

# 6<sup>th</sup> Street Master Plan

Council Workshop November 21, 2019





**Adopted June 15, 2017**  
**Resolution 2019-27**

# 6th Street Corridor Master Plan

GLENWOOD SPRINGS, CO  
 FINAL PLAN - JUNE 1, 2017



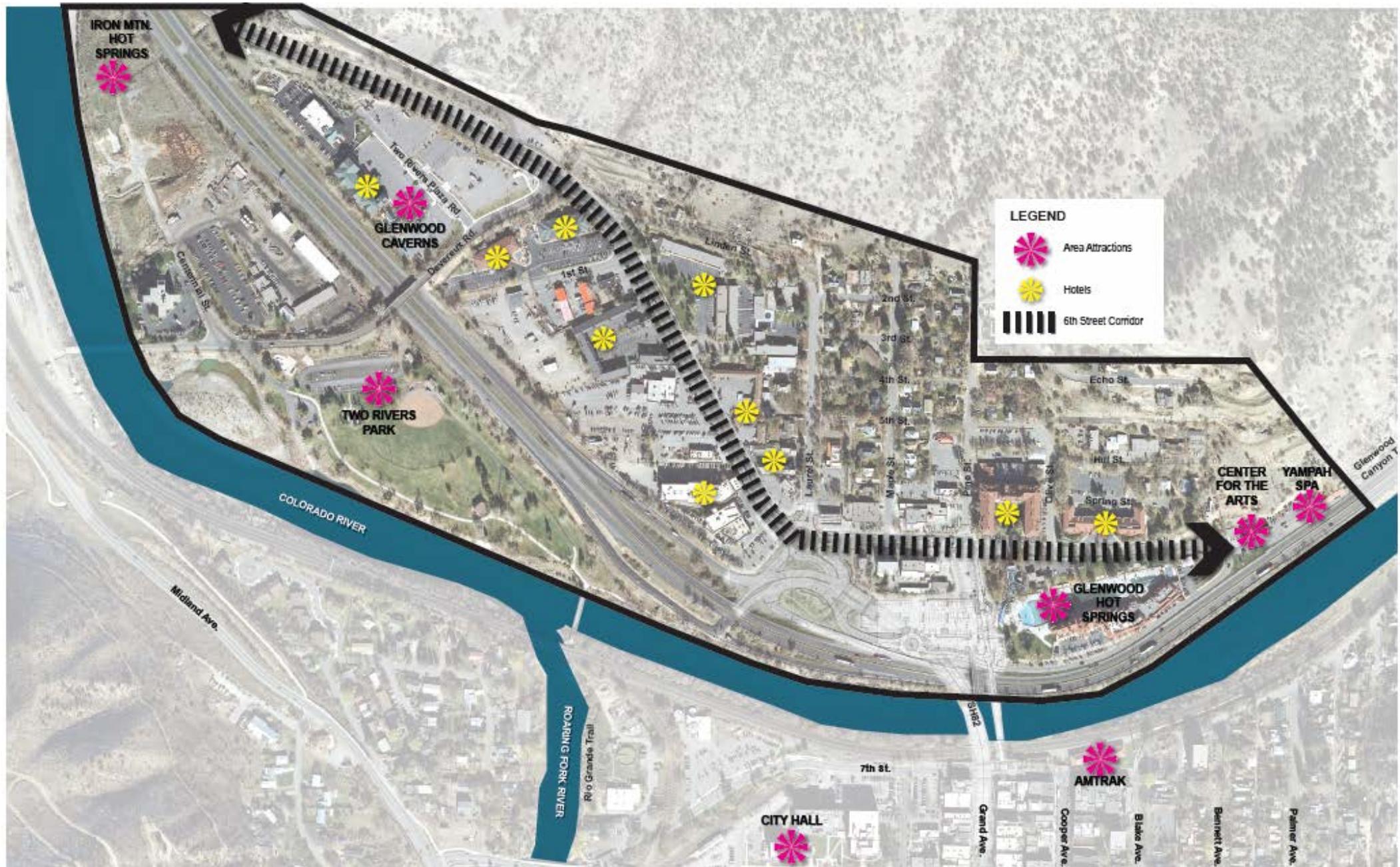


Figure 2 - 6th Street Corridor Study Area & Attractions

# Plan Development

## Leadership

- **StudioINSITE** hired to lead city through planning process
- Council-appointed Steering Committee **consisting of representatives from-**
  - 5 City boards and commissions
    - Planning & Zoning
    - Parks & Recreation
    - Historic Preservation
    - Transportation
    - River Commission
  - **Downtown Development Authority**
  - **North Glenwood residents & businesses**
  - **CDOT**

## Public Outreach

- **Eight steering committee meetings** between 2016 and 2017
- **3 Council workshops**
- **One-on-one meetings** with 6<sup>th</sup> St. businesses & property owners
- **3 public open houses**



# Vision

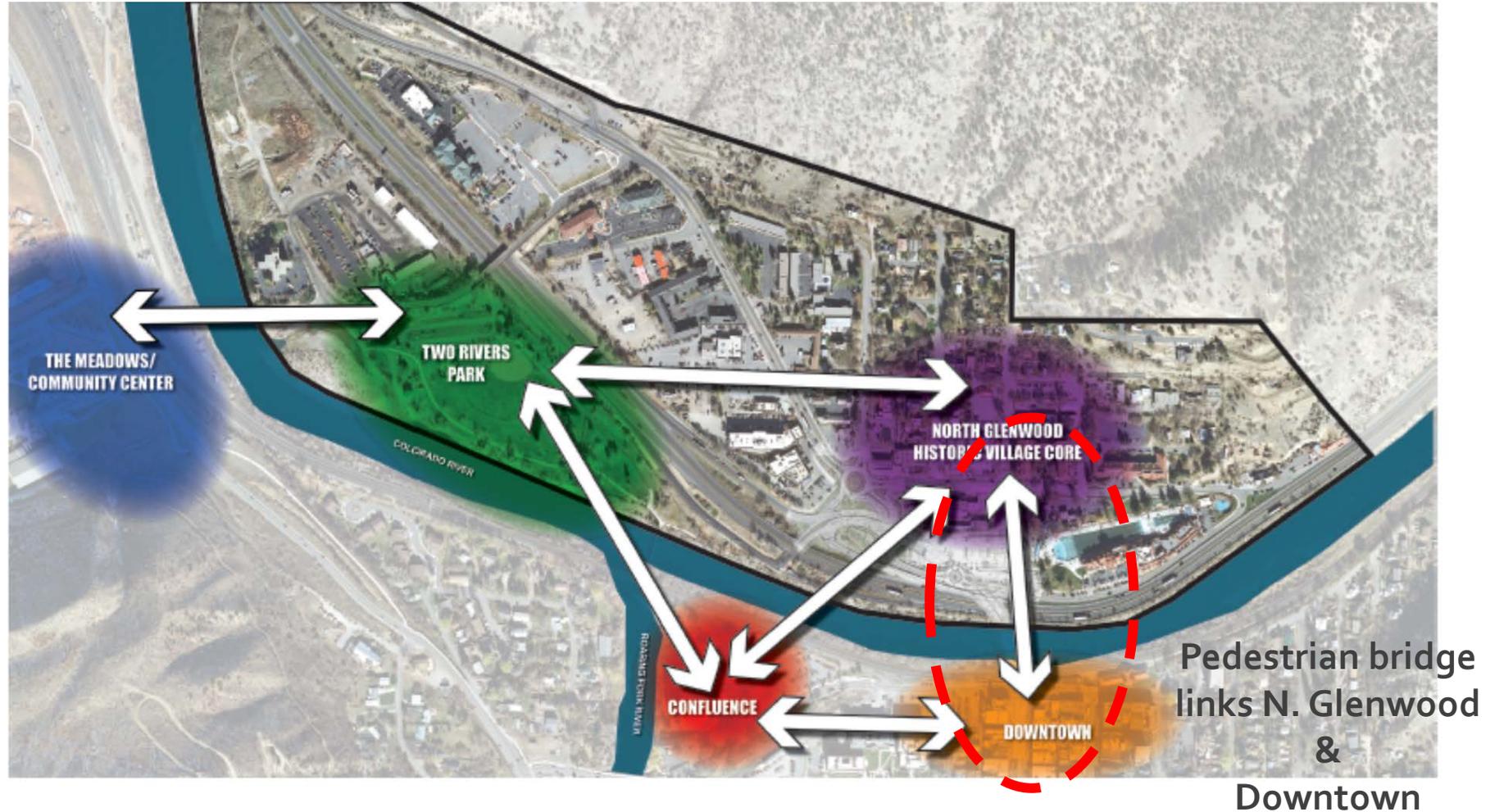
*6th Street is a unique blending of local tradition with contemporary appeal. Its historic architecture, iconic tourist destinations, affordable lodging and housing options, eclectic shopping, excellent dining, breweries, and dedication to the arts is what makes 6th Street such a desirable place to live, work and play. The unique appeal is enhanced with its public open spaces and welcoming streetscape. It provides a unique experience, different from downtown, that people of all ages enjoy.*

## Steering Committee Key Recommendations

- Street Design
- Streetscape & Landscape Elements
- Land Use & Zoning
- Building Design Standards

# Primary Components

- Connect major activity centers



# Primary Components

- Enhance 6<sup>th</sup> Street's Identity

- Unique Identity
- Family-oriented
- Design Complete Streets
- Protect Surrounding Views
- Encourage Redevelopment
- New buildings meet street edge



*Improvements to 6th Street should enhance the identity of the area. This rendering envisions an improved streetscape and new building(s) on the south side of 6th, in the vicinity of Laurel Street.*

# Primary Components

- Improve Connectivity



*Improvements to 6th Street should enhance the identity of the area. This rendering envisions an improved streetscape and new building(s) on the south side of 6th, in the vicinity of Laurel Street.*

Construct Crosswalks

Upgrade or Add Sidewalks

Add Bicycle Facilities

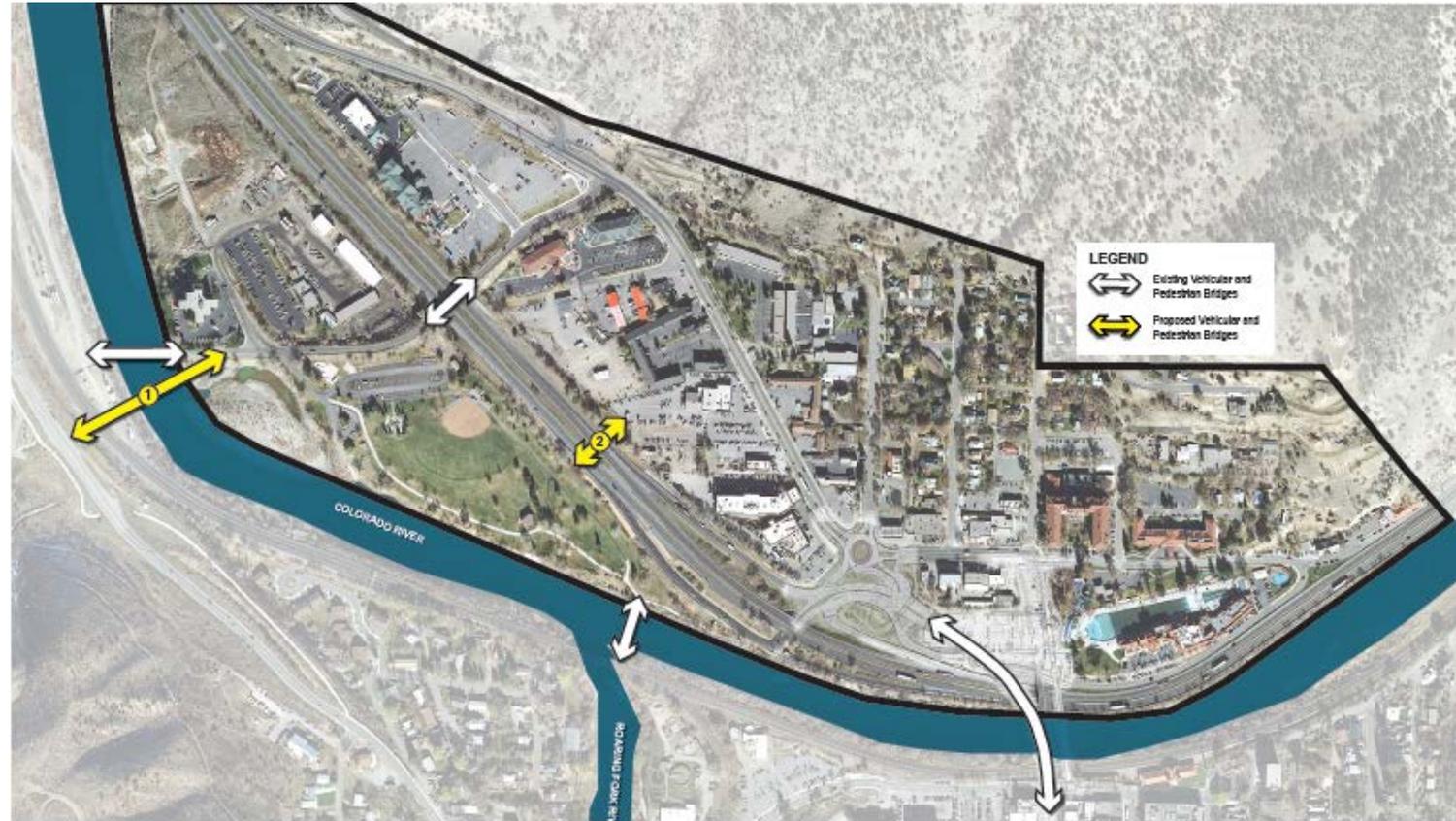
✓ Install Wayfinding Signs

# Primary Components

- Improve Connectivity

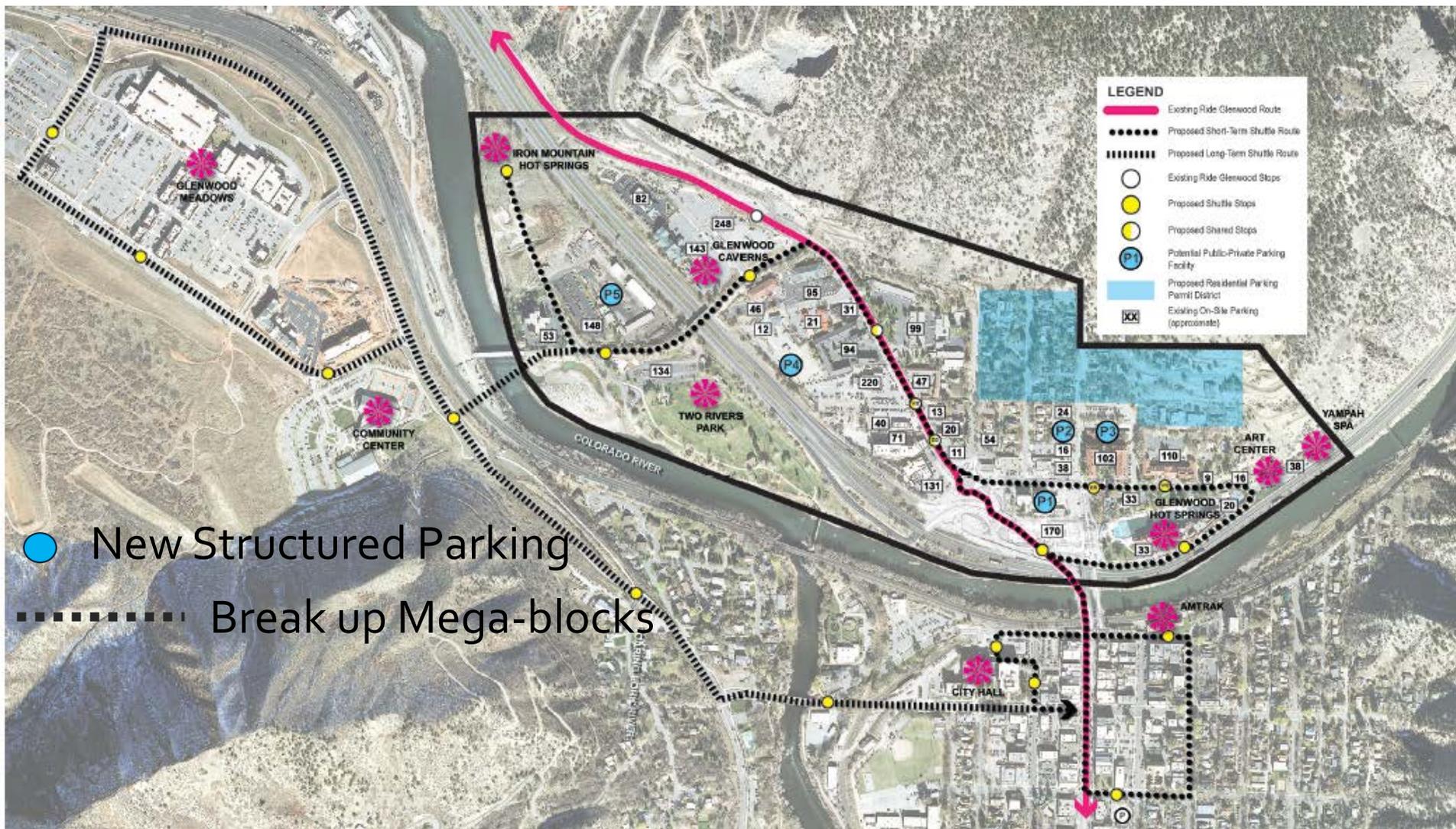
Add Bridges –

- Pedestrian
- Auto



# Primary Components

- Improve Connectivity



# Primary Components

- Create Activity Nodes with Mix of Uses

- Housing /Retail
- Civic uses
- Additional Lodging
- Restaurants



*Proposed "node" of mixed-use activity at the intersection of West 6th Street and proposed new street. Mixed use building is shown on existing Glenwood Motor Inn site as an example of potential development opportunity.*

# Primary Components

- Beautify the Edges



- Enhance Landscaping

- Improve & Expand Multi-use Trails

- Provide Gateway / Sense of Arrival

*A "gateway" should occur near the Vapor Caves and Center for the Arts with enhanced landscaping, public art, and by moving the Glenwood Canyon trailhead west to the North River Street intersection.*

# Primary Components

- Engage the River

Two River Park Improvements



*This plan encourages new programming of Two Rivers Park to better engage and activate the river. A shoreline enhancement project is currently underway.*

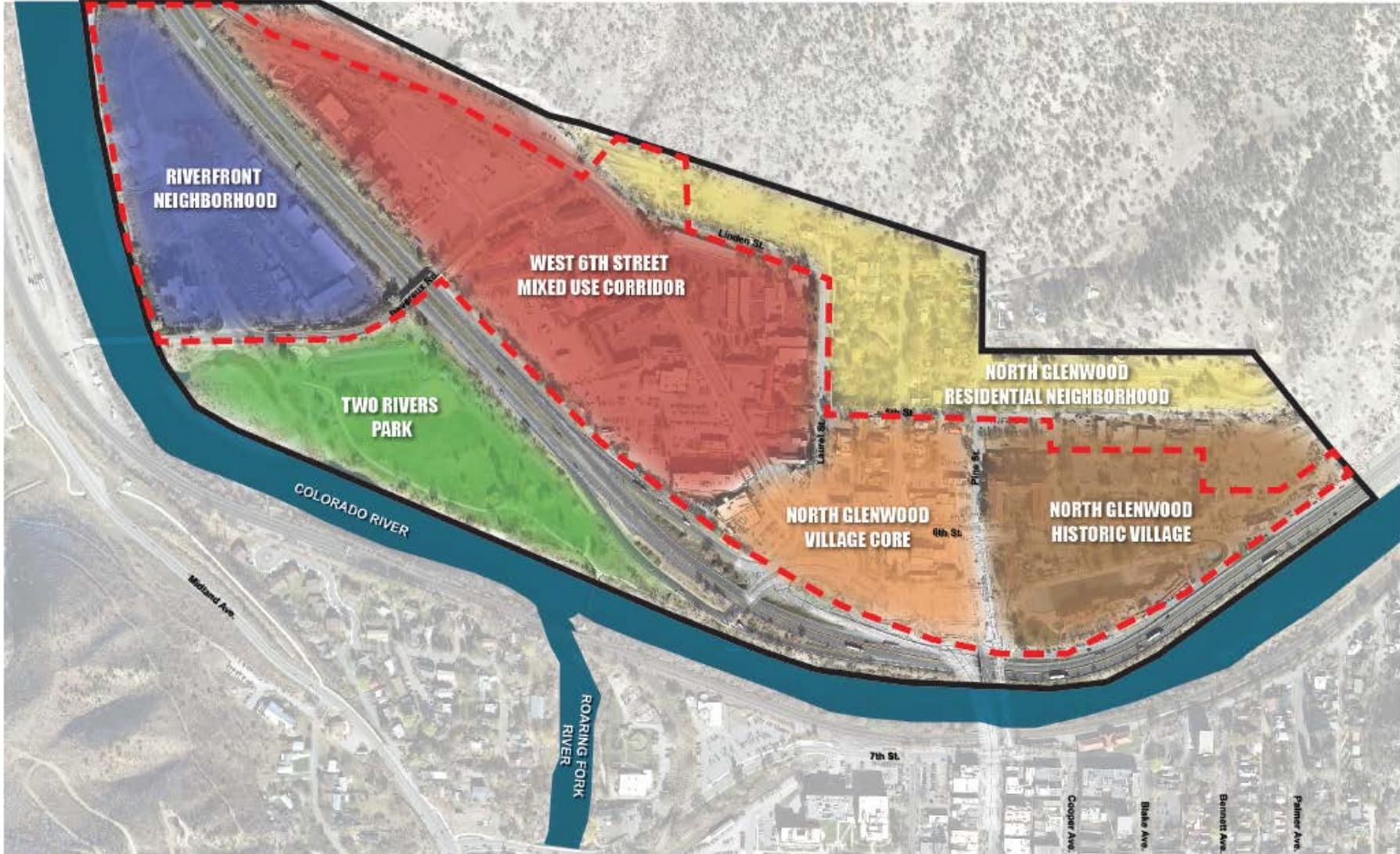
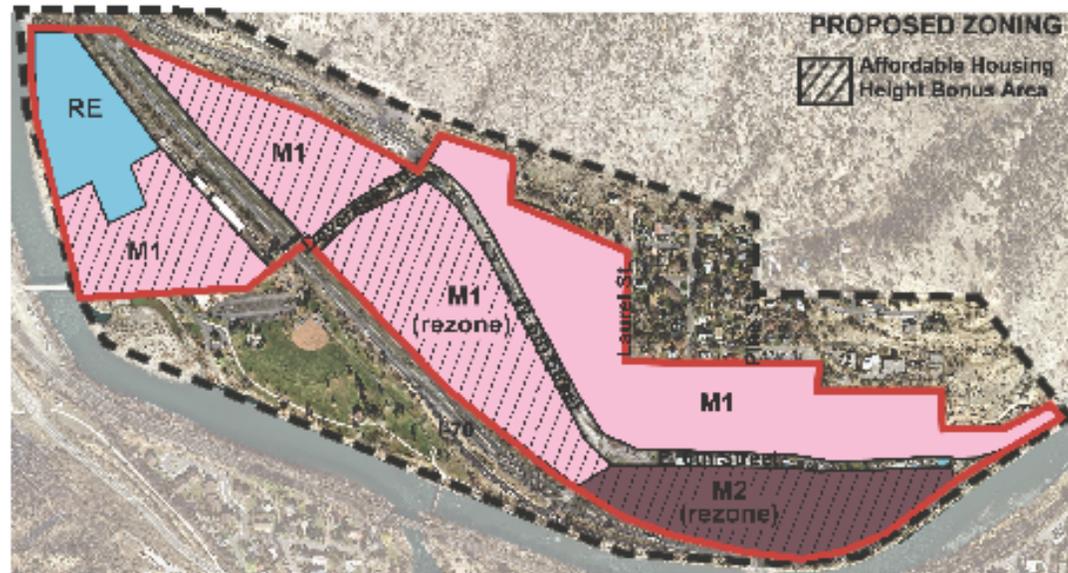
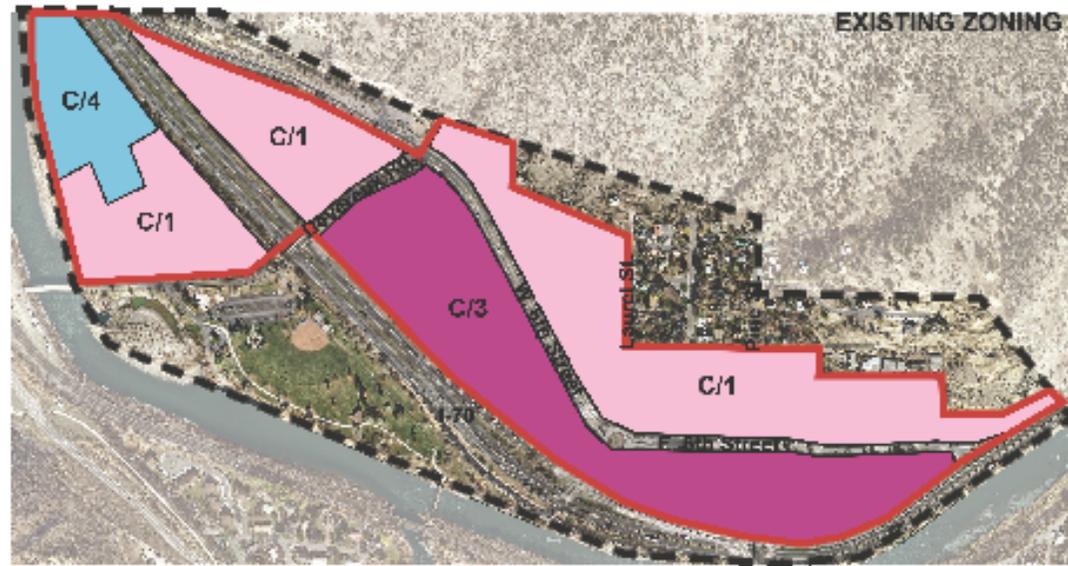


Figure 6 - Character Areas

## ZONING RECOMMENDATIONS

The Glenwood Springs Development Code Update was drafted concurrently with this plan. The new code is expected to be adopted in Winter 2017/18, following adoption of this plan. New regulations related to zoning will then be in place, along with the design standards and guidelines from this plan (Appendix A). A series of "replacement" zones are established which modify nomenclature and standards to better represent the existing zones' intents. Portions of the 6th Street Corridor study area align with the proposed "replacement" zones, while other portions are recommended to be remapped to zones that better fit the desired character. The figures to the right show the existing and proposed zoning.

- The area north of E. 6th Street, currently zoned C/1, within the applicable boundary (i.e. excluding residential and public park zones) will be replaced with M1 when the new code is adopted. The new M1 standards align with the vision of this plan and therefore no map changes are recommended.
- The properties south of E. 6th Street and east of Laurel Street and the new roundabout are currently zoned C/3. The replacement zone (CC) does not meet the future vision for this area, and therefore this plan recommends rezoning to M2 - the same zone as downtown.
- Properties south of W. 6th Street, between Laurel and Devenux Road, are currently zoned C/3. The recommendation is for this area to be rezoned to M1.
- The area within the Riverfront Neighborhood character area currently includes two zones - C/4 and C/1. This plan recommends the replacement zones of RE and M1 remain in place.





## NORTH GLENWOOD VILLAGE CORE

This area is envisioned as becoming an extension of Downtown Glenwood Springs with restaurants, brewpubs, and retail businesses that support the adjacent uses, as well as draw people across the river from downtown. The following principles apply:

### 1) Maintain a “village-like” character.

New development should respect the quaint, village-like character of East 6th Street. This means respecting the residential neighborhood to the north with sensitive transitions in building mass and scale and using human-scaled design and details. Some ideas for preserving the “village-like” character include:

- Maintaining some of the existing residential structures along Maple Street, perhaps with additions to accommodate contemporary uses. Some of these structures have already converted into commercial uses, and this pattern is supported.
- Transforming the alley north of 6th Street into a pedestrian-friendly place with enhanced lighting, public art, and double-sided commercial buildings.

### 2) New buildings that face onto 6th Street should take on characteristics similar to downtown buildings to create a “main street” appeal.

Architecturally, new buildings facing 6th Street should take on characteristics inherent in downtown buildings, such as:

- Buildings constructed to the street edge with storefront

windows on the ground floor for displaying goods or services inside.

- Usually more than one-story (but not more than three) and include offices or residential units on the upper floors (i.e. mixed use).
- Entrances to buildings are recessed and sometimes include awnings overhead to provide further protection from the elements whereas corner buildings orient to both streets, and often include a 45-degree notch in the building to address the corner.
- Masonry as a primary building material.
- Structures are built side-by-side and a repetition of unique structures can be perceived, but with aligned common elements such as floor and cornice lines.

### 3) Blend historic with contemporary styles.

While it is desirable for new buildings to take on similar characteristics of historic downtown buildings, they should not replicate historic styles of architecture. New buildings should appear of their time and place and respond to contemporary trends and needs. For example, a mixture of traditional materials such as masonry and stone is desired, as well as contemporary materials such as glass and steel.

Adaptive reuse of some buildings is also appropriate to achieve this goal and can help tell the story of a place.

### 4) Public parking is desired.

Public parking in this area is desired to support redevelopment efforts. A parking structure should be pursued, either as a public initiative or a joint partnership. Parking requirements for buildings in this area should be waived, or greatly reduced, to support new development and create a compact, “main street” and village-like appeal rather than having parking requirements take up valuable land.



Maintaining some of the existing residential structures along Maple Street is desired.



Architecturally, new buildings facing 6th Street should take on characteristics inherent in downtown buildings.



Adaptive reuse of some buildings is appropriate to blend historic and contemporary styles.

# Plan Details

- Streetscape Improvements

Phase 1

Laurel St. to Pine St.

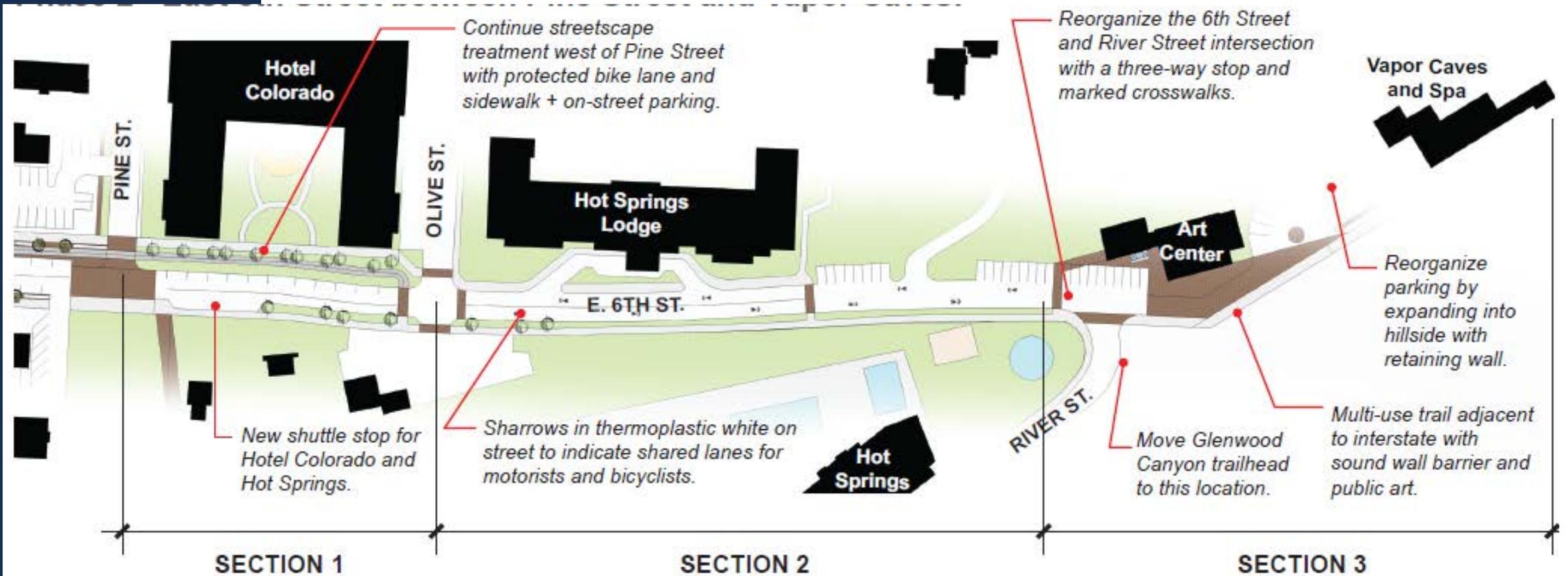


# Plan Details

- Streetscape Improvements

Phase 2

Pine St. to Vapor Caves

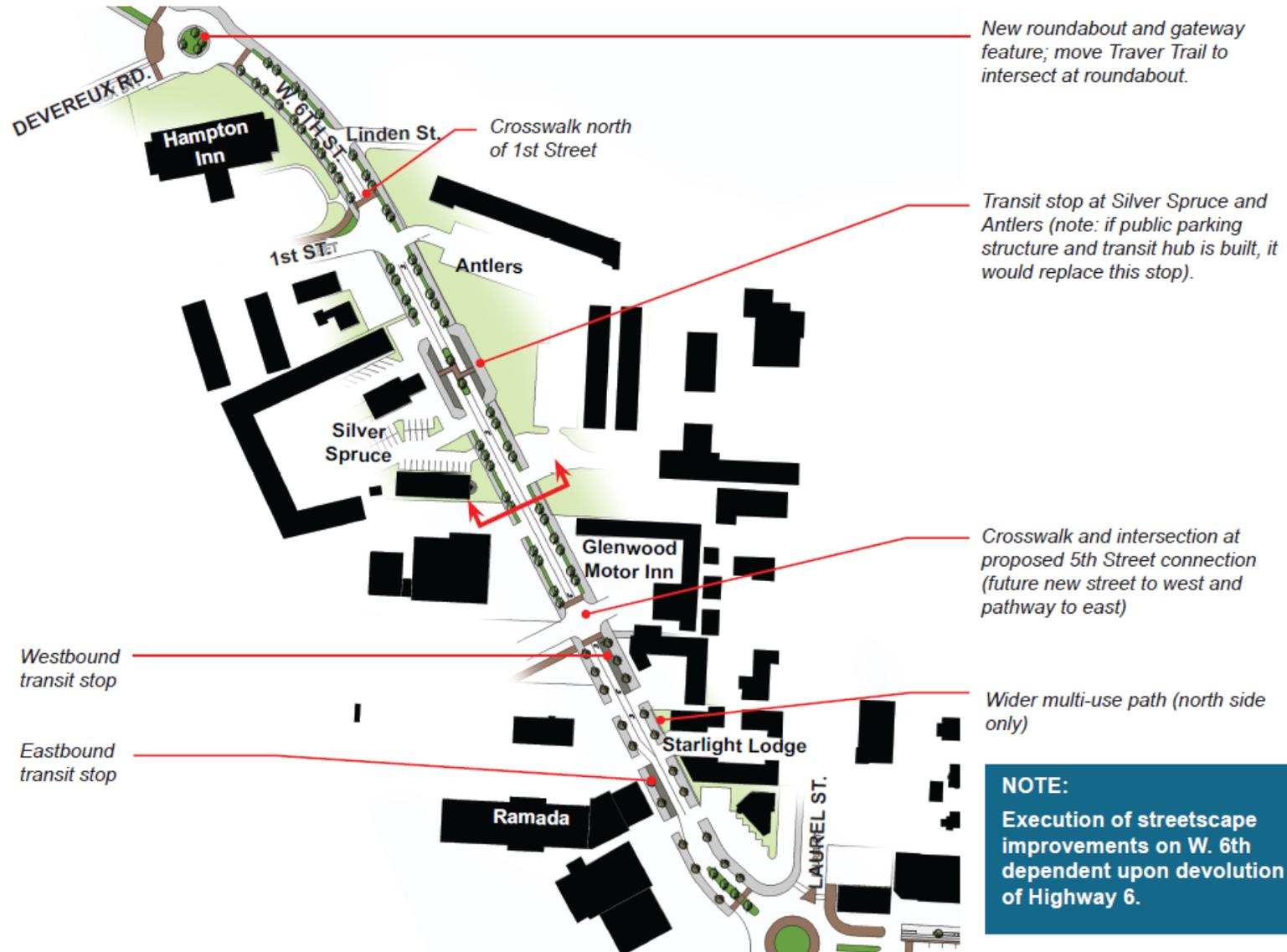


# Plan Details

- Streetscape Improvements

## Phase 3

## Devereux Rd to Laurel St



# Plan Details

- Streetscape Materials

- Gray Concrete Sidewalk
- Red Brick Pavers
- Colored Concrete Bike Lane



Standard Gray Concrete with a Brush Finish



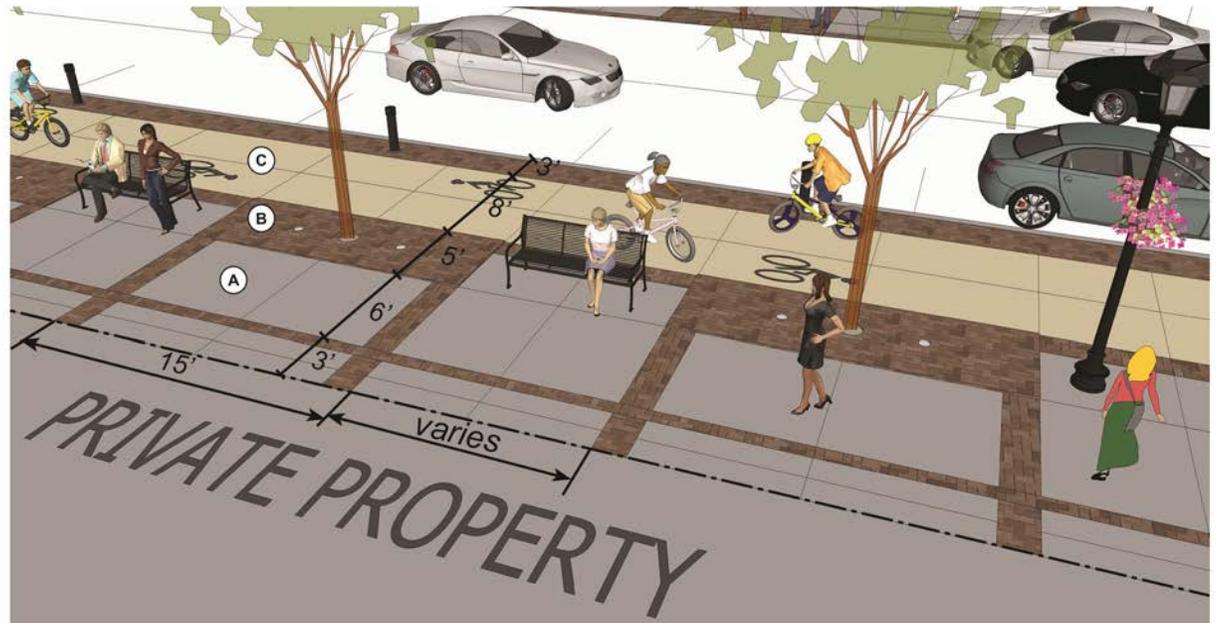
Endicott - Medium Ironspot No. 46 brick pavers (4x8) in herringbone pattern



Colored Concrete - Mesa Buff (Davis Colors)



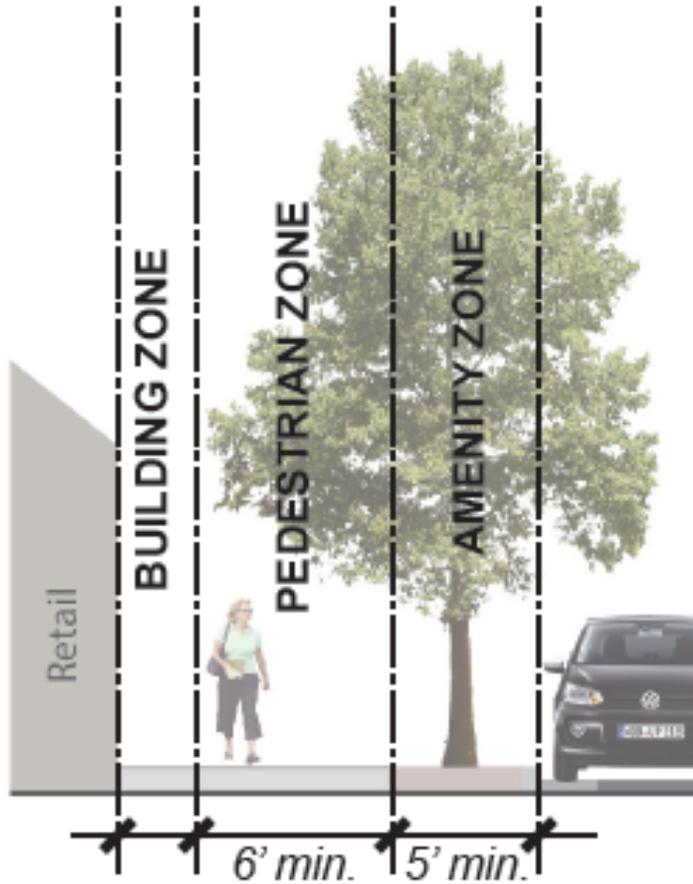
West 6th Street paving pattern. Note the change at the future intersection in front of Rosi's where street trees transition from paver grates to tree lawns.



East 6th Street paving pattern

# Plan Details

- Streetscape Materials



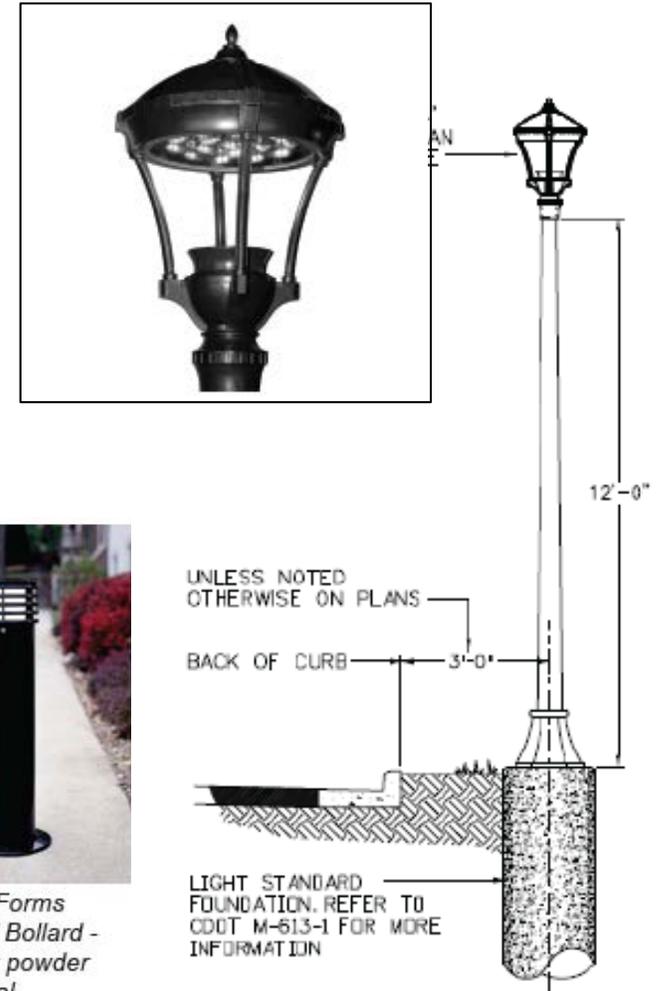
6th Street streetscape area should be split into three "zones" whenever feasible.



Landscape Forms Chase Park 40 gallon trash receptacle in black powder coated steel with modified bear resistant top (or other similar bear resistant style).



Landscape Forms 35 Loop Bike Rack



LandscapeForms "Annapolis" Bollard - matte black powder coated metal

The pedestrian lighting will be the same as is being used on Grand Ave. pedestrian bridge.

# North Landing

## Plan Recommendations

- Plaza and/or grass area
- Focal Point ex:
  - Water Feature
  - Sculpture ✓
- Visitor Orientation
- Enhanced building design standards
  - Adjacent properties
  - Activate to plaza



# North Landing

- Alternatives Offered

- Full Plaza
- Plaza + small kiosk or building
- Building + small plaza



Original park design with existing conditions shown to the west.



Original park design with future conditions showing the existing three buildings as redeveloping into a mixed use building. Note this is a conceptual proposal and did not involve input from the property owners.



Option 1 shows a 2-story mixed use building with townhomes fronting onto the park/plaza to activate and to provide "eyes on the park."



Option 2 shows a 1-story retail kiosk building to activate the space and provide ample amenities and activating uses. Refinements were made to the original, larger design to respond to this smaller alternative configuration.

# North Landing

- Alternatives Updated 2019



North Landing Option 1A



Option 1A

# North Landing



Option 1B



Option 1C



Option 2A



Option 2B



Option 2C

# North Landing



Option 1B 2000 sf bldg

North Landing Option 1B - 2,000 SF



Option 1B 4000 sf bldg

North Landing Option 1B - 4,000 SF



Option 2A

North Landing Option 2A

# North Landing

GLENWOOD LANDING CONCEPT SKETCHES 062719

New Option



# Project Phasing

- Streetscape Improvements

## Short Term

- North Landing Conceptual Design Development ✓

## Mid Term

- Streetscape: Develop 90% Construction Plans Devereux Rd/Traver Tr to Vapor Caves
  - Design Laurel – Pine – Approved 2020 Budget - \$248,000
  - Design Devereux/Traver to Vapor Caves – Est Cost \$500,000
- North Landing: Develop 100% Construction Plans

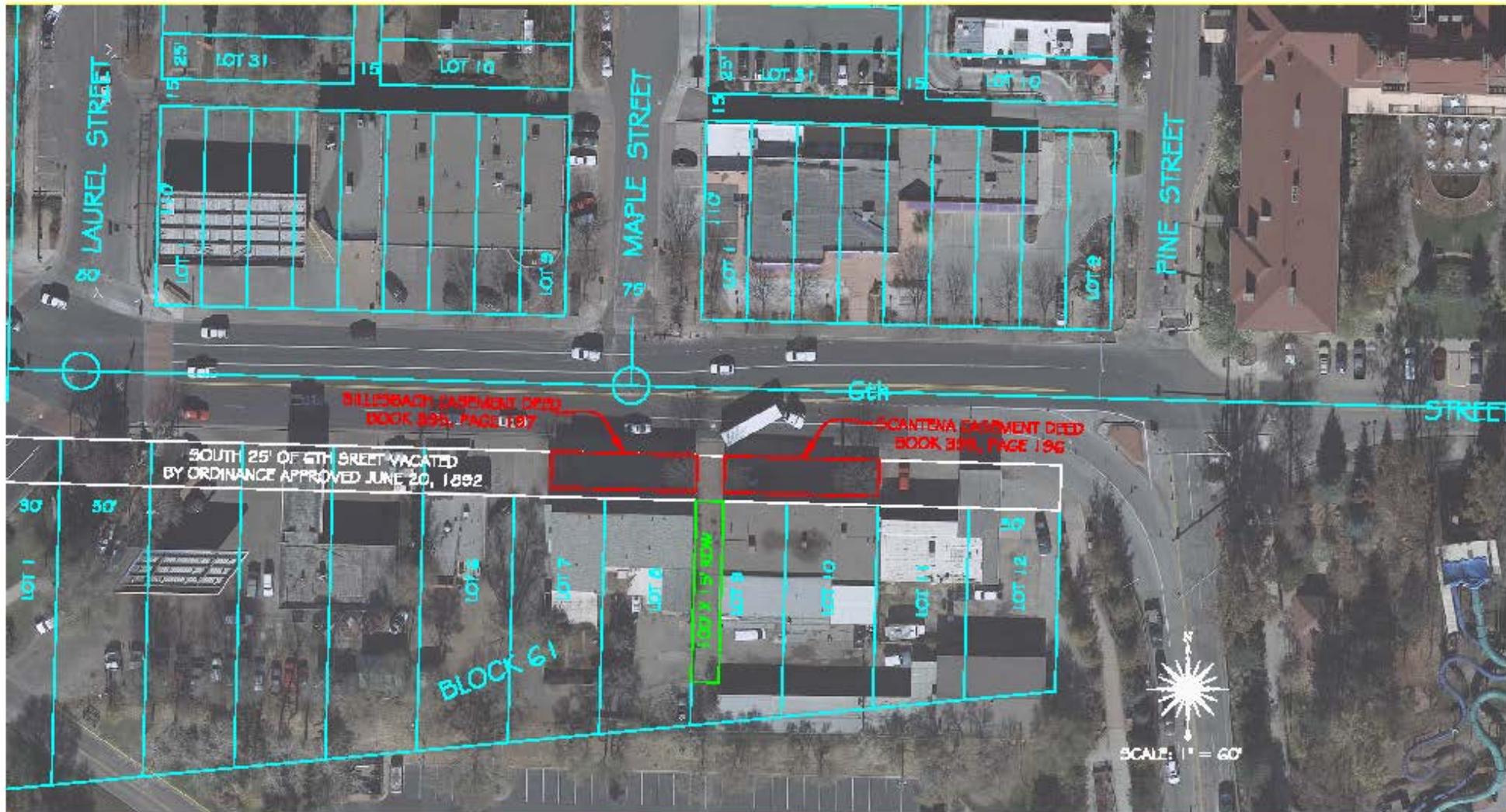
## Phase Construction

- Phase 1 – Laurel to Pine
- Phase 2 – Pine to Vapor Caves
- Phase 3 – Devereux/Traver Tr to Laurel

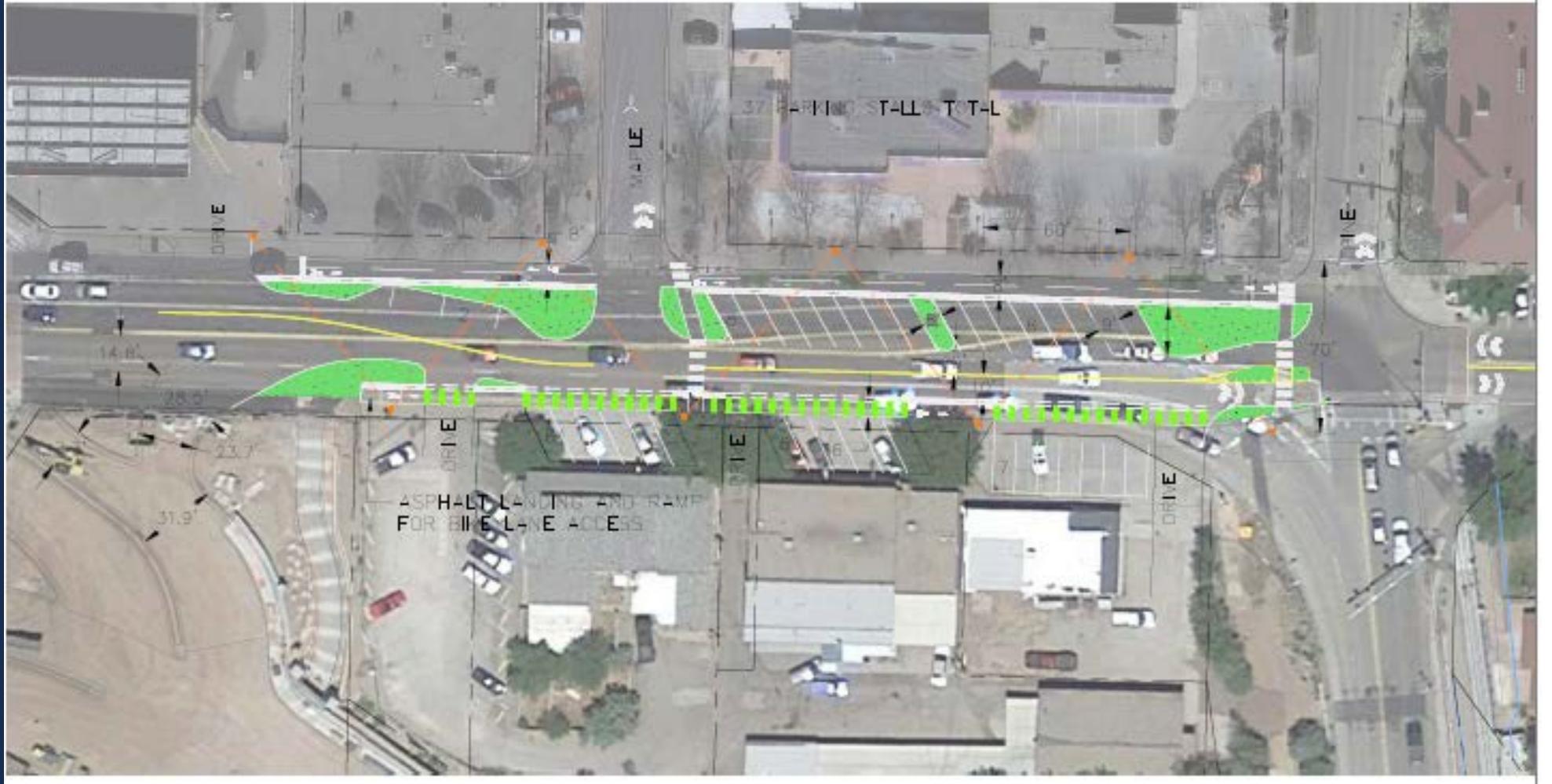


## 6<sup>th</sup> Street – Street Sections

# Existing 6<sup>th</sup> Street – Laurel to Pine



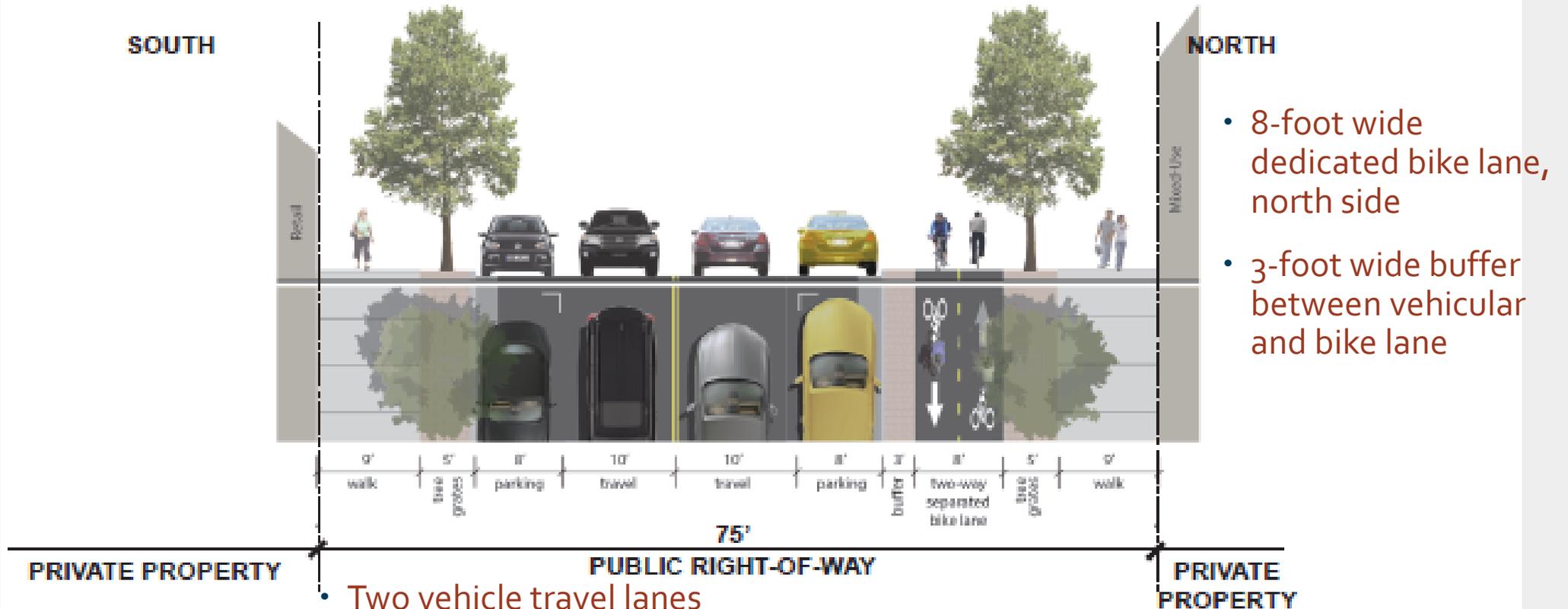
# Interim Striping Plan



# Pine to Laurel Street Section

Steering Committee Recommendation (12-1 vote)

## East 6th Street (Pine to Laurel) - PROPOSED (typical)



- 8-foot wide dedicated bike lane, north side
- 3-foot wide buffer between vehicular and bike lane

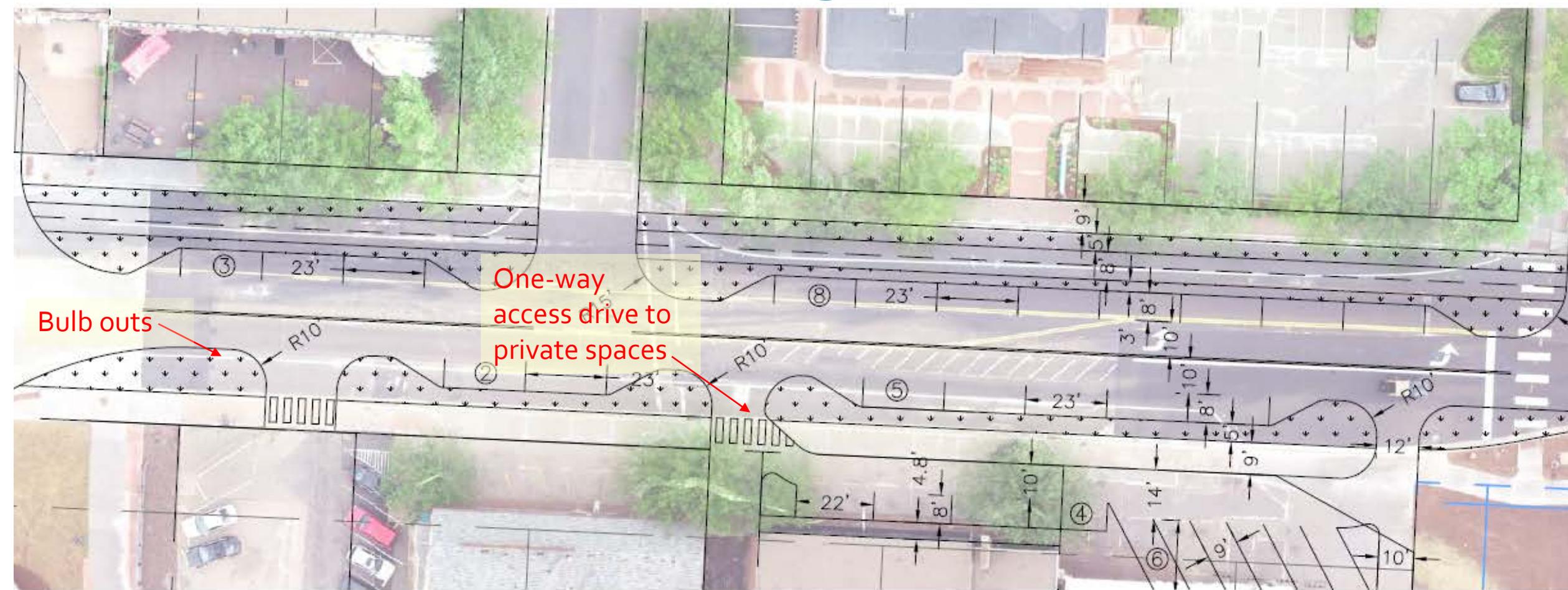
PRIVATE PROPERTY

PUBLIC RIGHT-OF-WAY

PRIVATE PROPERTY

- Two vehicle travel lanes
- Parallel parking both sides
- 9-foot wide sidewalks with attached 5-foot wide "amenity zone" for street trees, benches, trash receptacles, lighting & bike racks

# Alternative Design



\* Concept plan developed to address owners request to construct streetscape improvements on south side of 6<sup>th</sup> Street with existing development in-place. Further design/planning requires consultation with adjacent property owners

# Council Direction

1. 6<sup>th</sup> Street Corridor Plan - Confirm Vision for Streetscape Improvements
2. Discuss design of the Laurel to Pine segment:
  - 2A. Design following 6<sup>th</sup> Street Plan recommendations.
    - 2A1. Construct only the North side
    - 2A2. Construct both sides of the street
  - 2B. Design the alternate plan (prepared by the City's Engineering Department)
  - 2C. Seek another option that does not involve removal of existing angled parking
3. Discuss development of engineering plans:
  - 3A. Should 100% plans be developed for phase 1 (Laurel to Pine) only?
  - 3B. Should 100% plans be developed for phase 1 – 3 (Devereux/Traver Tr to Vapor Caves)?
  - 3C. Should 100% plans be developed for phase 1 (Laurel to Pine) and 30% plans be developed for Phase 2 and 3?
4. Schedule North Landing Workshop

Direction Discussion - December 5, 2019 Meeting

