



## *Review of Existing Studies in US24 West Corridor*

<b>Study Name</b> The Westside Plan	<b>Study Author</b> EDAW, Inc. Bickert Browne & Coddington Leigh Scott & Cleary, Inc.
<b>Study Sponsor</b> Colorado Springs Planning Department	<b>Study Date</b> 08/78
<b>Study Area and Purpose of Study</b>  Study Area: I-25 on the east, Gold Camp Road on the south, Columbia on the west, King Street and Uintah on the north study purpose to define and direct revitalization of the Westside.  Objectives include: encourage citizen participation, develop a range of housing types, utilize housing rehabilitation programs, improve a balanced economy, encourage infilling development, rezone where necessary, initiate a sensitive zoning enforcement program, preserve natural features, make different neighboring land uses compatible, develop a comprehensive design plan, preserve historically significant architecture. Specific small neighborhood objectives have also been adopted to guide future preservation and development.	
<b>Key Points of Study</b>  <ol style="list-style-type: none"> <li>1. <u>Land Use</u> – Since about 70% of the westside study area is already developed, future land use changes must be compatible with the existing. Also, concerned about transition between land uses, commercial to residential, and residential to industrial.</li> <li>2. <u>Zoning</u> – The plan recommends the adaptation of special zone districts tailored to special neighborhood issues.</li> <li>3. <u>Urban Design</u> – Strengthening the Midland Expressway/Fountain Creek/Colorado Avenue spine is required in order to hold the Westside together. Redevelopment of this spine is important to the well-being of the entire Pikes Peak Metropolitan Area.</li> <li>4. <u>Transportation</u> – The plan has organized proposed street improvements to keep through traffic off Westside residential streets and to eliminate potential bottleneck congestion problems.</li> <li>5. <u>Adoption</u> – On January 22, 1980, the City Council unanimously adopted, by ordinance, the Westside Plan.</li> </ol>	
<b>Relevance to US24 West project</b>  <ol style="list-style-type: none"> <li>1. <u>Land Use</u> – The land use plan proposes the following general land uses along the corridor. <ol style="list-style-type: none"> <li>a. General commercial south of Hwy 24 on either side of 8th Street.</li> <li>b. Planned industrial north of Hwy 24 between I-25 and 21st. Also south of Hwy 24 between 21st and 31st.</li> <li>c. Commercial is also identified south of Hwy 24 at 21st and 26th.</li> <li>d. Park land is identified along Fountain Creek between 21st and Columbia.</li> <li>e. Undeveloped and flood plain is identified along Fountain Creek between I-25 and 21st.</li> </ol> </li> </ol>	

2. Zoning
  - a. 50% of existing zoning in the westside does not conform with developed uses. The land use plan adopted in the Westside Plan differs with existing zoning. Since the plan was adopted, this should be the guide, not the zoning map.
  
3. Urban Design
  - a. A western gateway to the Westside Neighborhood is identified on Colorado Avenue between 32nd Street and 31st Street.
  - b. An eastern gateway to the Westside Neighborhood is identified on Colorado Avenue between Chestnut Street and 8th Street.
  - c. Entry gateways off Hwy 24 to the neighborhood are identified at 21st and 31st Streets.
  - d. Developed creek access is identified at 21st, 26th and 29th Streets, along with Ridge Road.
  - e. Major pedestrian development is identified on Colorado Avenue between 23rd and 28th Streets.
  - f. Visual screening is identified on the north side of Hwy 24 between I-25 and 21st.
  - g. Channel improvements are identified for the entire length of Fountain Creek. Improvements fall into three categories: natural, modified and urbanized.
  - h. Views to the historic smoke stack on Gold Hill Mesa are to be preserved.
  - i. The Midland Expressway/Fountain Creek Corridor is an important part of the westside. It should provide a pleasant open space resource as well as a positive image setting corridor for travelers into Colorado Springs via Hwy 24 .
  
4. Transportation
  - a. Hwy 24 congestion potential solutions:
    - eliminate signals by grade separating the intersections of 8th, 21st, 26th and 31st Streets
    - improve the Hwy 24/I-25 interchange
    - widen Hwy 24
    - short term – improve the signals at all intersections
  - b. Providing north to south continuity across Hwy 24.
    - connection of 31st Street to 21st Street via the proposed Gold Camp Road. Connect Gold Camp Road east Across I-25 to Fountain Street.
    - 31st, 21st and 8th Streets proposed principle north/south streets
    - an alternate principle route north of Hwy 24 is 30th Street to make a better connection with Uintah Street
    - widen 21st Street north of Hwy 24 to Uintah
  - c. Colorado Avenue congestion is linked to the Hwy 24 congestion problem since it acts as an overflow route. The solution to Colorado Avenue congestion lies in the solution to Hwy 24 congestion.

**Review by** Kevin R. Shanks

**Review date** January 25, 2005