

HOW OUR COMMUNITY SEES ITSELF

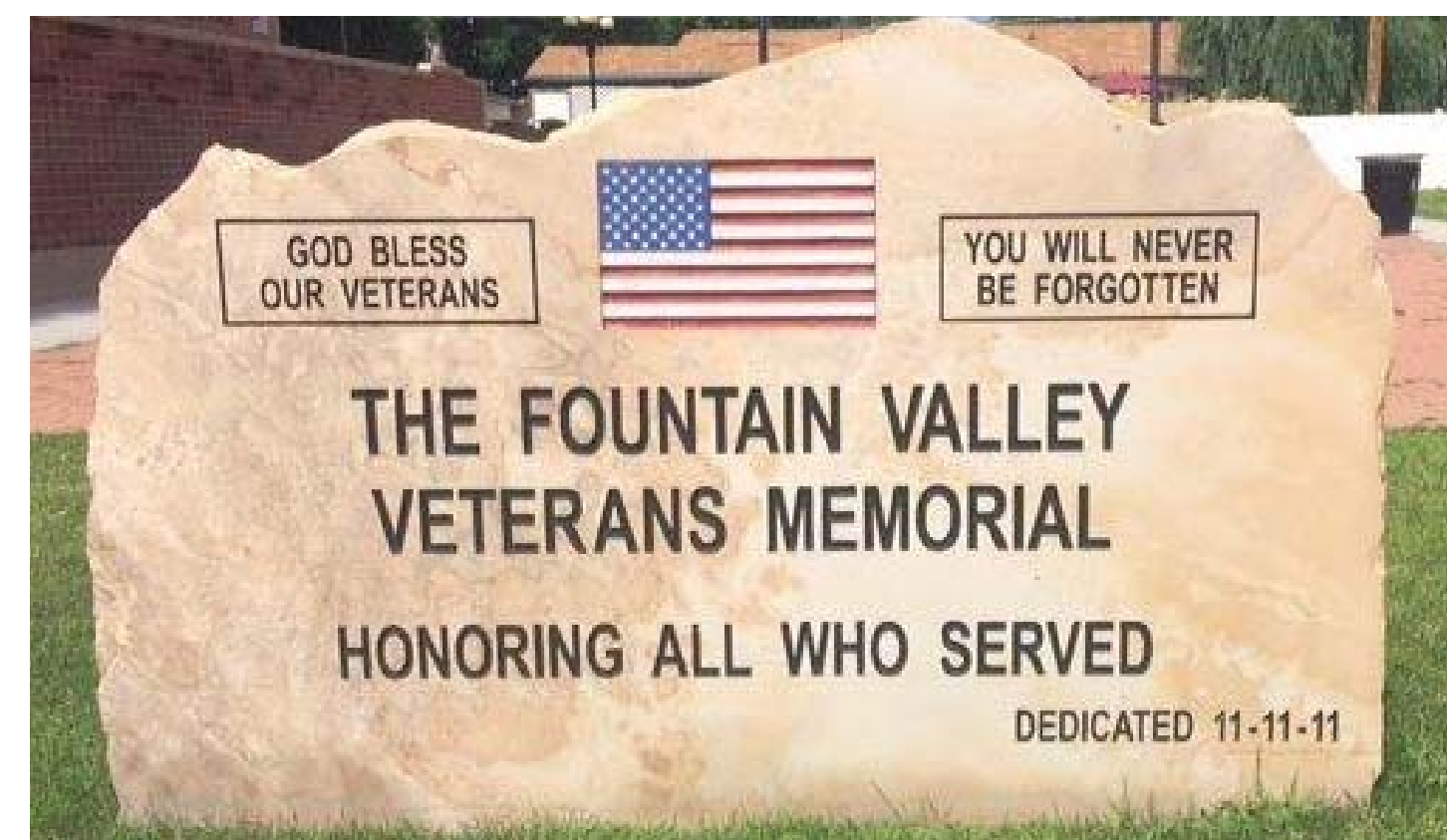
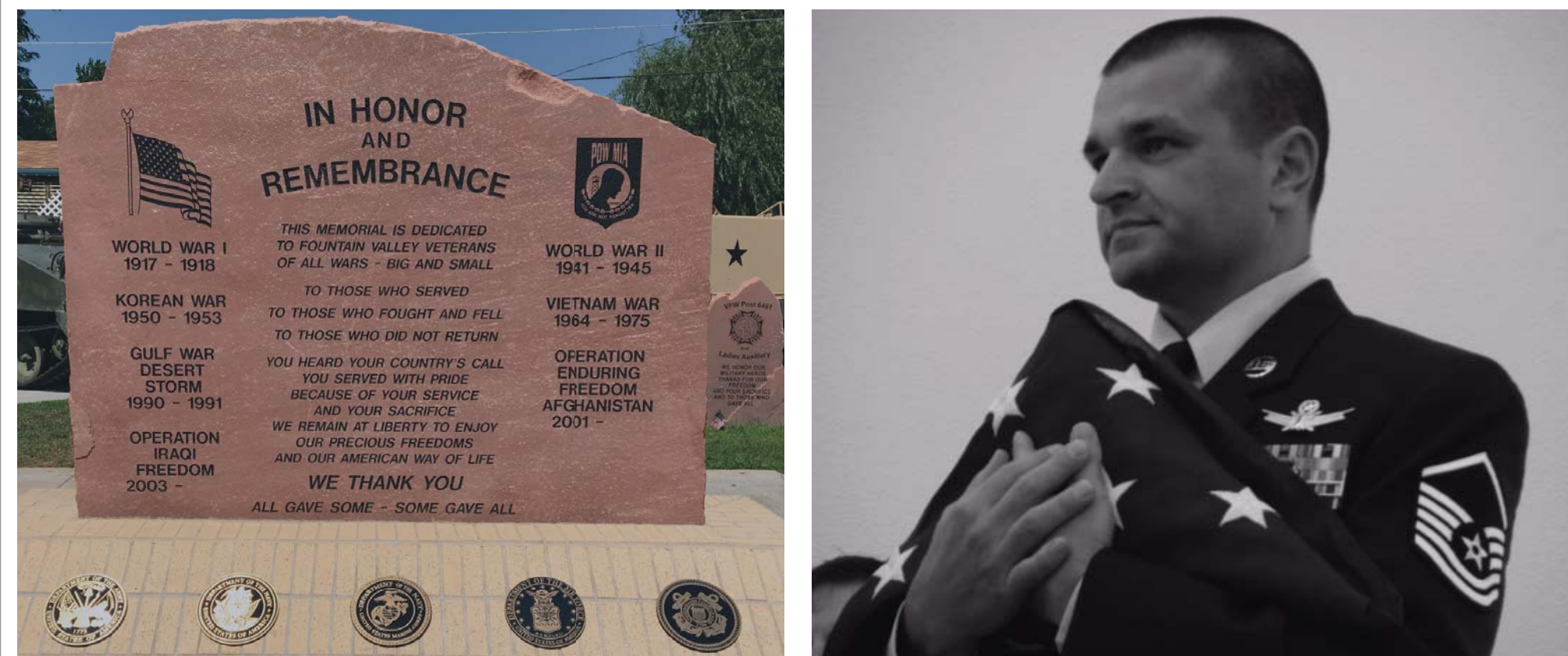
History



Natural Areas



Pride in our Military



Community



IMPROVEMENTS OUR COMMUNITY WOULD LIKE TO SEE:



Clean Streets



Cute Shops



Street Furniture



Shade



Wider Sidewalks



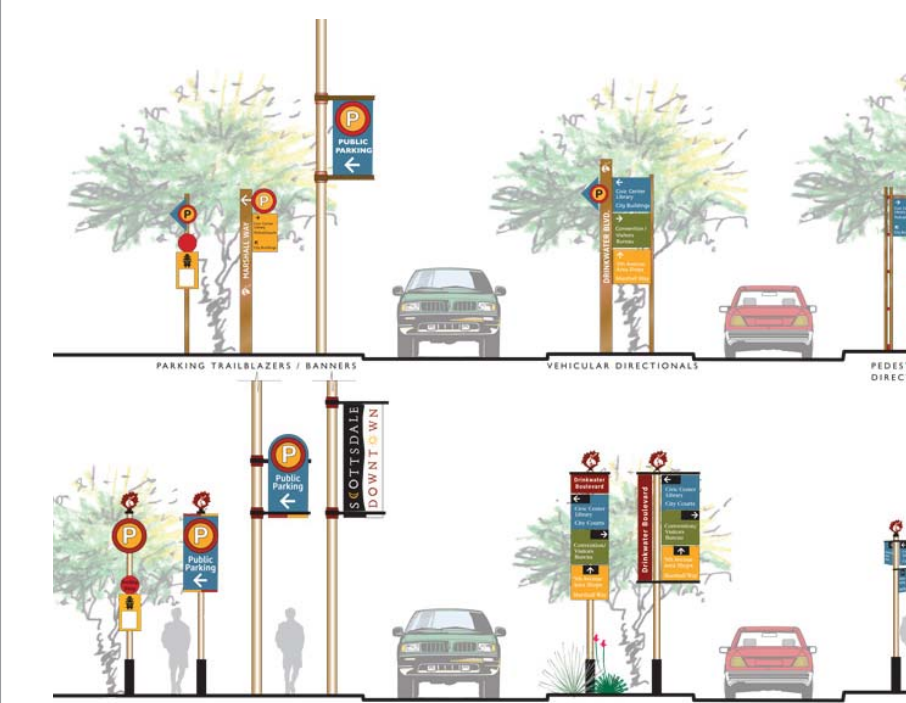
Nice Architecture



Art



Traffic Control

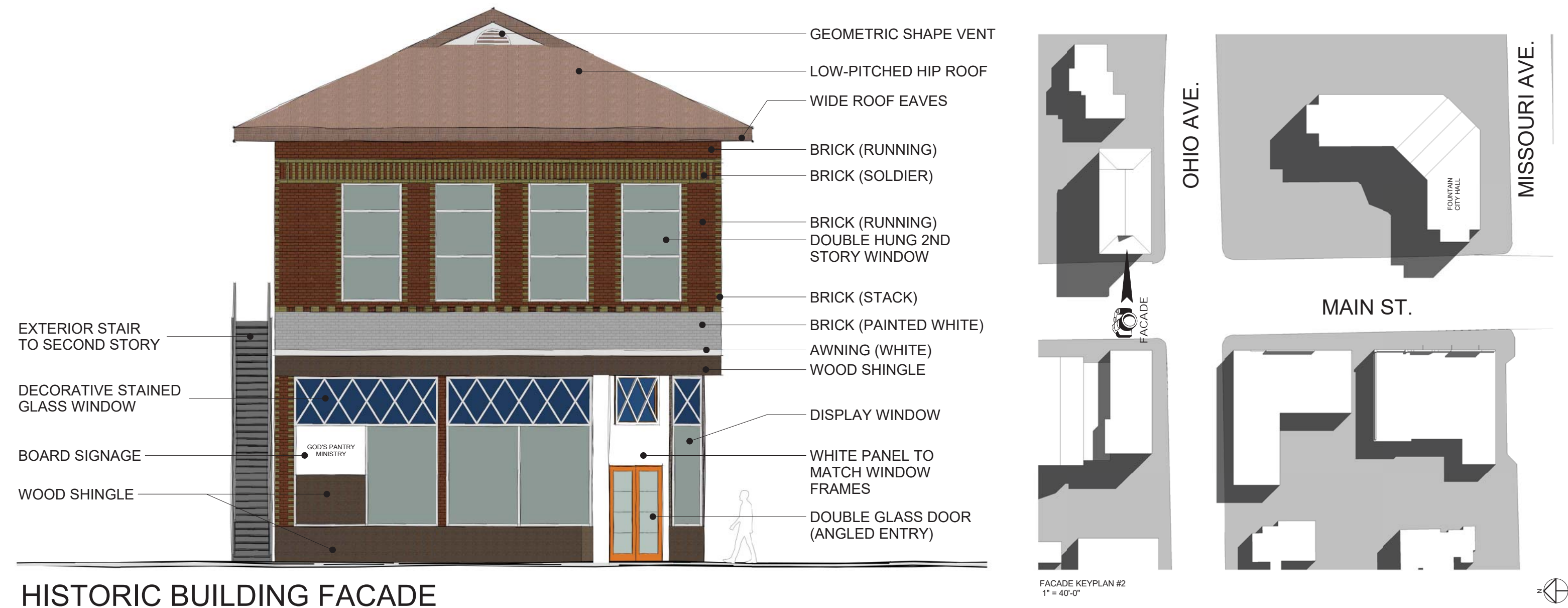


Wayfinding



Safety

ARCHITECTURAL FACADE ANALYSIS



HISTORIC BUILDING FACADE



POPULAR BUILDINGS IN THE CITY



City Hall

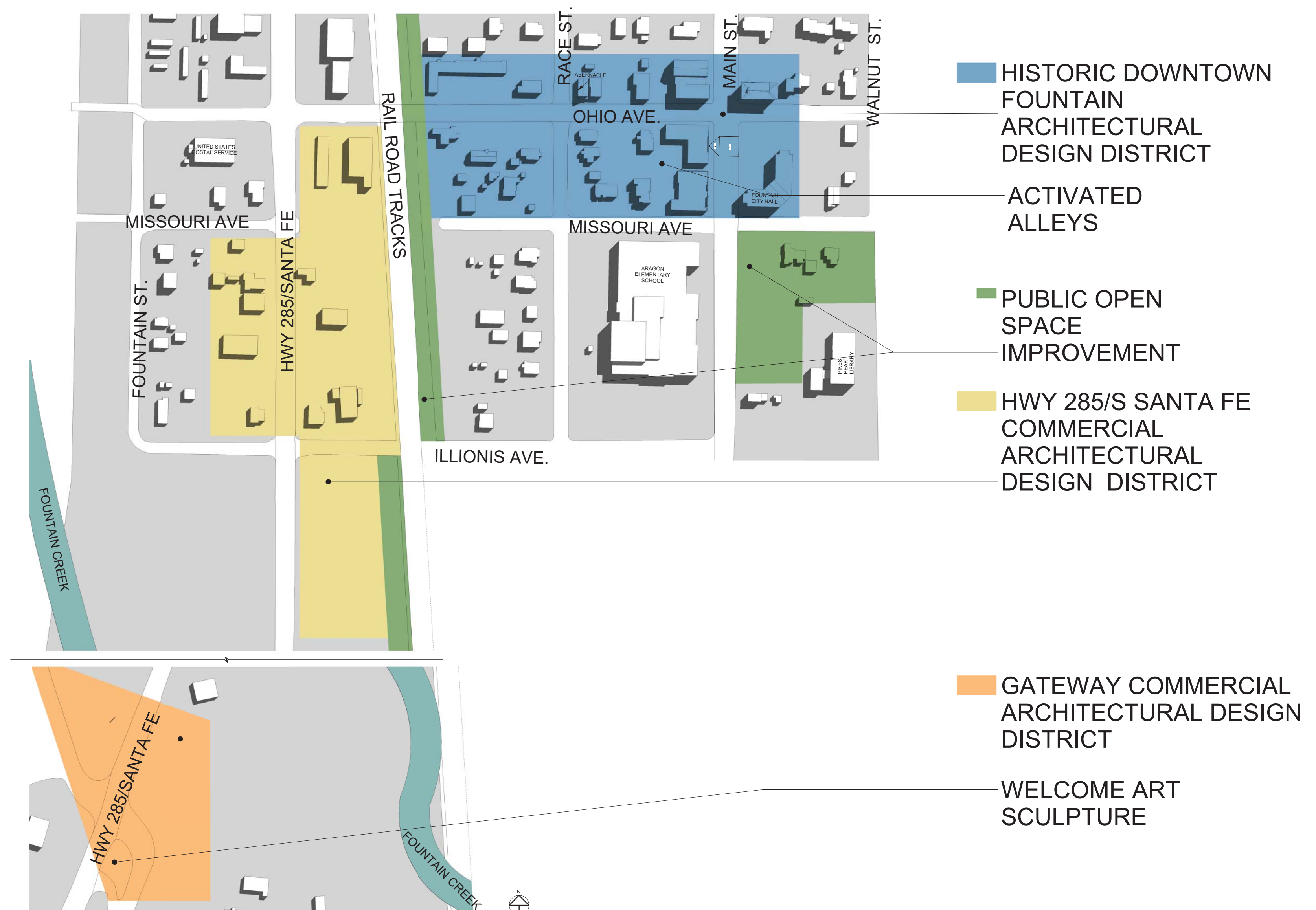


Historic Building

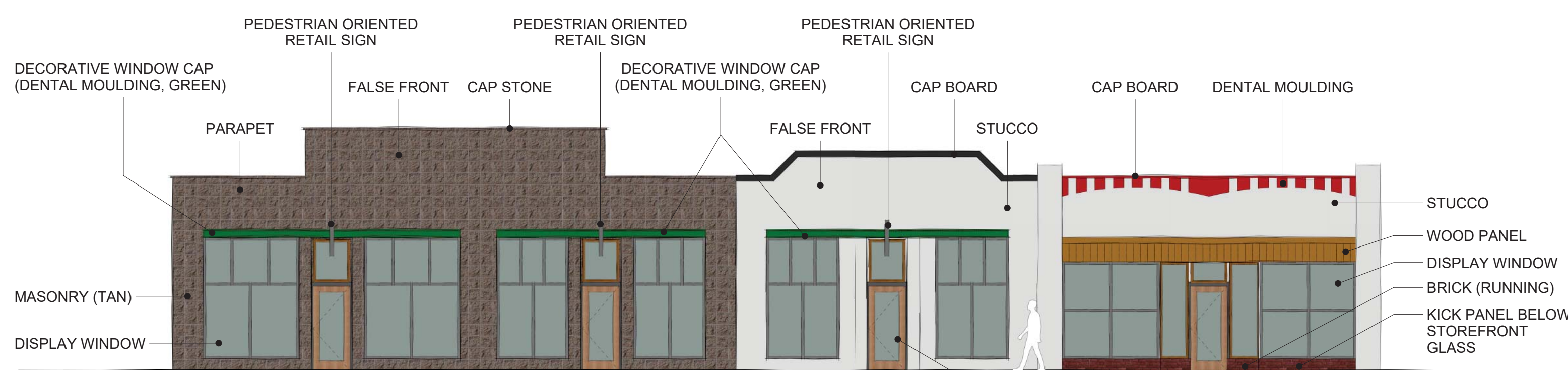


Fountain Library Mural Wall

ARCHITECTURAL DESIGN DISTRICTS

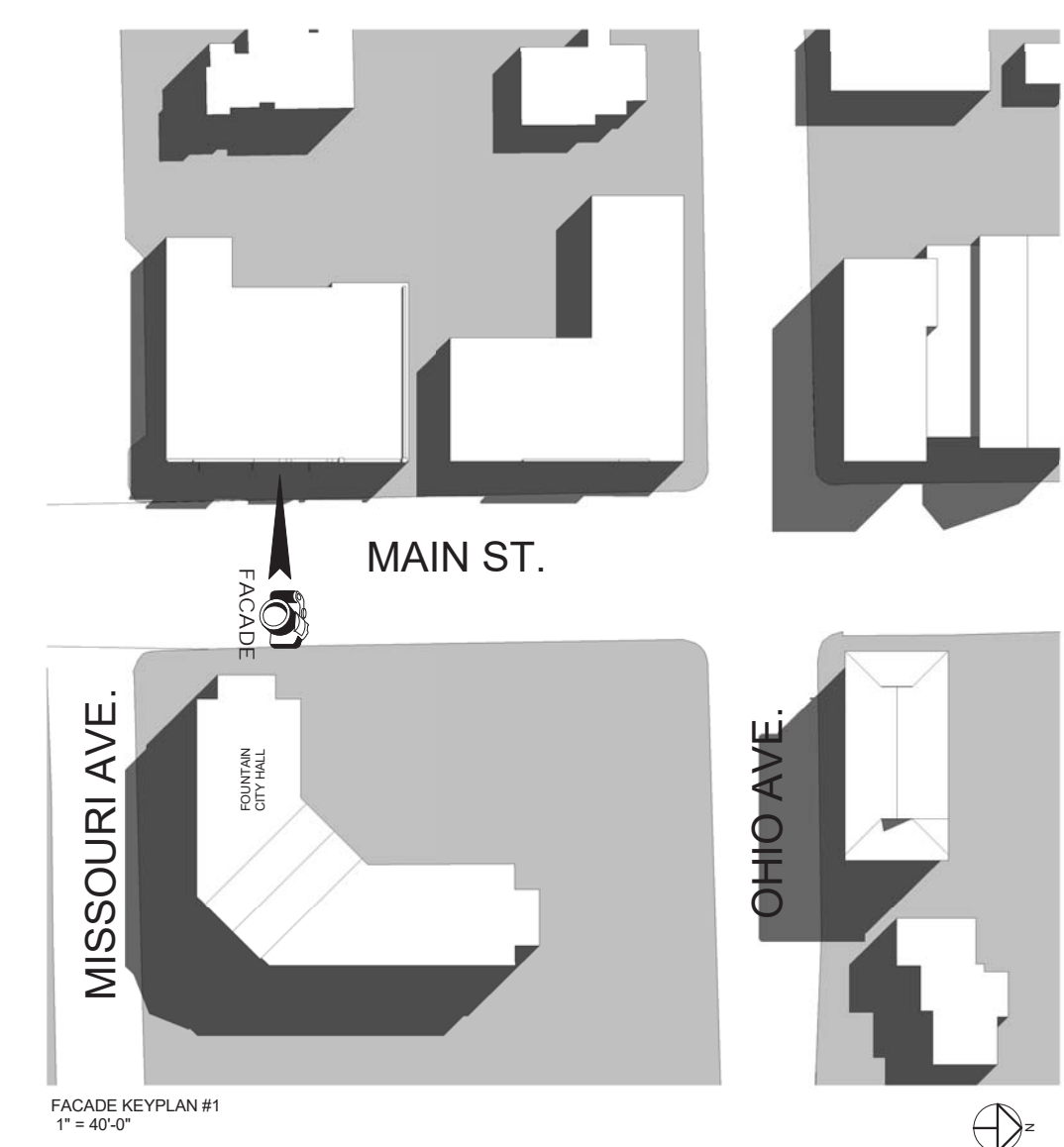


HISTORIC BUILDING



COMMERCIAL FACADE ON MAIN ST. - "PRAIRIE STYLE" FALSE FRONT

Typical commercial store with front center entrance often recessed and flanked by large plate glass merchandise display windows.



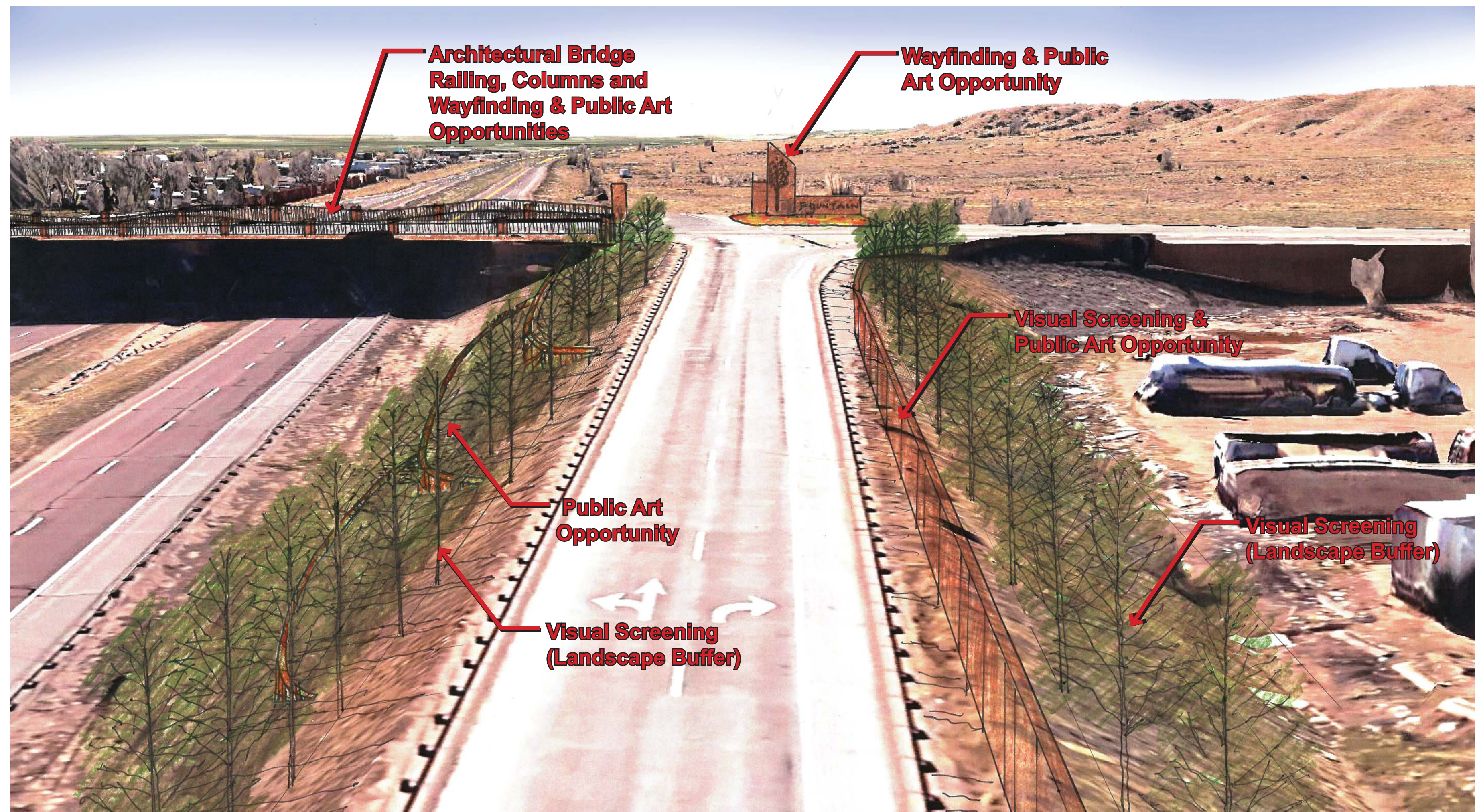
Traditional lamp post style street lights

Seating provided

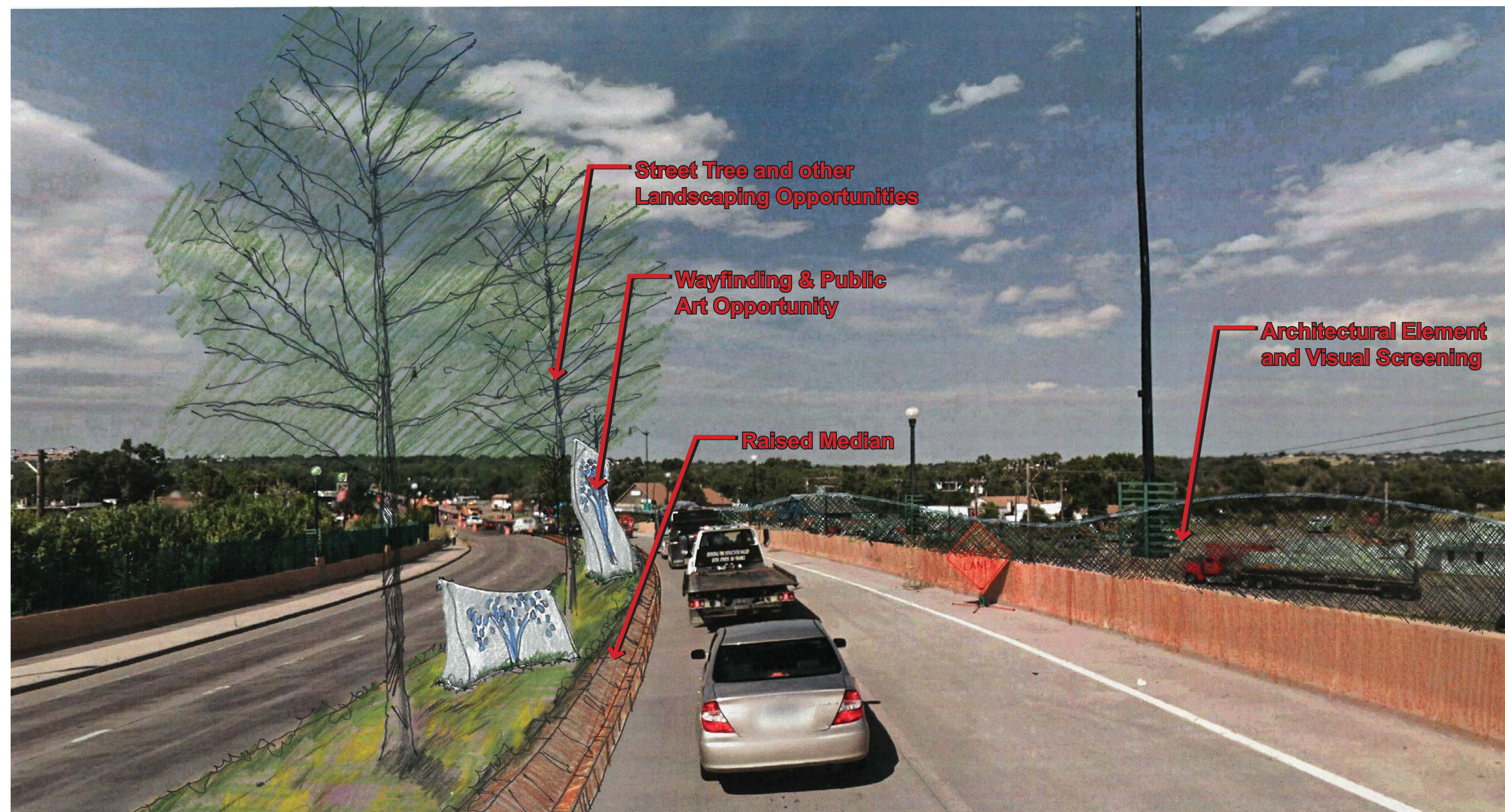


MAIN STREET SHOPS

STREETSCAPE EXPERIENCE



ARRIVAL FROM I-25



ARRIVAL ACROSS I-25 OVERPASS BRIDGE

ARCHITECTURAL LANGUAGE



MONUMENT SIGN @ I-25 INTERCHANGE

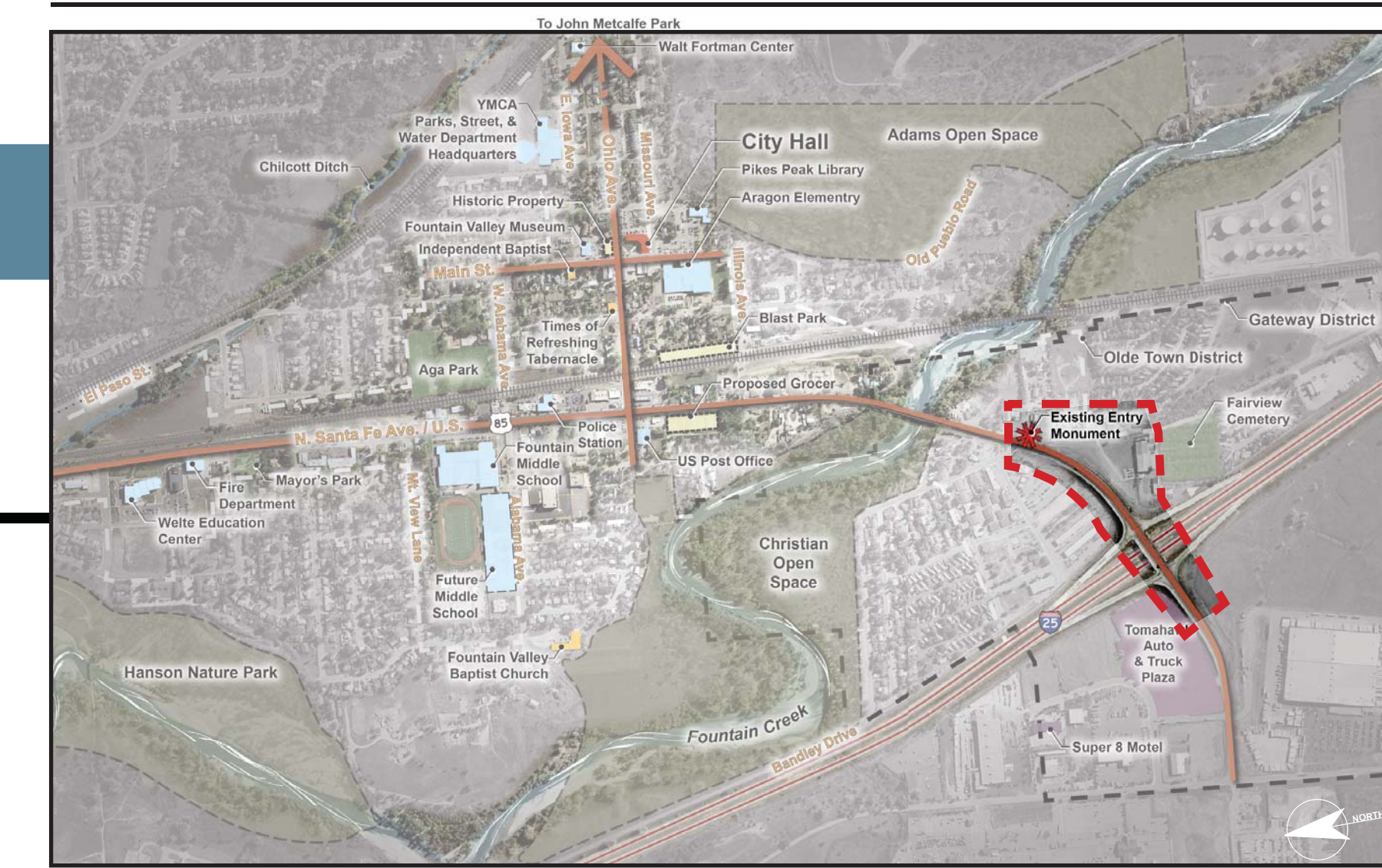
Group typical exit signage with City Centre Sign



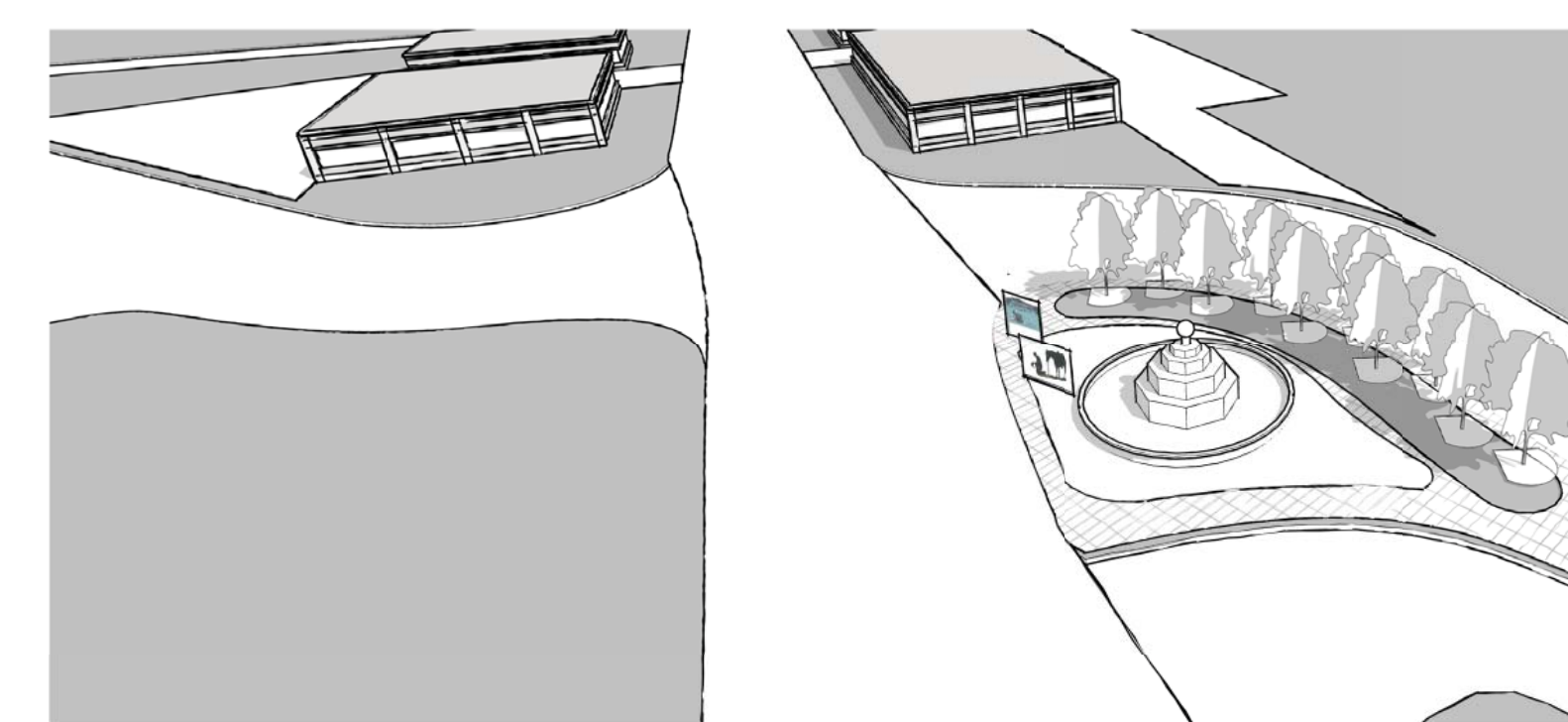
Architecture that is sensitive to the image of Fountain

Landscape to soften edges

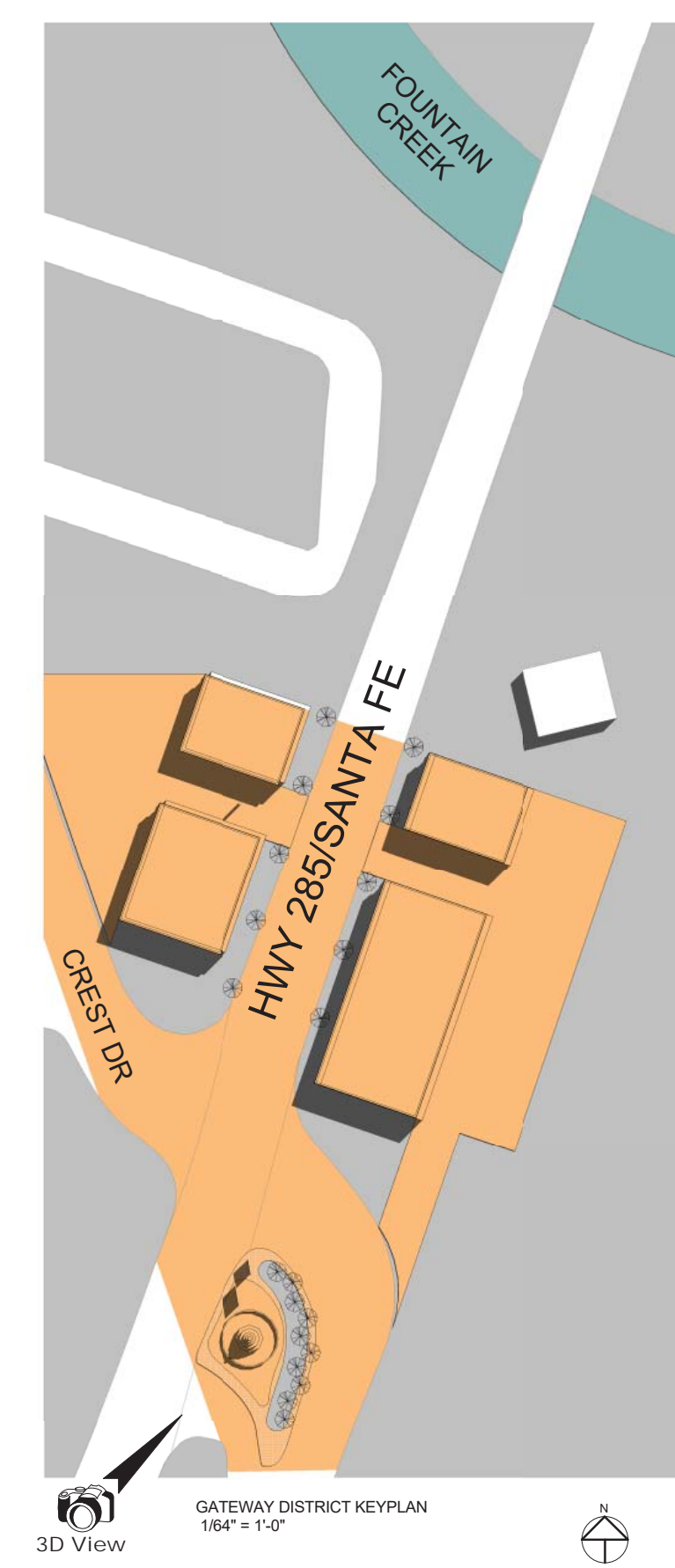
KEY MAP



VEHICLE SPECIFIC RETAILERS
gas stations and fast food

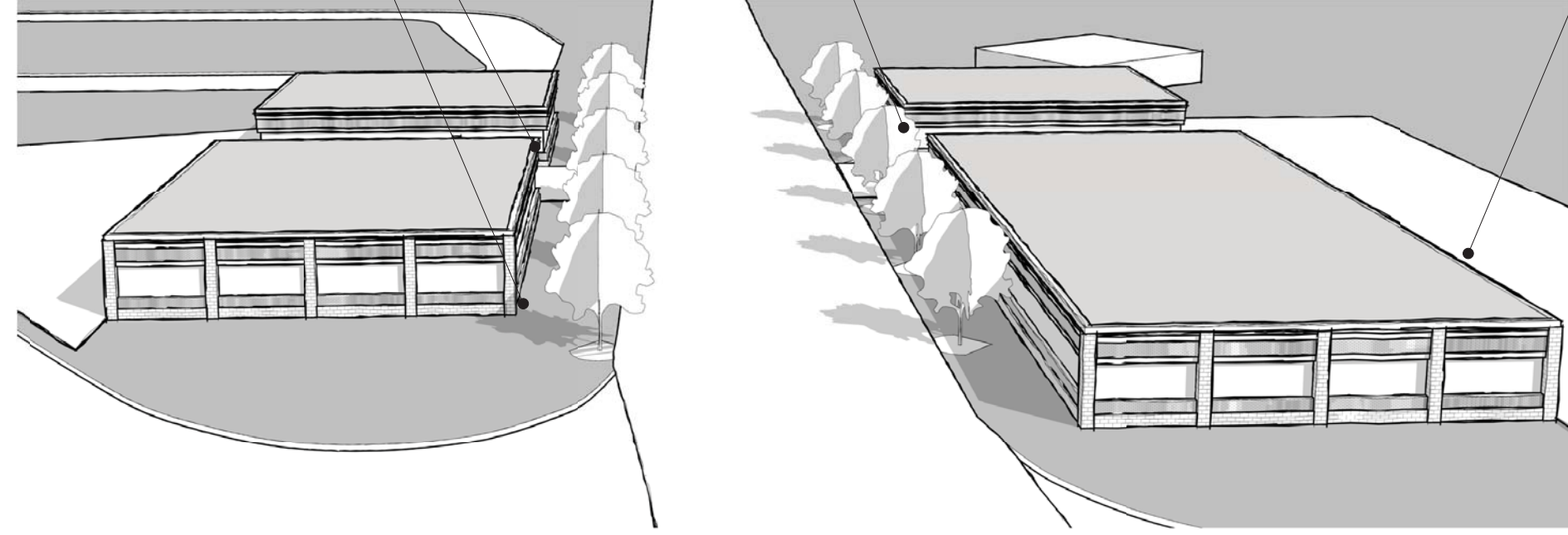
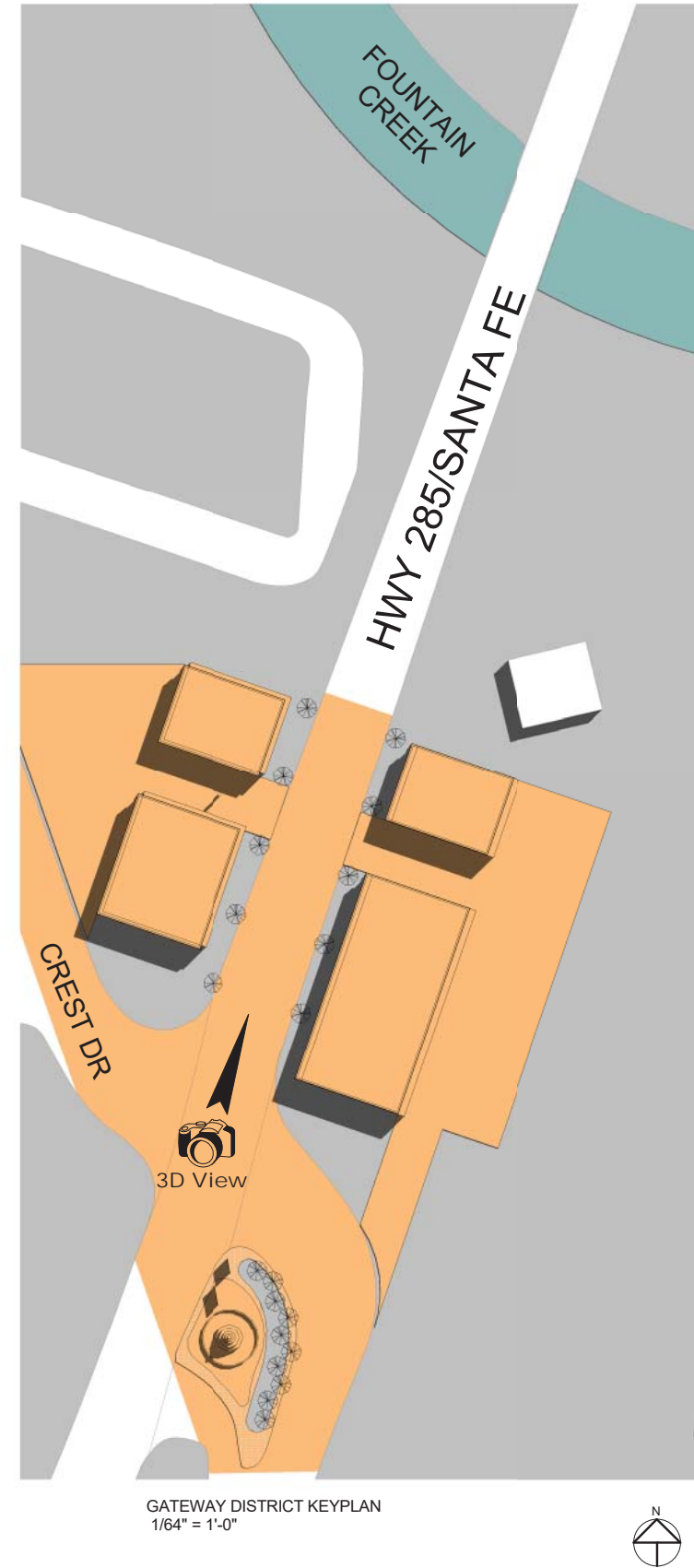


Art that expresses fountain & welcomes everyone

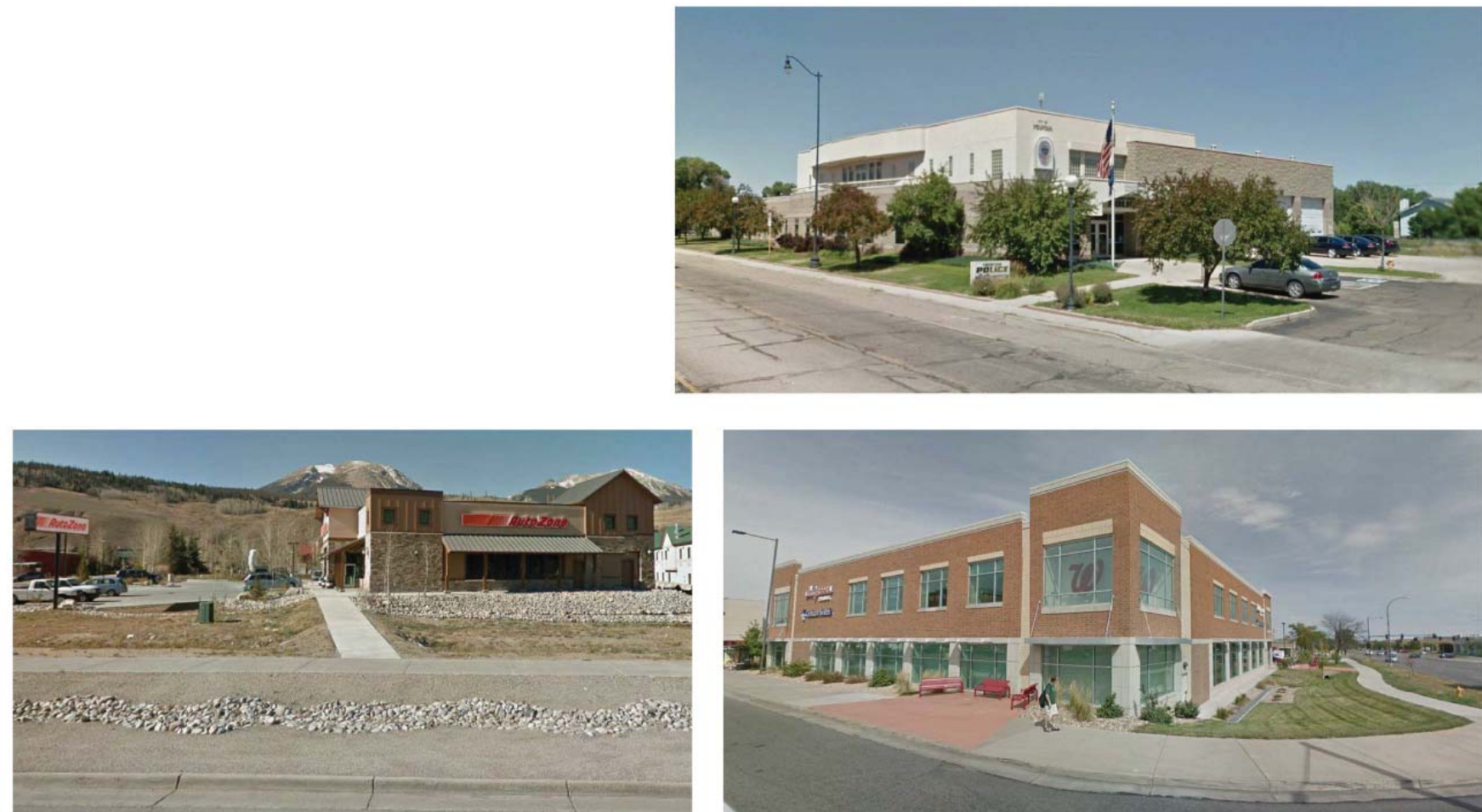


ARCHITECTURAL LANGUAGE

Build to Line Active Facade Shared parking and servicing on the side and behind

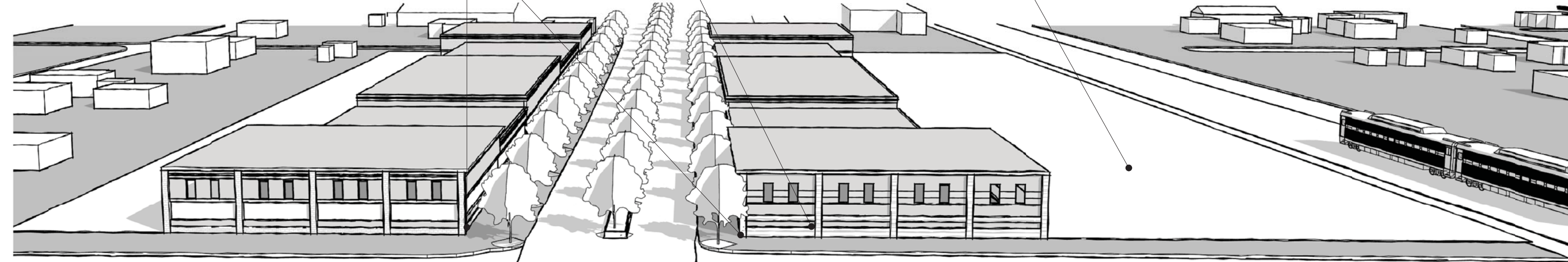


Single story retailers that are auto services oriented i.e. pharmacy, convenience store, fast food, etc.

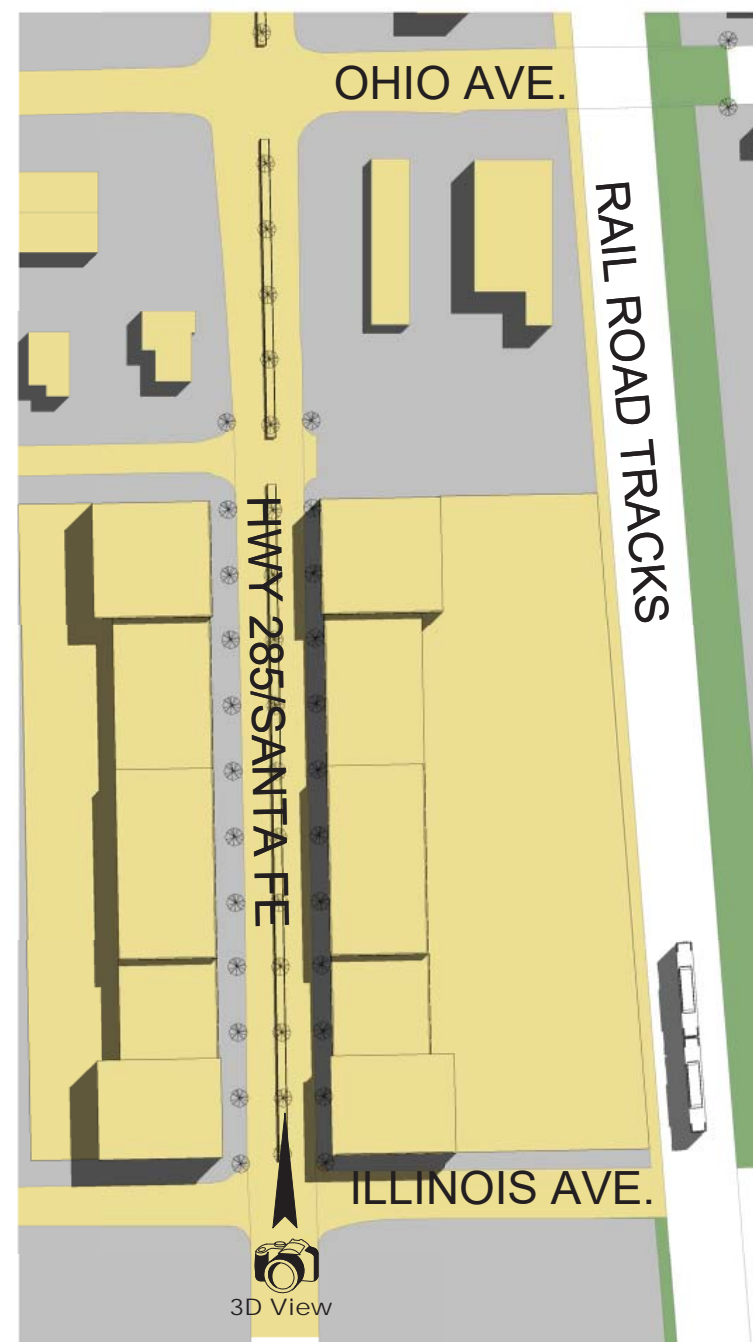


FOUNTAIN CREEK WEST

Build to Line Active Facade Shared parking and servicing on the side and behind

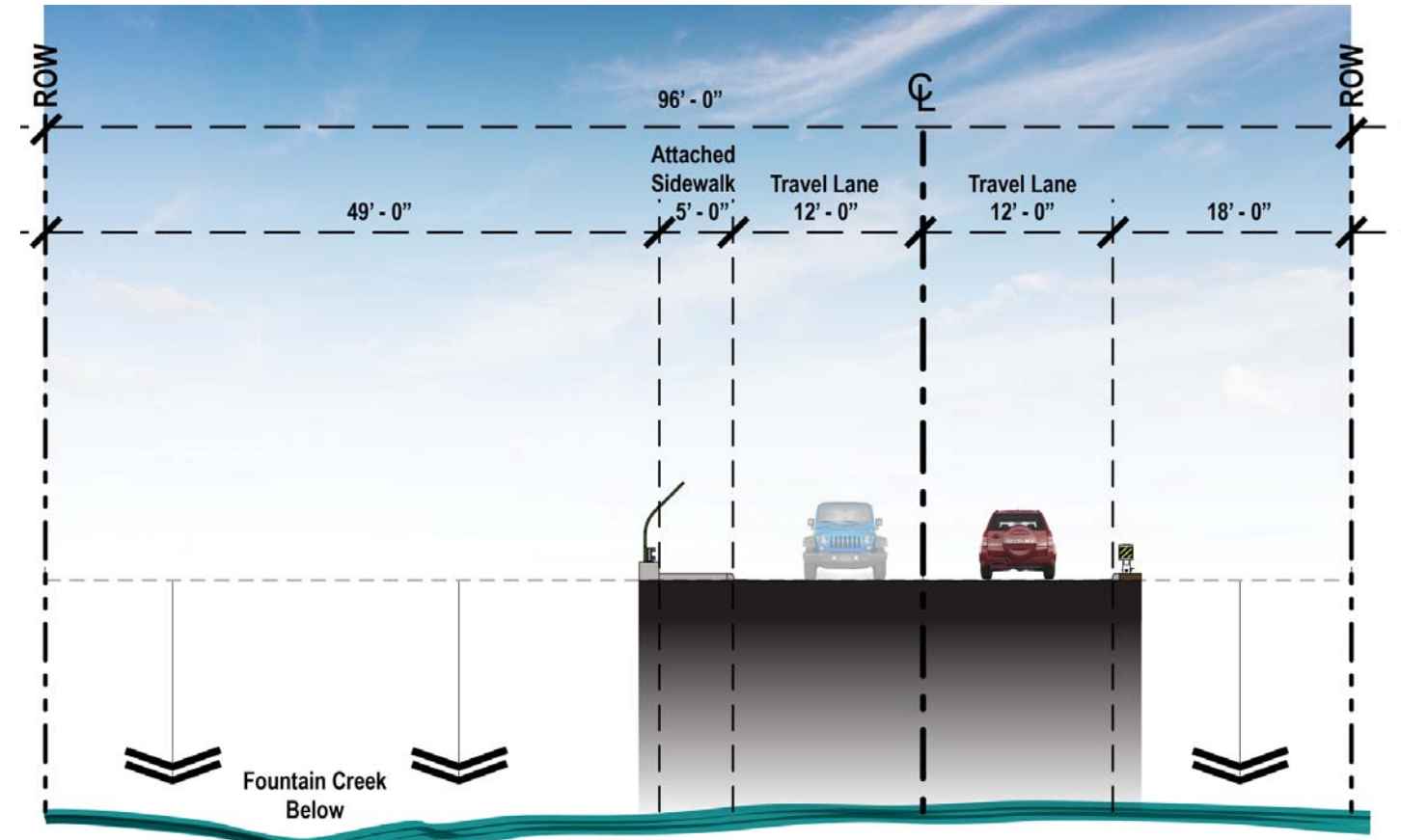


One and two story retailers that are auto/pedestrian related, i.e. restaurant, pubs, boutiques, banks, sporting goods

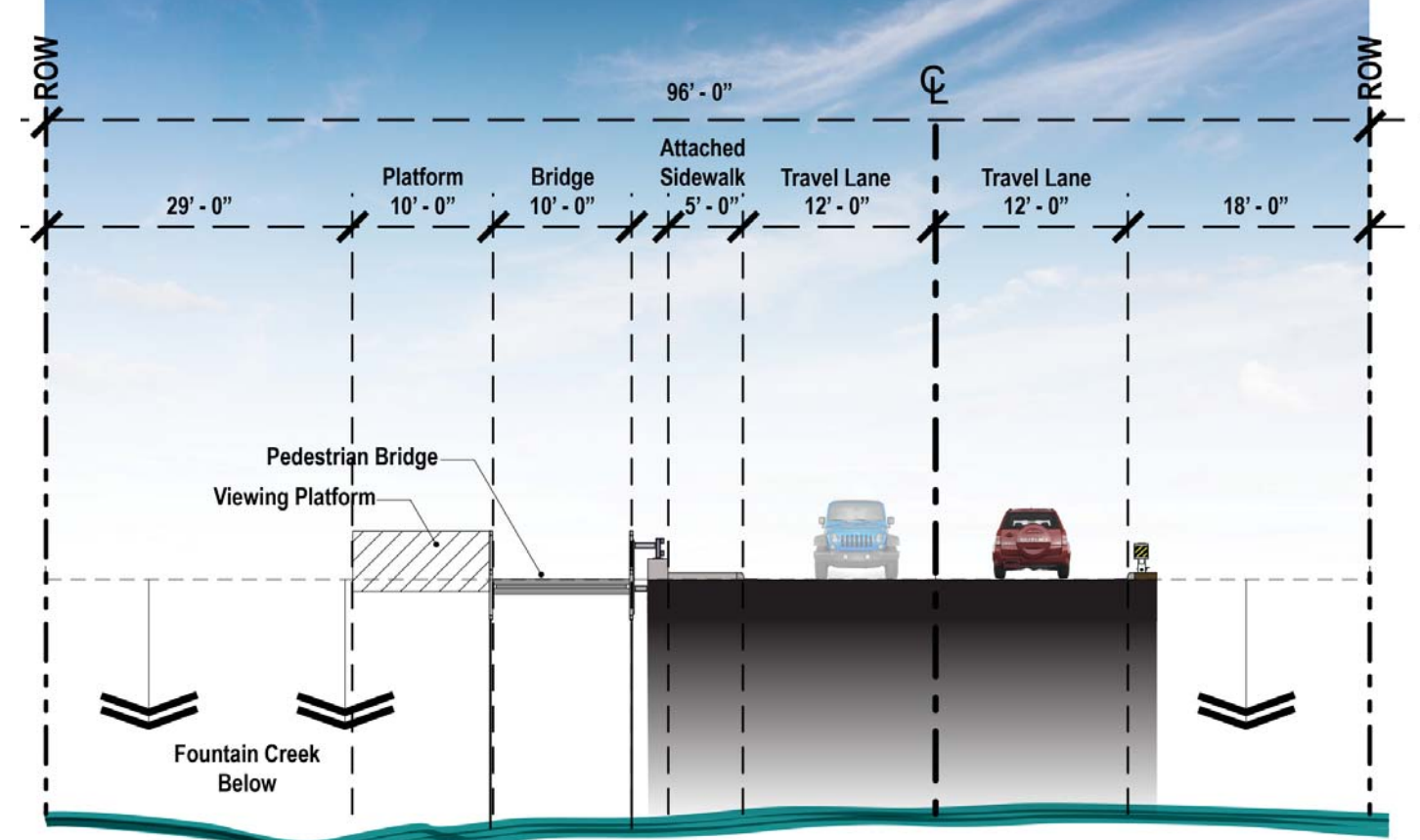


FOUNTAIN CREEK NORTHEAST

STREETSCAPE EXPERIENCE



Existing Cross Section Bridge Over Fountain Creek



Potential Cross Section Bridge Over Fountain Creek

BRIDGE OVER FOUNTAIN CREEK EMBRACE THE CREEK

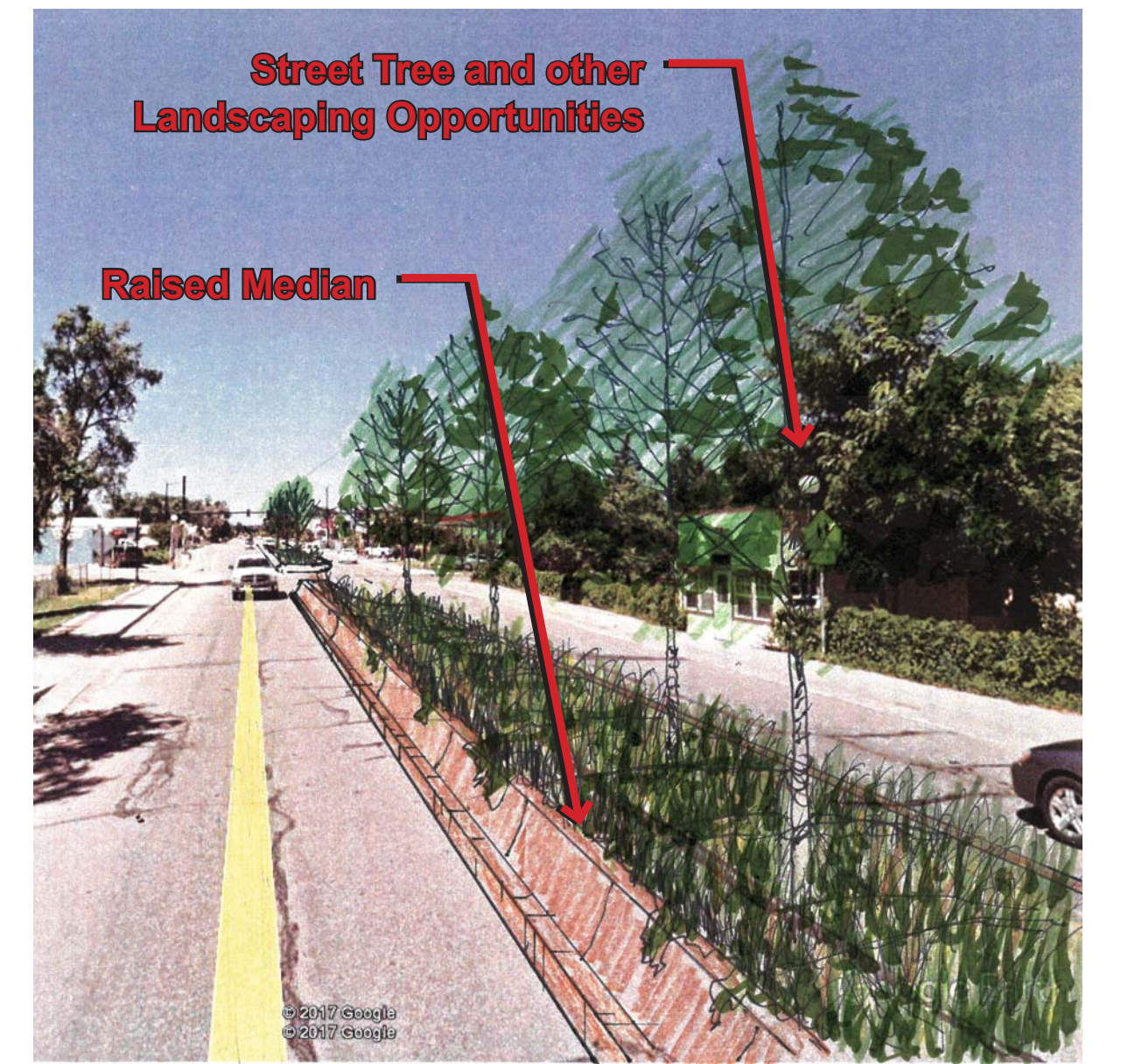
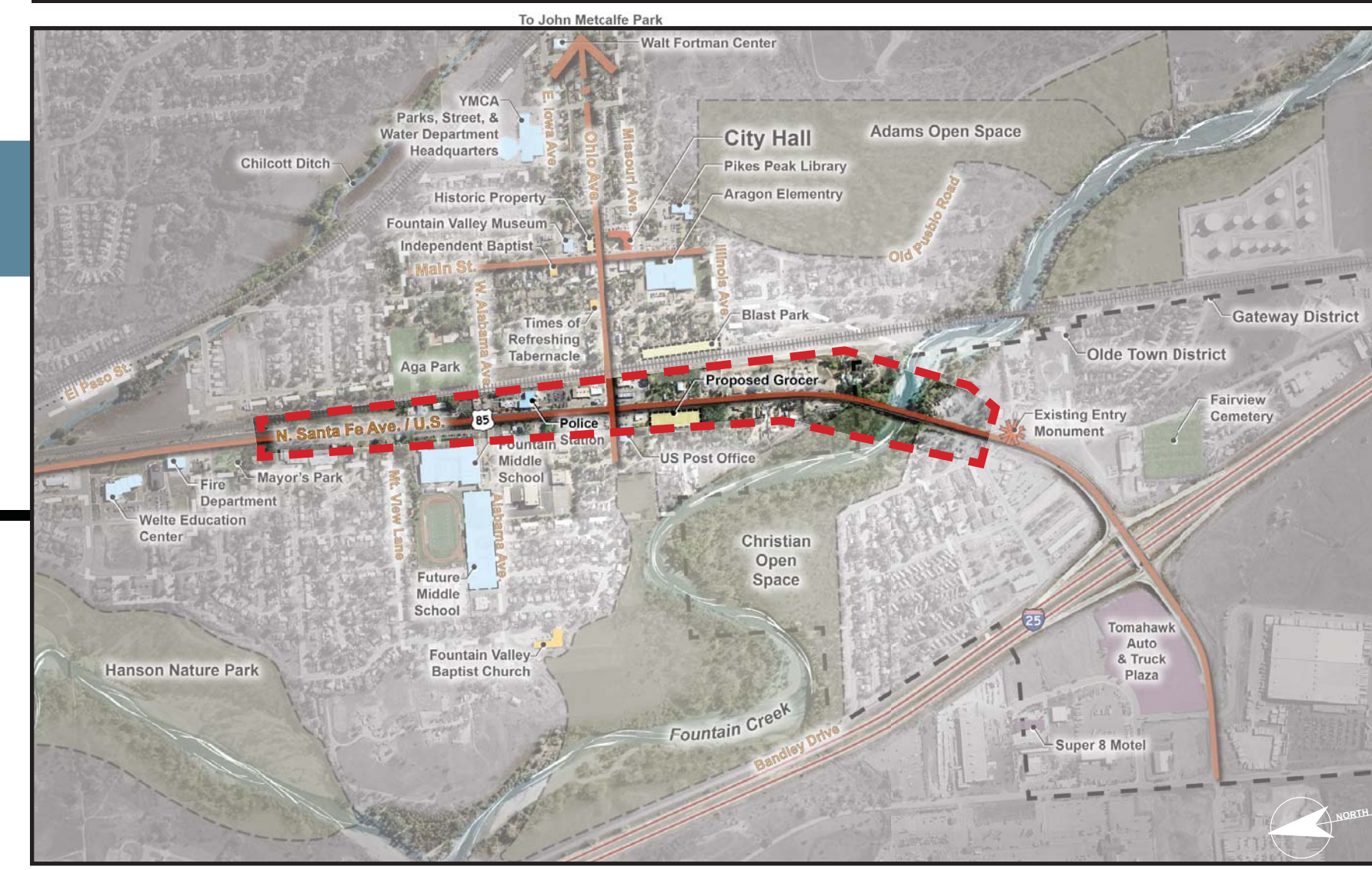


Existing Pedestrian Experience

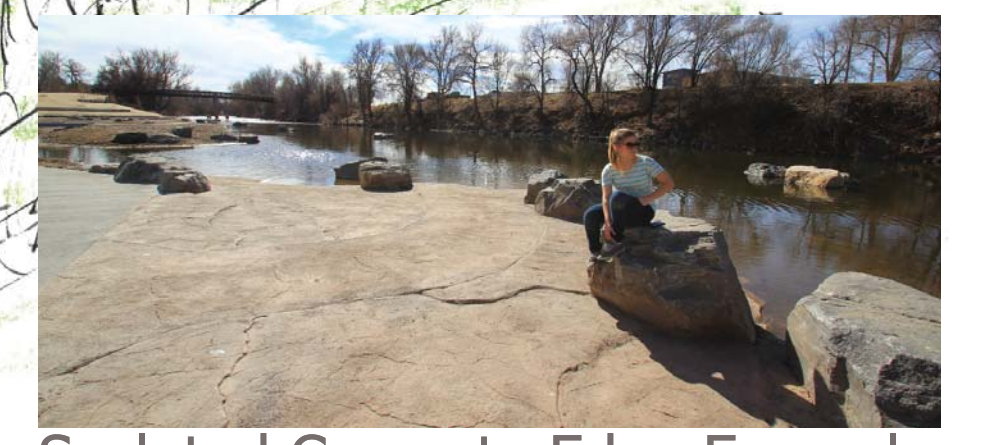
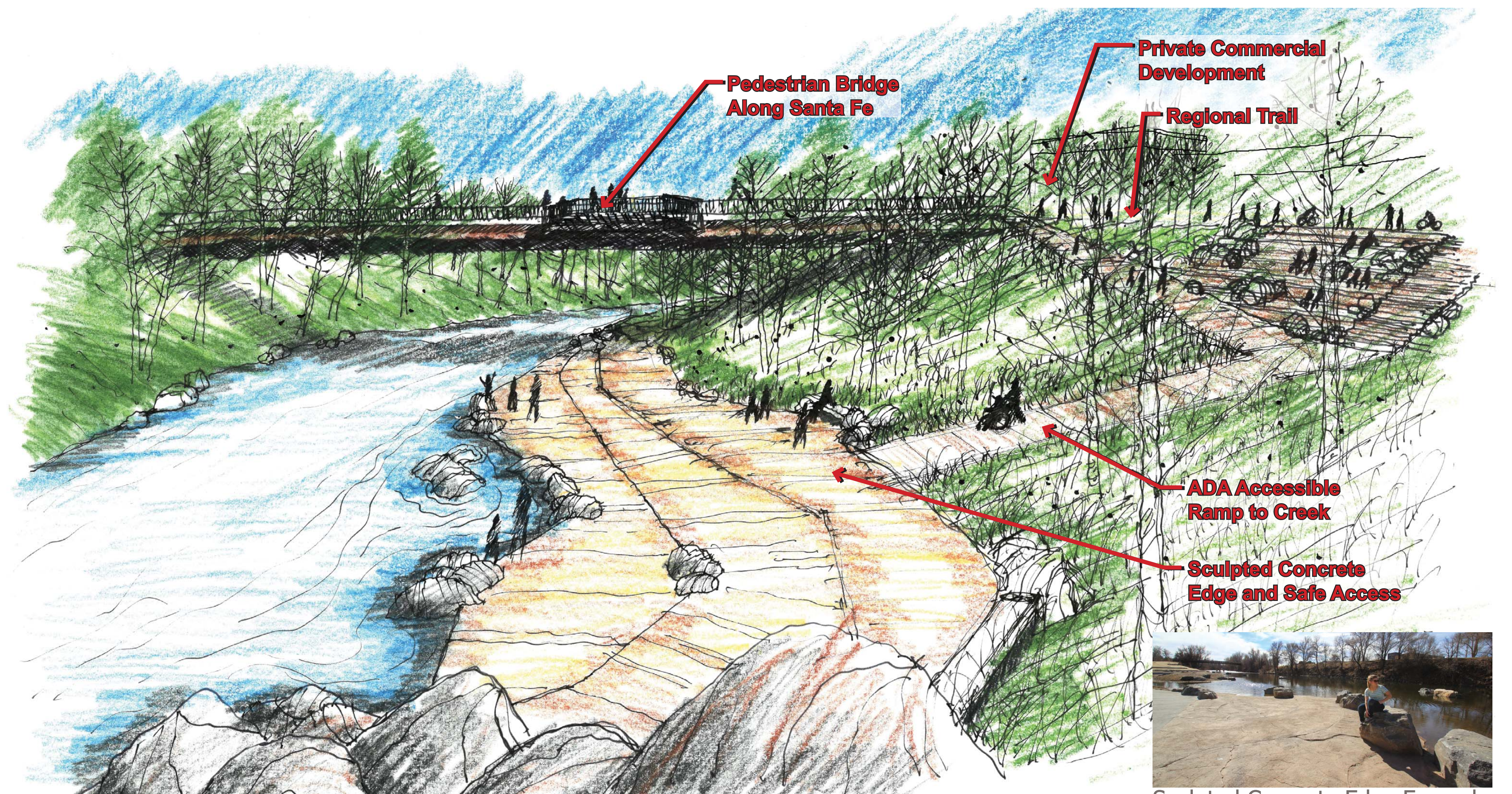


Potential Pedestrian Experience

KEY MAP



SANTA FE

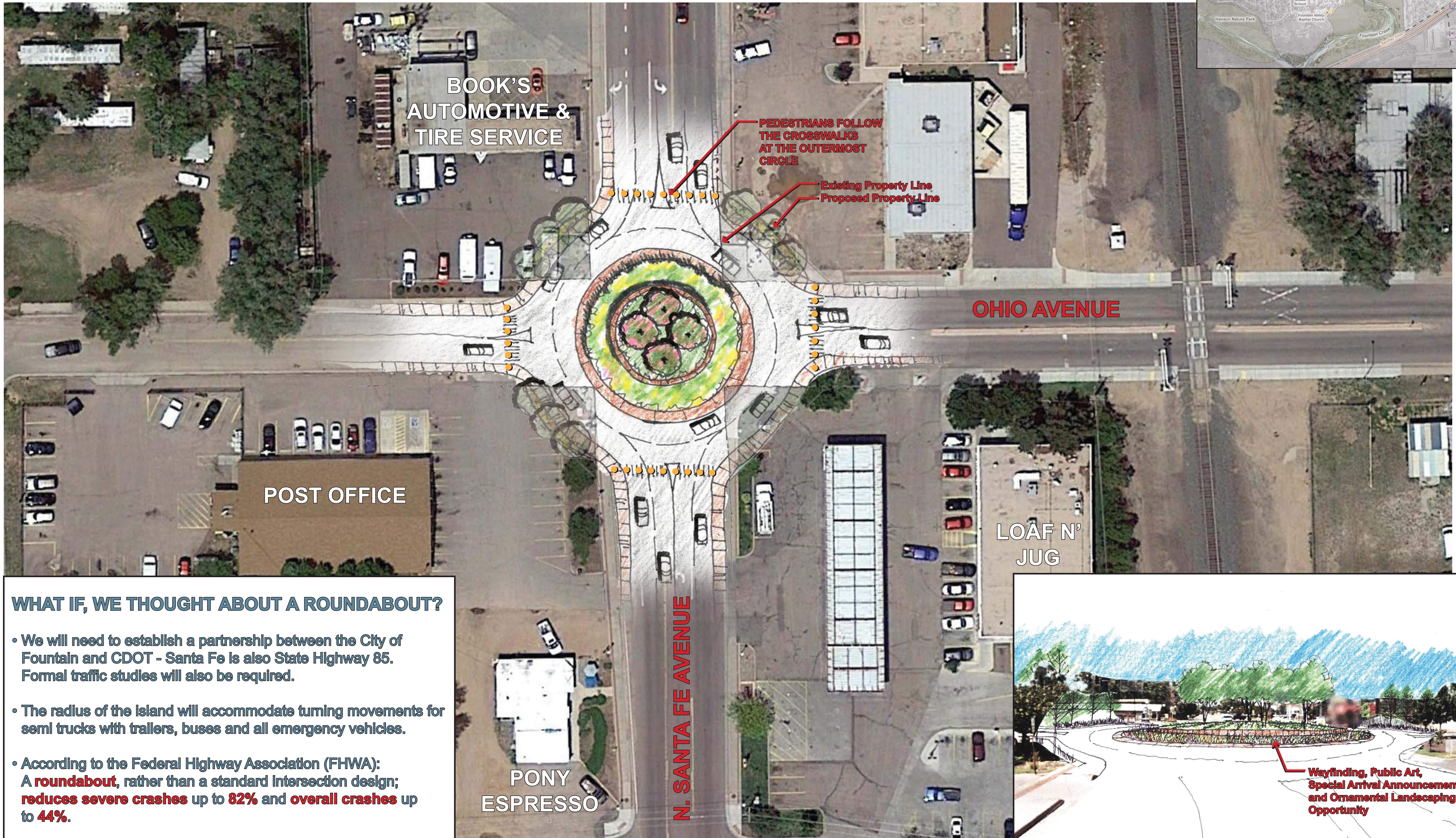
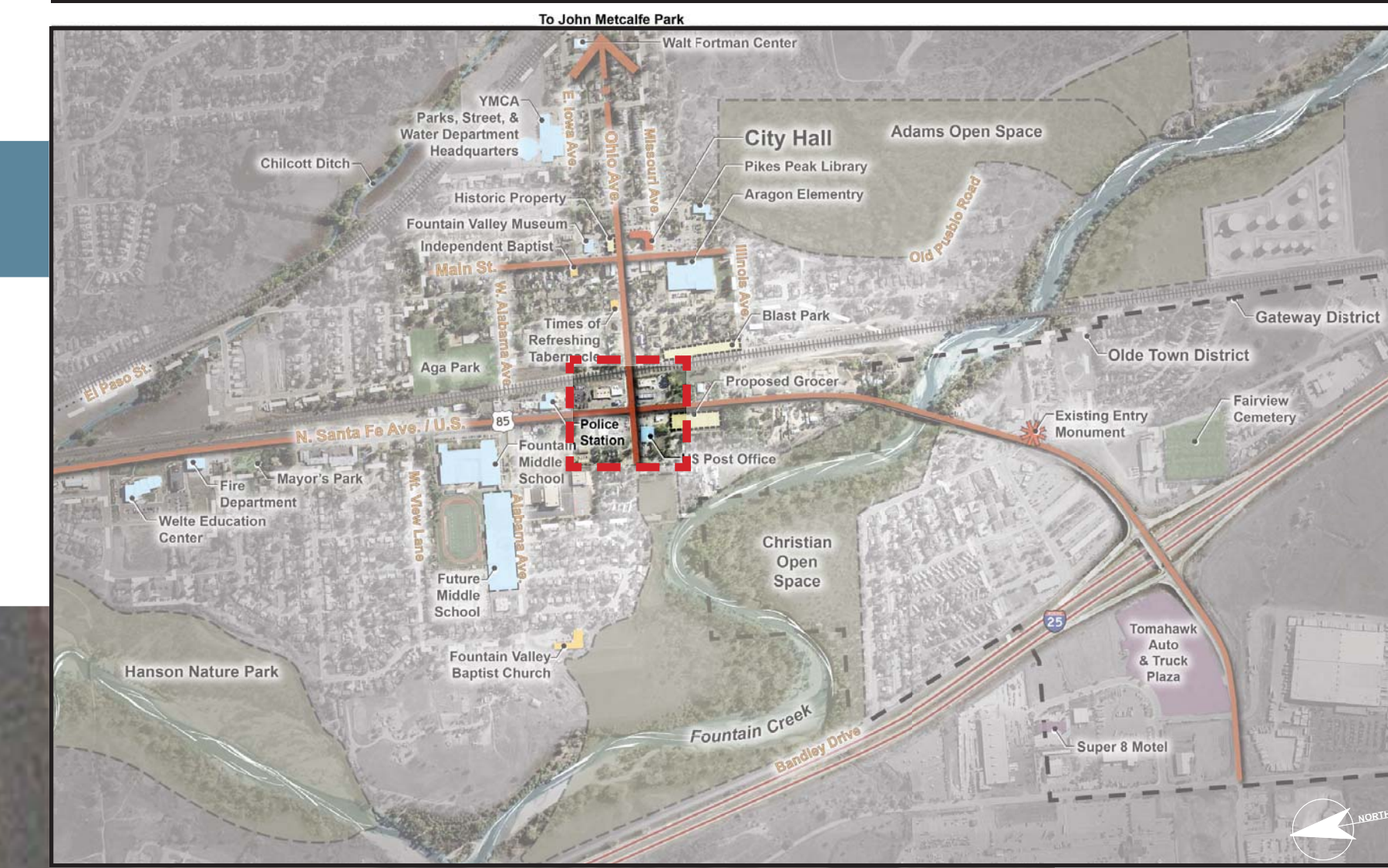


Sculpted Concrete Edge Example

All design standards presented will require final approval of City Council.
A change of use or private development will trigger new design standards.

RE-IMAGINE TRAFFIC PATTERNS

KEY MAP



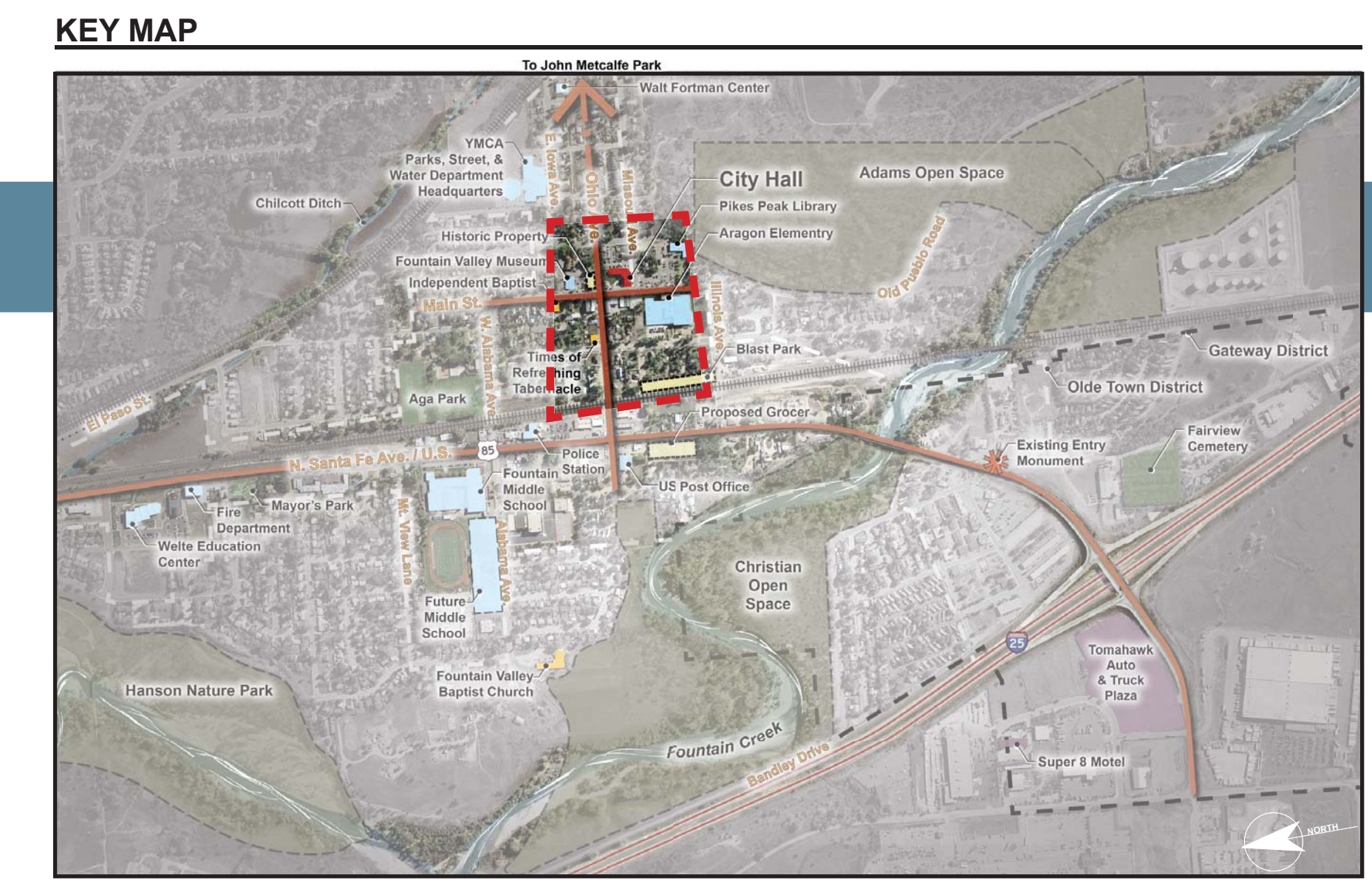
WHAT IF, WE THOUGHT ABOUT A ROUNDABOUT?

- We will need to establish a partnership between the City of Fountain and CDOT - Santa Fe is also State Highway 85. Formal traffic studies will also be required.
- The radius of the island will accommodate turning movements for semi trucks with trailers, buses and all emergency vehicles.
- According to the Federal Highway Association (FHWA): **A roundabout, rather than a standard intersection design; reduces severe crashes up to 82% and overall crashes up to 44%.**



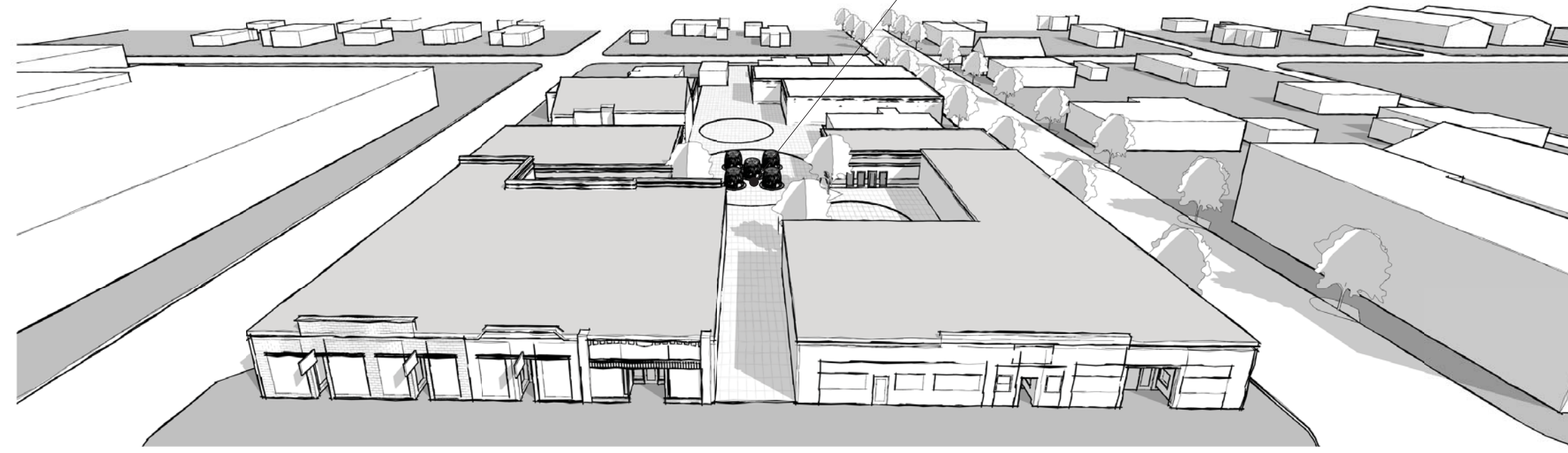
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ARCHITECTURAL ORGANIZATION, STYLE AND FUNCTION



Preserve existing buildings

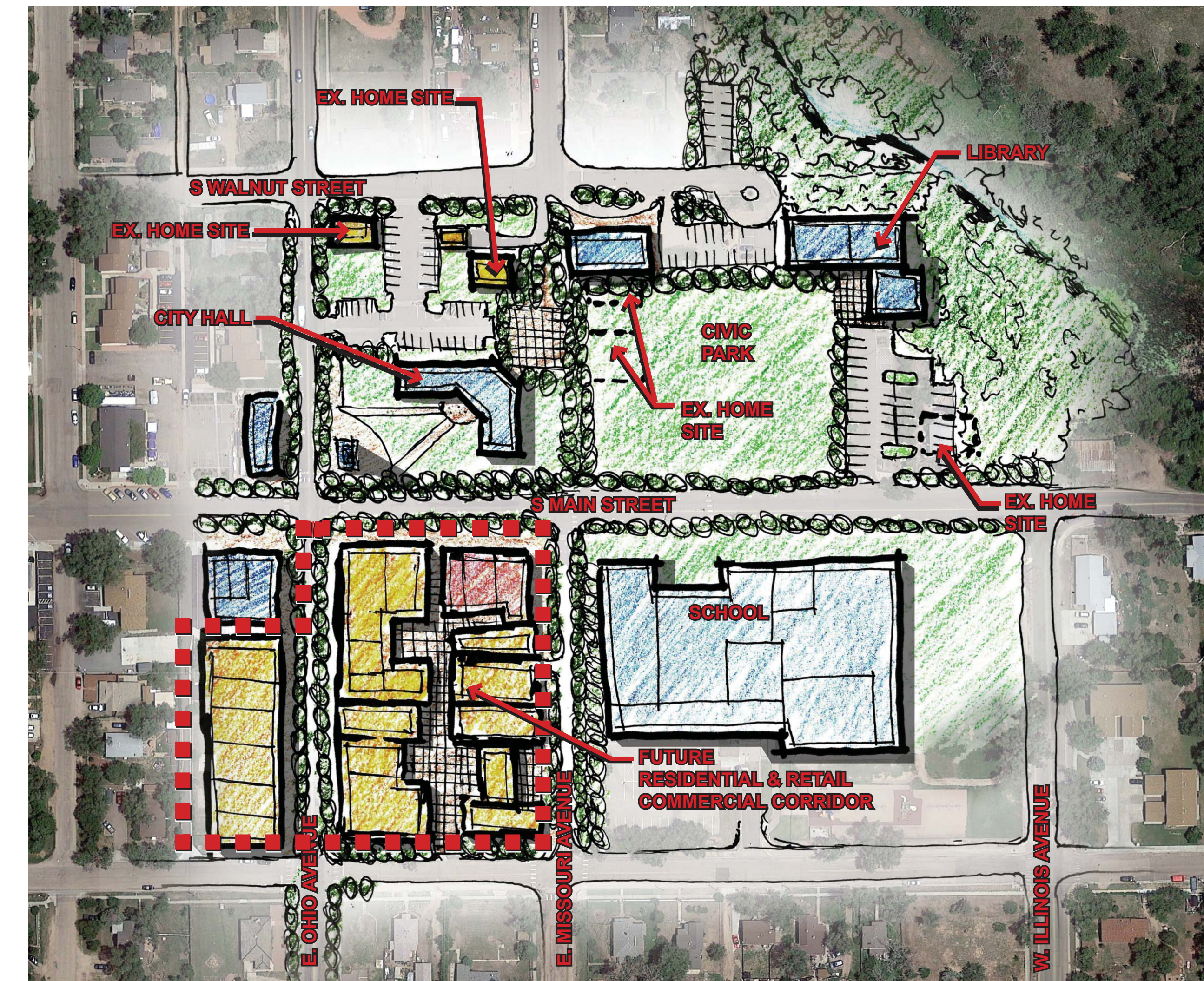
Activate alleys



Historic Downtown District
One and two story shops that are geared to pedestrian experience and walkability, i.e. coffee shop, ice cream shop, boutique, pub, bookstore, souvenir shop, café. Promotes community gathering nodes.



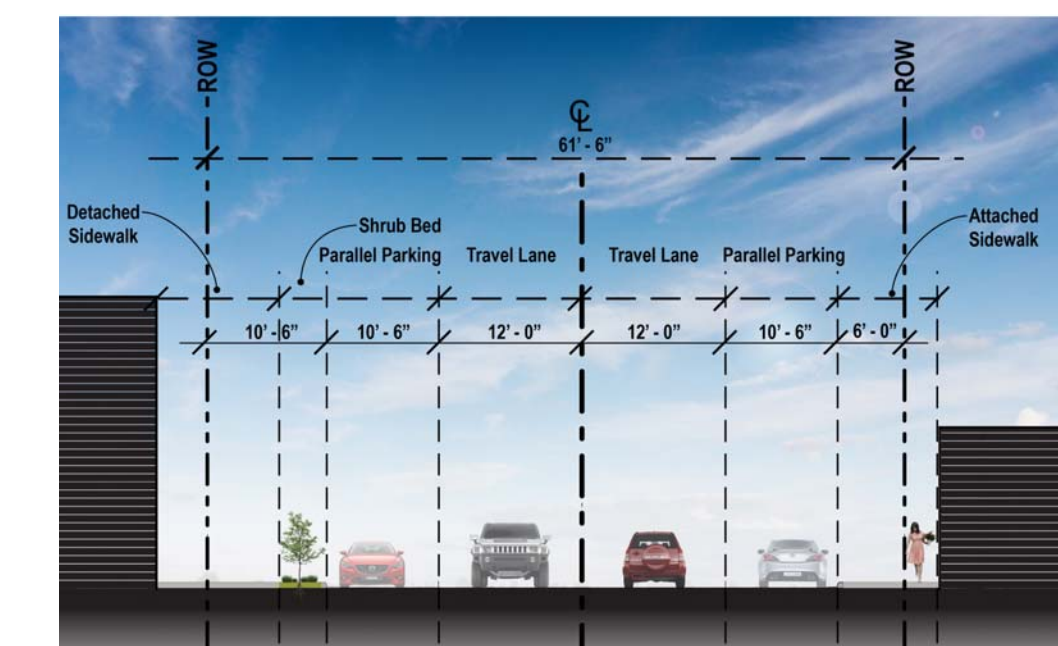
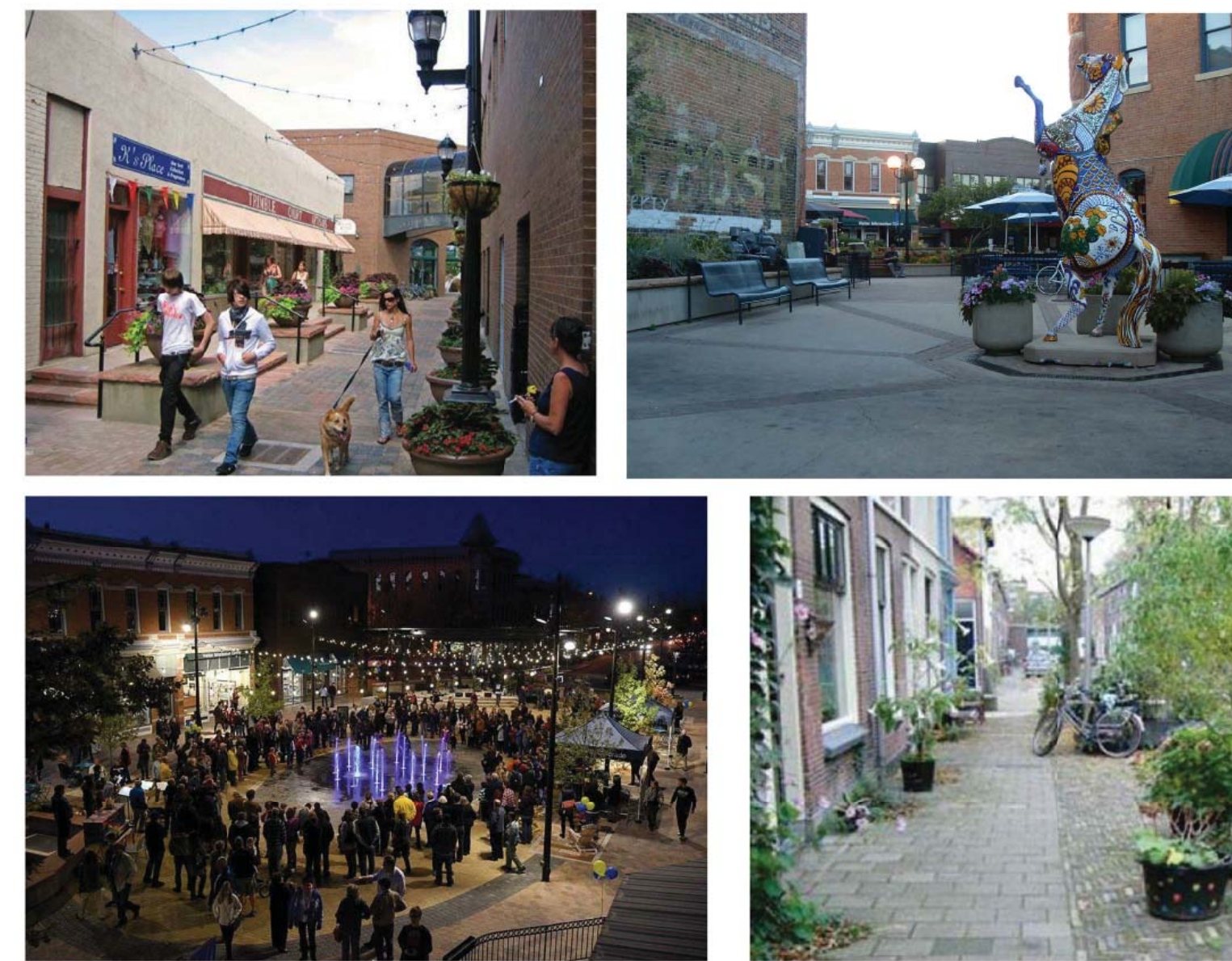
WHAT IF, THE LIBRARY PARKING LOT WAS A CIVIC PARK?



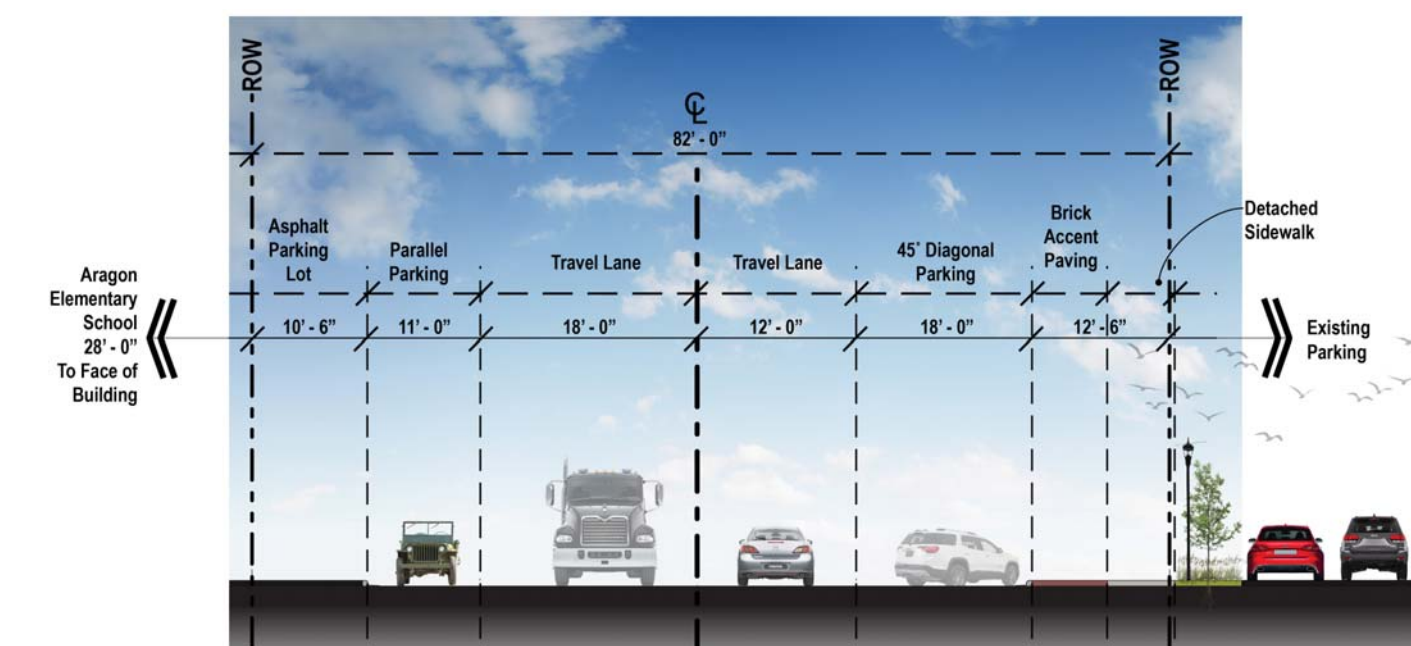
WHAT IF, THE STREETS WERE MORE PEDESTRIAN FRIENDLY?



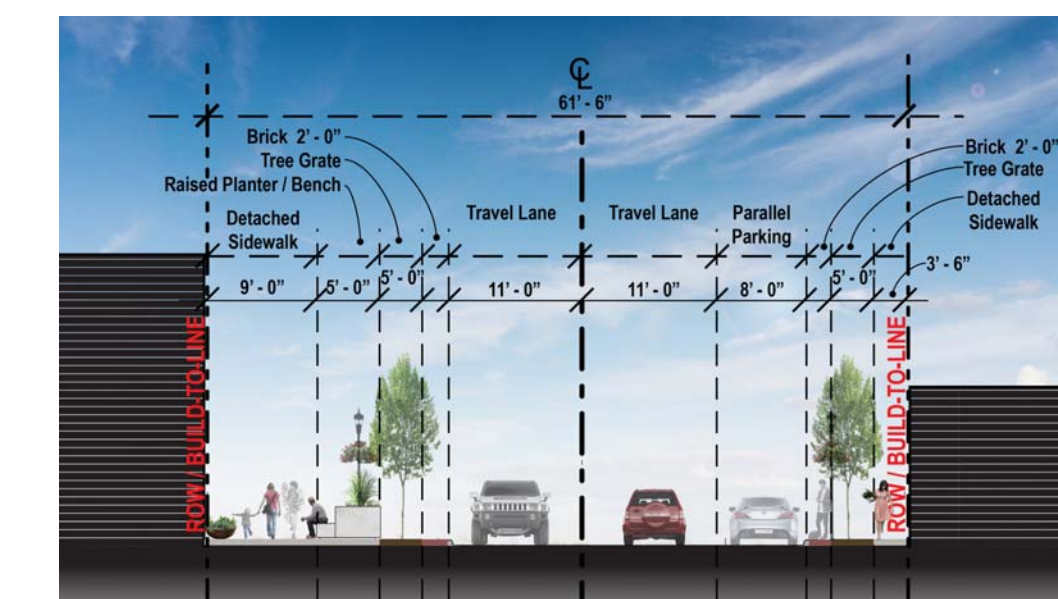
Alley is activated and becomes an auto free zone that can be used for café seating, street markets, or events.



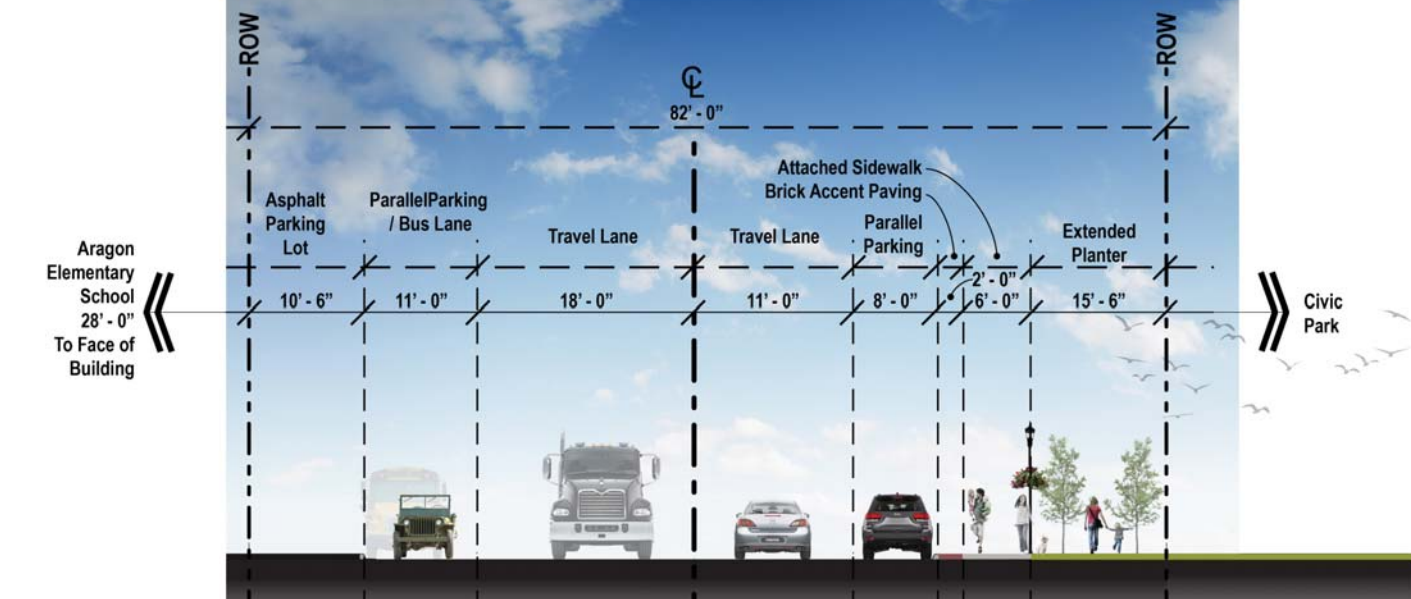
Existing Cross Section Between Race and Main Along Ohio



Existing Cross Section Between Missouri and Illinois Along Main



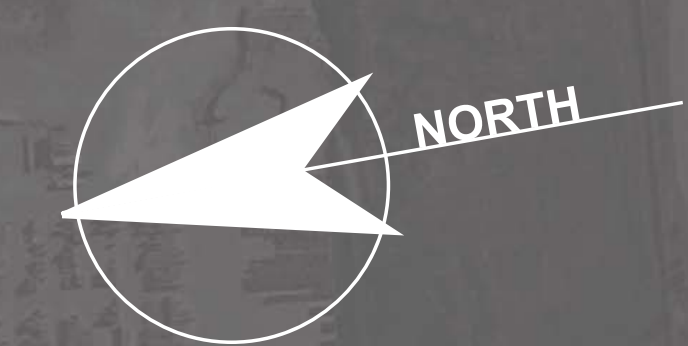
Proposed Cross Section Between Race and Main Along Ohio



Proposed Cross Section Between Missouri and Illinois Along Main

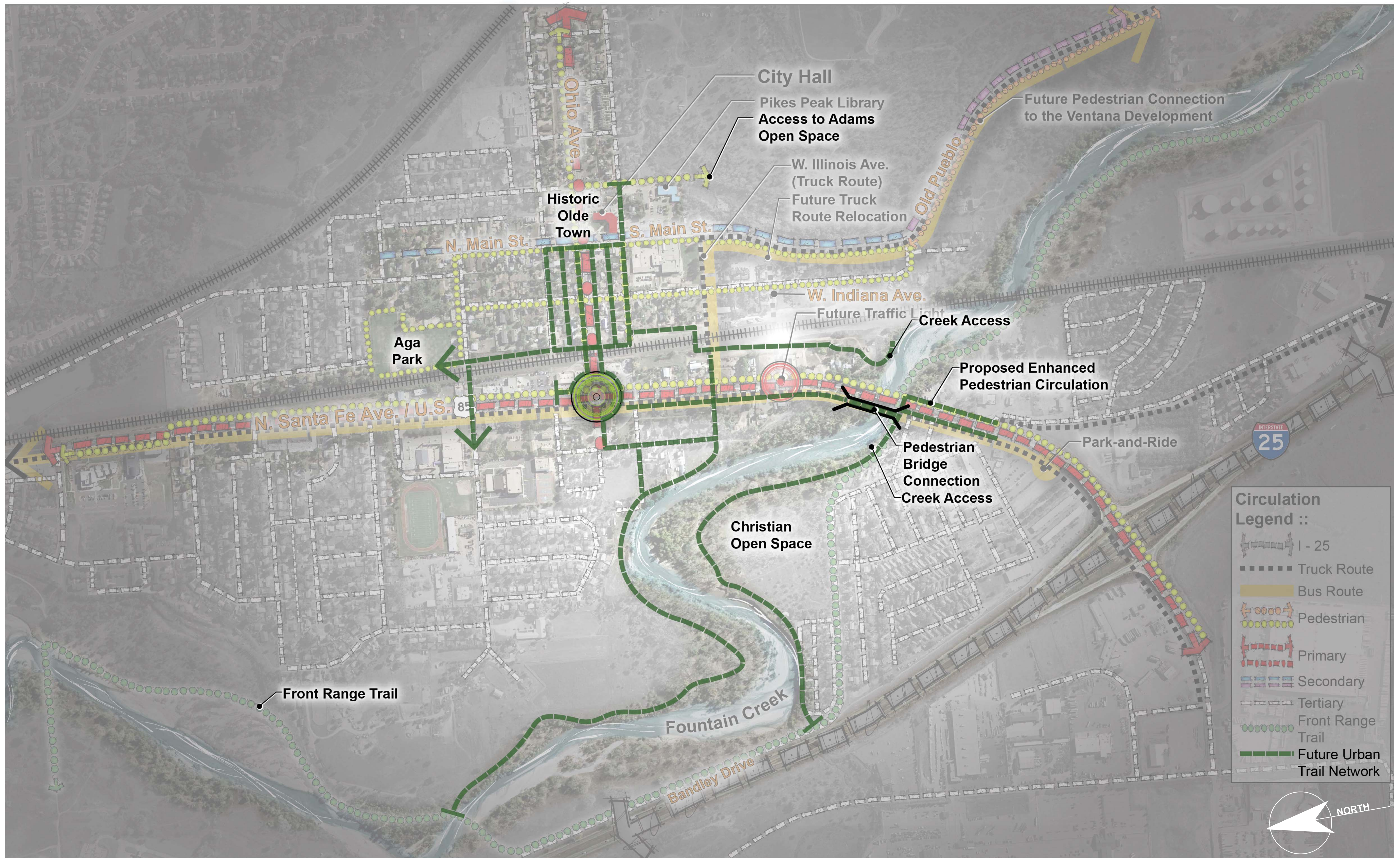


DRAWING NOT TO SCALE



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LAND USE - BIG PICTURE



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PEDESTRIAN CIRCULATION - ENHANCED URBAN TRAIL NETWORK