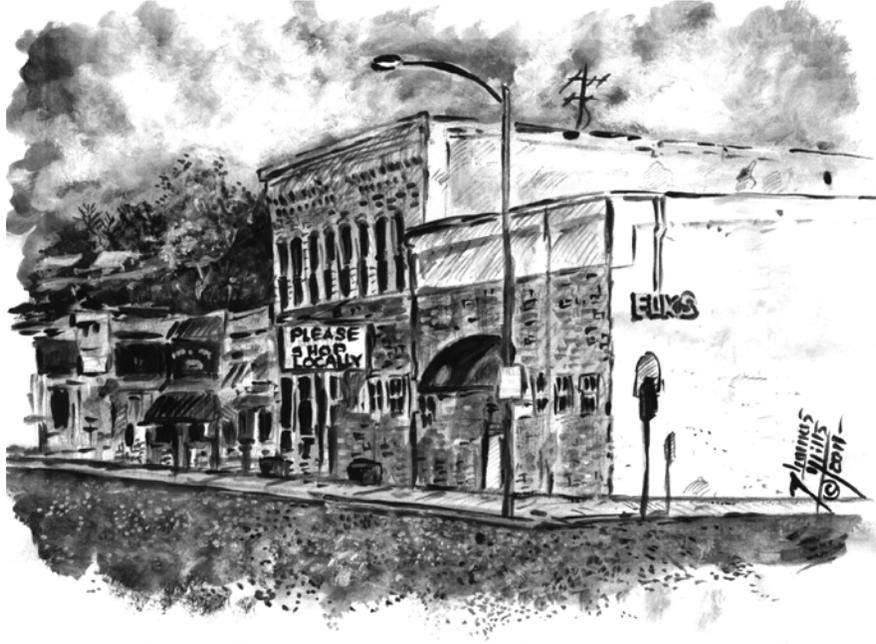


Town of Hotchkiss, Colorado



2014-2019, Community Downtown Core and Highway Corridors Improvement Plan

An Addition to the 2012 Hotchkiss Community Master Plan

(1-06-2014 - Preliminary Draft)

Developed in 2012-14 by: the Hotchkiss Planning Commission,
Hotchkiss Town Council, Town of Hotchkiss Staff,
and the Citizens of Hotchkiss, Colorado
with cooperation/collaboration from the
Hotchkiss Community Chamber of Commerce ,
Business owners and residents of the surrounding area.

(Writing/formatting, desktop publishing/general planning services by Thomas Wills)



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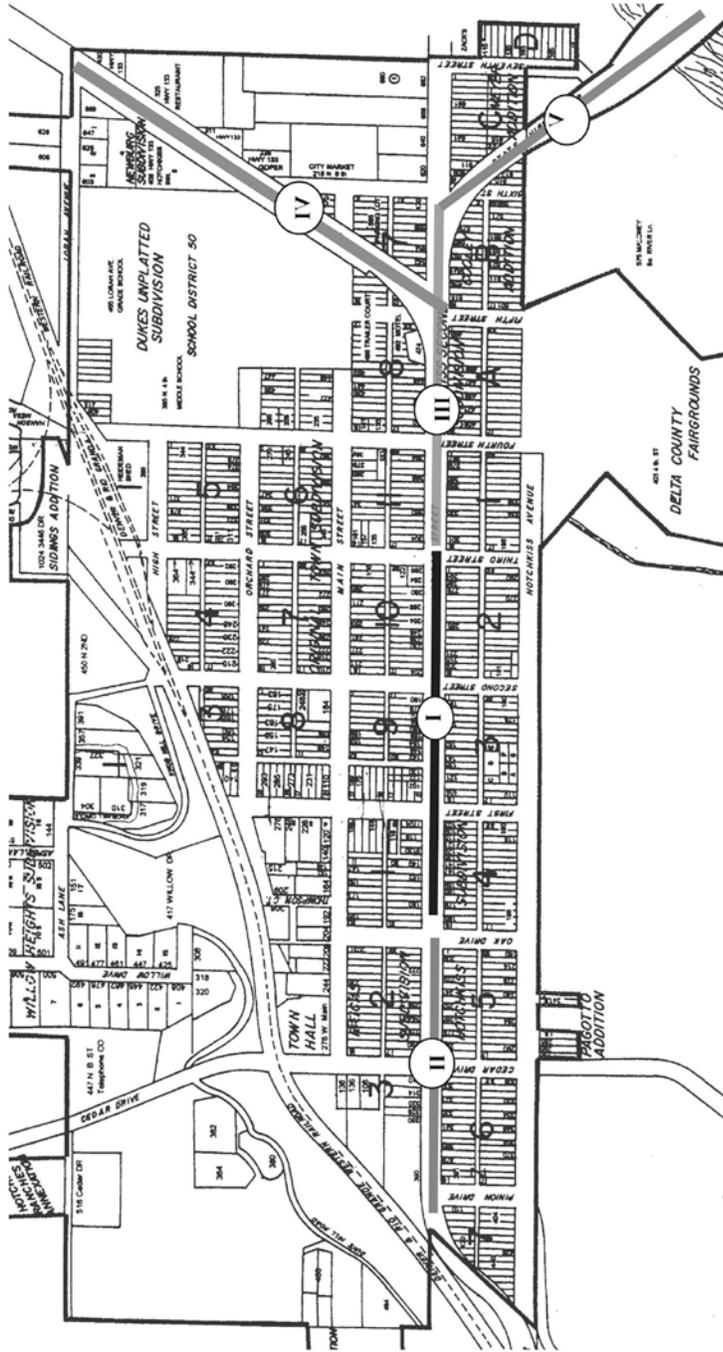
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Introduction:

This document is intended as an implementation/addendum to the 2012 revision of the Hotchkiss Community Comprehensive Master Plan which states:

2012 revised Hotchkiss Master Plan Goal: D. Downtown Commercial Center: Maintain and promote the downtown commercial center....Issues like a streetscape plan, preservation of historic structures, along with a proactive approach of developing Hotchkiss' own downtown shopping atmosphere to attract and maintain new and existing commercial retail to the central business district were important to citizens.

Master Plan Downtown Commercial Core policy statement: The Town shall develop a streetscape plan and capital improvements plan for the downtown commercial center, with a five year implementation schedule for sidewalk improvements, public parking, benches, street trees, flower planters and decorative street lighting."

Master Plan Community Spirit goal statement: Encourage a continual effort to show pride in the appearance of the town. Clean up the Town, take pride in Hotchkiss and make it not only the friendliest place around but a place where people would want to stop, spend money and enjoy the atmosphere... The Town shall facilitate and show leadership and encourage a continual effort to show pride in the appearance of the Town to benefit our citizens and visitors.

The Hotchkiss Community Master Plan, both in the original 2006 document and the 2012 revision, recommends that a downtown commercial core improvement plan be developed, with a five-year timeline listing actions that should be taken to implement it. Such a plan and its implementation was meant as one way of maintaining and strengthening the central downtown of Hotchkiss, a goal that was identified as important by citizens and the business community. A traditional, vibrant, economically viable downtown commercial area containing a range of necessary services was seen as extremely important to maintaining a small town feel to Hotchkiss.

Between January 2012 and December 2013, a valley-wide planning initiative that began in Hotchkiss, North Fork 2020 Heart and Soul, funded by the Orton Foundation and working through Delta County Economic Development (DCED), conducted a unique citizen survey process to determine what residents valued most about the Valley as a whole. Three of the five most valued things are addressed by this plan: small town feel, a stable economy, and honoring the history and traditions of the valley while looking into the future are addressed by this plan.

This plan, meant as an implementation of the Master Plan Policy statements that were in turn reinforced by the Heart and Soul results, focuses on the core area but then expands that idea to include all areas along the Highway 133/92 corridor within the central town.

Hotchkiss is truly the "crossroads of the North Fork" with almost all through traffic going in and out of the Valley passing through the town. Highway improvements on Highway 133 (and recently on Hwy 92) have increased traffic flows and particularly that from commercial truck traffic. Current natural gas development in the upper valley has also contributed to the latter. The possible development of an Oak Mesa coal mine north of town (2018-20) may increase traffic somewhat. Efforts to increase destination tourism, including agri-tourism, have also greatly accelerated over the past few years. In 2013 the North Fork Valley as a whole was given the State certified status of a "Creative District." In Hotchkiss this gives a promotional marketing boost to local creative industries endeavours such as galleries, art teaching facilities, studios welcoming visitors, etc.

It is expected that as the local, regional and national economy experiences normal cycles and the region grows in population over the next decades, the maximum amount of traffic during the busiest times will increase. Ways to calm traffic and increase pedestrian safety on Bridge Street / Hwys 92/133 in town will become more and more important as time passes. Parking in the core commercial area will also become more of an issue if additional retail businesses are established.

The Town has a long term, general plan in place to eventually use Hotchkiss Avenue as an auxiliary traffic route for Highway 92 through traffic by extending the street to the east through the edge of the Delta County Fairgrounds, but that development will probably be several decades away.

Then there is the question of making the downtown more attractive, welcoming and comfortable, both to citizen residents of the town and for visitors and as a means of economic development, encouraging current businesses and attracting new ones.

This plan acknowledges that the Town of Hotchkiss has limited funds and staff, and many things, particularly those involved in beautification, will need to be accomplished in cooperation with the Hotchkiss Community Chamber of Commerce and other community groups. Some things (capital infrastructure, regulatory changes etc.) will need to be achieved through actions taken by the Town while others will depend upon leadership from the Chamber, thus this plan clearly denotes where the responsibility for specific action items lie. Many items will require sustained long term cooperation between the Town, Chamber of Commerce and property owners.

Ideally this plan will be reviewed by the Planning Commission on a scheduled annual basis as part of a general, yearly Master Plan review. The Chamber should also review the plan annually.

About This Plan and Plans in General

This plan, an addition to the revised 2012 Hotchkiss Community Master Plan, should be regarded as an advisory guideline, a best guess made at the time it was written, for development of downtown and highway corridor improvements within the town. **It is not a rigid regulation** that requires following to the exact letter. It is a *plan*. The developers of this plan recognize that as time passes, circumstances and priorities may change and new opportunities may appear. New ideas will be formulated. In implementing this plan the Planning Commission and Town Council, Town staff and Chamber of Commerce should of course be guided first by what is practical and doable given budget and other constraints and considerations during any given year. The Planning Commission, Council and Chamber should not hesitate to revise, improve and update the plan when it is warranted and would further the goals of this plan. But, it should **not** be arbitrarily disregarded.

Most important, this plan, and all Town plans, store important information and the wishes of the Town's citizens, a vital function as the membership of various Town boards change over the years. Plans provide a continuity, framework, and touchstone for community leaders, business owners and prospective developers in moving towards a positive future in Hotchkiss.

The Process of Writing This Plan

This plan is based on many sources of community and business sector input including: 2004 Hotchkiss Community Comprehensive Plan survey, 2011 - Chamber and Town master plan revision surveys, and a 2012 - DTHCIP survey, other collected comments, public meetings and Planning Commission and Chamber of Commerce discussions.

The process began in January of 2012 at the instigation of the Chamber of Commerce, who then approached the Town and planning commission, who were then in the process of completing the 2012 revision of the Hotchkiss Community Master Plan. The revised Master Plan was adopted by the Planning Commission in June of 2012 and ratified in July 2012 by the Town Council.

After preliminary work done by the Chamber in cooperation with the Town the process of writing an actual plan moved to the Planning Commission who then took the lead with the Chamber playing a supporting and business community liaison role. A joint Town/ Chamber Downtown Improvement Planning Committee was then formed to work on specifics and present them to the Town and Chamber boards.

Things Accomplished During Process

An initial successful flower/planter project on Bridge Street was undertaken during the summer of 2012 as a means of generating interest in the overall project as well as a concurrent survey process. The project was jointly funded by the Town, Chamber, North Fork 20/20 Heart and Soul and well as business and individual donations and many volunteer hours. The 2012 flower

project involved adding new whiskey barrel planters as well as refurbishing older, existing containers. The new flowers were well received by the business community and the public. Several businesses made minor street front refurbishments of their own during the year.

In the fall of 2012, as the plan was being written and refined, the Town agreed to include funding for a specific sub-project within the DIP to be included in the 2013 budget. Sidewalk planters were identified as the focus for 2013, being funded by the Town and the Chamber. The planters were designed by a mine engineer, built using locally produced mine timbers and assembled with mine roof bolts donated by Mountain Coal / West Elk Mine and assembled with the help of the Hotchkiss High School FFA/Vocational Agricultural students.

Work on developing a second downtown pocket park (Barnie Fair) began in 2013 with placement of two mine timber planters there. In 2014 enhancement of the planters continued and the first larger permanent structure, an informational bulletin board/historic display is being built in the Barnie Fair Alley Park. The structure was again designed by West Elk mine engineer Dustyn Foster and incorporates a unique, leaf-shaped, art metal shelter roof fabricated by local artisan Rick Sparks and company. The display will have a theme of history and present information related to the local agricultural industry while also referencing coal mining.



Hotchkiss Downtown about 1920. The street was dirt and most businesses on the north side of the street featured very wide collapsible canvas awnings for shade during the summers. Note the horse and wagon as well as a man riding a bicycle in the dirt street.

General Vision Statement:

We very much like our business district, especially the downtown heart of our community, but think that it could be much improved by adding landscaping, street seating, additional shade trees, enhanced street crossing safety, and better sidewalk maintenance. The downtown area anchors the business district, and with its convenient services (post office, banks, hardware etc.), defines our small town. We value the core area's historic buildings because they also anchor our past history. In this time of economic slowdown (2012-14) we regret the existence of vacant lots and vacant business buildings and would like to see as much vitality and prosperity in the downtown area and business district as possible. We enjoy the ambiance of the west end of town and would like to see that enhanced. We strongly support making the east end of town more walkable and see the development of the new Highway 133/92 park as a center of civic pride for that portion of Hotchkiss. We would like the Town to present a neat, attractive, welcoming face to visitors and area residents alike while taking advantage of the North Fork's status as Creative District.

Above all we value our small town because it is "small" and friendly and we would like the downtown and highway corridors to reflect these values.

I- Downtown Commercial Core - C-1 Zoning (2012-13)

1. History - The C-1 zone consists of three downtown blocks extending from Oak Street on the west to Third Street on the east, an area that has been the historical downtown core and contains a number of brick buildings that are older than a century. One downtown building, the Hotchkiss Hotel, is listed on the State and national historic registers.

The original downtown of Hotchkiss was centered a block to the north around the First and Main intersection but was moved to Bridge Street with the impetus of the construction of the Hotchkiss Hotel Block in 1897 and particularly after the arrival of the Denver and Rio Grande railroad line in 1902. Commercial districts in those days tended to be a couple of blocks from railroads due to smoke and soot from the steam trains. The depot, stockyards and other industrial uses took up an area between Second and Fourth Streets on High Street.

Although concrete sidewalks were being constructed in the original downtown business district by the turn of the century, many decades passed before the downtown streets themselves were paved, and there was little planting of trees there in the early days for a simple reason. Electric lighting was very limited. Early commercial buildings featured high ceilings and tall front window areas to admit as much natural light as possible. Trees would have obstructed this light. Instead, most buildings featured collapsible canvas awnings that extended out over the sidewalks, providing shade to pedestrians while also mitigating glare and heat on brighter days. Trees would have also interfered with workings of the awnings.

Eventually Bridge Street became Colorado State Highway 92, was paved, and the pavement portion (60 feet) is currently maintained by the Colorado Department of Transportation (CDOT). CDOT plans to completely redo the downtown section of highway in about 2015-16 (tentative) in order to place a more stable base beneath it.

More recently (2009) the C-1 Core Commercial Zone was established to separate the historical core commercial area from the remainder of the 92/133 highway frontage commercial/mixed use C-2 areas.

During the first Hotchkiss Master Plan process of 2003-2006 the citizens saw maintaining a strong, traditional downtown as very important. To achieve this, zoning was established, implementing the Plan and encouraging as many businesses as possible to locate within the

three-block core area. One major encouragement was to allow new uses established in the zone to be relieved of a requirement for providing off-street parking, partly a nod to the reality that many of the older buildings lacked on-site room for adequate parking. During the first Master Plan process the Town was able to acquire several lots for future parking on Hotchkiss Avenue just south of what became the Creamery Arts Center and next to the new Delta County Annex.

During the late 1990's and early 2000's several new buildings were built in the core area, most being constructed by the First State Bank, including Gambles-Ace, the North Fork Vision Center building, a new bank drive-up building and the three unit building just east of that (Subway-House of Flowers). All of these structures, except the bank drive-up, included the planting of new trees in the adjacent sidewalk areas.

A modular was moved onto the site of a demolished building and later an addition and false front was added for the Trout Store and More. Also in new construction, the modern offices of North Fork Family Dentistry was restructured out of an older building, a large addition was constructed onto a remodeled older building at 3rd and east Bridge (North Fork Gym) and on the opposite southwest corner Duckworks/Carquest remodeled, and significantly added onto, an existing building. An addition was also added to the old Bank of the North Fork/Hotchkiss Pawn building. The West Elk Inn built an addition onto the back of their building.

Two additional business structures and a private home were demolished during the period leaving several vacant lots.

In the 1st to Oak section the dramatic changes included the demolition of the old Hotchkiss Theater (2000), construction of the Creamery Arts Center (2006-07) and establishment of a related pavilion and park on the site of the old theater next door. The historic (on State and National Historic Registers) Hotchkiss Hotel Block building was stabilized and renovated to include seven residential units in the upstairs portion. Under the current zoning second story apartments above businesses are encouraged in the business areas, being a part of a traditional downtown.

2. Current Status:

A. Uses

As of July of 2012 the three-block core area includes:

15 Retail businesses (1 - with attached owner-occupied living quarters)

18 Service or professional offices

6- Vacant commercial units or buildings

3 - Single family homes

10 - Residential apartments

7 - Vacant lots (175 feet of frontage)

1 - Pocket park/pedestrian alley (Chamber/Town maintained)

1- Private park/pavilion

1 - Pedestrian alley that could be a second pocket park. (Barnie Fair in-progress 2013)

(See full data in Appendix A)

B. Current Landscaping - Street Furniture

(Insert current landscaping map.)

1. Trees

Oak to 1st - 5 - street trees all on south side in front of Hotchkiss Hotel.

1st to 2nd - 7 street trees plus one adjacent to the sidewalk on private property and one bordering the sidewalk in pocket park/alley.

2nd to 3rd - No trees on south side. 2 - trees on north (thornless locusts at North Fork Vision building). Additional trees were removed summer 2012 from in front of adjacent building

due to sign and visibility issues.

2. Planters/other:

(Before May 5, 2012 - Flower Planting Day) 1 concrete planter. 4 whiskey barrels in front of Edward Jones. 1- at Elks Club. 2 at Buffalo Collection

(After - Summer 2012) 5 wine barrels added on south side and 1 on north side. Existing barrels refurbished.

2013: 5 mine timber planters added including 2 in [Barnie Fair Alley](#)

2nd to 3rd - 1 wine barrel at CarQuest added - existing barrels and planters refurbished.

May 2013 update: 3 large scale, mine cribbing planters were installed between 2nd and 1st Streets. Post Office, midway on South side and at Elks Club.

3. Benches - There are (2012) four privately placed benches in the three block core: Chamber bench at post office, one at First State Bank, two at the Rose / Coldwell Banker-Colorado Realty and one near Levels gym. Some are in poor shape or need sanded and refinished.

4. Bicycle Racks – There are currently no bicycle racks on Bridge Street in the downtown core area. Local bicycle use by adults has been increasing over recent years.

C. Pocket park(s)

1. Littlefield Park - There is one, 25 foot by 100 foot pocket park developed in a closed-to-motor-vehicles alleyway between 1st and 2nd at mid-block on the north side. The park/alley is owned by the Town as an original platted street and was leased, developed and maintained by Julie Littlefield but is now (2012) once again the responsibility of the Town with the Chamber currently doing maintenance. Some minor tree trimming and shrubbery control was done by Downtown Improvement (fall 2012 and summer 2013). Besides being a pleasant park with seating, the alley provides convenient walk-through access to the Memorial Hall/ Hotchkiss Library area and the rear parking areas.

2. [Barnie Fair Alley Park](#) There is a second, somewhat narrower (16 feet) town-owned, original platted alley at mid-block between 1st and Oak on the north side. [Two freestanding 3' by 6' mine cribbing planters were placed](#) in the heavily graveled alley in the spring of 2013, and there is a narrow, [three-foot wide](#), sidewalk along the west side. Weed and drainage control is a problem at times. Severe ice buildup occurs in winter at the extreme rear of the alley. This has been mitigated somewhat (2012) by new roof drainage on the Fair building. Wind is also sometimes an issue. Side entrances to the adjoining commercial buildings are accessed from the alley. The alley provides convenient walk-through access to the Main Street area and the rear parking areas and allows pedestrians a way to avoid the hazardous area in front of the Hotchkiss Shortstop. It also provides access to the rear patio area (developed 2013) of the North Fork Valley Restaurant.

[There are no buried utilities in the front 100 feet of the alley.](#)

D. Sidewalks & Curbing Status

Sidewalks in the downtown core are eight feet to nine feet wide. There are several sections of broken/significantly damaged sidewalk in the downtown core including: North- (1st-2nd) in front of Levels/Rexall and the Past Times, (2nd - 3rd) mid-block, south - (1st-2nd) next to mortgage office in front west edge of FS Bank owned lot, (2nd-3rd) area in front of Trout Store and (1st to Oak) in front of the Creamery park area.

The southwest and northeast corners of 2nd and Bridge lack handicap curb ramps. Some existing ramp areas (i.e. 1st and Bridge) are difficult to negotiate in wheelchairs due to repeated overlayment and crowning of Highway 92/Bridge Street asphalt. This may be corrected if/when CDOT redoes a rebuilding of the underlying base of the street in 2015-16 (tentative dates). The sidewalk beside First State Bank on North 1st. has some straight curbing on a cut-through in the sidewalk. This limits handicap accessibility.

The Town adopted a comprehensive sidewalks ordinance in 2012 that allows for a 50/50 cost share of replacing sidewalks including downtown. It also reiterates that private property

owners, including downtown businesses, are responsible for the sidewalks abutting their property.

E. Parking

An informal parking count study during the summer of 2012 shows that there is presently adequate parking in the downtown core. At certain times of the day the area of 1st and Bridge is parked full but there are many spaces available within half a block. It appears to be a matter of convenience rather than scarcity, something that cannot be easily mitigated. It is possible, shown by the experience of other towns, that making the street frontages to the east (of 1st and Bridge) more attractive may encourage people to park and walk further.

The Creamery Arts Center (between Oak and 1st on the south) draws large numbers of cars at times but those are mostly in the evenings and presently many use the private lot on the corner of Bridge and Oak or the Town-owned lot behind the facility.

In 2012 a parking lot in the center of the north side of the 2nd to 3rd Street block was added, offering 13 off-street spaces. The lot is private (Subway) but the owners allow public use of the lot within reason. At one point, increased on-street parking use in the area of the Subway fast food restaurant was becoming an issue to neighboring North Fork Vision Center, particularly for handicapped patrons.

In 2013 a 75 foot lot on the southwest corner of Bridge and 2nd was leveled and graveled and made available for public use pending the sale and development of the land.

Currently(2014) parking needs in the down town core are mitigated by the larger percentage of service businesses, vacant lots, homes and offices as compared to more high traffic retail uses. If the number of retail shops rose dramatically and the empty lots were developed with those types of uses, this could change. (*See Current Uses.*)



Mine timber planter at Elks Club in 2013 before additional enhancements.

Medallion installed by Elks Club.

Eight other 6' by 3' mine timber planters were installed in the spring of 2013.

2. Recommended Improvements and Implementation Timelines

A. Landscaping - Street Furniture

1. Planters. In the First to Second Street block the Chamber with the cooperation of the Town will construct wooden mine- timber planters and add benches as needed at all downtown corners beginning with the heaviest use, First and Bridge, intersection. These will be placed back against the buildings or adjacent to the no-parking areas so as to not interfere with car doors opening. Some existing planters near corners will be shifted to fill in the center of the blocks.

Additional planters and benches will be installed at mid-block where appropriate, with care

given to placement so as not to interfere with the opening of vehicle doors. Care will be taken to always allow for an unobstructed five feet of (ADA) sidewalk at all times.

3. Bicycle Racks – There are currently no bicycle racks in the downtown core area. Flat upright (to maximize limited sidewalk space) bicycle racks will be installed near the post office and bank corners and at additional locations as the need arises. These should be placed far enough away from the corners to avoid blocking driver’s views. *(Insert picture of DERO style racks)*

2. Curb Extensions: Continuing the corner design, concrete, flow-through design curb-extensions will be constructed in cooperation with CDOT during, or after, the planned 2015-16 reconstruction of Bridge Street. Plantings of low water use perennials growing no higher than 36 inches from ground level may be done within the curb extensions so as to meet CDOT restrictions while also providing beautification. **It is important to have something within the curb extensions to suggest a narrowing of the road.**

These improvements will allow pedestrians to proceed to the edge of the traffic lanes where they will be visible while waiting to cross. The Bridge Street curb extensions (if they contain plants or breakaway post elements) will also suggest a visual narrowing of the street resulting in traffic slowing somewhat and also prevent vehicles from “cutting the corner” a dangerous issue at the post office and bank corners in particular.

The Town will construct curb extensions on the side street corners in the central downtown core beginning with the First and Bridge Street intersection. These can be done prior to the CDOT work on Bridge Street/Hwy. 92.

3. Trees- Trees will be added in appropriate areas with the cooperation of the adjacent property owners. Trees will not be placed when the property owner objects. Trees will be street-approved trees from a list provided by the Colorado Forestry Service. New trees or additional shade is especially important on the north side of the street between Oak and 3rd Streets. In lieu of either, businesses should be encouraged to add wider, old-style awnings or structural sidewalk covers.

The Town shall establish an official policy by resolution or ordinance stating: *“If, in the future, property owners wish to remove Town/Chamber installed trees they may do so for cause but must consult the Town first and either replace the tree with another tree elsewhere at a priority location on the siting list or place funds equivalent to the planting costs in an account to accomplish replacement in the future.”*

Possible new tree locations include: 1. In front of the parking lot on south side of area near Oak and Bridge, 2. In front of Creamery Park as part of sidewalk replacement project. 3. In front of private residence west of North Fork Valley restaurant. 4. At Briscoe and Associates. 5. In front of empty lots on south side of 1st to Second block (2013 – deferred because lots are all for sale).

4. Shade Shelters – The construction of shade shelters will be considered where trees are not acceptable or practical. Possible shade shelter locations include: 1. In front of First State Bank Drive-up. (mid-200 block of East Bridge on the south side). 2. Hotchkiss Elks area.

5. Benches - Additional benches should be placed at useful intervals particularly where trees are added or shade is otherwise available.

B. Lighting New, lower, decorative, energy-saving LED street lighting will eventually replace the high, out-of-scale DMEA owned lighting and the electric service to them moved underground in the street.

The in-street improvements and installation of underground utilities for new street lighting will be done in conjunction with a rebuilding of the highway itself by the Colorado Department of Transportation that will begin in about 2015-16 (tentative dates). The Town staff will coordinate with CDOT. In conjunction with this construction work, contrasting texture and color crosswalks

and curb extensions will be installed.

Future lower profile light standards shall be of a design that allows the mounting of additional, easily maintained promotional banners.

C. Sidewalks – Curb Extensions

1. Inset, contrasting colored crosswalks along with curb extensions will be installed in the downtown core in conjunction with the CDOT rebuilding of Highway 92/ Bridge Street in 2015-16.

2. Damaged sidewalk sections will be repaired or replaced. The Chamber shall encourage property owners to repair damaged portions of sidewalk. (2013 - 2014) The Town shall inform property owners of the requirements of Town law regarding keeping sidewalks in good repair. Lack of voluntary response shall result in official warnings and citations being issued.

A. The Chamber and Town shall cooperate in encouraging extended sections of Bridge Street damaged sidewalk to be replaced with creative, attractive, decorative surfaces that are also built to Town standards and include no “trip or slip” elements. Such improvements will be done with approval of abutting property owners.

3. Handicap ramping shall be installed on non-conforming corners at 2nd and Bridge.

4. Ramping shall be added to curb-cut of old drive-through on First Street next the First State Bank.

D. Parking - The Town shall improve the parking lot on Hotchkiss Avenue and install better signage in order to maximize its use during special events and as additional retail uses are added to the downtown area.

The Chamber shall encourage all downtown businesses to make use of off-street parking for owners and employees.

The Town shall explore a partnership or purchase arrangement with the Hotchkiss Elks to allow public use of their parking lot during daytime business hours.

E. Pocket park(s)

Barnie Fair Park -The Town-owned pedestrian alleyway on the north side of mid-block between 1st and Oak will be developed into a park-like area beginning in 2013-14. An additional sidewalk (possibly incorporating decorative artwork) will be constructed along the west side of the alleyway adjacent to the existing narrow walk. The surface of the alley will need to eventually be excavated and a water permeable landscape barrier installed and the gravel surface (or other appropriate material) restored. Movable planters of different sizes will be installed and low water use plantings eventually done. Benches and tables will be placed.

More attractive trash receptacles will be installed. Bulletin/information boards incorporating historic/visitor information will be placed in the park. These should be configured as to mitigate, or not be subject to, the occasional wind tunneling effect present in the alley. The park space should be developed with cooperation with the adjoining landowners while making sure that the rear-side accesses to the businesses/buildings are not obstructed and possibly enhanced.

Every opportunity to include public art in the alley should be explored.

Drainage issues in the rear area of the alley will be corrected. (Note: Gutters were added to rear of Fair Building in 2012 and the issue was mitigated somewhat but ice buildup in winter is still a hazard in winter.)



Photo: May 2013 – Volunteers Ron and Cheryl Underwood and Toufic Hadad (center) install plastic liners on a new mine timber planter.

Photo: The area of the north side of the 100 block of west Bridge Street about 1910. The Fair Building and the grocery store are at the far left. Note the dirt street with the new concrete sidewalks. Also the folding canvas awnings.



Littlefield Park – (north side of mid 100 block of East Bridge Street) 25' by 100' pocket park - The Chamber shall establish a regular maintenance schedule in cooperation with the Town for the Town-owned Littlefield pocket park located at midblock between 1st and 2nd on the north side. This will include minor tree trimming, weed removal and other landscape maintenance. Additional landscaping and amenities shall be added as funding for construction and maintenance becomes available.

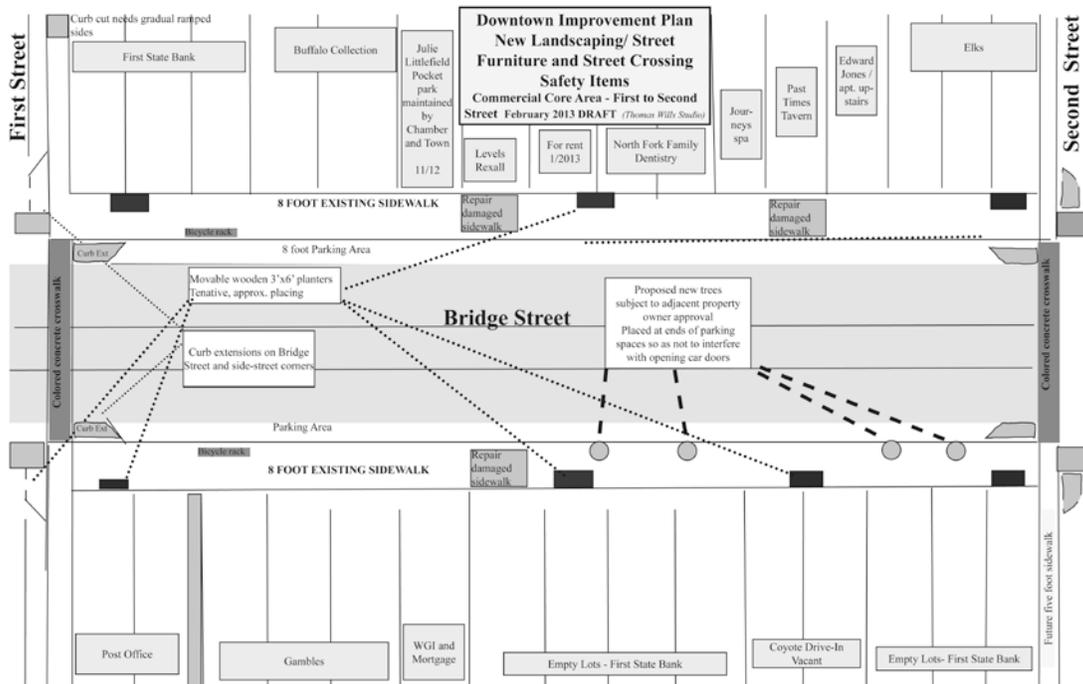
F. Promotional banners - (Chamber) The Chamber shall work with existing businesses to place promotional banners using the existing flagpole holes in the concrete and to place additional hole-mounts. Future, lower profile light standards shall be of a design that allows the mounting of additional, easily maintained promotional banners.

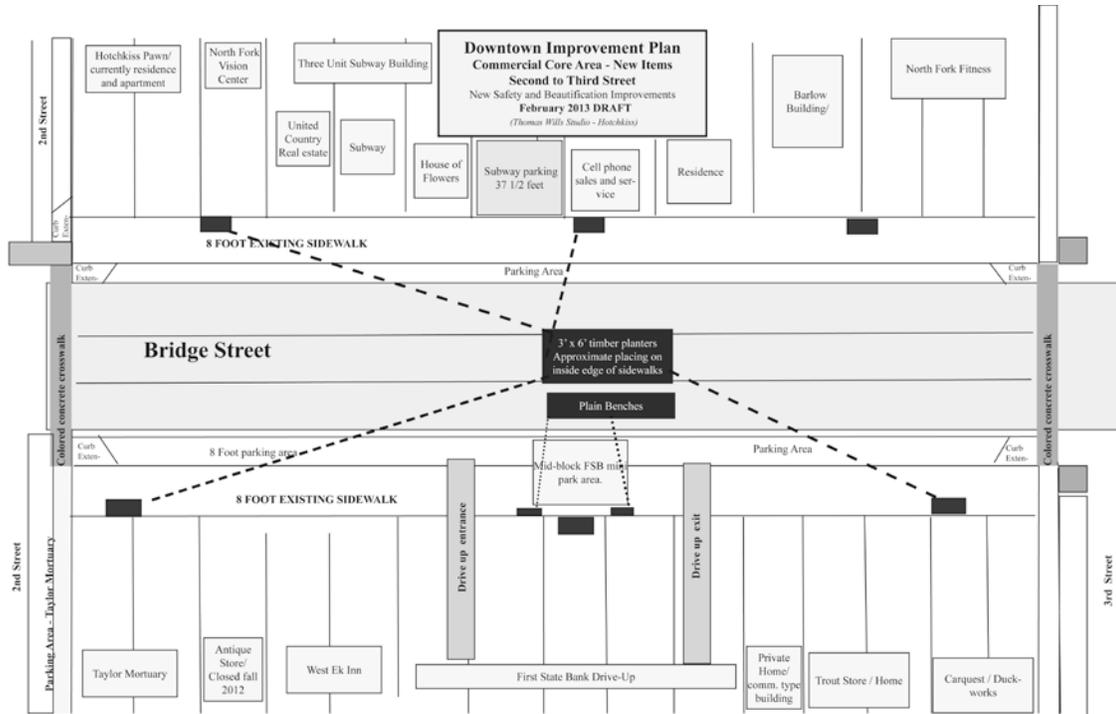
G. Street Art - The Chamber in cooperation/collaboration with the Town and local arts organizations, shall explore the placing of public art including planted enhancements, decorative sidewalks, sculpture mounting bases and new murals in the downtown area. Art could also be incorporated while replacing damaged areas of sidewalks or constructing new ones.

H. Historical walking tour and informational plaques. The Hotchkiss Crawford Historical Society and museum in cooperation with the Chamber, Town and building owners will conduct research on the historical aspects of downtown and place informational plaques where appropriate. These in combination with a history display at the Bernie Fair Park and the nearby HCHS museum will form the basis of a walking historical tour of downtown Hotchkiss. (Note: In 2013 the Blue Sage Center/HCHS and NFHS received a grant via Heart and Soul and Western Colorado Community Foundations to install historical information plaques in the two towns.)

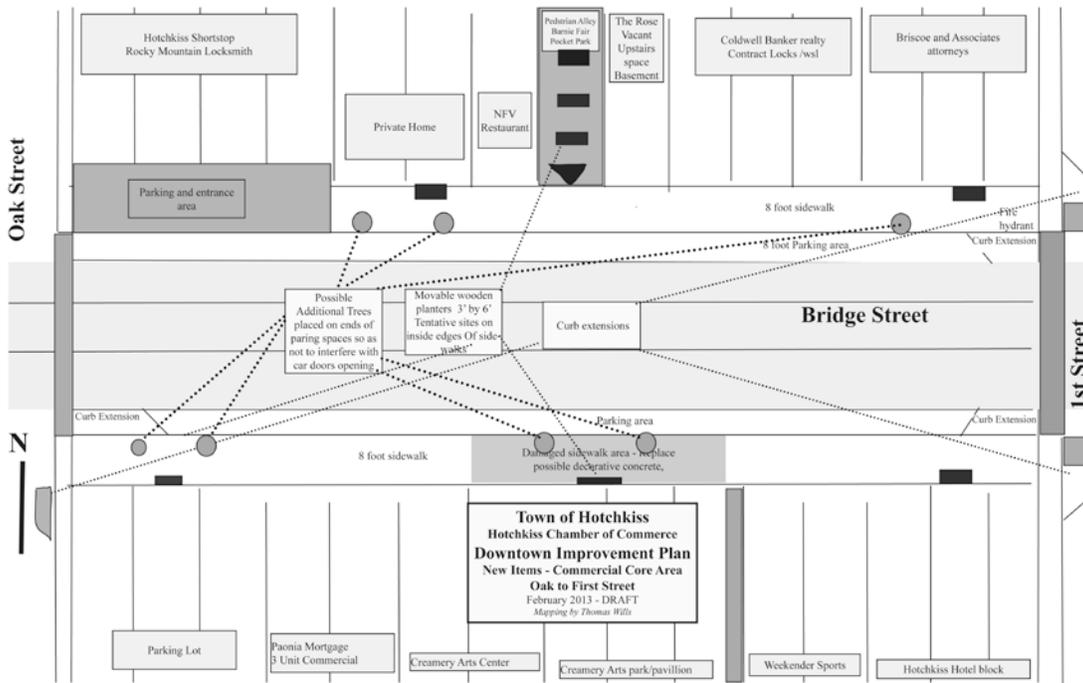
C-1 Downtown Improvement Graphics

First to Second Streets





First to Oak Streets



| Implementation Responsibilities | Planters/Landscaping | Safety Street crossing | Sidewalks Benches- Other |
|--|--|---|---|
| <p>1A - 2A Chamber/Property Owner/ Town 1C - Chamber/ Town 1D - Chamber 1E - Chamber 2A. Chamber/Town <u>2B - 3B Town/ CDOT</u> 3A. Property owner /Town/ Chamber 3B. -Chamber <u>3C - Town</u> 3D – Hotchkiss Crawford Historical Society</p> | <p>1. <u>1st to 2nd</u> 1.A (4-5) Trees at vacant lots (south side) (2014-18) 1B - Possible tree at Elks (2014) 1C Planters with seating at corners. 2013-14 1D - Littlefield Park general maintenance</p> | <p>2. <u>1st to 2nd</u> 2A One 3' by 6' planter installed in no-parking areas at post office. Or Town installed curb extension. (2014) <u>2B - Crosswalk textured concrete insets (2015-16)</u> <u>3B - Curb Extensions at 1st and 2nd Street corners (2015-16)</u></p> | <p>3. <u>1st to 2nd</u> <u>3A. 2013 - 2014</u> <u>Damaged portions of sidewalks replaced/repared</u> 3B. Benches 3C - <u>Lower scaled street lighting (2015-18 Install underground electric at time of CDOT redoing of highway.)</u> 3D - Historical information plaques installed (2014-15)</p> |
| <p>1A-B C. Chamber/ Town 1D - HCHS/Chamber 2A - Town 3A. - Chamber <u>2B - Town / CDOT</u> <u>3B - Town / CDOT</u> 3C. Property owner/ Town</p> | <p><u>Oak to 1st</u> 1A. (2014) 3 Trees in sidewalk area First State Bank (Paonia branch) parking (2014) 1B. (2014) 2? trees at Creamery park 1C. 3 trees - spaced from NE corner to Rose? 2 trees in front of private residence? (Skeffington) 1D - (2014-15) Historical information plaques installed</p> | <p><u>Oak to 1st</u> 2A. Movable planters in no-parking areas at corners on side streets (2013-14) <u>2B - Crosswalk textured concrete insets (2015-16)</u> <u>3B - Curb Extensions at 1st Street corners</u></p> | <p><u>Oak to 1st</u> 3A. Benches - south side 3B Develop pocket park in north side in north/south alley.(2013-16) 3C - Sidewalk replacement in front of Creamery park. (2013-14)</p> |

| | | | |
|--|--|--|---|
| <p>1A - Chamber/ Town 2A. Town <u>3B - Town/CDOI</u> 3C Chamber/Town</p> | <p><u>2nd to 3rd</u> <u>1.A</u> Shade shelter /.benches installed in front of First State Bank drive-up (2015)</p> | <p><u>2nd to 3rd</u> <u>2A.</u> Curb extensions constructed in no-parking areas of side streets at corners 2nd and Bridge St. north side. (2015-17) <u>3B - Curb Extensions</u> <u>at 2nd Street corners</u></p> | <p><u>2nd to 3rd</u> 3C. Benches at First State Bank Drive-up. One or two on opposite side of street.(2015)</p> |
|--|--|--|---|

II. C-2 Mixed Commercial Zone West of Oak Street to Railroad.

A. History - In the early history of the town, according to vintage photographs, this area of the town was almost entirely residential with a few commercial uses close to Oak (originally named A Street). A livery stable once occupied 6 lots on the south east corner of Bridge and Oak, but was replaced in 1929 by three private homes.

On the opposite corner there has been a car dealership, the Delta County Road District 3 shops and finally the Hotchkiss Public Works shops. Over the years various businesses have moved into the West End including the conversion of a private home into the original North Fork Clinic and the addition of two gas stations a shoe repair shop, a machine shop, and a small grocery store at various times. Most early business uses have been separated from one another by intervening residences.

The recent trend from 1990 to 2012 is the gradual conversion of residences and residential property to business uses. This includes the construction of two new medical buildings, the construction/remodeling of a home into the Coal Train Coffeehouse building, the construction of Hotchkiss Rentals, and most recently the new JM Plumbing building at the far northwest end of the street.



*Photo: The Grand Opening ribbon cutting for the Coal Train Coffeehouse
in March of 2001. Tom Wills photo*

Because of the former residential character of the street, the West End appears greener and of a different character than the commercial core area to the east. The area has many street trees and some decorative landscaping in the area between the sidewalks and street. The street is also slightly narrower than the core area to the west past Oak and the trees add to a feeling of more intimacy. The sidewalks are five feet wide with a five foot landscaped verge featuring many trees separating the sidewalk from street giving the area a very different feel from the areas of Highway frontage to the east.

B. Current Status:

1. Uses

14 active businesses
1 dormant business for sale
0- vacant business properties
8 - single family residences
2- business/residence combinations

C. Landscaping and Street Furniture

1. Trees - Oak to Cedar - 6 street trees including 2 immature blue spruces (one north side tree almost dead needs removal). Cedar to Pinyon - 9 - street trees

2. Planters: Oak to Cedar (Before May 5, 2012 Flower Planting Day) 2 whiskey barrels.

(After - Summer 2012) 1 wine barrel added on south side and 1 on north side. 2 concrete planters installed on Oak and Bridge corners. Existing barrels refurbished. Cedar to Pinyon - 9 - street trees. Some mature and some recent. (After - Summer 2012) 1 wine barrel added on south side and 1 on north side on corner of Cedar and Bridge. 2013: One large mine timber planter was placed between Oak and Cedar (229 West Bridge) in the verge area.

3. Benches - There are no street benches in the two block area.

D. Sidewalks and Curbing

(Oak to Cedar) All sidewalks in generally good shape. Handicap/ADA curb ramping needed at some corners.

Cedar to Pinyon - some sections of damaged and missing sidewalks. There is no sidewalk from North Fork Lifestyles west past Pinyon on north side. Short section of sidewalk is damaged on south side. No sidewalk past Pinyon.

E. Parking - Currently there are no significant parking issues in the area. Dr. Huene's medical clinic and the Coaltrain Coffeehouse, The Pack Shack and Farmers' Insurance all have adequate, well-used off-street parking. The heaviest on-street parking is in the area of the North Fork Clinic but most patients use the street parking on Oak rather than Bridge.

2. Recommended improvements and implementation timeline.

A. Trees and Landscaping -

a. Trees. Several trees should be added to Oak to Cedar block on both sides with the cooperation of the abutting property owners. The reason is both for beautification,

traffic calming as well as creating a noise/dust buffer as the amount of traffic increases. The half dead tree that is suckering near the north east corner of Bridge and Cedar should be replaced.

b. Curb Extensions – Curb extensions should be placed in the Bridge Street no parking areas on all of the corners at Oak and Cedar to facilitate safer street crossing in those areas.

B. Benches - Benches for pedestrians to rest should be placed in the verge area between the sidewalk and curb, at least one in each block, preferably next to trees.

C. Sidewalks - Damaged portions of sidewalks shall be repaired/replaced in accordance with the Town of Hotchkiss ordinances regarding sidewalks.

D. Hotchkiss Town Shops Relocation - The Town Shops shall be moved from their present location at Oak and Bridge to a new building on Town-owned property at old sewer pond property south of town. This should be planned for, with Bridge Street property being sold as a site of a commercial use that will bring additional sales tax to the town. Ideally this would include an attractive two-story building incorporating both retail and possibly residential uses and adequate off-street parking.

E. Banner Poles – The Town in cooperation with CDOT shall install engineered banner poles on either side of the street in the Pinyon to Cedar block area. The Town should explore technology that allows promotional banners to be installed without the use of a mechanical lift.

| Implementation Responsibility | Landscaping/Trees | Street Crossing/Traffic | Sidewalks / Benches / Other |
|---|---|--|--|
| Oak to Cedar 1A – Chamber/ Property owners/ Town 1B -Town/CDOT 1C – Town/Chamber | Oak to Cedar 1A – Additional trees | Oak to Cedar 1B – Curb extensions (2015-2016) | Oak to Cedar 1C – Benches 2015 -2018 |
| Cedar to Pinyon 1A – Chamber/ Property owners/ Town 1B -Town/CDOT | Cedar to Pinyon 1A – Additional trees | Cedar to Pinyon 1B – Curb extensions (2015-2016) | Cedar to Pinyon 1C – Benches 2015 -2018 |
| | | | |

III. C-2 Mixed Commercial Zone East of 3rd Street to Intersection of Highway 133/92

A. History: This two block area has a history of residential uses mixed with commercial uses. The majority of the commercial uses were, and are, located on the north side of the two block area beginning in the 1930’s with the Douglass Motel, repair shop and gas station taking up approximately half the block on the east end of the block between Third

and Fourth streets. Commercial development on the south side of Bridge Street has been limited to one property on the southeast corner of Bridge and Third Street in the 1950's. More recently, two homes have seen intermittent commercial use. (Sparkman house and, Jay Creek/Elenis).

At Fourth Street there is a landmark, stone archway entrance to the Delta County Fairgrounds. At that point there are also located two wooden poles with streetlight that belong to the Town and were available to be used to suspend vented advertising banners across the street. In 2012 the poles were deemed dangerous for continued use for this purpose.

B. Current Status

1. Landscaping and Street Furniture

a. Trees and other landscaping. There are no street trees on the north side of the street from 3rd to the intersection area. There are several mature trees in the Town-owned area between 3rd and 5th on the south side.

b. Planters - There are whiskey barrel planters at the 3rd street corners as well as at the Fairgrounds entrance arch.

c. Sidewalks - There are adequate to new condition sidewalks between 3rd and 4th Street on both sides. From 4th to 5th there are existing sidewalks on the north side in fair to poor condition. On the south from 4th to 5th sidewalks, except for one very short section are either very poor (west end) or non-existent (south end). The area from 4th through the intersection area on the south is particularly hazardous for pedestrian use.

C. Recommended Improvements and Implementation Timeline.

1. Landscaping and Street Furniture

a. Trees and other landscaping.

b. Planters -

c. Sidewalks - The Town shall plan for and replace and construct new sidewalks and curbing from 4th street through the intersection to 6th street on the south side of Highway 92.

The sidewalk from 4th through the intersection on the north side (connecting to the K-8 sidewalk) shall be repaired and maintained in a safe and usable condition. (*See Hotchkiss Sidewalks and Trails Plan (2013)*).

IV. C-2 Mixed Commercial Zone Along Hwy 133 East of Intersection of Highway 133/92 to Railroad.

History: The school has long been a focus of this area with the first version being constructed in 1925. Later Winnie's Cafe (now Hometown Cafe) was established. As time passed a motel, a convenience store and finally City Market were built in the area. A new carwash was built in the 1990's next to City Market (Main and Sixth). There are two small

trailer parks in this section as well as several private homes. A home and business at the intersection was purchased by the Town in 2012, the structures removed and the land planned for being a future park as well as providing possible room for a realignment of the intersection by CDOT.

B. Current Status

1. Landscaping and Street Furniture

a. Trees and other landscaping. There are no street trees on either side of Highway 133 for the entire section. Street trees in the 60 foot CDOT travel easement would probably not be allowed. There are trees in the Town owned property at the Y of the intersection.

b. Planters - There are no planters in this section.

2. Sidewalks - There are new town constructed sidewalks from Main Street to Lorah Avenue on the west side of Highway 133. There is a section of new sidewalk from Main Street to the intersection with 6th Street on the east side of Highway 133. . (Note there is a current plan (2012-13) to construct a sidewalk from Main Street and the existing walk to the alleyway on the south side of the City Market Parking lot and then east to the east side of the park area, south to Highway 92 and then east 6th Street and then down Highway 92 to 7th Street. This is known as the Leonard Trail.

C. Recommended Improvements and Implementation Timeline.

1. Landscaping and Street Furniture

a. Trees and other landscaping.

b. Planters -

2. Sidewalks - The Town shall plan for and replace and construct new sidewalks and curbing from the intersection to 6th street on the south side of Highway 92. (Note there is a current plan (2012-13) to construct a sidewalk from Main Street and the existing walk to the alleyway on the south side of the City Market Parking lot and then east to 6th Street and then south to connect with Highway 92.

The sidewalk from 4th through the intersection on the north side shall be maintained in a safe and usable condition.

3. Hwy 133/92 Intersection Park Development - The park area shall be maintained in an attractive manner and temporary, movable improvements shall be made keeping in mind that the front part of the area may be used for part of a future intersection realignment.

V. C-2 Mixed Commercial Zone on Highway 92 South of Intersection of Highway 133/92 to river.

History: This is an area of relatively recent development. Once the central business in this area was the Hotchkiss Livestock Auction, now Zack's BBQ, but after the construction of City Market in the early 1980's other commercial uses have appeared on the east end of town. In the 2000's the Family Dollar Store, a church, the Delta County Federal Credit

Union, The Ultramat building and Tri-R Liquors were all built in this area.

In the 2009 zoning the entire triangle from east Bridge Street to 7th Street on ward to the river was designated as Mixed-use Commercial C-2.

In 2010 Delta County purchased, as an extension of the Fairgrounds, the Maloney property on the south side of Highway 92 which constitutes a frontage of most of that side from just east of Park Drive to the river. In Town planning this was significant since it subtracted a significant stretch of Highway 92 from future commercial development.

In 2011 the Town purchased several lots at the intersection of Highway 92 and 133 for a future park and to facilitate a future realignment of the intersection itself.

In 2012 the County constructed a long-planned second exit out of the Fairgrounds aligned with 7th Street. The land, 19 acres, including a river frontage that is now a hay field will eventually be developed for park /recreational uses. The land has not yet (2012) been annexed into the Town.

In 2013 the Town plans to construct a sidewalk along the north side of Highway 92 from the newly planned park to 7th Street. Currently there are no sidewalks on either side of the highway and negotiating the intersection and the area from 5th to 6th Streets on foot is somewhat hazardous.

Current Uses:

6 private homes (4 south and 2 north) including 2 mobile homes and 1 newer modular

1 - Multi-unit apartment building (in county)

2- Town parks (intersection park and triangle at 6th and Bridge)

S-Paws dog grooming (in mobile home)

Delta County Federal Credit Union

1- Vacant commercial (intermittently used)

Family Dollar

John's Welding

1- pasture/open land area (7th to river in county)

1. 2012 Conditions

a. History and current uses

b. Parking

c. Sidewalks and curbside landscaping

2. Recommended improvements and implementation timeline.

APPENDIX A - 2012 USES & DOWNTOWN PARKING DATA

Downtown Core -

Oak to 1st:

North Fork Valley Restaurant/ Thirsty Parrot Pub
P.J.s Pub (2013-14) restaurant
Creamery Arts Center - Art gallery/arts center-teaching facility including separate stained glass workshop and park/pavilion area.
The Ark II antiques and collectibles shop (Closed September 2012)
The Rose - used clothing store
The Shape Shop- fitness center - Pilates
Weekender Sports sporting goods/ snowmobile/ ATV sales and service center
Hotchkiss Short Stop gas station/convenience store with pizza franchise.
Rocky Mountain Locksmith - (moved 2013 to 2nd and East Bridge)
2- vacant (retail/office space in Hotchkiss Hotel) (Jan. 2014)
1 - Hair salon
1 - Counselor's office.
Accountant's office
Briscoe and Associates (attorneys) (*closed January 2014*)
Coldwell Banker - Colorado Realty
Contract Locks - wholesale use.
1 - private home
7 - apartments (Hotchkiss Hotel)
1- vacant upstairs residential or commercial space (Fair Building/Rose)
1 - Crafts manufacturing - Aspen Turnings (on 1st before alley)
1 - residential apartment over Aspen Turnings.

Two buildings (Fair/Rose and NFV Restaurant) in the block are currently (2014) for sale.

On-street parking in block: (59 total) + 14 spaces on corner lots

Off street parking in block 49 spaces (south side) and 37 spaces on the north side including private parking lot at Bridge and Oak.

159 spaces total existing

1st to 2nd Streets

(South from 1st.) U.S. Post Office
Gambles Ace Hardware
WGI Insurance
Mortgage office
Vacant lot (75 feet)
Coyote Drive-In (vacant)
Vacant lot (75 feet)
(North from 1st.)

First State Bank

Buffalo Collection building

Lewis and Company Accountants

2 - upstairs units

1 - vacant retail off alley

Pocket alley park (Town property maintained by Hotchkiss Downtown Improvement Committee of Chamber of Commerce)

Levels Fitness Center (Rexall building)

The Quilt Patch (closed 2012 – vacant-for sale 1- 2014)

North Fork Family Dentistry

Journeys Spa and Salon

Past Times Tavern

Edward Jones - Financial services

Upstairs apartment (over Edward Jones)

Fraternal Order of Elks (Meeting hall, restaurant and bar) They own a separate parking lot the same size as their building to the north across the alley. Vacant upstairs unit.

Parking:

On-street parking in block: 32 plus 19 on corner lots (south side) 51 total.

Off street parking in block 28 spaces (south side) and 66 on north side.

145 total spaces in block.

Note: public parking lot was developed as a temporary use in early 2013. Lot is owned by First State Bank and may be sold for development at any time.

Sample Counts: 3-9-12 9:30 a.m. 30 cars parked in block (on and off-street including corner parking) 10:30 a.m. 33 cars total, 1:30 p.m. 34 cars total.

2nd to 3rd Streets

South side from 2nd:

Taylor Funeral Services

Antique store (Closed 2013 – building vacant and for sale)

West Elk Inn (closed and for sale 2013)

First State Bank Drive-up

Private home in commercial building

Trout Store and more and residential unit (Trout store closed as retail business in summer of 2013. Still occupied offering occasional art lessons)

Duckworks/Carquest Auto parts

North side from 2nd.-

Rocky Mountain Locksmith and Embroidery Shop - upstairs residential unit

North Fork Vision Center

Subway Building: Subway fast food restaurant/ real estate office/flower shop

Parking lot for Subway building (old flower shop demolished 2012)

Cell Phone/computer repair business

Private home/commercial - previously hair salon. (For sale/ April 2012)

Barlow Building - one office? vacant commercial spaces. (For sale Jan. 2014)

North Fork Rehabilitation and Gym.

On-street parking in block: 26 spaces plus 9 spaces (south side)

Off street parking in block 21 spaces (south side)

East of Downtown Core

3rd to 4th Streets

South side from 3rd

Mexican fast food w/ drive-up summer 2012.

Private home - formerly gift shop/gallery – vacant – for sale 11-13

Private home

Vacant commercial - (formerly restaurant, but equipment has been removed)

2 - private homes.

North side from 3rd

Vacant gas station/ convenience store

Empty lots – car wash demolished 10-2013

North Fork Bank Center

On-street parking in block: 16 spaces (12 on south and 4 on north side) plus 5 spaces on corner lots (south side).

Off street parking in block 43 spaces (south side).

4th to 5th Streets

South side from 4th Street (Fairgrounds entrance)

All private homes including one four-unit mobile home park.

North Side from 4th Street

Upholstery shop - residence?

Private residence

Cowboy Collectibles and private home on rear of lot

North Fork Standard (inactive - towing service office?)

North Fork Motel (6 units and manager's residence)

West of Downtown Core

Oak to Cedar Drive

(North)

Town of Hotchkiss shops

Two private homes

Grandma Jo's Attic (used and collectibles)

Private home

(South)

Two businesses/ homes Mike's Barber Shop and Wills Gallery and Books (both incorporate living units)

Private home

Golden Memories Antique store (inactive – for sale 11-13)

Construction company office (2014)

Private home

Sisson's Feed store

Parking:

On-street: 13 corner lot spaces

Off street - 53 (south side)

Cedar to Town Limits

(South side)

McCarthy attorney office. Upstairs apartment.

MacGregor Insurance office

Private home

Health services offices

Huene/Delta County Memorial Hospital Clinic (24 off-street spaces)

St. Margaret Mary Catholic Church (owns parking lot behind church)

(Pinyon Street)

Private home

Private trailer home

Hotchkiss Rentals

(North side)

Cedar Street

North Fork Medical Clinic

North Fork Accounting

North Fork Salon.

Coal Train Coffeehouse/Insurance

Pack Shack/ Colorado West Realty (rear of parking lot area)

JM Plumbing

Parking Cedar to Pinon: 23 on-street parking spaces plus 9 on corners.

South side - 41 off street spaces (largest number at medical offices)

North side –

Appendix B - 2012 Hotchkiss Downtown and Highway Improvement Plan Survey

Summary of Survey Results and Comments. (June 27, 2012)

Procedure:

The public comment process began with the Hotchkiss Chamber's Downtown Improvement Team contributing their own ideas on downtown improvement along with Chamber members in attendance at meetings. To this were added ideas, concerns and opinions of the general business community, elected officials, Planning Commission, Town staff and citizens related to the downtown and highway corridors. These were all collected in an "Ideas" document.

Using these ideas a Downtown and Highway Corridor Improvement survey was written. The surveys was publicized and distributed at five high traffic points around town and included drop boxes to return the surveys. The survey was also available for downloading from the Hotchkiss Chamber website and sent out to the Chamber's e-mail list.

The survey was designed to allow for multiple choices as well as encouraging lengthy written comments. Respondents were asked to "dream big" about the future. They were also asked to identify where they lived and their connection to the community. This made it possible to look separately at responses given by Hotchkiss business owners and citizens as compared to those who live within the 81419 zip code or the Valley in general.

A downtown flower-planting project, which was intended as a public kickoff to the improvement project process, took place concurrently with the initial survey distribution. Citizens reacted very positively to the brightening of Bridge Street.

Initially a 30-day survey period was considered but with early slow rate of return the period, with the approval of the Hotchkiss Planning Commission, was extended to the end of June. More publicity of the survey was done and surveys were hand distributed to various community groups.

Survey Tabulation

Given the modest number of surveys involved the results were hand tabulated onto modified digital copies of the survey forms along with transposition of all written comments. On the core questions where respondents were asked to rank items from 1 to 5 in order of importance with 1 being the most important, the first choice (1) was assigned a value of 5 points, the second (2) four points and so on. Two sub-tabulation sheets were used: 1. In-Town business owners and citizens of the town and 2. 81419 residents and general Valley residents. On each sheet the separate numbers of the combined groups were recorded.

Summary of Survey Results and Comments.

Downtown core.

Respondents to the survey overwhelmingly liked the convenience of the downtown with things like the banks, library and businesses within close walking distance of one another (154.5 points). They also appreciated Downtown's function as a community meeting place. (38 points) The presence of trees in the sidewalk areas of downtown were also popular and the written comments generally encouraged the inclusion of more trees and landscaping in the downtown area (98.3 points).

Of specific businesses mentioned the Creamery Arts Center with its park space was very much appreciated. (90.5 points). The Creamery was also singled out as presenting one of the most attractive and interesting frontages in the downtown core area. The presence of older historic buildings, such as the Hotchkiss Hotel, in the downtown area was also seen as strength. (70.3 points).

Appreciations of the new flowers were mentioned in the comments and "flowers and landscaping" was the second most popular area pointed to for improvement (63.65 points). The

related area of needing more shade in the downtown area drew even stronger support (67.5). There was also strong concern about the areas of damaged sidewalks in the downtown core. (57.5 points). The consensus appeared to be that more trees and landscaping were most wanted items with trees somewhat less popular among in-town respondents. Citizens, businesses and nearby neighbors all want the downtown to be attractive, safe and walkable.

Another area of high concern was street crossing safety (50 points), with many comments about traffic and problems with crossing the street/highway. There were numerous comments and suggestions about the vacant lots between 1st and 2nd along with the vacant drive-in building that was generally regarded as an eyesore.

Overall downtown everyone: business owners, residents and Hotchkiss area residents would like for the downtown to be shadier, contain more landscaping and flowers and benches, have the damaged sidewalks fixed and generally be more inviting. They would like to feel more secure in crossing from one side to the other, appreciate the convenience and small town feel of the downtown but wish there were more shopping options there. The Creamery Arts Center is seen as a very important addition to the feel of the downtown area.

West Bridge Street from Oak to the Railroad

Generally both citizens and area residents liked the shady ambiance of much of the west end of town, but would like to see even more shade and sidewalks fixed in a few places and extended.

Once again the walkability of the area ranked high with sidewalks being the highest concern (108 points) and concern about the street crossing at Cedar and Bridge coming in strong (47.5). After that, esthetics and beautification support was strong with many respondents (81 points) liking the shade trees on the west end and comments often mentioning the wish for even more. Many thought that more flowers or other landscaping was needed. (81)

The Coal Train Coffeehouse was very popular as a west end focal point (94 points) and the presence of the two medical clinic offices was seen as an overwhelming positive (120.5 points).

The idea that the Public Works building should be relocated and the space used for business was popular (69.75).

Many would like the area around the west entrance sign spruced up including trees trimmed back. (90.25 points)

East End - From 3rd east on Hwys 133 and 92

The east end of town, especially nearer to the highway intersection didn't draw much praise from respondents but they were supportive of recent improvements such as the new K-8 sidewalk and the plan to develop a park (118.25). They were most critical of the general pedestrian unfriendliness of the area (91.25 & 96) along with the lack of trees or landscaping.

Respondents very much liked the new sidewalk along Hwy 133 and connecting the City Market area to Main Street. (96.3) This was underlined by the idea that the thing they liked the most about the east end was the presence of City Market (91 points). The other thing that they really liked was the historic landmark of the Fairgrounds entrance arch (100 points). The most attractive business frontage noted in the east end was the North Fork Bank Center. Development of the new Hwy92/133 park was strongly supported by all. (114.3 points for liking the idea and 118.25 in favor of improving the site)

Concerns for lack of sidewalks and general pedestrian unfriendliness (except for the new trail) was by far the greatest infrastructure concern (91.25 points and 96 points respectively).

Overall:

The Creamery Arts Center (19) drew the most support as being attractive and interesting followed by North Fork Lifestyles and the North Fork Bank Center (7 votes each).

If the overall vision of the citizens/businesses according to the survey could be summed up in a single statement it might be something like this:

We very much like our business district, especially the downtown, but think that it could be much improved by adding landscaping and additional shade trees, enhanced street crossing safety, and better sidewalk maintenance. The downtown area anchors the business district and with its convenient services (post office, banks, hardware etc) defines our small town. We value the core areas historic buildings because they also anchor our history. In this time of economic slowdown we regret the vacant lots and vacant businesses and would like to see as much vitality and prosperity in the downtown area and business district as possible. We like the ambiance of the west end of town and would like to see that enhanced. We strongly support making the east end of town more walkable and see the development of the new Highway 133/92 park as a center of civic pride for that end of Hotchkiss. We would like the Town to present a neat, attractive welcoming face to visitors and area residents alike.

Above all we value our small town because it is “small” and friendly and we would like the downtown and highway corridors to reflect these values.