

II. EARLY PROJECTS

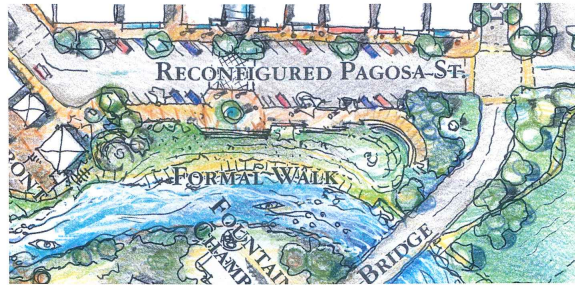


II. EARLY PROJECTS

A NEW LEWIS STREET

The Conceptual Plan envisions Lewis Street between Fourth and Fifth Streets as a combination of tree-shaded sidewalks and short-term parking. With new mid-block pedestrian access from Pagosa Street, Lewis Street will become part of the downtown pedestrian environment. The street's 60-foot Right-of Way allows for a combination of parallel and diagonal parking on two sides of the roadway. Diagonal parking is proposed along the north side of the street, with the exception of the entrance to the Methodist Church, where space for parallel drop-off should be kept open.

The design of new street lighting and street trees should follow meet requirements of the Design Guidelines established for the Historic District.

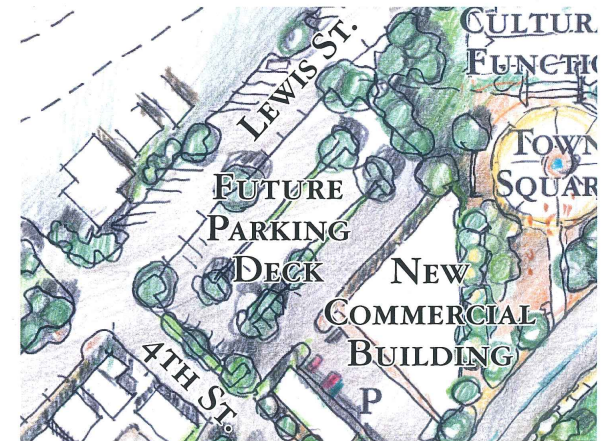
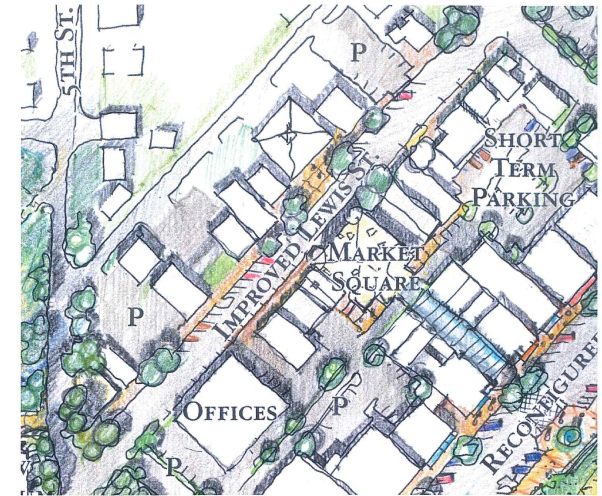


IMPROVED PARKING

Improved parking will be essential to the success of businesses in downtown Pagosa Springs. Lack of short-term customer parking plagues especially the town's Central Business District.

The consulting team recommends that the Town administration and the downtown business community and property owners work together to effect the following recommendations:

- Work with the Town's Planning Office in identifying parking requirements for employees and businesses that operate in the Central Business District.
- Create a more efficient method for deliveries, trash collection and short-term parking of customers along the mid-block alley by removing small ancillary structures and devising a corresponding circulation and parking plan.
- Pool "backyard" land resources toward a shared, mutually beneficial circulation and parking layout.
- Allow space for a mid-block pedestrian crossing between Pagosa and Lewis Streets.
- Collaborate with the Town Manager's office in designing and implementing parking on Lewis Street.
- Identify interim opportunities for long-term parking of employees in the Central Business District.
- Strictly enforce provisions for short-term parking; do not tolerate self-defeating violations



RIVER CORRIDOR RESTORATION – PHASE II

Improvements for the river bed continue; the Town has procured a large amount of rocks for this purpose. Pagosa Springs is soliciting bids for Phase Two of the River Restoration project. Pagosa Springs is poised to address environmental design opportunities associated with its most important central public open space.

The planning team believes that the Town should proceed with the project in a way that responds to all private and public opportunities for a mutually beneficial solution. The consultants recommend that:

- The Town contract with a firm that is qualified to address environmental design of all lands associated within the river corridor extending between the Fourth Street and Apache Street Bridges.
- The Town plan for a pedestrian bridge over the river in the vicinity of McCabe Creek and commission the environmental design firm to collaborate with the Town Manager's Office and owners of the Springs Resort on design of a scenic trail connection between the bridge and the Community Center.
- The Town plan for restoration of the river and the adjacent wetlands and nature conservation area as one environment composed of two interrelated projects.
- The Town commission implementation of the plans as one single public improvement project.





TRAFFIC CALMING MEASURES ALONG HIGHWAY 160

Perhaps the most important factor in planning for a safer, less disruptive Highway 160 passing through downtown Pagosa Springs is that "Pagosa Street" is a Federal Highway. Any modification in the design of this regional highway would have to be approved by the CDOT's District Engineer's Office.

The planning team recommends that the Town plan for improvements to Highway 160 in downtown Pagosa Springs through the following actions:

- Incorporate planning for highway improvements as an integral part of the community-wide Comprehensive Planning process. This will substantiate any proposal for improvements when approaching the CDOT District Engineer's Office.
- Work toward a speed limit of 25 mph through the entire downtown area, from west of the Elementary School to the Highway 84 Junction.
- Allow for parking along the downtown section of Highway 160.
- Re-configure the roadway between Fourth and Fifth Streets to accommodate diagonal parking along both sides of Pagosa Street.
- Find and install a safer means of illuminated mid-block pedestrian crossing on Pagosa Street.
- Work toward designating Highway 160 through Pagosa Springs as a "Scenic Highway."
- Reflect provisions applicable to design of Scenic Highways in the Design Guidelines for Districts D1, D2 and D3.

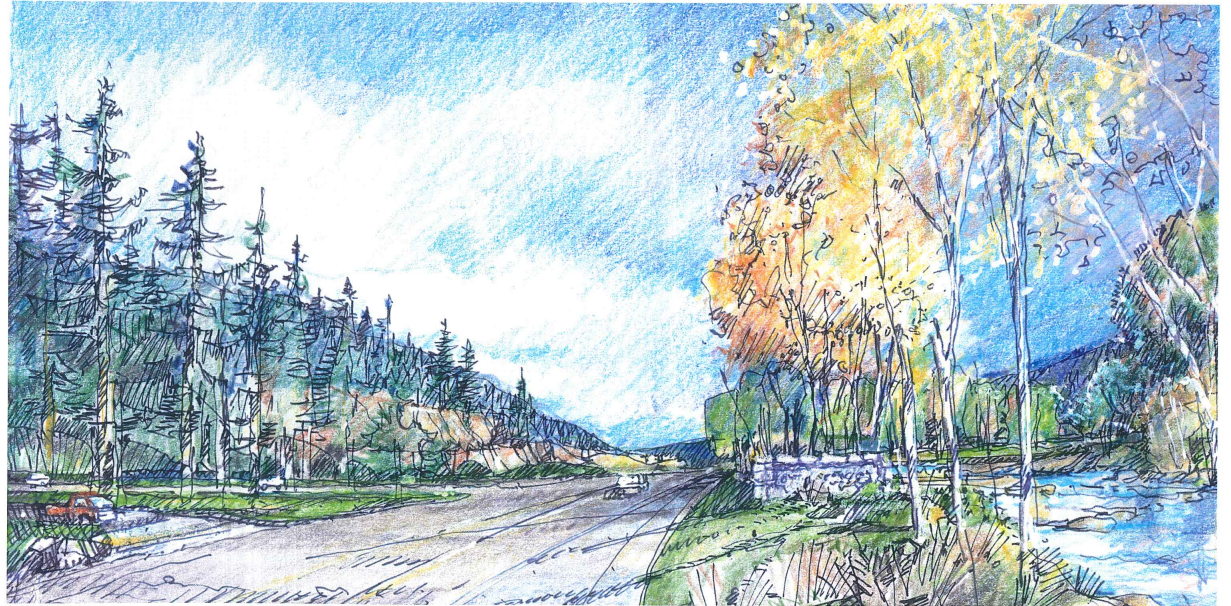
NEW GATEWAYS AND ENTRY FEATURES

The Community Vision Council responded favorably to the consultants' recommendation that the Town mark entries to Downtown Pagosa Springs with appropriate design features.

The team envisions the following entry features:

East Gateway/Entry Feature

At the junction of Highways 160 and 84, plant groupings of trees that echo trees of the nearby wilderness: a combination of aspens and conifers, with water-tolerant trees in the river basin to the right and conifers further up the hillside. The gateway/entry feature should evoke the feeling as if the small town would be part of the surrounding natural environment.



West Gateway/Entry Feature

The west portal to downtown Pagosa Springs will be perceived through a sequence of design features; approaching downtown down the hill from the Elementary School, the gateway will be marked with informal drifts of transparent and opaque trees, enhanced rail at the crossing of McCabe Creek, the existing trees at the foot of the hill to the left, before the junction of Lewis Street, echoed by a tree-adorned public space to the right. The change of grade at the Lewis Street/Pagosa Street intersection and the view of a number of enhanced pedestrian crossings will mark arrival to the small town's commercial district.



South Gateway/Entry Feature

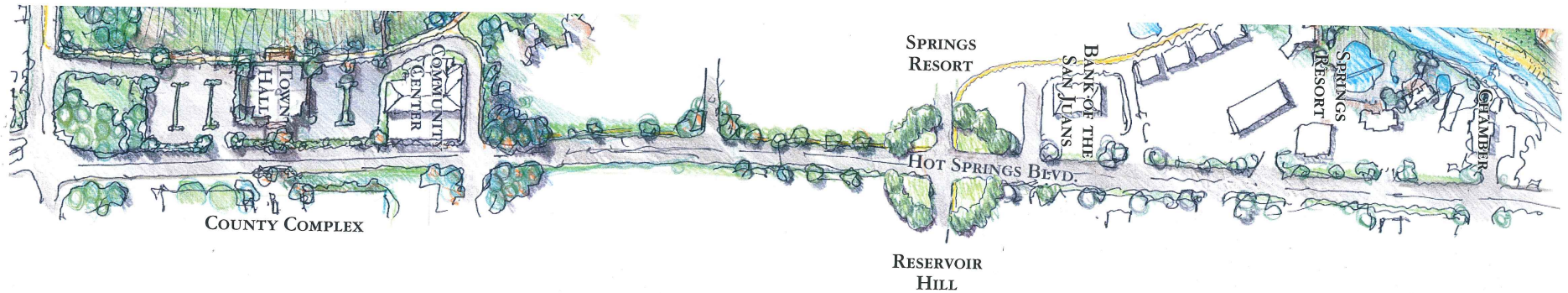
A south entry to town has not been discussed with the Council. With continued growth to the south, in time, Hot Springs Boulevard might become a busy entryway for residents in nearby subdivisions. A logical place for creating an appropriate entry feature that welcomes drivers to downtown Pagosa Springs would be at the Apache Street Bridge, just south of the emerging Civic Center. In keeping with the east and west entries, this entry feature would also consist of heavy, informal planting of trees. The feature would represent a welcome complement to the more formal civic spaces.

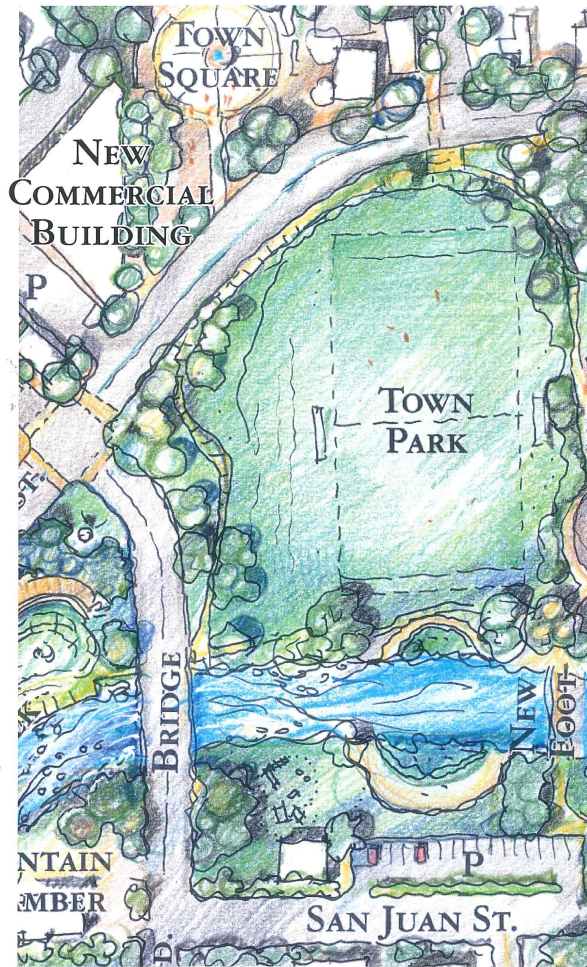
HOT SPRINGS BOULEVARD

The Town's plans for Hot Springs Boulevard were suspended, awaiting completion of the Council's planning process. The Comprehensive Planning process will serve as a great opportunity to discuss merits of the Albert Moore & Partners plan in light of community priorities.

Presently the two "ends" of Hot Springs Boulevard are established with first phases of the Springs Resort and the Town Hall/Community Center. Going ahead with the inspired shopping street envisioned by the Town's plan in the central portion of Hot Springs Boulevard might not serve the community well for two reasons: 1) The new retail complex would represent unwelcome competition to businesses on Pagosa and Lewis Streets, and 2) New businesses on Hot Springs Boulevard might not have sufficient customer support.

Stated community objectives to revitalize the town's historic core suggest that new commercial services should be introduced on Hot Springs Boulevard later, at a time when the old CBD has recovered and when plans for the expansion of the Springs Resort have been implemented.





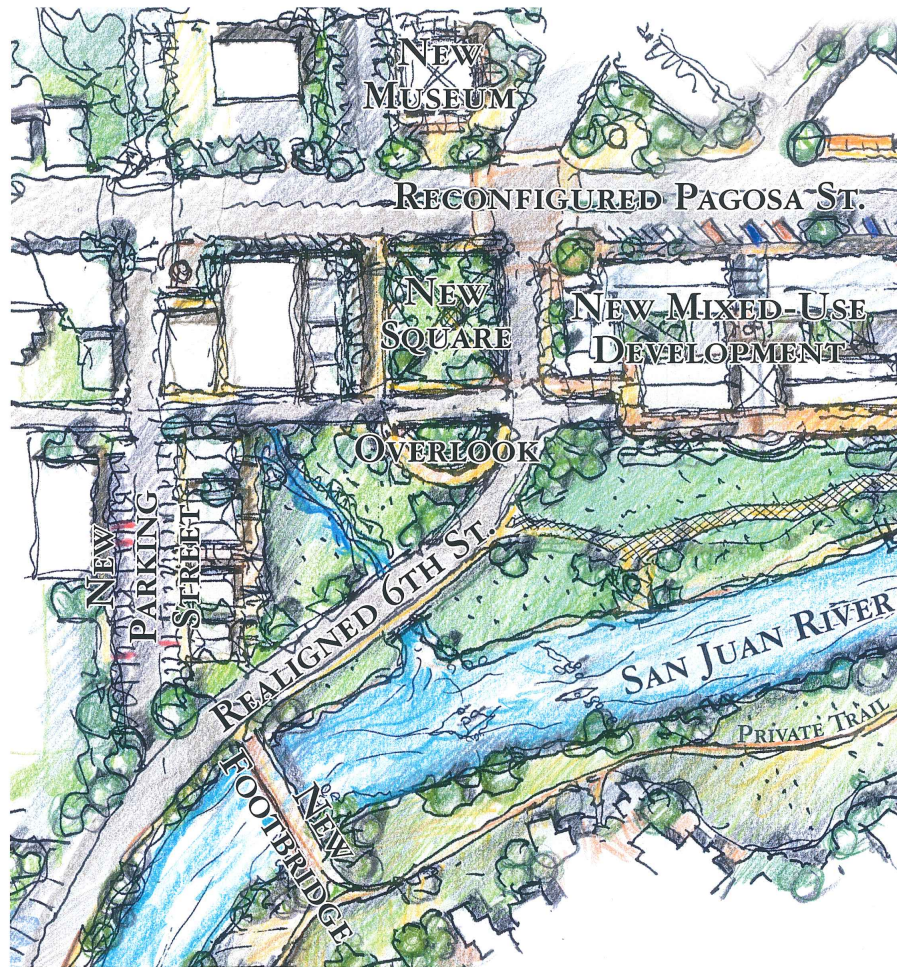
AN IMPROVED TOWN PARK

The open space across from the Junior High School site has a potential for serving the community better in the future. Treated as a “central riverfront park,” the open space could be made more useable if Hermosa Street would be closed through the block. By incorporating the 60-foot right-of-way, the park could stretch from Highway 160 to the river, and thus could become a large multi-purpose town park.

Dimensions of the new park would compare with a regulation football field. Access to Hermosa Street would be secured through Third Street, with a loop connecting the street to the mid-block alley.



RENEWED HISTORIC DOWNTOWN PAGOSA SPRINGS
CONCEPTUAL MASTER PLAN



CONTINUED LANDSCAPE PROGRAM

Pagosa Springs aspires to take fullest advantage of its position as a popular spring-point to the nearby Rocky Mountain wilderness. The Community Vision Council is ready to identify its promotional program with this outdoors image; the planning team recommends that the Town reinforce its strong outdoors theme by shaping its physical features accordingly.

This can be most effectively – and most cost-efficiently – accomplished through a systematic planting program throughout the community. The consultants introduce this idea of this long-range program as an “early project” because they believe that the Town should initiate the program as soon as possible; it is less expensive planting saplings than re-planting mature trees!

The program calls for identifying sources of appropriate plant stock, choosing priority areas, establishing an annual budget and starting with implementation. The public program would greatly benefit by a community-wide private effort to plant trees on private properties, especially along the privately owned yet flood-prone river banks.

REALIGNED 6TH STREET

The Council responded with interest to the consultants’ idea of re-routng Sixth Street between Durango Street and Highway 160. The objective is to create a major site suitable for a significant development that would mark arrival at downtown Pagosa Springs with characteristic development designed for that purpose.

The project has some urgency because – depending on the Town’s decision – plans for development of the associated riverfront properties would be shaped by the existing or a new street pattern.