality and then a petition process and vote in a TABOR election.

Metro districts are governed by an independent board of directors comprised of voters within the district.

**General Improvement District (GID).** GIDs are quasi-municipal corporations that are primarily used to fund public infrastructure improvements and maintenance.

GIDs can raise revenue through property tax assessments (mill levies), special assessments, or fees on revenue producing services or facilities.

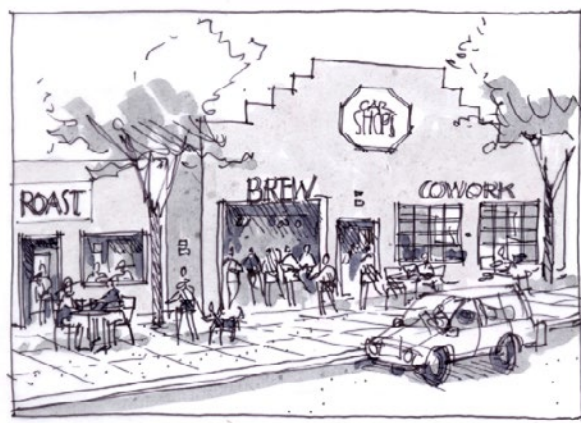
Unlike BIDs, GIDs can assess both commercial and residential properties within the district. GIDs can also issue bonds.

Establishing a GID requires a petition process from commercial and residential voters in the proposed district and then a subsequent vote in a TABOR election.

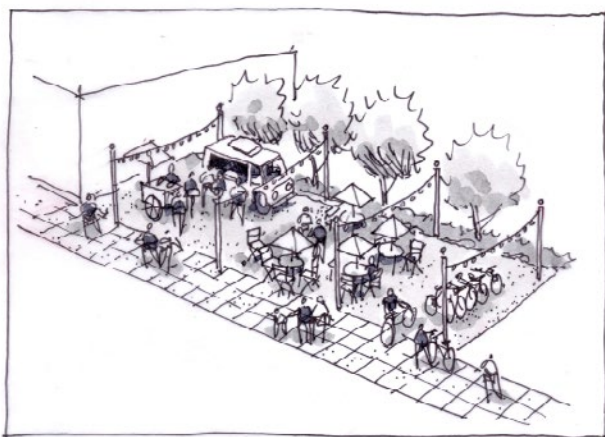
A primary difference between a GID and a Metro District, is that a GID is governed by City Council.

**Consider Designating an Urban Renewal Project Area.** It should be noted that the Old Colorado City SIMD was formed in 1979 as an alternative to blight removal through urban renewal. At the time urban renewal authorities were engaged in large-scale clearance and the SIMD was established to improve and protect the historic core of OCC. Today, urban renewal authorities have many checks and balances and provide extensive community input processes that lead to responsible redevelopment. The Colorado Springs Urban Renewal Authority is engaged in a number of projects throughout the City and provides financial support for redevelopment projects that would otherwise not be achievable.

The primary financing tool of urban renewal, tax increment financing (TIF), can be used to pay for public benefit improvements to streetscape, plazas, parks, public art, façades, as well as more typical public infrastructure improvements such as storm water infrastructure. TIF is not a new tax, it is an incremental property and/or sales taxes over a determined base amount. When redevelopment increases the property or sales taxes of a given area, the resulting increase in tax revenues is captured by the Urban Renewal Authority. These funds are then infused back into the district, for a specified period of time, to support the redevelopment project as well as public infrastructure and public realm improvements throughout the designated area.



CUCHARRAS STREET REVITALIZATION



AREA OF PUBLIC AMENITY: INFORMAL GATHERINGS



SINGLE STORY COMMERCIAL WITH UPPER LEVEL RESIDENTIAL

# LONG-TERM PHYSICAL IMPROVEMENTS

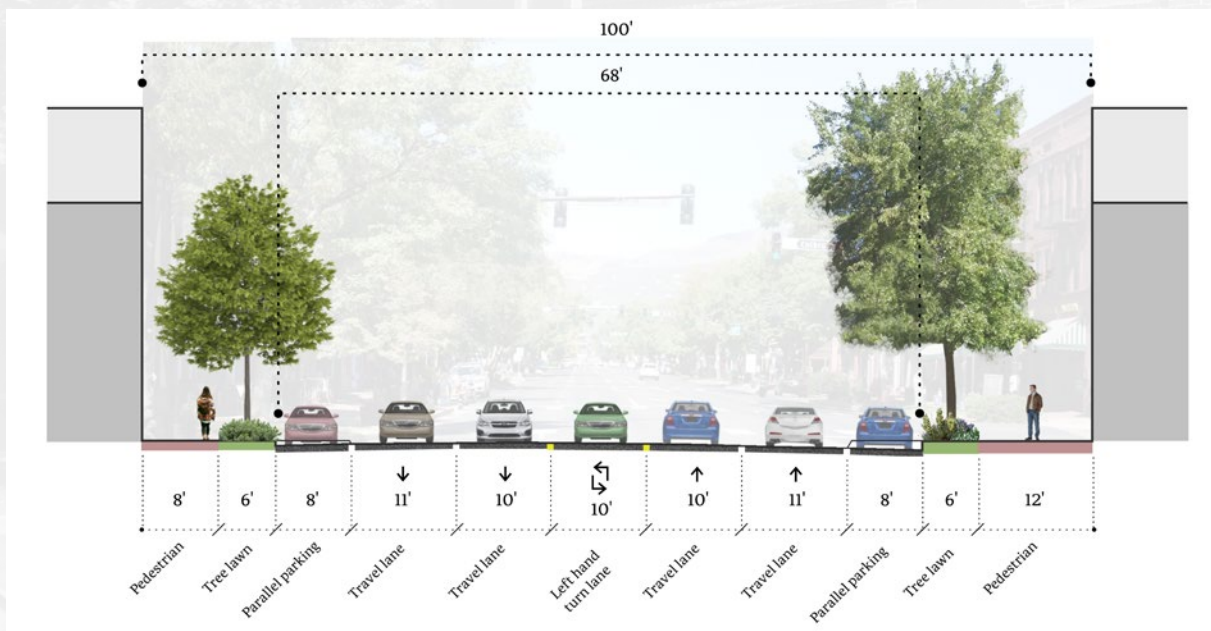
Colorado Avenue will need improvements in time due to storm water drainage and ADA accessibility issues that must be corrected. The DCI Team used OCC Stakeholder Input to outline three options of what those improvements might look like and how to phase improvements for short, mid, and long-term changes. While this report looks primarily at the core SIMD OCC area, the ideas are applicable for the Colorado Avenue corridor. Because there are some differing opinions regarding traffic management, it is suggested to have several educational discussions and some test projects where people can experience different streetscape cross section configurations. While the City of Colorado Springs has no immediate plans to make these improvements, the OCC input should start now to ensure that OCC Stakeholders ideas are heard in the final plans.

## Colorado Avenue Cross-section Example Designs

**Physical Challenges for Colorado Avenue.** Colorado Avenue is the main thoroughfare in Old Colorado City and is largely dominated by automobile traffic. Current concerns include the amount of space dedicated to different uses. For example, should so much of the right-of-way be dedicated to cars when this is a desired pedestrian-first district? In order to make the district more pedestrian-friendly, discussions included: widening sidewalks, fixing accessibility issues (i.e. high curbs), lowering travel speeds to reduce noise, creating a safer and welcoming environment, and providing more space to gather and socialize. At the same time, a reduction in the number of traffic signals will assist with traffic flows

### No Change | Existing Conditions

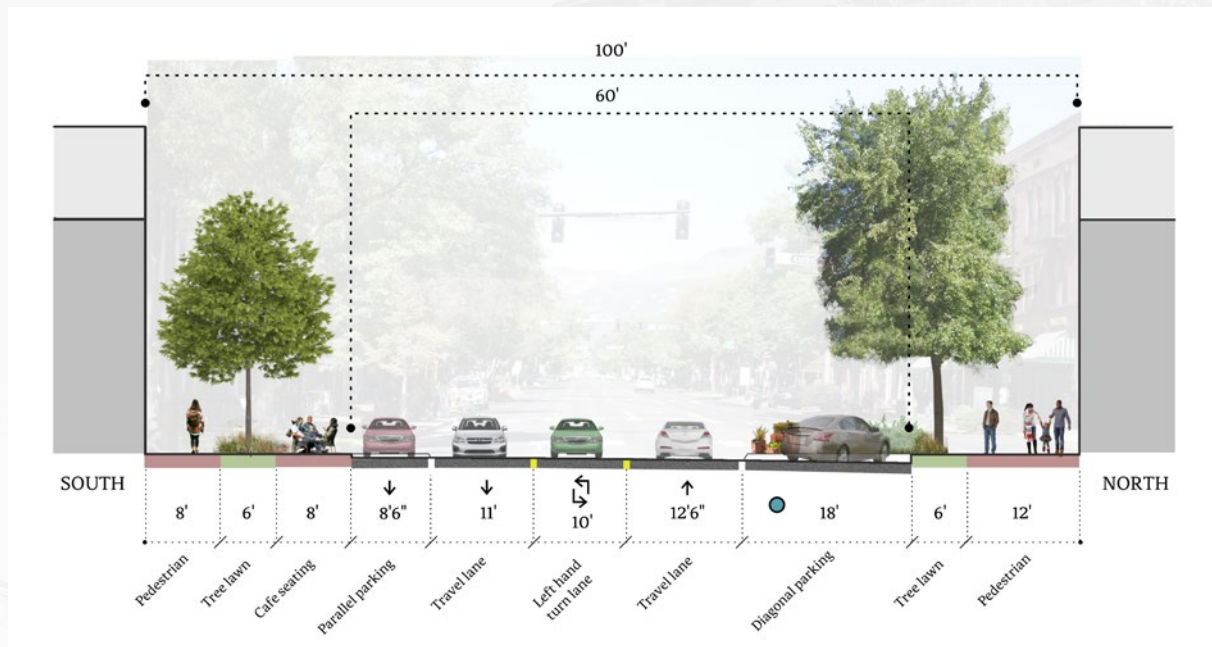
Colorado Avenue as it exists today, between 24th and 26th, is a 25 MPH street with four lanes of traffic, a turn lane and two parallel parking zones. A mature tree canopy already exists for this extent of Colorado Avenue and is an important amenity of the street worth showcasing and strengthening. Curb extensions occur at some corners and mid-block to provide more green space. The challenges to a “no change” option are listed above.



## Option #1

Option #1 proposes reducing the number of travel lanes from four (4) to two (2) lanes while keeping the center left turn lane. The additional space from removing a travel lane in each direction allows for:

- An eight foot (8') expansion of the pedestrian zone on the south side to allow for café seating or other activation and
- Diagonal parking (instead of parallel) on the north side, thereby increasing the amount of parking by 60% on that side of the street. Diagonal parking placed on the north side would be more effective in slowing and capturing those would-be pedestrian customers driving from Colorado Springs toward Manitou Springs. The north curb remains in place in this option.



Additionally, by expanding the sidewalk via curb extensions at the corners of Colorado Avenue and its cross streets, the distance needed for pedestrians to cross the street is reduced from 52' (existing conditions) to 33'6" (option #1), creating a safer and more inviting environment for pedestrians to meander to both sides of the street and experience all of what Colorado Avenue has to offer. Also consider mid-block pedestrian island crossings.

Most of the amenities and changes proposed in option #1 are able to be done in a low impact manner via restriping travel lanes and Northside diagonal parking, using street planters to designate expanded sidewalk bump-outs, and parklets constructed over existing parking spaces on the south side. These non-permanent solutions allow for experimentation and design trials that allow the community to understand and experience the physical aspects before any final plans are implemented. If this route is taken, option #1 has the possibility of serving as the precursor to option #2 seen below for an even greater predominance placed on pedestrian activity and safety. Unfortunately, option #1 does not address ADA compliance issues on the north side of the street.

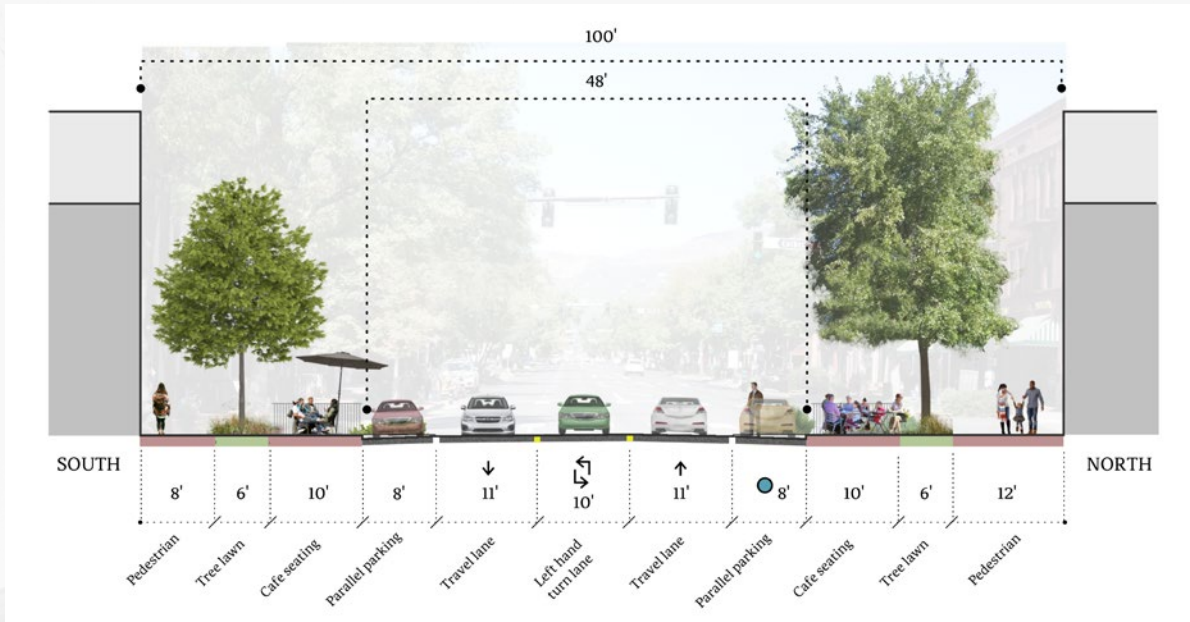
An additional option is to permanently implement option #1 with the necessary curb correction made on the northside of Colorado Avenue.

## Option #2

Option #2 is a symmetrical version of option #1. Both propose reducing the number of travel lanes from four (4) to two (2) lanes while keeping the center left turn lane. However, in distinction with option #1 this option provides parallel parking and an expanded sidewalk on both sides of the street - offering an additional 10 feet of sidewalk space for cafe seating or other activation.

By expanding the sidewalks via curb extensions at the corners, the distance required for a pedestrian to cross the street is reduced from 52' (existing conditions) 32' (option #2). Consider mid-block pedestrian crossings.

Because the expansion of the pedestrian zone on the north side of Colorado Avenue extends in toward the raised crown of the street, the relative height of the curb decreases making the issue of curb correction along Colorado Avenue less intensive.

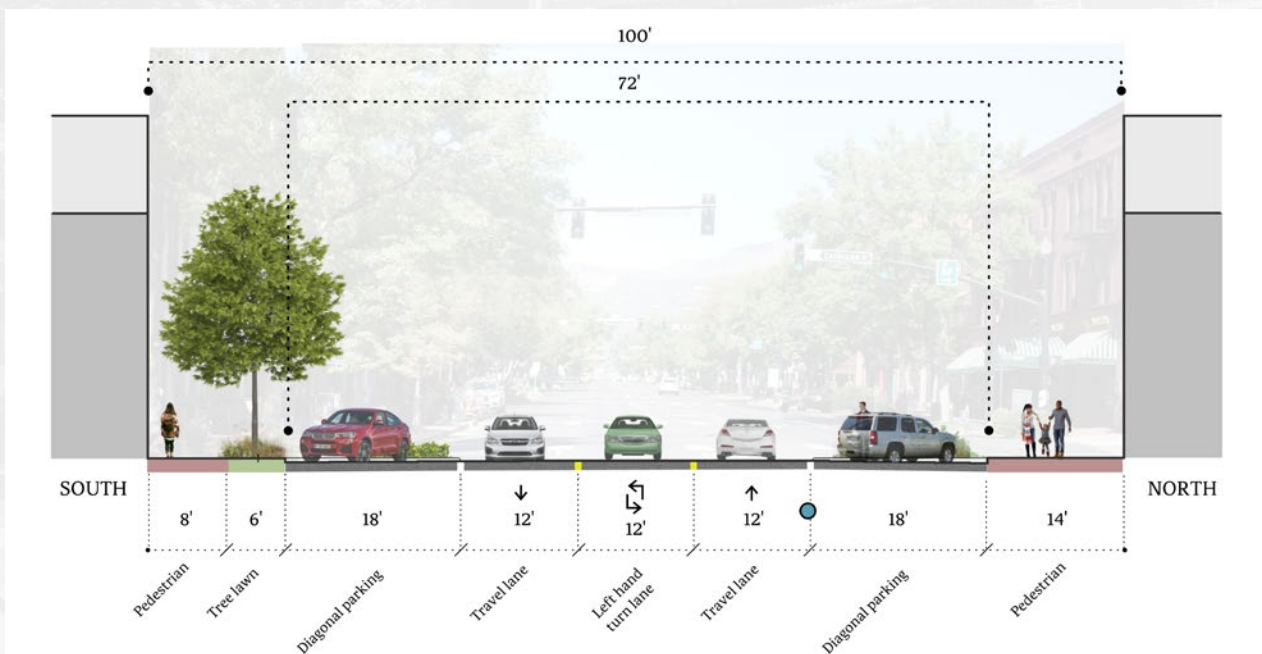


### Option #3

Like the other options, Option #3 also proposes reducing the number of lanes from four (4) to two (2) lanes while keeping the center left turn lane. However, rather than expanding pedestrian space, this option illustrates the advantage of more parking along the street by placing diagonal parking on both sides of the street. This would increase parking by 60% along Colorado Avenue.

However, since diagonal parking requires a 12' adjacent lane, the pedestrian crossing distance becomes 36' as opposed to 52' (existing conditions), 33'6" (option #1), or 32' (option #2).

Additionally, because of the dual diagonal parking on the north and south sides, the curb to curb width actually increases overall, resulting in a significant loss of mature street trees on the north side of Colorado Avenue. ADA compliance issues would still remain. Due to the tradeoffs of less pedestrian space, loss of trees, and not properly addressing the ADA compliance issues, this option is not recommended. Rather, it is shown to illustrate a "more street parking" option. There was discussion about parking and consensus was that there is an adequate amount of off-street parking for patrons, so adding this much parking to the street is not warranted.





# Signage & Wayfinding Strategies and Overview

A signage family was developed by the DCI design team to help guide the concepts that can be explored and built upon as the Old Colorado City community decides its needs for signage and wayfinding. Example members of a signage family include: Gateway, Directional (Automobile), Directional (Pedestrian), Destination, Kiosk, Interpretive, Merchant, Transit, and Trails/Recreation. Below is additional information about the signage family:

## Types of Signage and Wayfinding



**Gateway Signs and/or Monuments** Larger signs signify entry points and provide a feeling of having arrived somewhere. The places marked as Gateways can also be decision points.

**Directional (Auto) Signs** designed to assist with flow of vehicles to key areas including districts, destinations, and most importantly parking options. Should be strategically designed to complement regulatory signage

**Directional (Pedestrian) Signs** focused on non-vehicular traffic to link to restrooms, shuttle stops, shopping, and cultural and recreation destinations. These might include fun and creative aspects including walking times.

**Destination Signs** serve as markers for tourist and local points of interests including recreation options and civic uses, including parks, fields, police, civic, trailheads, and other recreation sites.

**Kiosk Signs** include program, event, or business messaging along with maps and sometimes wayfinding technology. Could have the options for dynamic and updated content including business menus or specials, etc.

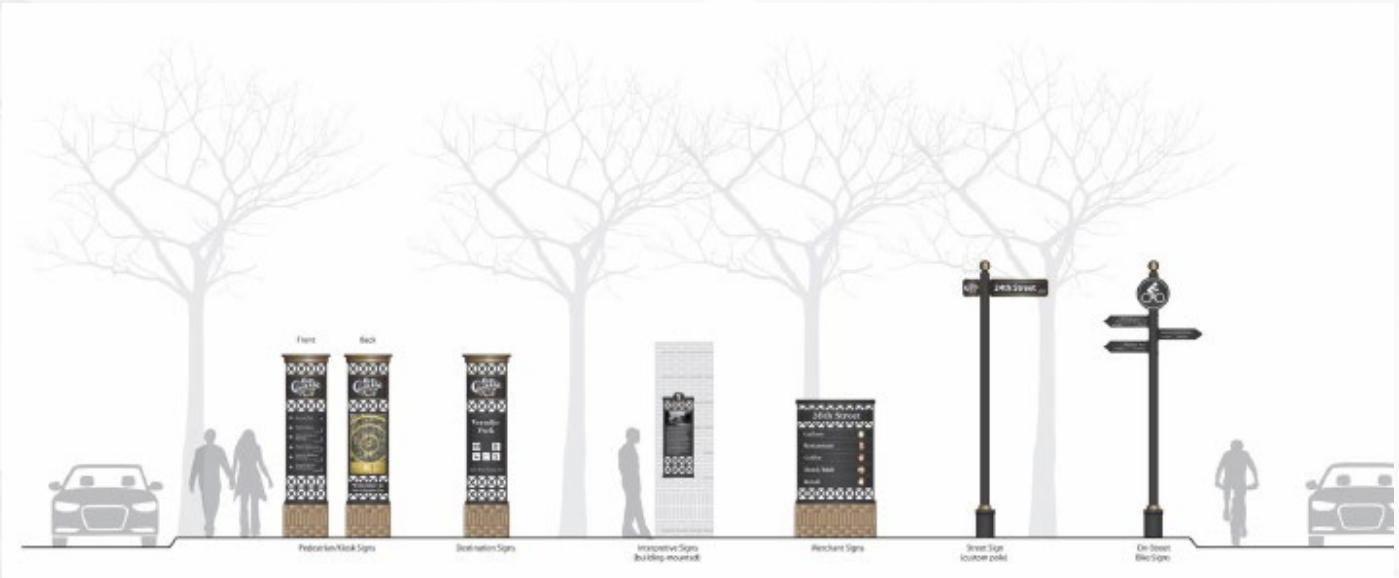
**Interpretive Signs** meant to assist the reader in understanding the significance of the site at a higher level of detail such as with historic buildings, art, cultural sites, and other important stories the community would like to share.

**Merchant Signs** for local business go beyond the signage on the front or back of the store, but can include business directional signage to assist in driving vehicles or pedestrians to visit businesses off of Colorado Avenue.

**Transit Signs** should assist in linking free or paid parking to transit options like shuttle stops, bike share, or other options.

**Trails + Recreation Signs** that demarcate bike trails and trailheads.

**Regulatory Signs** The Federal Highway Administration has developed the design details for development and placement of regulatory signs through the MUTCD Standard Highway Signs.



# Old Colorado City Specific Tools and Resources

Each organization in Old Colorado City possess unique expertise. Having multiple organizations has the ability to increase the capacity of Old Colorado City if groups communicate and collaborate on issues facing the community. However, if communication is absent, efforts may be hindered or duplicated and capacity will be reduced.

Each organization can serve as a resource to one another and the community. Messages and important information can be shared between groups and organizations that interface directly with community members can pass information along to residents or business owners.

A prominent example is events in Bancroft park. The City permitting process can be cumbersome for event holders, and business owners do not feel they receive any benefit from or input in many events. Providing a toolkit to event holders could ensure a successful community event and that business needs are represented.

# APPENDIX A // Action Matrix

OBJECTIVES	RESPONSIBLE	ACTION TASK	2018				2019				2020				Mid			
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Y3	Y4	Y5
Clarify and consolidate organizational goals and objectives	Lead: Partners:	Establish first meeting of the Families and set the date for the following, with meetings each quarter.  Develop strategic plans for each organization, with collaboration to ensure that each plan is complementary and that clearly identifies where each organization will lead. Include a unified event and fundraising strategy.  Explore co-locating offices in a shared building and identify other resource-sharing opportunities.  Prioritize projects for funding, and identify funding and fundraising opportunities.  Identify a shared location to communicate volunteer opportunities and work with younger groups to build volunteer capacity.  Develop a district strategy. Work collaboratively to share and promote the message broadly with other community partners, residents, and visitors.  Define the boundaries of Old Colorado City and activate gateways into the area.  Clean out the Bancroft Park Cabin for use as a Visitor Information Center. Identify funding and other resource needs for conversion.  Inventory spaces for public art, including Art on the Avenue and murals on buildings and in alleys.																
Establish a unique and consistent brand for Old Colorado City																		







## APPENDIX B // Team Bios

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### Team Members

The Old Colorado City Assessment Team appreciates the invitation to get to know your district and to assist your community in maximizing its considerable assets. The volunteers worked diligently, pre- and post- visit, to provide relevant and realistic input towards the betterment of your community.



#### **CHENEY BOSTIC, *studioseed***

Cheney is the Principal and Founder of *studioseed*. With formal training as an architect, Cheney brings a unique skill set to the field of urban design and planning. She offers realistic planning solutions that are action-oriented, implementable and designed to code. Her passion lies in urban infill projects that respond to an existing context, corridor projects that seek to transform over time, and transit-oriented development projects that add value to underutilized land. An overarching goal in all of Cheney's projects is a desire to increase quality of life for residents and inspire action.



#### **KATHERINE CORRELL, *Downtown Colorado, Inc.***

Katherine Correll is an innovative and creative strategist, who serves as a resource choreographer for local governments, non-profits, and private businesses hoping to achieve more with less. She brings broad experience from forming co-operatives of rural women, initiating local government strategic reforms, expanding professional development and volunteer networks, and spanning the fields of outreach and engagement, community and economic development, not-for-profit administration, strategic planning and logic frameworks, project development and management, local government planning, marketing and communications, financial and economic development services, and education.



#### **KRISTIN CYPHER, *C+B Design***

As the founder and owner of *C+B Design*, Kristin has over 20 years of experience in urban design, planning, branding and signage and wayfinding, with a focus on improving community spaces. Kristin is respected for her inspiring approach to project development, including developing public involvement plans, leading/facilitating public outreach efforts, researching and writing planning and design documents, creating presentations, and developing design ideas through free-hand sketching and modeling. Kristin is passionate about public planning, communication and design, and brings this focus and awareness into every project.



#### **NATALIE JOHNSON, *Manitou Creative District***

Natalie Johnson is the Executive Director of the Manitou Springs Creative District and the Manitou Art Center. She lives, works and plays in Manitou Springs. Inspired by her community, she loves her life, job and working every day.



#### **JIM LEGGITT, *FAIA***

Architect, urban planner, professional illustrator and author, Jim Leggitt, FAIA has been practicing for over thirty-five years in Denver, Colorado. Principal at *studio-INSITE LLC*, an urban planning and landscape architecture firm, Jim specializes in conceptual design, community planning, team collaboration and visualization. Jim combines his quick hand drawing skills with architectural and planning experience on projects ranging from small urban blocks to large scale city plans. Leggitt is a Fellow with the American Institute of Architects and an adjunct professor at the University of Colorado Denver College of Architecture and Planning. He teaches drawing courses throughout the country and Canada to design professionals and students.



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**ERIN LYNG, Progressive Urban Management Associates (P.U.M.A.)**



Erin Lyng manages a variety of projects at P.U.M.A. from adaptive reuse feasibility studies to rural economic development. strategies to strategic plans for downtown organizations. Erin also leads P.U.M.A.'s role as the outreach and technical assistance provider for the Colorado Fresh Food Financing Fund (CO4F), a statewide program that funds healthy food retail in underserved communities. Her past experience in nonprofit public relations, communications strategy, advertising and digital media brings unique perspectives to project work at P.U.M.A. Erin currently serves on the board of Downtown Colorado Inc., a nonprofit that works to revitalize local economies throughout the state. She holds a master's degree in urban and regional planning from the University of Colorado Denver and a bachelor's degree in economics from Boston College.

**JARIAH WALKER, Colorado Springs Urban Renewal Authority**



A professional who is committed to urban renewal, economic development, robust growth and sustainable strategic initiatives, using comprehensive leadership and communication skill sets. A problem-solver with experience in commercial and residential real estate brokerage, marketing and management, development and legislative and regulatory assessments and evaluations. Collaborative team and project leader, accomplished manager, mediator and presenter, offering financial and budget oversight across a broad spectrum. Politically savvy in local and state politics and someone who takes pride in forging and protecting relationships throughout the community. A seasoned board and committee member who understands board structure and governance and someone who is well versed in ethics and mediation.

**AARON SCHULTZ, DCI AmeriCorps VISTA for Manitou Chamber**



Aaron is currently working as an AmeriCorps VISTA as the Economic Development Strategic Plan Coordinator for the city of Manitou Springs with an interest in understanding and achieving the community vision. His main objectives include expanding the organizational capacity of the Manitou Springs Chamber of Commerce, Visitors Bureau & Office of Economic Development to support a resilient local business climate and to promote sustainable tourism. A diverse background in Civil Rights, Accessibility, and Education allows Aaron to work with a number of local and regional interests to encourage communication and collaboration.

**KYLIE BROWN, Communications Coordinator, DCI AmeriCorps VISTA**



Kylie is a Colorado native. She grew up in Centennial, CO and attended Arizona State University where she earned concurrent BA degrees in Design Management and Sustainability. She has a background in green building, community development, and sustainable development. During the summer of 2016, Kylie was the Community Development intern at the Department of Local Affairs. She looks forward to continuing to serve Colorado's communities as DCI's AmeriCorps VISTA.

**WILL CUNDIFF, DCI Operations Manager**



Will is a planning and organizational specialist with a passion for multi-modal transportation, management, and vital downtowns. He has worked with DCI member communities to assist with rural transportation, signage and wayfinding, and communications. Will grew up outside of London, UK which is where he first discovered his interest in urban planning and design. Will has a BA in Urban Planning from Miami University (OH), and a M.U.R.P from the University of Colorado Denver.

**ANDREW CURTIS, DCI VISTA Leader**



Andrew is originally from a bucolic part of New Jersey, an area of the country many do not know exists, and received his BA in History from Susquehanna University in 2015. Before coming to DCI to move into his current position overseeing the AmeriCorps VISTA program, Andrew assisted the Town of Elizabeth's Main Street Program in efforts to revitalize the downtown.

# APPENDIX C // Old Colorado City Stakeholder Matrix

## OCC Partners Matrix

Downtown Colorado, Inc. (DCI)  
Old Colorado City (OCC) District Assessment

	Special Improvement and Maintenance District (SIMD)	Old Colorado City Association (OCCA)	Old Colorado City Foundation (OCCF)	Organization of Westside Neighbors (OWN)
<b>Staff</b>	1 Staff Member	PT Ambassador and Admin		
<b>Contracts</b>		Contact for Marketing, Social Media, Book Keeping	Event planner, website, etc. (paid based on success)	
<b>Board of Directors</b>	7 Members	12 Members	10 Member	9 Members
<b>Board Terms</b>	2 Years	2 Years	Undefined	3 Year Terms
<b>Structure</b>	District by Ordinance	501 c(4)	501 c(3)	501 c(3)
<b>Financing</b>	13 Mill Levy from property owners in three blocks (24-27th on Colorado Ave.)	Membership and Events	Donations; Grants for: Park beautification, Children's area (reading, intellectual space, (google, city, etc.).	No dues
<b>Budget</b>	\$100,000+	180,000	\$20,000	\$3K in the bank
<b>Communication</b>		Newsletters, emails, 8500 email list		
<b>Focus</b>	Security and Supports events through Partnerships	<b>Standing Committees:</b> Art, membership, marketing, events; <b>Supporting merchants</b> through marketing to tourists, locals (be local), business to business. <b>Events:</b> Aspens on the Ave; Art about aspens, Giant Pumpkin; Halloween, Small Business Sat, Santa's Workshop; Christmas Stroll, Territory Days; Street Festival (\$80K, booths and beer), Partner (Farmer's Market, Art walk, trick or treat)	Fundraising for Old Colorado City; Projects have focused on Park Activation and Maintenance. No firm strategy as much as educated discussion and presentations to help the board decide on new projects. Must be unanimously approved by all Board members present. Contribute to: Security and efforts for vibrancy. <b>Events and regular activities:</b> Taste of OCC; West Fest; <b>Could do</b> quarterly events, partner with Farmer's Market.	Promotes events, donations from restaurants. Local non-profits have booths. Reacts to problems largely around homelessness and vagrants. Would like to set a vision and develop goals to be proactive. Master plan from 80s. May do a vision for the commercial area.
<b>What would you like to see?</b>		<b>Help Needed for Business/Property Owners:</b> How to register as a historic building; Understanding enterprise zones; Consider how events and street closures impact business. Anyone can shut down the street if they receive a permit. Businesses/organizations could have review of permits. Vendors X feet away from entrance. <b>Physical Improvements:</b> Lighting and safety; Fall to winter decorations/xeroscaping/tree strategy; Sidewalks; Need center lane for trucks (no ally from 25th-26th); Existing bike paths are underutilized?; Extend historic district to 30th ; RESTROOMs (visitor center and park) – parking lot by wobbly olive?		

# Survey Responses (9 separate responses)

Resources or Partnerships Needed	Ideas I Like...	My Vision for Old Colorado City...
<ul style="list-style-type: none"> <li>&gt; Need an out-brief on results of study to City Council</li> <li>&gt; Need quarterly meetings with all groups</li> <li>&gt; Need more combined meetings</li> <li>&gt; Oldcoloradocityfoundation.org</li> </ul>	<p><b>Pedestrian Friendly/Traffic Calming - 9</b></p> <ul style="list-style-type: none"> <li>&gt; Less traffic (vehicular)</li> <li>&gt; Safer, walkable sidewalks, +1</li> <li>&gt; Road diet</li> <li>&gt; Parklets</li> <li>&gt; New (fix) sidewalks, +2</li> <li>&gt; Alley gathering spaces like patios and porches</li> </ul> <p><b>Park Activation - 6</b></p> <ul style="list-style-type: none"> <li>&gt; Colbrunn Court - no traffic, community seating, +1</li> <li>&gt; Be able to close Colbrunn easily (not a big city process)</li> <li>&gt; Park Events, concerts, picnics, etc.</li> <li>&gt; Concert in the park</li> <li>&gt; More usable park with children's areas</li> </ul> <p><b>Lighting - 3</b></p> <ul style="list-style-type: none"> <li>&gt; Overhead Lighting over Colorado Ave 24th-27th St (mesh/string lighting) like Larimer square or downtown Parker, +1</li> <li>&gt; Making sure all lights are lit especially during Christmas &amp; Fall times when it starts to get darker</li> </ul> <p><b>Organizational Improvements - 2</b></p> <ul style="list-style-type: none"> <li>&gt; Quarterly combined meetings (of community partners), +1 (work better together, meetings together)</li> </ul> <p><b>Parking - 2</b></p> <ul style="list-style-type: none"> <li>&gt; Repaving back parking areas</li> <li>&gt; More parking areas</li> </ul> <p><b>Transportation - 1</b></p> <ul style="list-style-type: none"> <li>&gt; Free shuttle rides</li> <li>&gt; Safety and Enforcement - 1</li> <li>&gt; More police/community enforcement of existing rules like no cycling/skateboarding on sidewalk</li> </ul> <p><b>Infrastructure - 1</b></p> <ul style="list-style-type: none"> <li>&gt; New drainage</li> </ul>	<p><b>Safety and Enforcement - 7</b></p> <ul style="list-style-type: none"> <li>&gt; Safe environment</li> <li>&gt; No loitering/camping in parks</li> <li>&gt; Work in Safe environment</li> <li>&gt; Cleaner</li> <li>&gt; Less appealing/Friendly to homeless, +2</li> </ul> <p><b>Pedestrian Friendly/Traffic Calming - 6</b></p> <ul style="list-style-type: none"> <li>&gt; Traffic</li> <li>&gt; Bike lanes -&gt; safety, where is a place for bikes?</li> <li>&gt; Traffic lights that change more quickly for peds and have a longer walk signal</li> <li>&gt; Community-focused, clean streets and alleys, safe pedestrian and shopping areas</li> <li>&gt; Road diet</li> <li>&gt; Better sidewalks</li> </ul> <p><b>Environment - 5</b></p> <ul style="list-style-type: none"> <li>&gt; Consistent look and feel of OCC Colorado Ave that draws visitors from surrounding areas who want to enjoy the shops, activities, services unique to OCC</li> <li>&gt; Live, work &amp; play</li> <li>&gt; Shops staying open late</li> <li>&gt; Better landscaping, +1 (year round)</li> <li>&gt; A year-round shopping, dining district that does not "close" up during winter</li> <li>&gt; Extended to 30th st</li> </ul> <p><b>Park Activation - 4</b></p> <ul style="list-style-type: none"> <li>&gt; More park events, +1</li> <li>&gt; Children's play areas</li> <li>&gt; Healthy Space for my kids to Play</li> </ul> <p><b>Community - 2</b></p> <ul style="list-style-type: none"> <li>&gt; Long term community focused community that balance the needs of the local residents with the economic enhancements needed for business entities to grow and add economic value to the area</li> <li>Consistent Environment</li> <li>&gt; More city council involvement/care</li> </ul> <p><b>Lighting - 2</b></p> <ul style="list-style-type: none"> <li>&gt; More lights year round, +1</li> <li>Transportation - 1</li> <li>&gt; Free shuttle</li> </ul> <p><b>Infrastructure - 1</b></p> <ul style="list-style-type: none"> <li>&gt; Restrooms</li> </ul>
<p><b>Questions to Follow Up With...</b></p> <ul style="list-style-type: none"> <li>&gt; What is the timeline for decisions and projects works?</li> <li>&gt; How are all 3 groups going to work together?</li> <li>&gt; How is this going to affect business? How to not cost businesses?</li> </ul>		

# Survey Responses (23 separate online responses)

### My Vision for Old Colorado City...

#### Environment - 15

- > A safe, clean and charming old town that keeps the old-town character through buildings, ambiance and events.
- > More consistent look and feel to Old Colorado City- with landscaping and more congruent signage. A place for gathering- concerts, and other cultural events. To tie it into Manitou- the corridor from Manitou to Old Colorado city gives visitors a disjointed view of our town. Figure out the zoning so that it doesn't look like a mash up of businesses and older run down hotels.
- > Keep the small town feel. Spread it to No Man's Land area.
- > Quaint area with great shopping, dining, fun events. tourist area (even though I live here). A place that people enjoy coming to.
- > Vibrant arts and shopping district that draws tourists and local residents with an eclectic experience combining the charm of an old Main Street with modern luxuries which include public art exhibits in the parks and along Colorado Ave, well-maintained sidewalks with abundant flowers and trees, patio dining, coffee houses, art galleries, and boutiques.
- > Is a vibrant place with thriving businesses, inviting sidewalks and park space, and historic, unique charm where safety is the guiding force and first priority.
- > To showcase the history of the area, in spite of some of it being pretty colorful. Maintain the ambiance of the old west as much as possible. Also to be clean, respectable, and well maintained. Have a lot of greenery, flowers, planters, and seating.
- > For people to have the feeling they stepped back in time. I would greatly like to reduce the speed at which cars go through. The more outdoor cafe's, the better. Outlining the buildings with lights may be less expensive and could be lit year round.
- > Old Colorado City is THE must-see area of Colorado Springs for visitors and locals alike. The area has unique restaurants, shops, and galleries that cannot be found anywhere else in the state. The historical feeling of the area is preserved through art, architecture, and culture. The efforts of the area of collaborative and speak with one voice - the voice of the vision of the area.
- > More trees
- > To create a vibrant shopping and dining district that is organized in its' layout, parking, and sidewalk areas.
- > More things to do than just restaurants and shopping.
- > Is to enhance the area as a destination while honoring the residents. I love the walk-ability and neighborly aspects.
- > A place neighbors and out of town visitors look forward to going. To enjoy restaurants, music, parks, shopping and walking around. Enjoying special events.
- > As a thirty five year business owner and commercial property owner I am proud to be a part Old Colorado City. I am also a resident of OCC. The historic buildings and homes with a vibrant mix of businesses and safe neighborhoods are the key to continued success of the area. I have seen many businesses come and go. As long as a business offers goods and services that people want, it will succeed. OCC has been a place where people can pursue the American Dream of owning their own business for more than a century. I hope to see that continue indefinitely.

#### Pedestrian/Traffic Calming - 13

- > Improve the sidewalks and better maintenance, +2
- > A walkable community with vibrant restaurants, bars, shops, and art galleries. Outdoor dining on sidewalks and patios. Farmers Markets. Pet-friendly establishments.
- > Walkable, bikable, unique, and vibrant. A part of town that does not rely as much on tourism. More jobs and more residences.
- > Historic preservation, safety, foot traffic only
- > Keep it the same except for some sidewalk improvements, making use of the cameras at the stop lights--for speed control
- > Create wider sidewalks (+1) by moving the current iron fencing and flower baskets closer to the road, moving some of the current seating, filling in tripping hazards from unused planting beds and better use of current sidewalk area.
- > More the merrier, just less cars.
- > 3 lanes (one turn lane) with parallel parking
- > More walkable
- > I am completing this survey to express my firm opposition to reducing Colorado Ave. from 4 to 2 lanes of traffic. Colorado Ave. is my primary route anywhere, especially home. I understand businesses want to slow traffic. I am a tax payer too and do not want access to my home reduced or limited in any manner.

## Ideas I Like...

### **Pedestrian/Traffic Calming - 9**

- > More outdoor dining on sidewalks (possibly necessitating wider sidewalks).
- > 3 blocks of Colorado Avenue made pedestrian-only (like 16th Street in Denver or Pearl Street in Boulder).
- > Slower speed limit, more shops, more restaurants. Outdoor and rooftop dining, pedestrian malls. Automatic pedestrian signals and more signalised or painted crosswalks on Colorado Ave between 24th and 8th.
- > Enforcement of speed limit on Colorado Ave (25 mph area), +2
- > \* I WANT TO REVERSE MY ORIGINAL SNAP AGREEMENT ON MONDAY FOR THE ROAD DIET! After more research, walking the entire area and speaking with about ten people, I realize reducing road lanes to create wider sidewalks and slow traffic would be a disaster in this busy area, especially during high volume tourist times. Highway 24 is already so crowded that some use Colorado Ave. In addition, the current four lanes are needed for emergency services including the nearby fire house, police and first aid (esp. with the vagrant population), several businesses such as Jake and Telly's restaurant have weekly deliveries with large truck that need to be unloaded on Colorado Ave. for about two hours, parallel parking which would completely stop stopping in one direction for a few minutes, and confusion with middle lane turning., +1
- > Two lanes of traffic with a center lane for deliveries.
- > 3 lanes to slow traffic and create equitable pedestrian/vehicle space
- > More feet on the street. Less traffic.
- > The brick sidewalks really need replaced. I appreciate the aesthetic but there are many trip hazards.

### **Park Activation - 8**

- > More events and cultural activities
- > Better connections to fountain creek and activation of parks along creek, including special events.
- > Redo the park already.
- > More outdoor music events, like ones that used to be in Bancroft Park
- > Better place for farmers market in summer. It's just too crowded where it is.
- > Art installations - especially in Bancroft Park.
- > A park that is useful to visitors and locals alike, with a water feature of some sort.
- > Music in all parks at once, so you can ride bike or walk from venue to venue.

### **Environment - 7**

- > More museums and cultural destinations.
- > how can we improve the corridor from Manitou to Old Colorado City so that it feels more connected even though they are two separate entities- and in the county and city. What would make it more visually appealing for our visitors? How can we influence landlords and owners to take pride in their properties?
- > Clean up/spruce up of some of the buildings south of Colorado Ave, like along W Cucharras (behind Valero and westward)
- > Impressive flower planters in the summer.
- > Streetscape work in the historical district so that the area is safe, pleasing to the eye, and fits in with the historical nature of the area.
- > Rehab of the former Goodwill building
- > Incentives for homeowners to make their homes look better. Perhaps contests for holiday decorations, flower gardens, art installations, etc. I have heard of other communities refunding/reimbursing homeowners that have very low incomes for paint and materials once before and after pictures of exterior projects are submitted, with prior approval.

### **Safety and Enforcement - 5**

- > Homeless issue fixed. I have seen human waste on the sidewalks, drugged individuals wandering down the sidewalks, homeless camping in Bancroft Park (and surrounding parks), people pushing carts through OCC. This is unacceptable and not conducive to a safe environment for all to enjoy.
- > Less homeless people "hanging about"... they can be very intimidating
- > Better security (especially at Bancroft Park and in the parking lots) and control of the homeless population.
- > Better trash management
- > Possible bicycle, or mounted police, at least during special events. Security cameras in parks.

### **Lighting - 5**

- > Lighting in the alleys
- > Holiday Lights in November - December

# Survey Responses continued

### My Vision for Old Colorado City...

#### **Park Activation - 8**

- > Have Bancroft Park filled with music and activities (incl. the lending historic games and activities.
- > Create a welcoming cart/booth in Bancroft Park with posted menus, etc.
- > Movies and bonfires in Bancroft in winter. Free Wi-Fi.
- > World class music in the park.
- > Birds, bugs, need and buds festival last week in September.
- > Activated alleys
- > Regular events
- > Activated park

#### **Transportation - 7**

- > Could there be a better flow. Bike lanes and rental bikes.
- > Two lanes of traffic with turn lanes and bike lane.
- > Maybe sharing the shuttle service with Manitou Springs?? Their shuttle service in the summer is awesome!
- > Have shuttle buses on weekends in the summer or special events where people can park at nearby schools and get dropped off at Bancroft Park.
- > Public transport every 6 minutes from downtown Colorado Springs to Manitou.
- > Electric vehicles power stations
- > Welcoming paths for bicycles to connect bike boulevards to Colorado Avenue

#### **Safety and Enforcement - 4**

- > Encourage small business, enforce camping/littering/panhandling bans to limit the trash, crime, and unsafe conditions caused by the transient population living in our westside parks and neighborhoods and along the creek.
- > Consider video cameras in trouble areas.
- > Reduction in homeless. Heavy reduction.
- > Feeling safe even after sunset.

#### **Infrastructure - 3**

- > Public toilets every two blocks.
- > Solar panels
- > Improved/efficient street lights

#### **Signage - 2**

- > Improved signage
- > Gateways marking entry into OCC

#### **Lighting - 2**

- > Old fashion looking lights strung across the Colorado Ave. and improved lighting in parks and parking areas.
- > String lighting

#### **Parking - 1**

- > Maintain free parking

### Questions to Follow Up With...

- > Current traffic count for Colorado Avenue
- > Transient plan
- > Impact on fire and police access down Colorado Avenue-- due to congestion that having only two lanes would cause. OCC is a thoroughfare and needs to be able to move along at a reasonable pace. Reducing to two lanes would create a nightmare for the people who live, and work in the area.
- > What are the firm plans for Bancroft Park and sidewalk maintenance?
- > Traffic studies during weekend tourist season especially in July. How to purchase the Junior Achievement Building between Goodwill and Bancroft park for community activities including an indoor year round market and music venue.
- > How to take the steps necessary for the "testing" that was discussed regarding three traffic lanes with the diagonal parking.

## Ideas I Like...

- > Overhead lights across the avenue for at least one block and preferably two.
- > Lighting in the alleys
- > Some accent lighting down the avenue

### **Parking - 2**

- > No parking lots facing Colorado Ave.
- > Angled parking rather than parallel parking.

### Transportation - 2

- > Bike lanes on Colorado (and better bike routes on Pikes Peak Ave)
- > NO BIKE LANES ON COLORADO AVE - there is a bike trail just a few blocks away. Bike lanes on Colorado Ave will simply add to the congestion!

### **Infrastructure - 1**

- > BUT...the planning department is going to put a large state of the art bathroom right on the corner of 24th and W. Colorado Avenue in Bancroft Park which is the entrance to Old Colorado City. The Park already has a large homeless problem and this restroom will compound the issue immensely as it will be surrounded constantly by this group. As it stands now, tourist buses that stopped at this corner in the past do not do so now because of the homeless activity. How many other historic districts have a large bathroom at their entrance? An archway here will not have a pot of gold at the end of the rainbow but will have a homeless oasis. Not very inviting!!! The same planning department is going to take out the pavilion in the Park because of the homeless situation. Some of us like the pavilion. I would like you to take a stand and let them know what they are doing is harmful not helpful to our image.

### **Signage - 1**

- > I like the idea of archways or entrance ways that make it inviting for visitors.

## Resources or Partnerships Needed

- > Historic building codes set in 1980s for OCC (80-6).
- > Current unpopular renovations set for Bancroft Park.
- > The twenty plus year plan for all of Colorado Springs that encourages historic charm of OCC, etc. in the recently unveiled Plan COS.
- > The latest traffic study done decades ago.
- > Observing the traffic on Saturdays, esp. in the summer.
- > City planning department and discuss #1 above. If they care about any improvements you may recommend, they should find other solutions for Bancroft Park. There are other places in Old Colorado City where a bathroom can be placed. Taking out the pavilion to get rid of the homeless is the same as taking out the garden to get rid of the weeds.
- > South by southwest
- > Project for Public Spaces
- > Build a better Block
- > Grants
- > Zero pot stores in a historic district. They don't belong.
- > Partnership with Manitou Springs on Shuttle Service if possible. Do not change parking arrangements--except for the possibility of taking 4-6 parking spots on Colbrunn Ct at Pikes Peak Ave, (across and north of Jives) to accommodate a shuttle bus for drop-off, and pick-up., +1
- > CSPD and/or local security companies to provide a safer experience for our guests and employees.
- > Partnership to end homelessness.
- > A community partnership sounded like a good idea. Right now there is not a cohesive group. Each is a stand-alone with separate and not always agreeable ideas. This is a tough situation because of the many personalities involved. Mediation?? You might need Billy Graham to head this up.
- > SIMD, OCCA, and OCCF are the three important partnerships. The CVB and Downtown Partnership should align with the OCCA and Manitou Springs in order to solidify the tourism corridor of Colorado Avenue.
- > We need stronger partnerships among merchants, restaurants, and general businesses.
- > Beggars, people sleeping in doorways, bushes, etc. and people pilfering their way down alleys are really concerning to me. These people may or may not be homeless and most homeless do not do these things but the perception is homeless people. More police presence and decent 911 response times would be appreciated. I have felt threatened in my yard.

# Loving & Wishing Tree Responses

Participants hung different-colored tags on a Loving & Wishing Tree indicating something they “love about Old Colorado City” and something they “wish to see in Old Colorado City”.

### I wish...

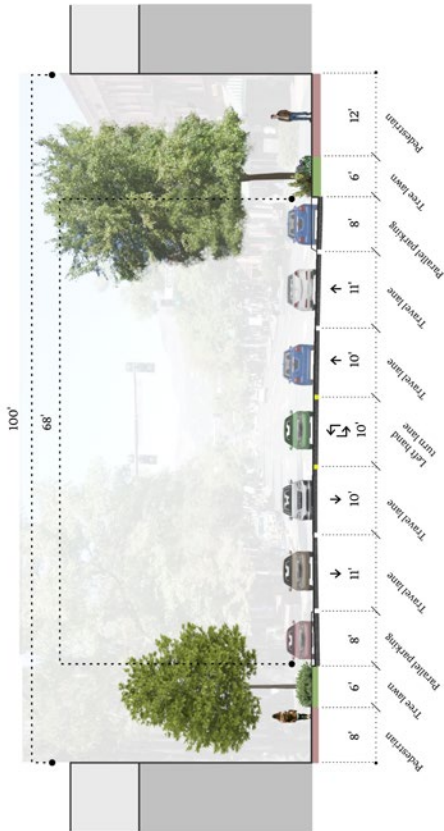
- More scheduled activities at parks including music.
- The stoplights are anti-pedestrians!
- The homelessness issue +3
- Businesses were opening late
- Safety was number 1 priority
- More streetlights
- Video cameras at parks and parking

### I love...

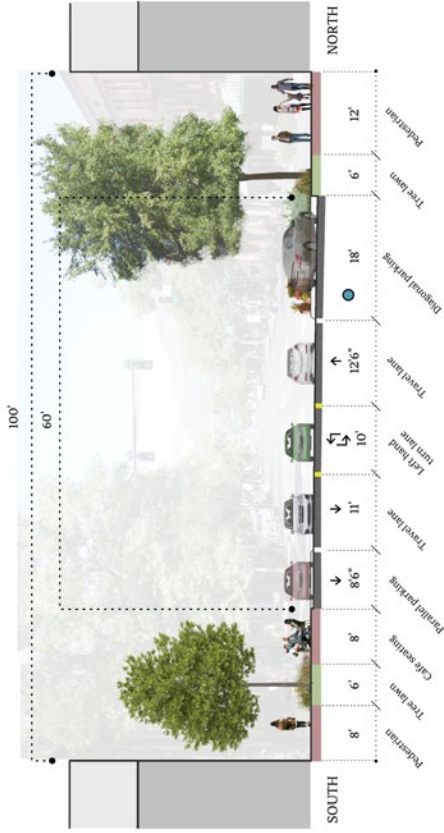
- The Library
- I love the free parking and outside dining.
- The flowers +4
- The cobblestone (brick) sidewalks
- The History/ historic feel +2
- Walkable to dinner
- Street trees/ mature street canopy
- Discounts for locals/ Local day (e.g. Westside Wednesday)



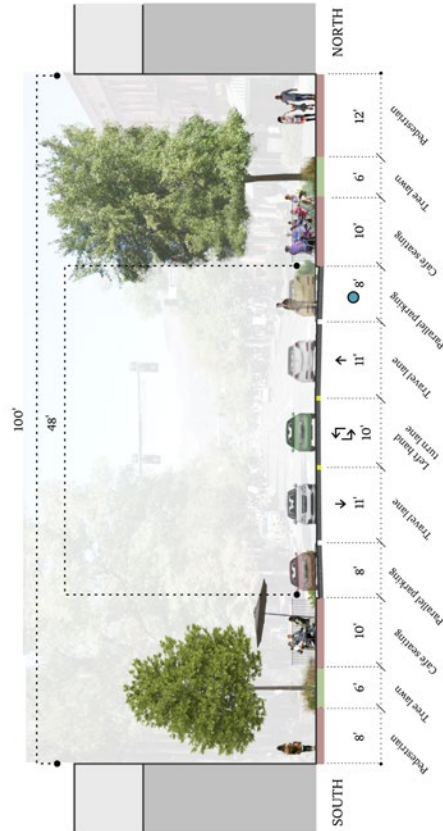
Existing



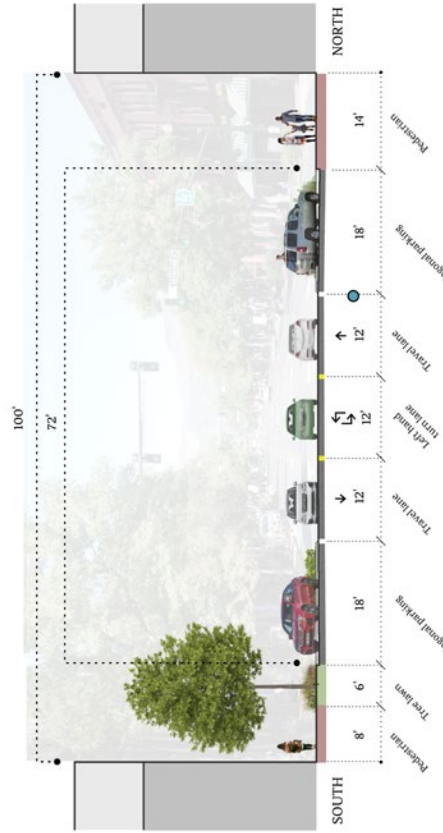
Option A



Option B



Option C

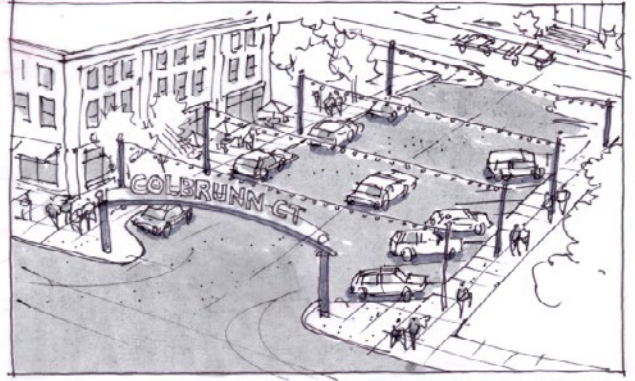


# APPENDIX E // Conceptual Drawings



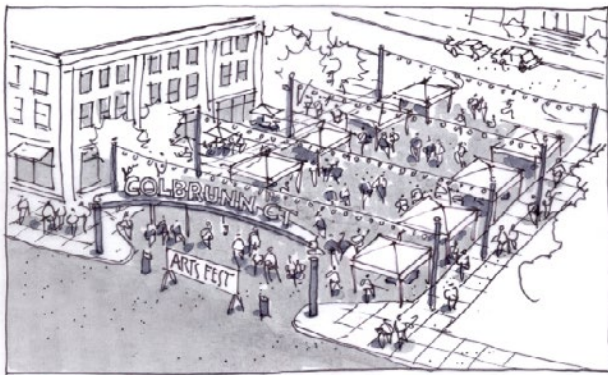
SINGLE STORY COMMERCIAL WITH UPPER-LEVEL RESIDENTIAL

9



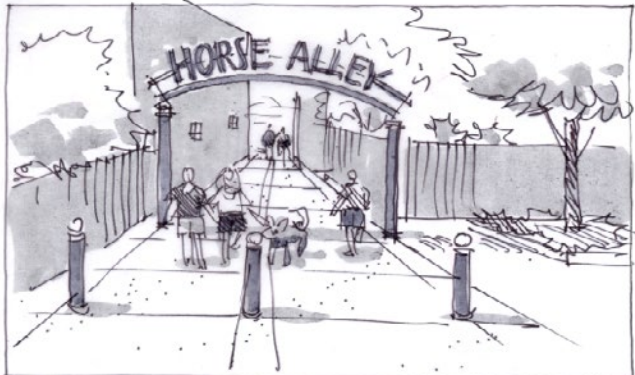
COLBRUNN CT FESTIVAL STREET - DAILY CONFIGURATION

10



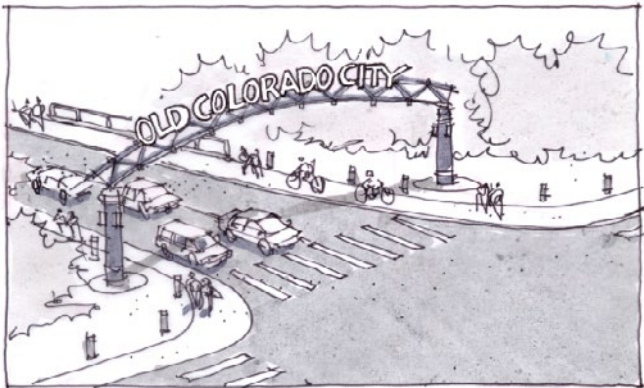
COLBRUNN CT FESTIVAL STREET - EVENT CONFIGURATION

11



IMPROVED ALLEY ACCESS TO PARKING

12



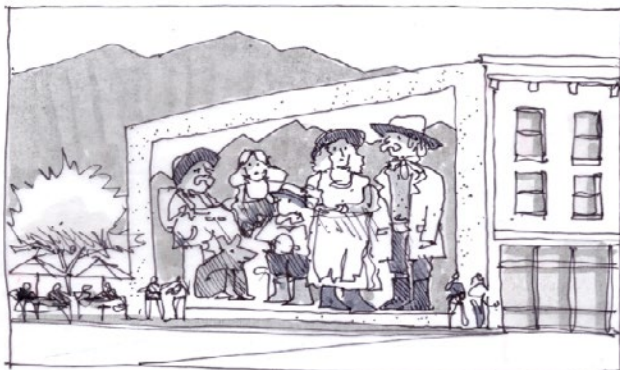
GATEWAY AT HIGHWAY 24 AND 26TH STREET

13



HISTORIC GHOST SIGN RESTORATION

14



NEW MURALS WITH HISTORICAL THEMES

15

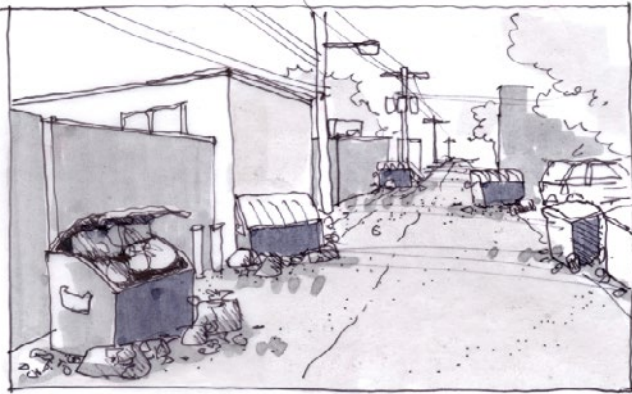


NO. SHAPED AWNINGS

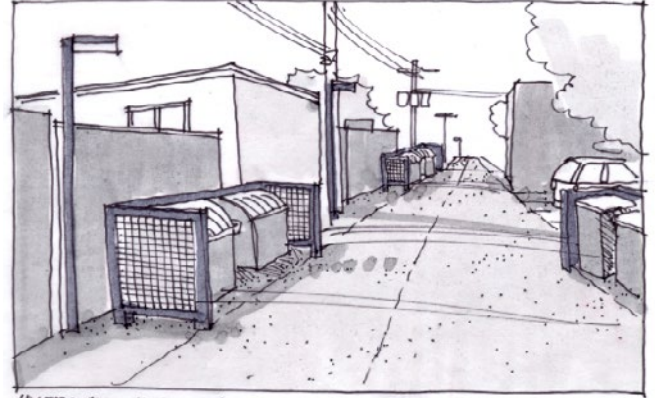


YES. SIMPLE SLOPED AWNINGS

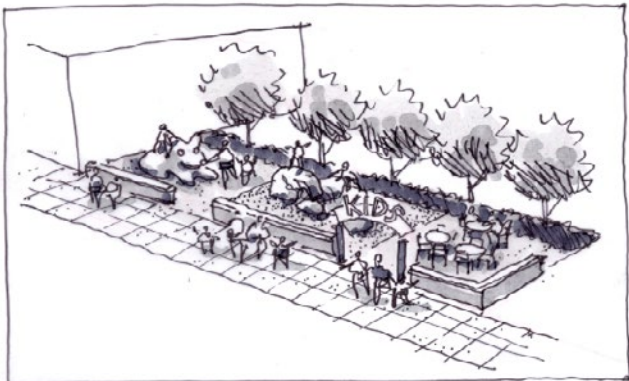
16



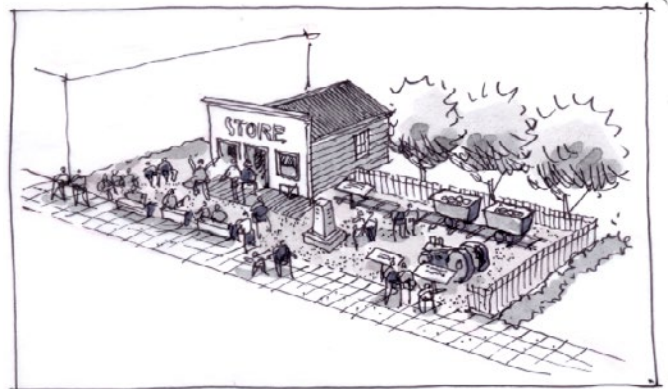
EXISTING ALLEY CONDITIONS



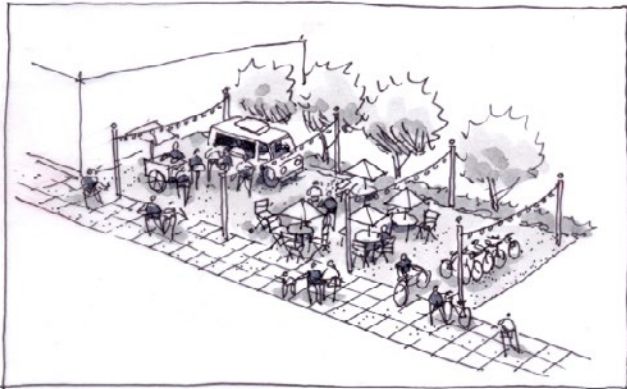
IMPROVED ALLEY CONDITIONS



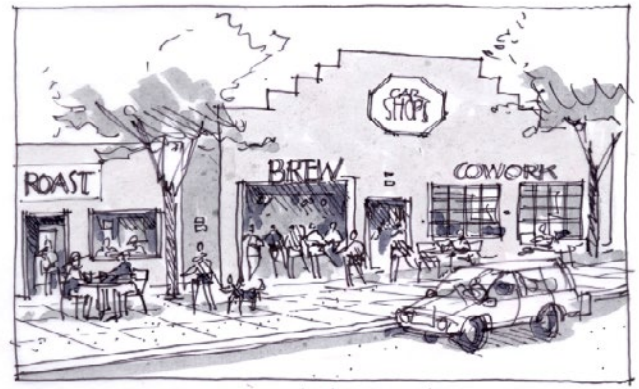
AREA OF PUBLIC AMENITY : CHILDREN PLAY



AREA OF PUBLIC AMENITY : HISTORIC EXHIBITS



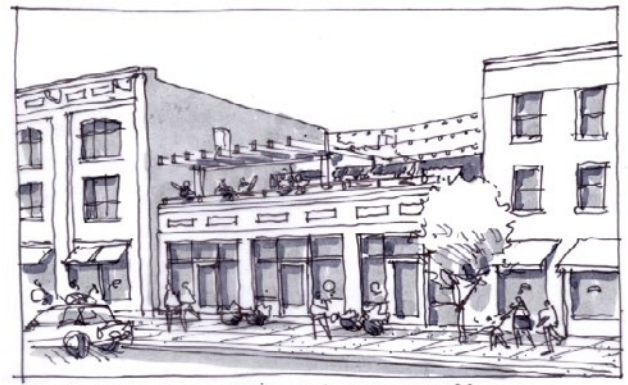
AREA OF PUBLIC AMENITY : INFORMAL GATHERING



CUCHARRAS STREET REVITALIZATION



EXISTING SINGLE STORY COMMERCIAL



SINGLE STORY COMMERCIAL WITH UPPER DINING DECK

# ADDENDUM // Comments from Kimley-Horn and Associates, Inc.

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The following comments were made from Kyle McLaughlin, Civil Analyst and Ted Ritschard, Transportation Practice Leader of the planning and design consultant firm, Kimley-Horn and Associates, Inc. regarding DCI's Corridor Assessment based on a previous report Kimley-Horn had compiled in January of 2018:

## **In comparing the DCI report and our own study, please consider elements in common:**

- Reduction in through travel lanes may address safety concerns with observed vehicle speeds, from a traffic perspective it works.
- Leveraging Cucharas (We recommended leveraging the entire street network and allocate different functions among them. We also evaluated ways to better utilize the alleyways for deliveries, and other uses. We believe that they are currently underutilized.)
- Lane Reduction also allows enhancements to the pedestrian space and allows room to correct deficiencies in:
  - (1) ADA Ramps
  - (2) North Side grade differences (Our study indicates this is mainly due to elevation differences from the north to south side of the street, not a "historical 12 inch curb", most of the problem areas the curb exceeds 18" or more.)
  - (3) Stormwater issues
- Colbrunn Court festival street (we suggested making it a curbsless street or "woonerf" and potentially making Colbrunn and 24th Street a one way pair of curbsless streets to significantly increase the size of the park for special events
- A lack of a cohesive voice or vision limits the ability to address neighborhood needs
- Recommend looking at a shuttle (we continue to be proponents for offering more of a shuttle type service connecting downtown Colorado Springs to the Manitou shuttle)

## **Things we would highlight more (Please see Recommended Actions and Next Steps in our project report):**

- The appropriate solutions for the Historic three block section should consider a longer corridor from Downtown Colorado Springs to at least 31st street (where a new roadway section is already being built), but optimally into downtown Manitou Springs. The east end should welcome people leaving downtown Colorado Springs and visually communicate they are entering the Colorado City Colorado Avenue historic corridor. Coordinate with the Downtown Partnership's Gateways Project
- This would provide an opportunity to "stitch" neighborhoods together to create a more dynamic whole
- We appreciate the strong call in the DCI report to have more coordination and speak with one voice, but one specific tool is not mentioned. We recommend the "Families" request a neighborhood plan be done similar to the recent Renew North Nevada plan. However, we recommend the land use portion and transportation plan be done concurrently as both are intrinsically linked to realizing a shared vision. I understand City Traffic had committed to jointly funding such a study. The neighborhood plan can be a catalyst for change including the organizational, motivational, financial, and communication elements recommended in the DCI report. This is happening on North Nevada.

## **Other Specific comments on infrastructure in the study area:**

- Reducing the number of traffic signals is possible, and would improve traffic flow
- Mid-block pedestrian crossings could enhance connectivity to both sides of the street, encourage browsing, and slow traffic
- We provided an angled parking option, but do have concerns relative to safety and backing into traffic as well as the visual separation created between the north and south sides of the street that may limit browsing by visitors. Back-in angled parking was also considered but rejected due to public comment, and evaluation of similar installations that have since been revised.
- We do not recommend a solution that has different parking strategies on either side of the street as in DCI Report Option #1. This option also states that traffic is heavier on the north side of the street, which we cannot confirm through either of our two traffic studies of Colorado Ave.
- We also cannot recommend such a solution when considering the larger corridor and driver experience.
- Our report provided an option to keep the existing travel configuration while also offering specific enhancements including a landscaped median to reduce traffic speeds and create pedestrian refuges, street corner bump-outs parallel to Colorado, and potentially reducing the tree lawn to widen walkways.
- Overhead arches as gateways did not attract positive comments from our stakeholders. Comments like "that is Manitou's thing" or "Golden's thing and those are historic, our history is different" were heard often. One of the reasons we looked at eliminating some traffic signals or turning movements was to create space for median landscaping or other features as gateways to the historic district complemented by lighting that would not compete with traffic signals.





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