

# **CITY OF CAÑON CITY**

## **Arkansas River Corridor Master Plan**



# ACKNOWLEDGEMENTS

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# 1 | INTRODUCTION

# 1 | INTRODUCTION

## Project Scope

### PLAN PURPOSE

The Arkansas River Corridor Master Plan (ARCMP) is a plan to guide the restoration, enhancement, improvement and redevelopment of the Arkansas River, the Arkansas Riverwalk Trail, and adjacent public and private lands between Tunnel Drive and MacKenzie Avenue. The plan establishes a comprehensive strategy to:

- Better integrate downtown Cañon City and the Arkansas River through enhanced connectivity, land use change and site design
- Identify areas within the Corridor where economic development may occur, and of what type
- Improve aesthetic of the Arkansas River and the adjacent Arkansas Riverwalk Trail
- Maintain and enhance critical stream functions and fish habitat in the Arkansas River
- Enhance recreation in the Arkansas River Corridor

The ARCMP is a long-term plan that includes a vision and specific recommendations to improve the River Corridor over the next 25 years. It also includes recommendations and reinvestment concepts for both public and private lands along the corridor.

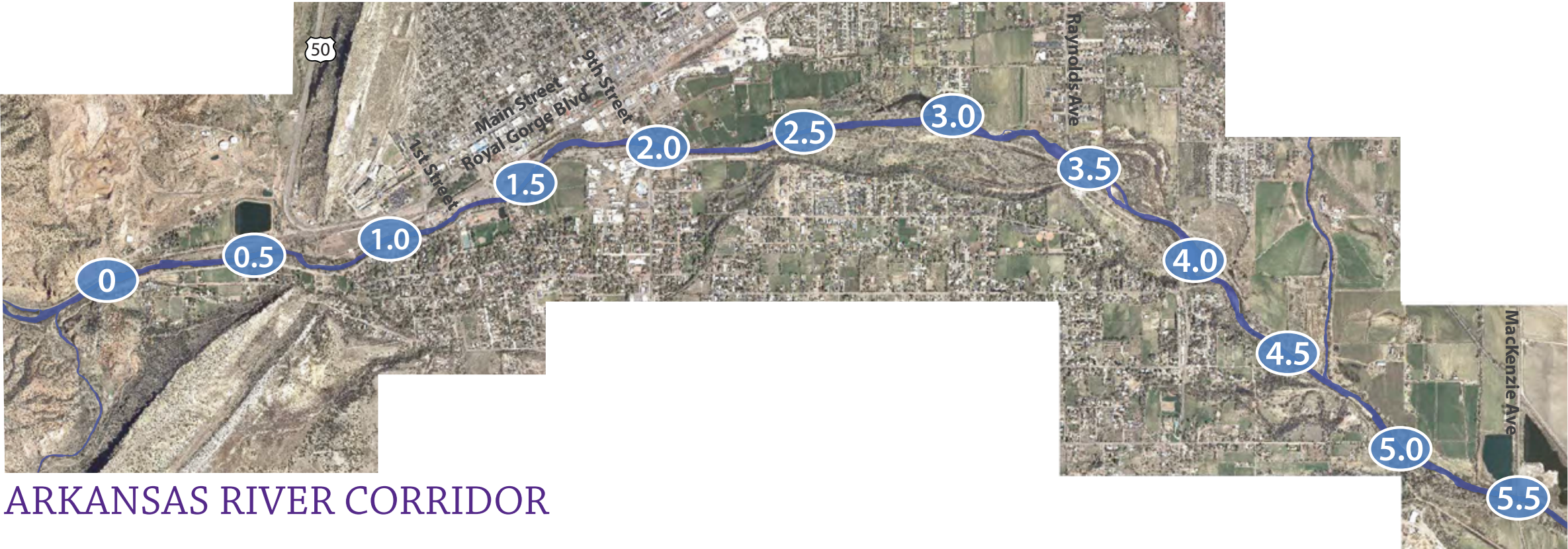
### PLANNING AREA

The planning area for the ARCMP is a 5.5-mile section of the Arkansas River starting downstream of the Royal Gorge, where US Highway 50 curves east to parallel the river. It continues adjacent to the street grid of downtown Cañon City between 1st and 9th Streets. The Arkansas River then continues east/southeast away from downtown flowing next to Griffin Park, agricultural and residential lands. The existing Arkansas Riverwalk Trail parallels the river for the entire planning area until a half mile west of the MacKenzie Avenue trailhead. While the planning area ends at MacKenzie Avenue, which is outside of the Cañon City limits, it is entirely within the City's urban growth boundary and, therefore, reflective of the land area where long-range planning is appropriate.

### ONGOING ACTIVITIES WITHIN THE ARKANSAS RIVER CORRIDOR

Communities across the state are re-engaging with their natural assets, linking residents to recreation and parks in new and innovative ways. Instead of turning their backs to the river, they are providing the platform for reinvestment in riverfront properties that add value to both residents and tourists—while creating dynamic places along the way. Communities such as Salida, Buena Vista, Florence and Pueblo have all taken steps to reconnect residents and visitors to the Arkansas River.

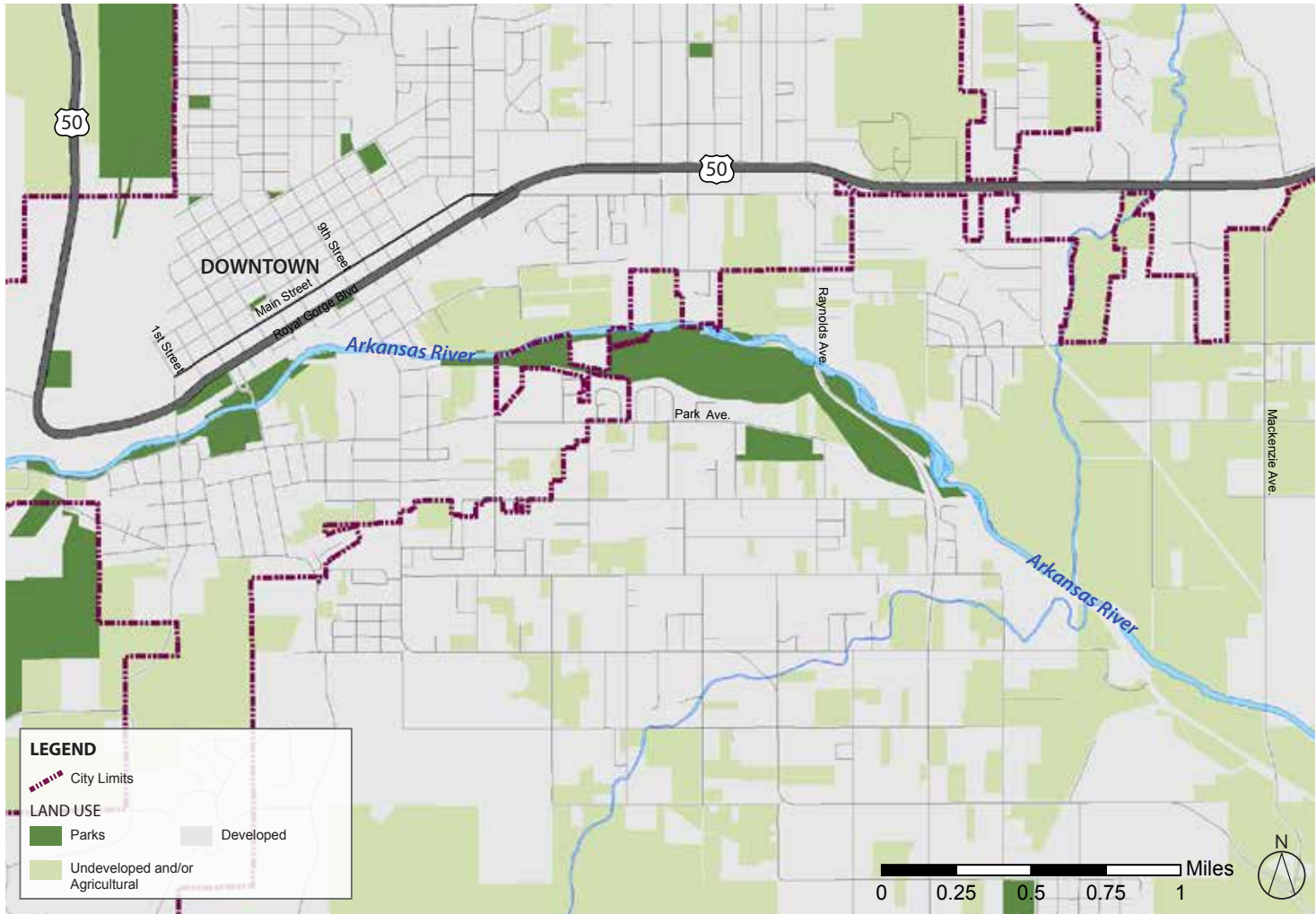
While the ARCMP considers these statewide trends, the vision and recommendations it offers are unique to the needs of Cañon City. Even today, multiple planning processes are underway within Cañon City to support a more vibrant downtown, safer streets, enhance recreation and improve parks. These ongoing efforts are incorporated into the ARCMP.



THE ARKANSAS RIVER CORRIDOR



# GENERAL LOCATION MAP



## Corridor-Wide Issues and Opportunities

### STATE OF THE CORRIDOR

#### Land Use, Built Environment and Transportation

The planning area of the ARCMP is characterized by diverse development patterns and land uses. At the core of the planning area is the historic downtown which runs adjacent to river miles 1.0 to 2.0 (see image on opposite page). The downtown is built on a traditional grid pattern, with Main Street running from east to west throughout. Main Street from 4th to 7th Streets has recently undergone significant streetscape improvements. One block south of Main Street is Royal Gorge Boulevard (RGB) also known as US Highway 50. This four to five lane highway is the primary access road into and out of Cañon City. Between 11,000 and 19,000 vehicles per day travel on US Highway 50 through the downtown area of Cañon City. A set of BNSF-owned railroad tracks runs adjacent to the river from approximately 9th Street and upstream towards the Royal Gorge. Additional sets of tracks are present on industrial lands on the southern bank. Industrial lands are present on both the north and south banks between miles 0.0 and 2.0. The uses on these properties include former power generation, warehousing, light industry and railroad car storage.

North and east of the downtown, the grid pattern continues and commercial uses give way to primarily residential uses mixed with parks, schools and more modern commercial shopping strips. Most residential development is comprised of single-family homes on small lots. The developed residential area begins to mix with agricultural lands and large residential lots further north and east of beyond the residential neighborhoods. The grid pattern continues along the south bank of the river between 1st and 9th Streets where it eventually transitions into an agricultural grid pattern of 40-acre lots, separated by arterials. Many of these 40-acre plots have been further subdivided, resulting in a mix of agricultural uses and residential subdivisions. Outside the Downtown Core, the primary commercial area for shopping, dining, services and hospitality is the US Highway 50 corridor between 1st Street and MacKenzie Avenue.

The south side and north side of Cañon City are connected by relatively few vehicular bridges. Both 1st and 4th Streets bridge the river and are local streets. 9th Street is also classified as State Highway 115 and connects Cañon City to Florence, the next City downstream. 1.5 miles downstream of 9th Street, Raynolds Avenue also bridges the Arkansas River, connecting RGB (US Highway 50) to State Highway 115. 1.5 miles east of Raynolds Avenue, MacKenzie Avenue is the next roadway that crosses the river, also connecting with State Highway 115. Several pedestrian bridges also cross the Arkansas River.

#### Recreation on the Arkansas River

Currently, there are many opportunities for river-oriented recreation in Cañon City. Riverside parks, the Arkansas Riverwalk Trail and whitewater activities draw locals and visitors to the river.

Centennial Park is a 13.85-acre neighborhood park located along the river's south bank, between 2nd and 4th Streets. It combines typical park features such as tennis courts, softball fields and a playground with river-based activities. The Arkansas Riverwalk Trail traverses the north edge of the park and there are boater access points, stone steps down to the river and picnic shelters. A master plan for Centennial Park was recently (April 2017) approved by the Cañon City Council. Implementation of the first phase of the master plan is underway and includes updated playground equipment, restroom facilities, a duck pond and a splash pad for children.

Veterans Park is a block north of the river along busy Royal Gorge Boulevard. The park has a cannon, a missile and plaques to honor veterans of all wars. The 5.4-acre shady, pastoral space hosts events such as farmers markets and concerts. Its location along US Highway 50 affords it a unique role as a welcome center into the City.

Griffin Regional Park is located downriver from downtown, lining the river's south bank between mile marker 2.5 to 3.5, between 12th Street and Raynolds Avenue. A natural area, it has three different trails for biking, walking and horseback riding. The park also offers a ropes course and fitness stations. Along the Arkansas Riverwalk Trail, there are riverfront benches, picnic areas and interpretative signage to help trail users appreciate the area's wildlife and scenery.

The Arkansas Riverwalk Trail is a 7-mile trail following the river through Cañon City. The trail begins at Tunnel Drive and ends at MacKenzie Avenue, with accessible trailheads spaced out along it. It has both hard and soft surface sections and passes through parks, neighborhoods, cottonwood groves and industrial areas closer to downtown. The trail is popular among local joggers, walkers and bikers. Visitors to Cañon City can enjoy the area's natural scenery through the trail.

The Arkansas River's whitewater through Cañon City is popular among rafters, tubers and kayakers. Numerous outfitters run rafting trips through this section of the river. The annual Royal Gorge Whitewater festival, held at Centennial Park, brings about 10,000 people to the river for "boats, bands, and beer." The City completed a *River Improvements Detail Plan* in 2016 to enhance the river for whitewater activities.



*River Health and Habitat*

The Arkansas River is Cañon City's most valued natural resource. Originating in the headwaters of the Mosquito and Northern Sawatch ranges, the river gathers water and sediments from its high mountain watershed in route to Cañon City. The Arkansas River is the lifeblood of the community, providing scenic beauty, opportunities for recreation, irrigation water for agriculture and is the primary source of municipal drinking water for Cañon City. Agriculture and ranching, mining and mineral processing, commercial trade and manufacturing and recreation and tourism are the primary land uses in its watershed.

Snow melt and summer rains have a significant impact on river flow and influence flooding patterns in Cañon City. Over the years, the City has intensely modified the channel in order to enable development within the river corridor. Between Tunnel Drive and the 9th Street bridge, the river is highly urbanized and has relatively poor in-channel and riparian habitat. Downstream from the 9th Street bridge, the river has a more natural corridor—supporting better riverine and riparian habitat.

Throughout the planning area, the riparian zone (the vegetation along the river), varies greatly. Closer to downtown, industrial, commercial and residential development (including trails, roads and the railroad) has removed much of the natural vegetation. A more natural riparian zone exists along the riverbank in areas outside of the Downtown Core. In its current condition, the Arkansas River in the planning area: does not support a Gold Medal Fishery; is vulnerable to further encroachment that will be at risk from future floods and will continue to impact the quality of its habitat; has numerous diversions and remnants of industrial debris that pose a risk to swimmers and boaters; lacks important riparian areas and floodplain wetlands that provide critical habitat and corridors for wildlife.

*EXPLORING OPPORTUNITIES*

*Land Use, Built Environment and Transportation*

*Reconnecting people to the Arkansas River is the overarching opportunity this plan addresses.*

How this might be achieved varies within the corridor. In areas along the Downtown Core, opportunities exist to diversify allowable land uses and support mixed use redevelopment projects. Such redevelopment could promote diverse economic activity and strengthen the transportation connections between Main Street and the river. The Arkansas Riverwalk Trail could run on both sides of the river between 1st and 9th Street in downtown. In other portions of the corridor, land uses may continue to be focused on lower density residential or agriculture. However, this plan emphasizes enhancing neighborhood connectivity to the river, existing parks and the Arkansas Riverwalk Trail in these areas. Assuring that the land use designations within the corridor enhance physical connectivity between people and the river is paramount. Throughout the corridor, defining land use designations to support improving th environmental health of the river is vital.

*Recreation on the Arkansas River*

Cañon City has many opportunities to enhance its existing river-based recreational experiences—making them safer, more accessible, and more expansive. Currently, there are limited access points to the river for boaters and fishermen. Pink House, the primary put-in site for commercial rafting, is located on private property and its long-term availability is uncertain. Additional boat ramps and safe wading zones would further open the river to recreation. Removing existing hazards could create a world-class whitewater experience right in the heart of downtown. These ideas are outlined in the *Eastern Fremont County Trails, Open Space, and River Corridor River Improvements Detail Plan (EFCTORC River Improvements Detail Plan)*. The first phase design drawings are nearly complete for the area near Centennial Park.

The Arkansas Riverwalk Trail is the building block for a revitalized river corridor and Cañon City. Modifications are

EXISTING CHARACTER



Clockwise from top left: Signage along the Arkansas Rivewalk Trail in Griffin Park; stone steps and the Arkansas Riverwalk Trail near 1st Street; the Arkansas River through Western Gateway; the riverfront of Centennial Park

necessary to improve trail accessibility and experience as well as prevent the trail from impeding the processes and character of the river. The trail lacks cohesive signage and trailheads. Improving those aspects would make the trail more welcoming to visitors. Adding neighborhood connector trails would also improve access to the trail for residents.

*River Health and Habitat*

Historic modifications to the river channel have led to many issues with the river's health and habitat. Upstream of the 9th Street bridge, the river flows in a man-made canyon with straightened meanders, armored banks, and berms. This deepening and straightening of the channel increases the stream's power resulting in increased bank erosion and loss of in-channel habitat. These alterations degraded habitats and increased risks to infrastructure. While a return to a fully natural Arkansas River is not appropriate in all areas, there are opportunities to reverse some of this historic alteration and



work towards a healthier aquatic and riparian ecosystem. Many opportunities exist in these reaches including enhancing the quality and condition of the in-channel habitat and re-naturalizing streambanks through the removal of old industrial fill, installation of in-channel habitat structures, riparian buffer restoration, and retro-fits of diversion structures to improve recreational safety. Where development does occur, avoiding impacts and leveraging opportunities for restoration should be embraced.

Downstream from the 9th Street bridge, the river function and health is better as it is able to naturally meander, access its floodplains, and store sediments. Improved floodplain access, channel meandering, sediment storage, floodplain wetlands and riparian forests are all signs of a healthy river corridor. Protecting these processes is the main opportunity in this river corridor. This of course needs to be balanced with existing infrastructure and land use expectations. Along the entire river corridor, defining a Fluvial Hazard Zone (the area a stream has occupied, could occupy, or could physically influence) would be a key tool to use along with floodplain inundation maps to identify vulnerable infrastructure and guide future development away from high risk areas. Corridor-wide strategies for improving the health and habitat of the Arkansas River through Cañon City include:

- Protect open space, natural areas, floodplain wetlands, and riparian zones
- Maintain connectivity between the river and its floodplain and floodplain wetlands by removing artificial berms and fill when possible
- Install green stormwater designs to improve the quality of water flowing into the Arkansas
- Use large wood and boulders for habitat enhancement and bank stability
- Naturalize streambanks, remove broken concrete riprap and trash rubble from banks
- Observe a recommended 50' minimum riparian zone in most areas within the Planning Area (in most places, this can be accommodated, in fact even larger riparian areas can be retained, reconstructed and/or expanded)
- Observe a minimum 30' Riverwalk/Riparian Zone, with 50' preferred if possible, in the Downtown Zone due to constricted areas
- Redesign diversion structures to improve sediment transport and fish passage opportunities, improve resiliency to floods and enhance the safety and recreational experience
- Protect remaining existing riparian and wetland communities and restore riparian areas in cooperation with local landowners

## OVERARCHING VISION AND GOALS

- Create an integrated and comprehensive land use plan with an emphasis on recreation for the Arkansas River Corridor from Tunnel Drive to MacKenzie Avenue
- As part of this ARCMP, create a stand-alone master plan for Centennial Park/Veterans Park complex (this element of the plan must be done first)
- Utilize and incorporate other previously adopted community planning documents, giving particular weight to the *Eastern Fremont County Trails, Open Space and River Corridor Plan* and the *US Highway 50 Corridor Master Plan*
- Integrate “downtown” Cañon City into activities and desired land uses in the Arkansas River Corridor; in other words, connect downtown Cañon City psychologically and physically to the south side of the River Corridor
- Develop all plans for economic development such that they maintain and enhance the Arkansas River environment by minimizing the destruction, loss or degradation of wetlands, preserving and establishing appropriate buffer zones and re-establishing critical stream functions where appropriate
  - Prohibit or minimize development where these values may be sacrificed
- Evaluate economic development activities, including residential, that may be compatible with adjacent recreational or other types of activities
- Improve the aesthetics of the corridor while maintaining, enhancing and reestablishing critical stream functions and riparian habitat
- Improve the connectivity and safety of pedestrians and bicyclists
- Propose zone changes and other regulatory or design requirements that will be necessary to accomplish the desired development
- Minimize costs and maximize dollars spent on improvements within the corridor

- Practice soil conservation and erosion control practices
- Enhance and promote the river corridor as an educational and recreational resource
- Replace and/or retrofit undersized bridges and culverts and ensure all new structures are sized for geomorphic stability (pass sediment and flood debris) as well as habitat connectivity along the river corridor

Implementation of these overarching strategies, particularly when projects are leveraged together, will assist in some corridor wide goals for the river:

- Enhancement of the river corridor as a resource for education and recreation
- Extension of the gold medal trout stream designation through the planning zone by improving river health and habitat
- Avoidance of future flood hazards through proactive planning an implementation of projects

## Plan Framework

The ARCMP is organized into four Planning zones (see opposite page): the Western Gateway, Downtown Core, Griffin Park and Eastern Corridor. Each planning zone has a unique set of issues and opportunities that will be addressed via its own chapter. For each planning zone, the format of the chapter will be as follows.

1. First, the existing conditions of that zone will be established. Descriptions of the existing land uses, built environment, transportation, recreation amenities and river health in their current state will be stated, with accompanying maps and photographs.
2. Based on the existing conditions, and in consideration of the overall plan goals and vision, the primary issues and opportunities for each planning zone will be identified.
3. Conceptual visions are then presented for specific focus areas within each planning zone. These illustrations are meant to present concepts on how Cañon City may address the issues and opportunities for that area and plan for revitalization and enhancement. Specific strategies for enacting these concepts will also be discussed. These include land use changes, design guidelines, etc.
4. Improvements to the river itself will also be discussed for each planning zone, with specific project ideas that the City can undertake to improve fish habitat, recreation experiences and flood resiliency.

In addition to the chapters that address each planning zone, there will be a wayfinding chapter that discusses signage within the entire Arkansas River Corridor. There will also be a chapter that discusses the next steps for the plan, with strategies for implementation of the various recommendations.

## Summary of Planning Process

The vision and recommendations in this document came out of many conversations with residents of Cañon City. A Steering Committee of nineteen met at regular intervals throughout the process to brainstorm ideas and give feedback on the recommendations and concepts. Three open houses were held where members of the public were invited to contribute ideas and give feedback as the plan progressed. In addition to these public processes, many other plans were integrated into this plan, each with their own public process. Previous plans such as the *Cañon City Comprehensive Plan* (2001), the *Eastern Fremont County Trails, Open Space, and River Corridor (EFCTOSRC) Master Plan* (2015), the *Cañon*

*City Community Vision Plan* (2015), the *Cañon City Strategic Plan* (2017), the *Downtown Cañon City Strategic Plan* (2012), and the *US Highway 50 Corridor Plan* (2015) were also used as a reference for this plan. More recent processes incorporated into the ARCMP are the *EFCTOSRC River Improvements Detail Plan* (2016), and the ongoing *US Highway 50 Pedestrian Crossing Study* (2017).

- The *2017 Strategic Plan* supports basic tenets of planning by outlining priorities that include items such as economic development, attractive built environment and infrastructure. Specifically, the *2017 Strategic Plan* identifies "leveraging public and private partnerships to optimize the recreational and natural assets of the Arkansas River Corridor" as a strategic community investment priority.
- The *US 50 Corridor Plan* (2015) wants to "define Downtown as reaching the Arkansas River." The plan included very broad development recommendations including a focus on the downtown riverfront area to "capitalize on the Arkansas River asset."
- The *EFCTOSRC Master Plan* (2015) looked at an even larger geographic area than this planning effort. That plan focused on providing non-motorized transport alternatives. The plan identified principles including regional coordination and optimizing river corridor and open space recreational amenities and public access. The plan recognized the potential to help increase property values and support economic development around the region's significant attractor (the Arkansas River).
- The *2016 EFCTOSRC River Improvements Detail Plan* has three objectives: recreation enhancement through the addition of whitewater features, ecological restoration through rock placement and bank work that will improve habitat and aesthetic enhancement of the river through removal of debris and revegetation.
- The goal of the *US Highway 50 Pedestrian Crossing Study* (2017) is to provide safer crossings of US Highway 50 to connect pedestrians between Main Street and the Arkansas River. The first phase of the design is slated for 2018.

## STEERING COMMITTEE

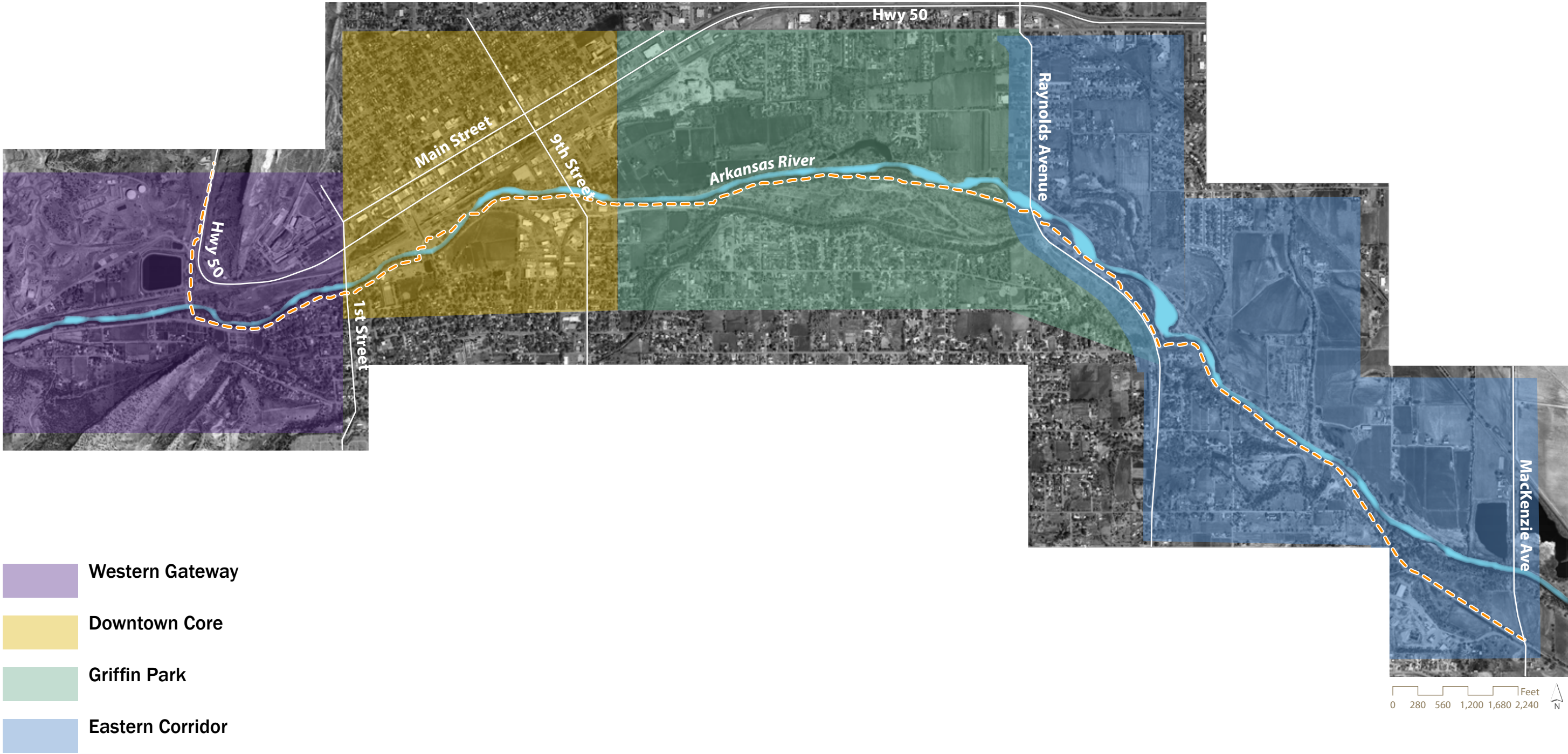
A Steering Committee was appointed for the project by City Council on February 20, 2017. Meetings were held on May 4, May 16, June 8, and August 10 of 2017. The first meeting was to brainstorm a vision for the Arkansas River Corridor. For the second meeting a large aerial map of the planning area was rolled out and issues and opportunities for particular places within the corridor were gathered. During the third meeting, alternative concepts were discussed for each planning zone. The final steering committee meeting discussed the draft concepts for the final plan. Comments and feedback from each meeting were incorporated into subsequent meetings. The document presented here reflects the conversations and ideas from the four steering committee meetings. The Steering Committee members also acted as ambassadors of the plan to the greater Cañon City community, inviting them to participate in the Open Houses and other opportunities to comment on the plan.

## PUBLIC INVOLVEMENT

Three Open Houses were held during the planning process. They occurred on May 16, June 22, and August 10 of 2017. More than 100 people attended the open houses. The first Open House was a chance to introduce the goals of the plan and get ideas for what to incorporate and what to emphasize. Alternative concepts for each planning zone were presented at the second Open House. Attendees were asked to comment on what they liked and didn't like for each alternative. The alternative concepts were also posted at the Whitewater festival for the two days following the Open House. This provided an opportunity to get even more feedback from a wider audience. The comments from the second Open House (and the two-week comment period following it) were incorporated into a final draft preferred concept that was presented at the third Open House. The ideas presented at the final Open House were posted on the City's website for a two-week comment period following the Open House.



# THE ARKANSAS RIVER CORRIDOR PLANNING ZONES





PUBLIC ENGAGEMENT



Clockwise from top left: Brainstorming ideas at the May Open House; Mary Hart with Warren Hart from WRKP suggesting whitewater improvements; Community members discussing alternatives at the June Open House; Commenting on concepts at the Whitewater Festival; Reviewing alternative concept designs at the June Open House



# 2 | WESTERN GATEWAY



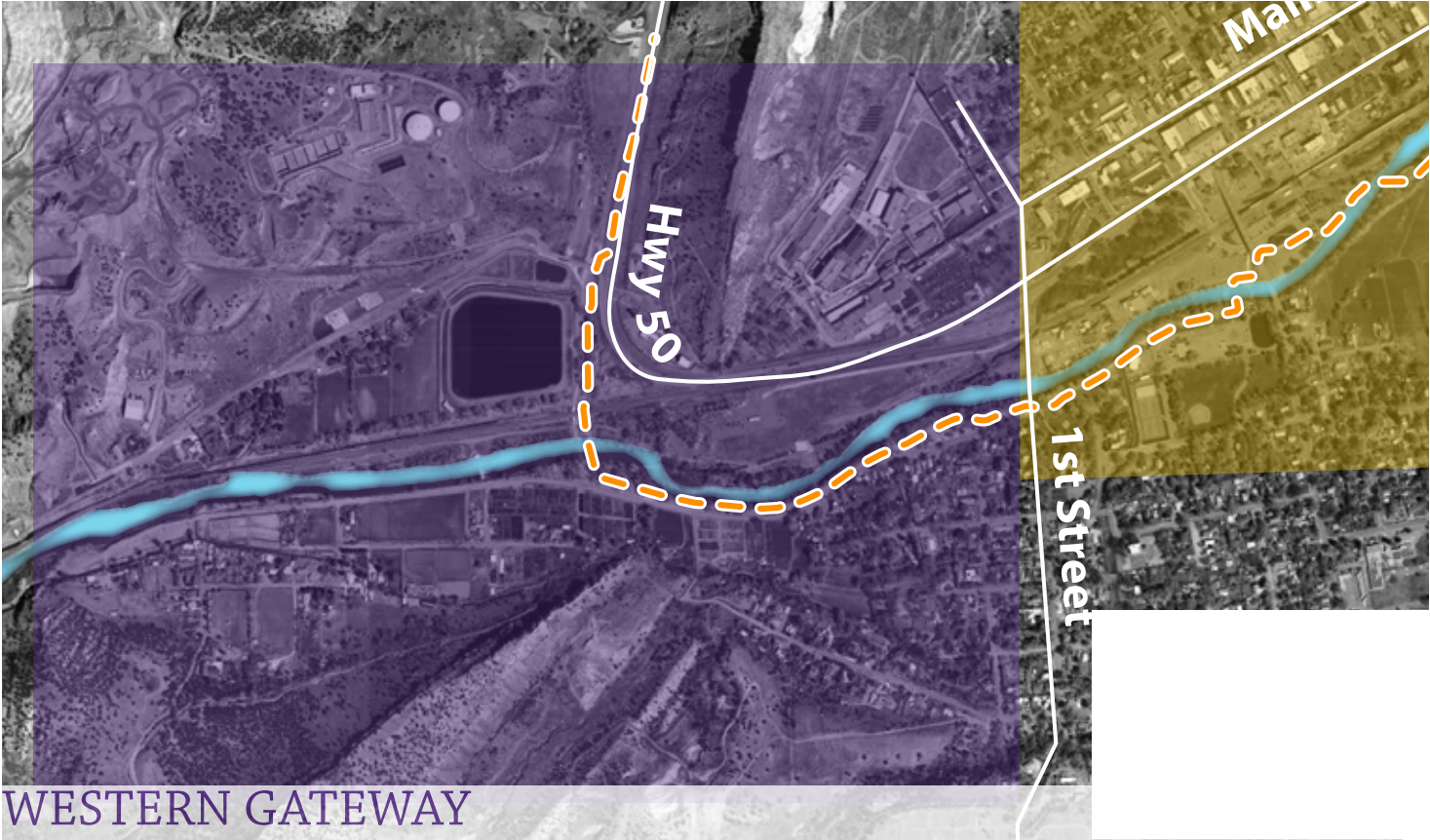


# 2 | WESTERN GATEWAY

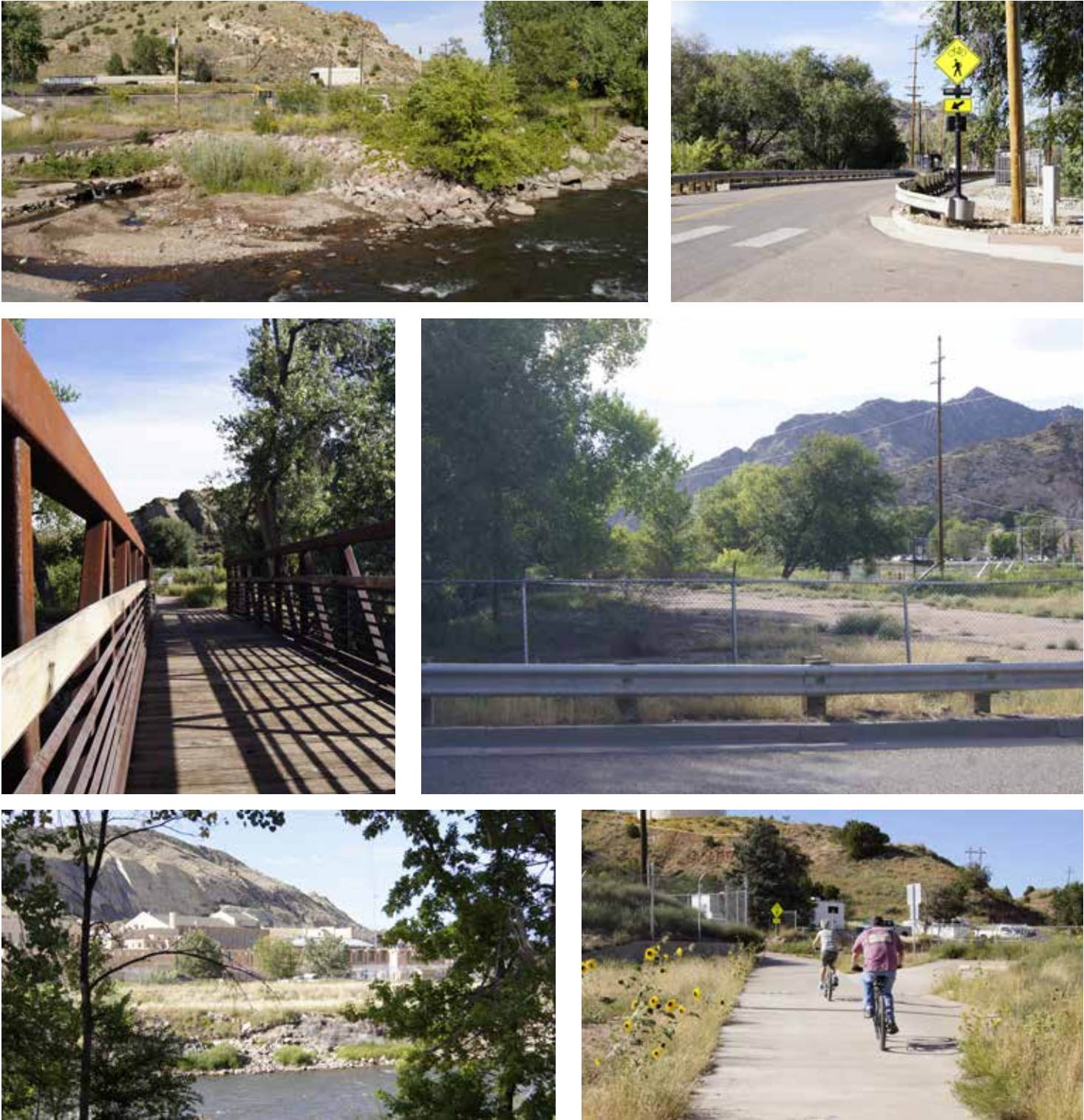
The Western Gateway Planning Zone is between the Tunnel Drive trailhead to the west and 1st Street to the east. As an entrance to Cañon City, the Western Gateway should warmly welcome visitors to Cañon City, its downtown and its recreational amenities. In its existing condition, the sense of arrival from the west fails to convey what the area has to offer. This chapter will document the existing conditions in this planning zone, identify primary issues and opportunities in the area, recommend appropriate changes in land use or design, illustrate some concepts for key locations within this area and discuss riparian conservation and river health strategies to address issues in this stretch of river.

## Existing Conditions

Visitors arriving from the west first experience Cañon City through the Western Gateway planning zone. They drive along Royal Gorge Boulevard (US Highway 50), a four to five lane high-speed road. From the road, the Colorado Territorial Correctional Facility is to the north and the vacant Black Hills property and the power sub-station are to the south. The recreational amenities along the Arkansas River or the charm of Main Street have no visual presence along the Boulevard. However, one of the city's prime recreational opportunities, the Arkansas Riverwalk Trail, begins in this area. A trailhead to the Arkansas Riverwalk Trail (and the Tunnel Drive Trail) is located on Tunnel Drive. Additionally, a whitewater access point is on the river's south bank, the Pink House boat ramp.



## EXISTING CHARACTER



Clockwise from top left: Looking north across the river to the western edge of the Black Hills Site; the intersection of Riverside Drive and 1st Street; looking across 1st Street westward into the Black Hills Site; bicycling towards the Tunnel Drive Trailhead; looking north across the river to the empty Black Hills Site; the John Nichols Crossing pedestrian bridge where the Arkansas Riverwalk Trail connects to Tunnel Drive



RIVER HEALTH

The section of the Arkansas River through the Western Gateway is about 1.25 miles long and passes through adjacent agricultural, residential and industrial uses. The river itself has been extensively modified by human uses, particularly industrial. The river is highly channelized through this area with multiple levees and concrete banks. Debris is visible both in and along the banks.

RECREATION

The Arkansas Riverwalk Trail begins in the Western Gateway. The trail starts on the river's north side at the Tunnel Drive trailhead. The trailhead has parking for 10 cars. The trail parallels Tunnel Drive until its intersection with US Highway 50. The trail then heads south along a water treatment reservoir and under the railroad tracks before crossing the Arkansas River at the John Nichols Crossing pedestrian bridge. The trail follows the river on the south bank eastward through the remainder of the planning area. South of the Arkansas Riverwalk Trail, the Eagle Wing Trailhead leads to the Temple Canyon trails.

Many local rafting outfitters use the Pink House access as a put-in and take-out, primarily as a take-out after bringing guests through the Royal Gorge. Pink House is on the south bank, at the end of Riverside Drive and directly across the river from the Tunnel Drive trailhead. Pink House is on private property and the area is no longer open to the public—it can only be used by outfitters that have an agreement with the property owner. Many fishermen also pull over along both Tunnel and Riverside Drives and wade into the river.

LAND USES AND ZONING

Currently, the land on the north side of the river is largely zoned industrial (see maps on next page). However, there are some parcels, west of US Highway 50, below Tunnel Drive, that are zoned for residential use. A few small water treatment reservoirs border the residential area near the intersection of Tunnel Drive and US Highway 50. The Black Hills property, between US Highway 50 and the river, is largely vacant except for an active power sub-station. The area is zoned for industrial use and its current land use is designated as public/semi-public. The Public/Semi-Public land use category identifies areas that may be used for parks, open space, schools, municipal, county, state, and/or federal land uses.

Along the south bank of the river, the area has a combination of residential and agricultural uses. The residential area ranges from low to medium density. Between 1st and Garden Streets, there is a narrow strip of Open Space, Parks and Recreation land along the river for the Arkansas Riverwalk Trail. The Pink House rafting put-in/take-out spot is on private property in a residentially zoned neighborhood.

Primary Issues and Opportunities

As it exists today, the Western Gateway does not act as a "gateway," welcoming travelers to the region and letting them know the shopping, recreation and cultural experiences that Cañon City has to offer. Instead, the highway corridor is adjacent to fenced off industrial properties and the Colorado Territorial Correctional Facility. The western entrance to the city could be greatly enhanced with welcoming signage, landscape buffering and the redevelopment of land uses, where appropriate.

The owners of the Pink House put-in, take-out property could restrict access in the future and jeopardize the Cañon City whitewater recreation opportunities. If this occurs, there will be a need for a public access boat ramp in the area. An opportunity for that exists at the Black Hills property.

The sub-station at Black Hills and the prison have a significant visual impact for recreational users. Berms and landscaping could reduce that impact and improve the recreational experience.

The Black Hills site is slated to be disposed of by the Black Hills Energy Company. This is an important redevelopment opportunity. With its proximity to downtown and its adjacency to the river, this property could become a multi-use recreation hub. Given this, the City should consider acquiring if possible.

There are multiple diversions in the river in this Planning Zone that are dangerous for river riders. The *EFCTOSRC River Improvements Detail Plan* (2016) outlines the modifications of diversions to improve recreational safety in this stretch of river. There are also opportunities to create openings along the steep grade of the river's edge to open areas for fishing. The island within the river across from the Black Hills site is a possible natural picnic area.

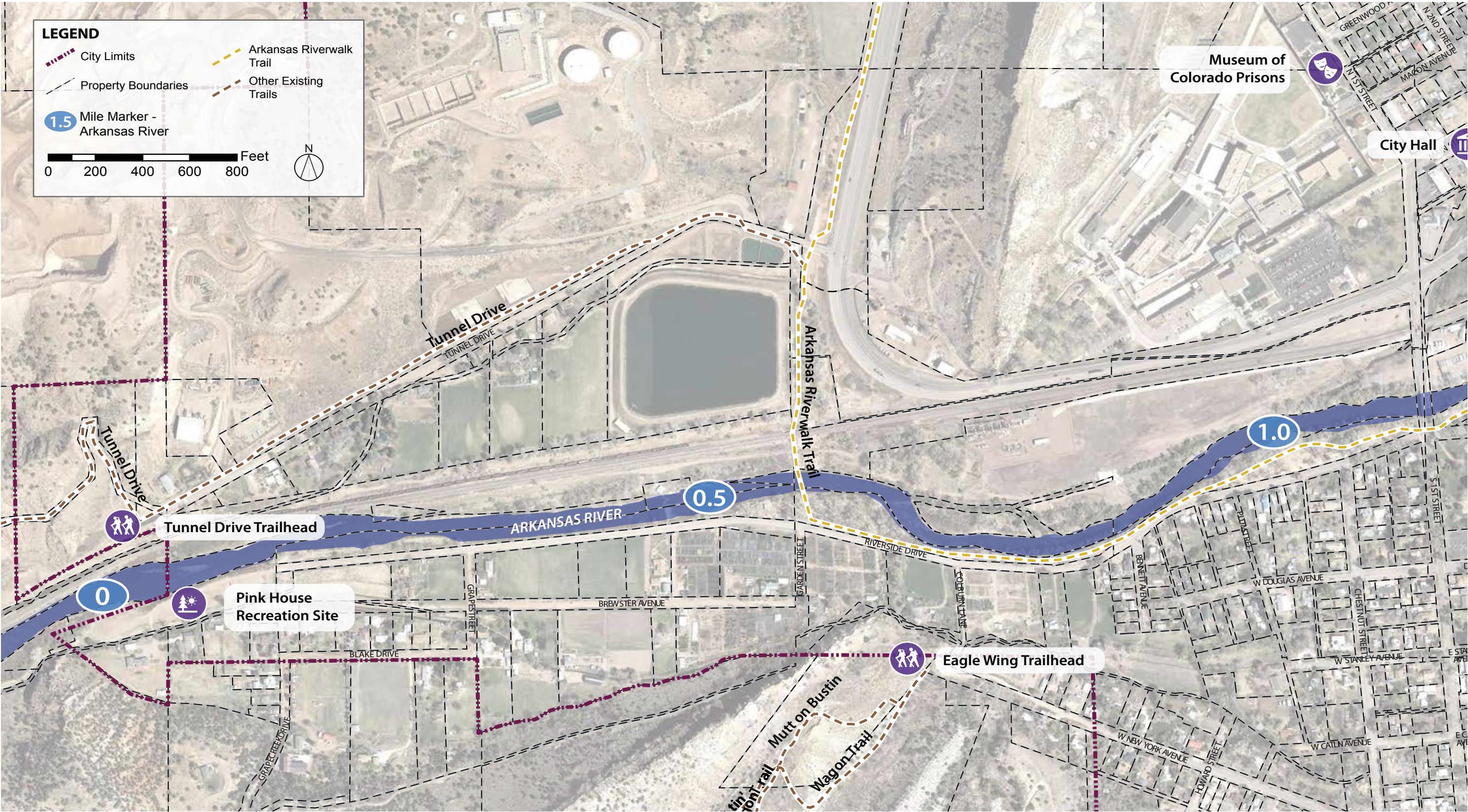
The channelized path of the river through this section has limited in-channel habitat and degraded the riparian buffer. Industry on the northern bank of the river has further eroded the banks and added debris to the river. Thus this section of the river has poor water and habitat quality. The river could be cleaned up by removing debris, concrete, and hazards from the water intake infrastructure, renaturalizing the banks, and planting cottonwoods to provide shade.

VISION FOR THE WESTERN GATEWAY

- Become a visual gateway to the city
- Enhance water-based recreation such as boating and fishing, through additional public access and in-stream improvements
- Connect the Arkansas Riverwalk Trail to other nearby trails (Tunnel Drive, Temple Canyon) with additional signage and short trail connections
- Remove debris and other hazards from ther river, renaturalize banks, and plant additional cottonwood trees along the river

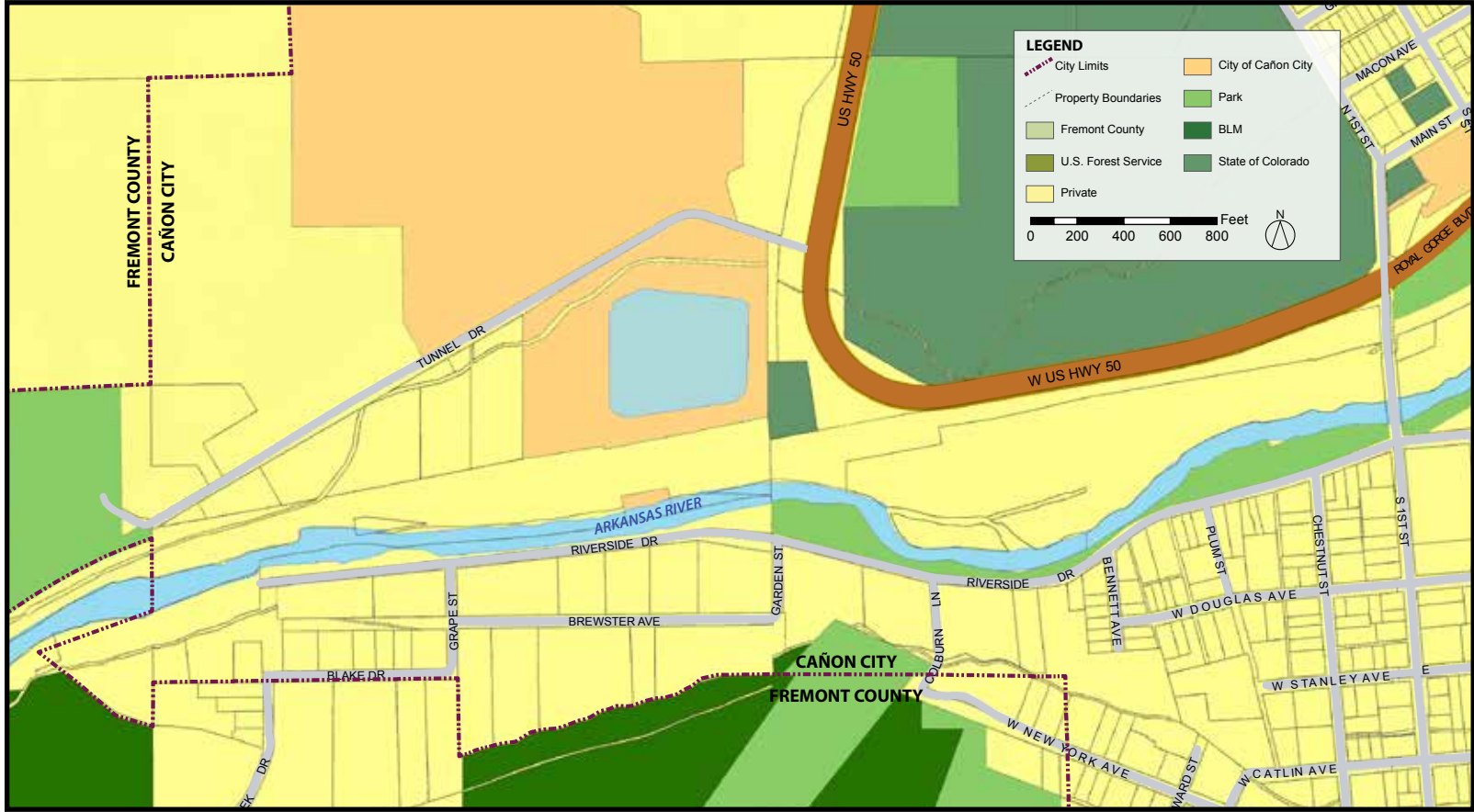


WESTERN GATEWAY: KEY OPPORTUNITIES AND ISSUES

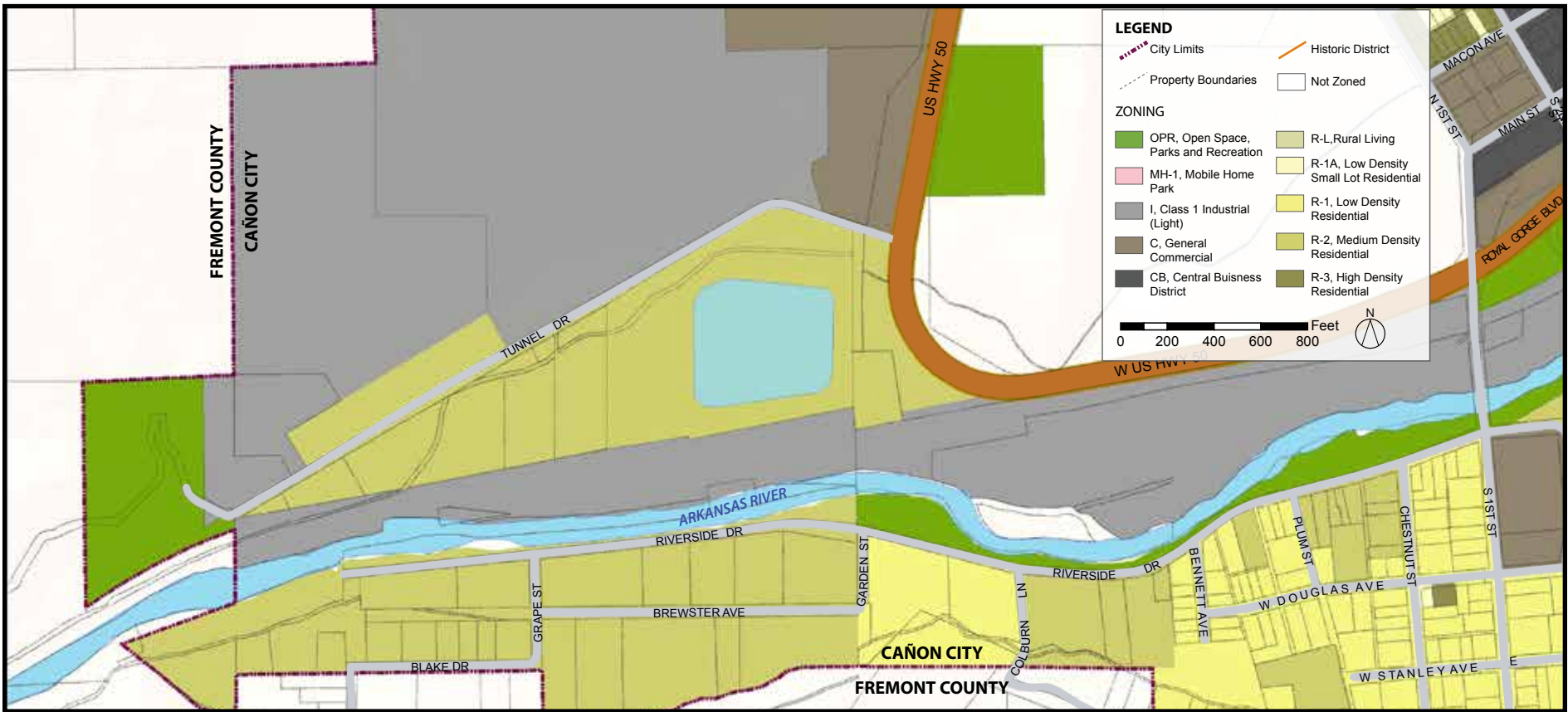




WESTERN GATEWAY: EXISTING OWNERSHIP

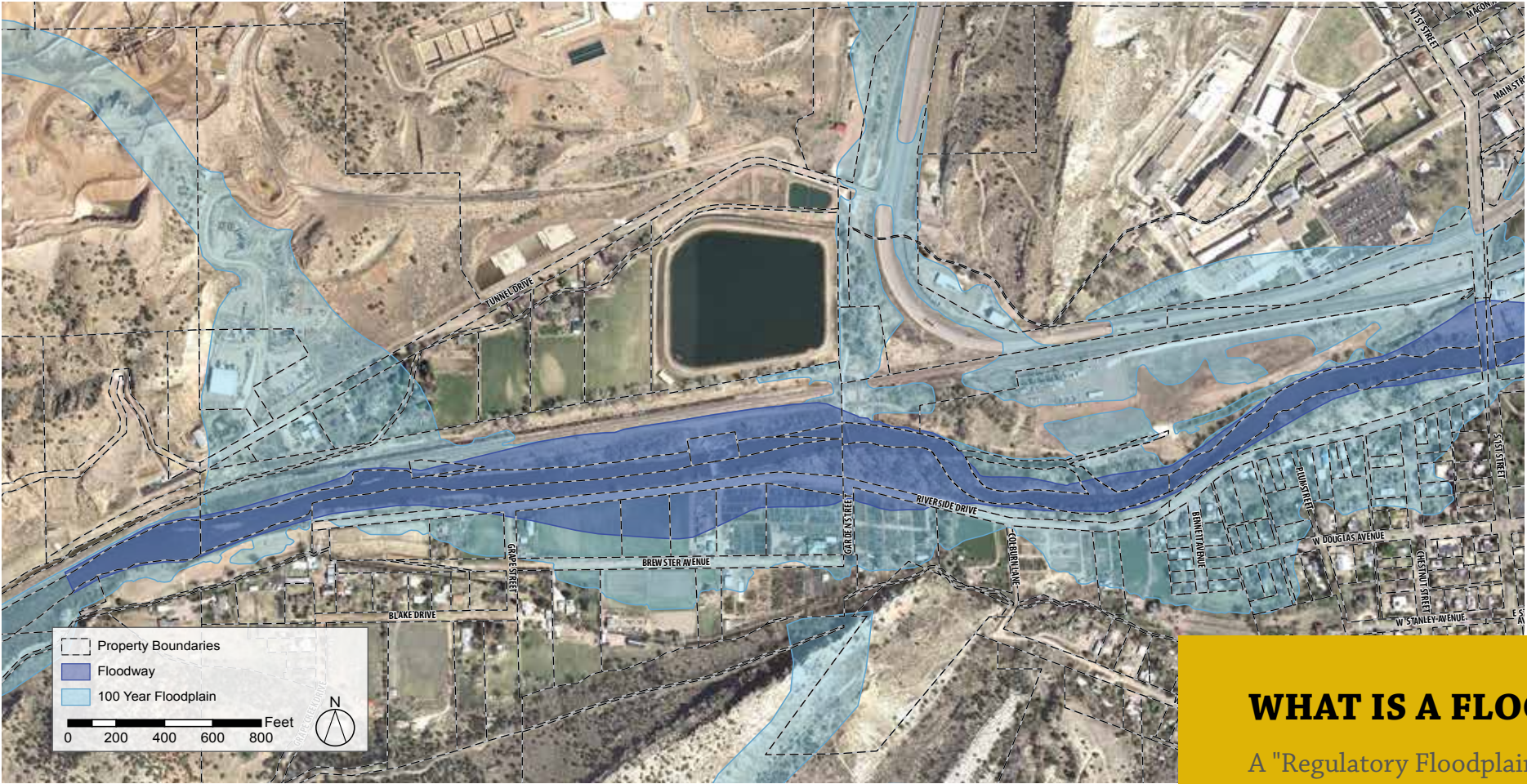


WESTERN GATEWAY: EXISTING ZONING





WESTERN GATEWAY: FLOODWAY AND FLOODPLAIN MAP



WHAT IS A FLOODWAY? WHAT IS A FLOODPLAIN?

A "Regulatory Floodplain" is the river and the surrounding area that has a 1% probability of being inundated by flood waters (a.k.a. the 100-year flood).

A "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. For streams and other watercourses where FEMA has provided Base Flood Elevations (BFEs), but no floodway has been designated, the community must review floodplain development on a case-by-case basis to ensure that increases in water surface elevations do not occur, or identify the need to adopt a floodway if adequate information is available.

Regulatory floodplains are managed to protect people and property and reduce future flood losses.

Cañon City participates in the National Flood Insurance Program; therefore, any development in the regulatory floodplain must undergo a special permitting process. New development must demonstrate no adverse effect on surrounding properties.



# Recommendations – Land Use and Design Character

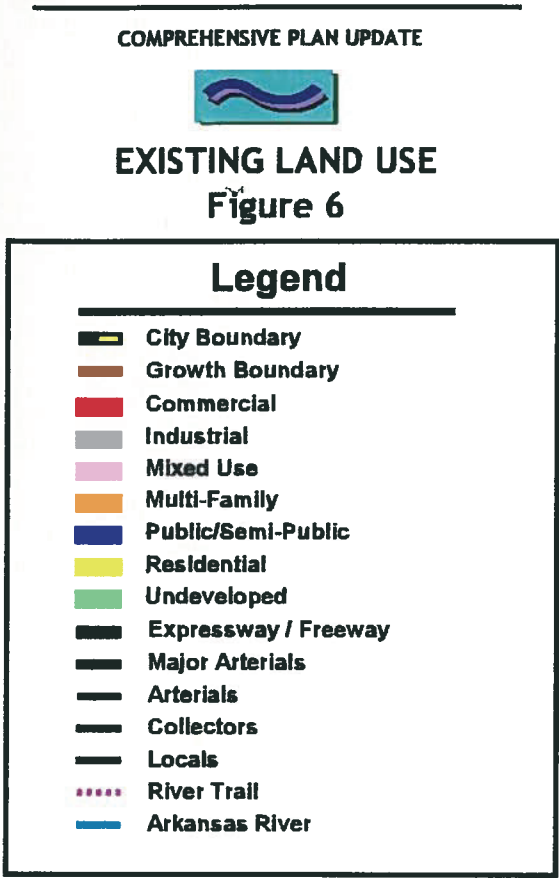
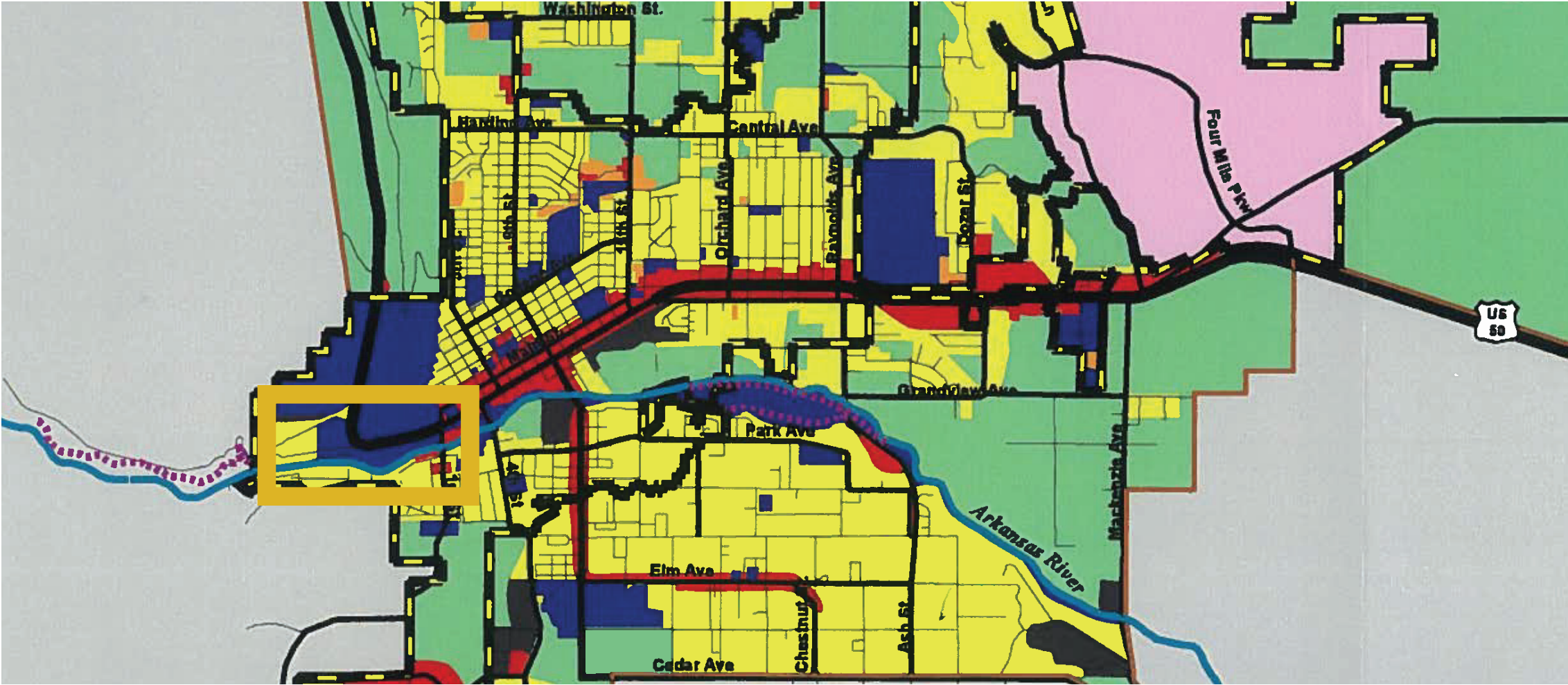
The Western Gateway land use designations are Public/Semi-Public (blue) and Residential (yellow) according to the Land Use designations from the 2001 Comprehensive Plan (see adjacent map). The Public/Semi-Public land use category identifies areas that may be used for parks, open space, schools, municipal, county, state, and/or federal land uses. The Residential Land Use designation is for housing of varied types and densities. There is no recommendation to change the land use designations in this area.

The parks, open space and municipal uses within the Public/Semi-Public category are most relevant to the ARCMP. While the Public/Semi-Public land use designations is applied within many of planning zones considered in the ARCMP, it is expected that the form and character of this land use type within the Western Gateway will be a mix of passive and active recreational uses. Key elements in this area will include camping, riverfront trails, public boat ramp access and public parking. These uses are consistent with the existing land use designation of Public/Semi-Public, so no land use designation change is recommended in this plan.

However, the land use designation could be enhanced through a set of design guidelines for Public/Semi-Public land uses within the ARCMP planning area. The following design characteristics are encouraged:

- Locate parking in a way that balances necessary activity (rafting transportation, RVs) with pedestrian and recreation uses
- Encourage shared parking for multiple activities to limit impact of parking areas
- Integrate City-wide wayfinding plan with recreation amenities and opportunities
- Connect existing and future trails
- Provide landscape buffering of incompatible uses (utilities, major roads)
- Enhance bank stability and environmental quality of the river through plantings and minimizing the use of retaining walls
- Preserve existing trees and maintains a healthy tree canopy
- Provide public bathrooms where appropriate
- Provide shaded places for seating and benches

## WESTERN GATEWAY: 2001 COMPREHENSIVE PLAN LAND USE DESIGNATIONS





# Recommendations – Conceptual Vision Plan

Rooted in the primary issues for this planning zone, the opposite page illustrates a conceptual vision for the Western Gateway Planning Zone. A redevelopment of the Black Hills site would dramatically transform the arrival experience at the western end of the city, provide additional public access to the river, create more varied riverfront recreation opportunities, and restore the riparian and river habitat.

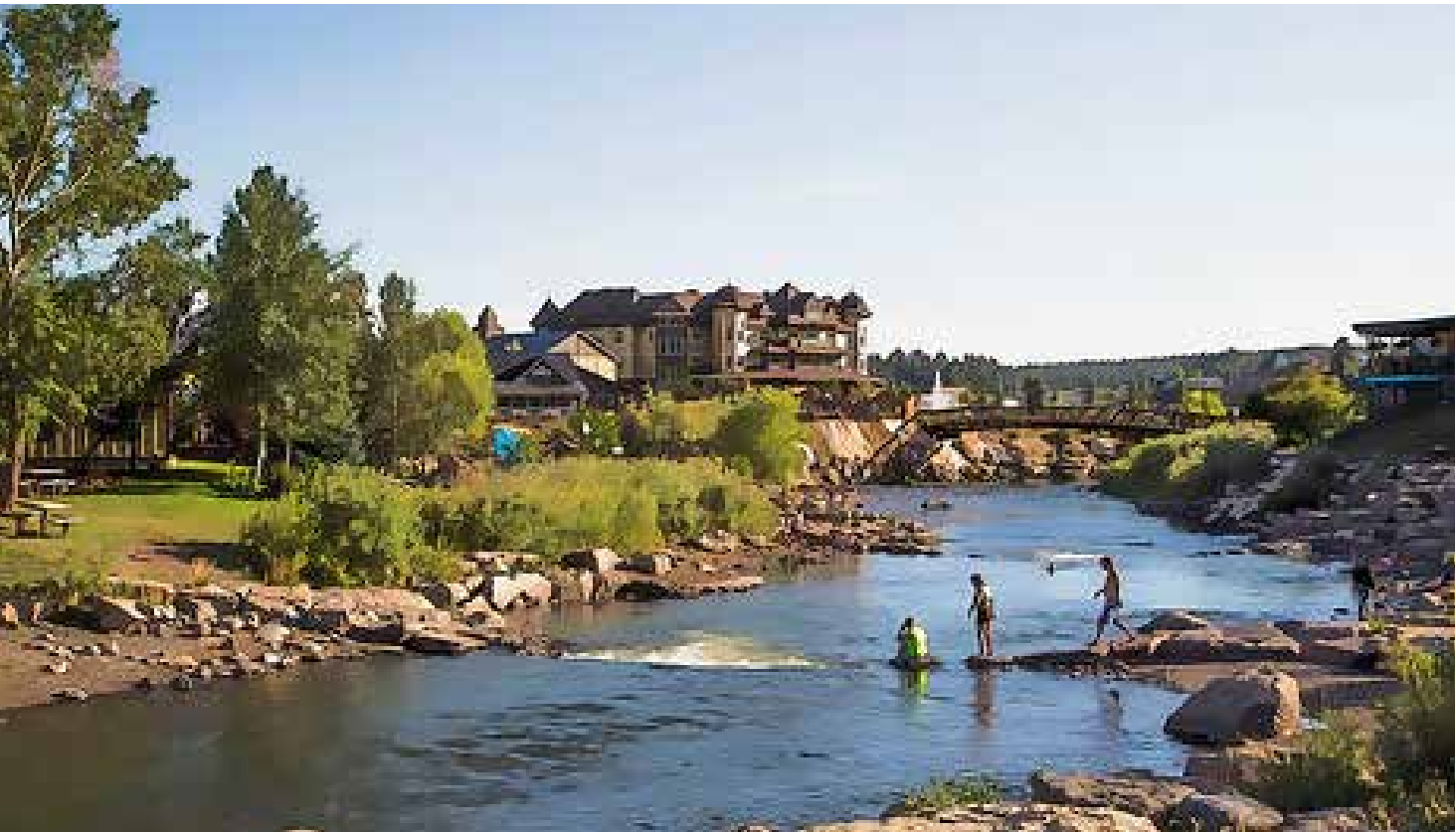
The Black Hills site is envisioned to act as a multi-use recreation and river public-access hub. It will include a public boat ramp with nearby parking and restroom facilities. Nearby there will be a loop for tent and RV campsites among the existing large cottonwood trees. The island in the river could be connected by a small bridge and used for picnics and/or fishing access. A large portion of the site will be planted as grass or a river-friendly alternative such as artificial turf, which doesn't rely on heavy irrigation, herbicides, and fertilizers, for a flexible use lawn area for intermittent sporting or special events. There could even be a pump track built in the eastern central area of this site. The eastern end of the site is imagined as overflow or large vehicle parking. Its proximity to Centennial Park, downtown, and US Highway 50 make this an ideal location. RV drivers could stop and take their dog for a walk on a long cross-country drive, or even walk into downtown for dinner. The recreation experience at this site will be greatly enhanced by landscape buffering from the power sub-station, the railroad, and US Highway 50.

The addition of a trail through the Black Hills site would enhance the existing trail network and create short loop options for both residents and visitors. This extension is envisioned for the entire north bank of the river in this area, connecting back to the Arkansas Riverwalk Trail, the pedestrian bridge towards the Tunnel Drive Trailhead, and 1st Street. A protected shoulder or bike lane and an enhanced sidewalk on 1st Street would further improve bicycle and pedestrian connections to the Arkansas Riverwalk Trail. A sign at Colburn Avenue off of Riverside Drive could help connect Arkansas Riverwalk Trail users to the Temple Canyon trail network.

A redesign of the 1st Street intersection with US Highway 50 (Royal Gorge Boulevard) could also bring a sense of arrival to the western edge of the city. A landscaped pull-off for eastbound travelers before the 1st Street intersection will have an information kiosk showcasing recreational and cultural opportunities in the region. The 1st Street intersection may become signalized. This would create a more concrete decision point for eastbound travelers to turn towards downtown, turn towards the river, or proceed ahead. A signalized intersection would also create a safe crossing opportunity for pedestrians and bicyclists to access the Arkansas Riverwalk Trail or neighborhoods on the southern bank of the river

In-stream river improvements for this planning zone include a modification of two existing diversion structures upstream of the Black Hills site, the removal of concrete debris on the banks, and the placement of boulders and structures for bank stabilization, habitat, recreation, and aesthetic enhancement.

# EXAMPLES FROM OTHER LOCATIONS





WESTERN GATEWAY: CONCEPTUAL VISION





## Recommendations – Arkansas River

Extensive historic straightening and floodplain encroachment have minimized the river corridor's natural ability to store sediment and floodwaters. Essentially, the Royal Gorge Canyon has been extended downstream through the Western Gateway. In this area, sediment, debris, and water are “transported” downstream with high energy resulting in degraded in-channel and riparian habitat and eroded streambanks (which have been armored in response). Access to historic floodplain benches is poor because of fill and non-accredited levees or non-levee embankments. Riparian vegetation has been removed or altered in many areas by clearing and floodplain disconnection.

Many opportunities exist in this reach including enhancing the quality and condition of the in-channel habitat and re-naturalizing streambanks through the removal of old industrial fill, installation of in-channel habitat structures, riparian buffer restoration, and retro-fits of diversion structures to improve recreational safety.

### Key Strategies

The strategies below are most relevant to this planning zone. Locations where these strategies are recommended are on the opposite map. Definitions of the strategies are in the adjacent table.

- (R) Enhance opportunities for river-based recreation such as boating and fishing
- (H) Implement projects to improve in-channel fish habitat
- (SB) Remove industrial debris and concrete rubble and re-naturalize the banks of the Arkansas River.
  - Design bank protection as buried (and vegetated) rock riprap or use bioengineering treatments, if necessary
- (B) Restore degraded riparian vegetation buffers along the river

R	Recreation	Redesign diversion structures to improve sediment transport and fish passage opportunities, improve resiliency to floods, and enhance the safety and recreational experience.
H	Habitat	Addition of large wood (lower reaches) and in-channel habitat features (e.g., boulder clusters) for habitat enhancement and bank stability.
SB	Streambanks	For the safety, improved aesthetics, and ecological health of the river, remove broken concrete riprap and trash rubble from banks. If bank protection is necessary, design protection as buried (and vegetated) rock riprap or using bioengineering treatments. Improve streambank and structures during construction by incorporating plant materials into the designs (i.e., bioengineering).
B	Buffers	Protect remaining existing riparian communities; reestablishment of streamside vegetation is exceedingly difficult. Restore degraded riparian vegetation along the river as a “buffer” to land use in order to protect the water quality and connect habitat.

### KEY RIVER IMPROVEMENT PROJECTS

#### Pink House to City Water Intake Diversion (#1)

A combined project here would seek to improve the City’s water intake diversion structure for recreation safety and enjoyment while also improving in-channel habitat and riparian vegetation upstream to the Pink House boat ramp. Opportunities exist to remove industrial debris (e.g., old Black Hills Water Intake on river left, the north bank) from the banks and to plant native trees for shade and habitat.

#### Oil Creek Diversion (#2)

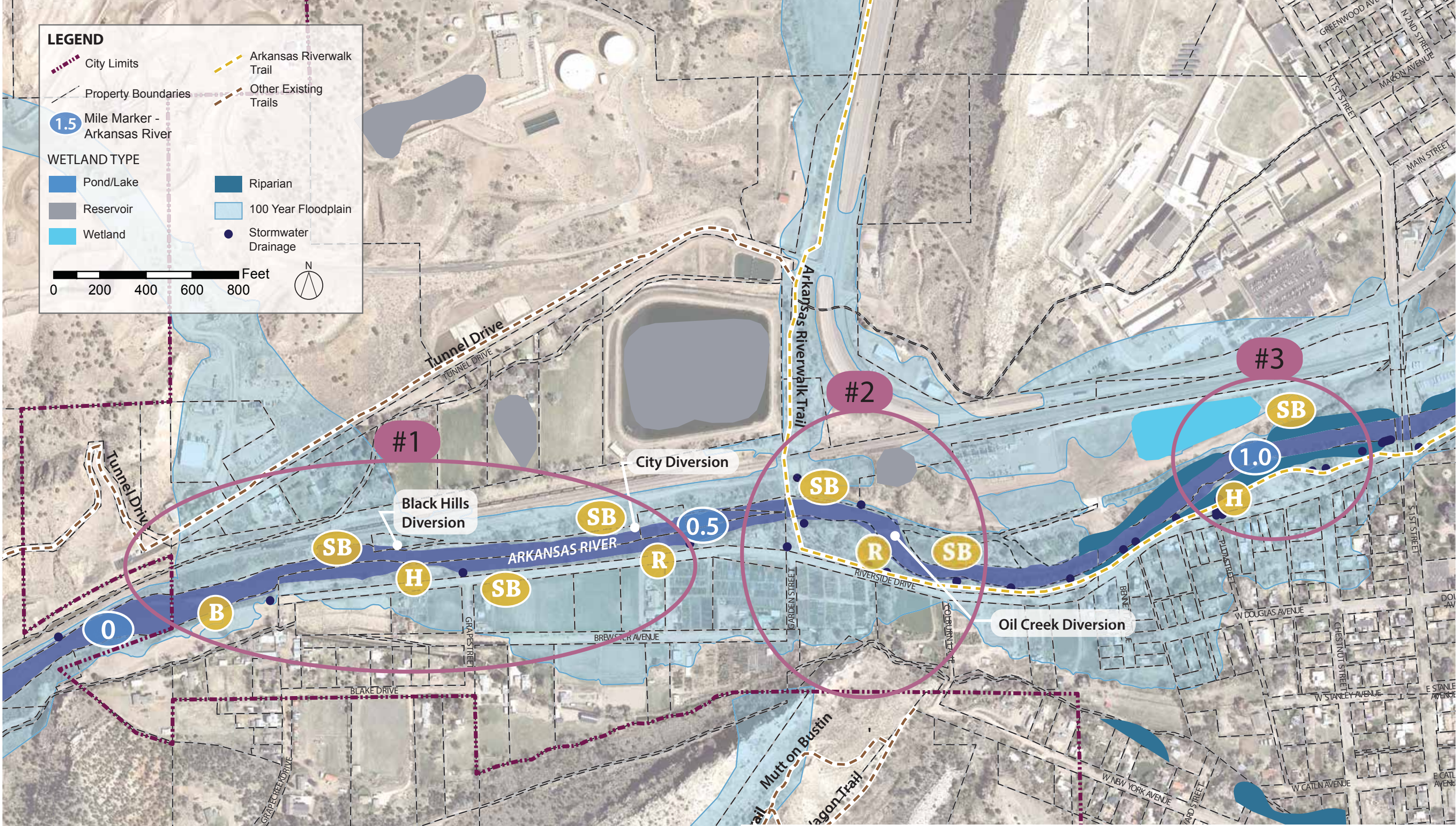
The *EFCTOSRC River Improvements Detail Plan* (2016) has outlined opportunities to reconfigure the Oil Creek Ditch Diversion for improved recreational safety. This project should also seek to improve the condition of the Sand Gulch confluence and remove industrial debris from the riverbanks.

#### 1st Street Bridge Area (#3)

The downstream portion of the Black Hills property includes an opportunity to rehabilitate the north streambank (i.e., remove concrete and revegetate) and perhaps excavate out a small floodplain bench. The channel needs habitat improvements for fishing and boating in this area. This project could be combined with other Black Hills site development work or be completed as a stand-alone.



WESTERN GATEWAY: ARKANSAS RIVER IMPROVEMENTS



Source: 2013 National Wetlands Inventory (NWI) provisional data provided by the Colorado Natural Heritage Program







# 3 | DOWNTOWN CORE





# 3 | DOWNTOWN CORE

The Downtown Core Planning Zone is between 1st Street and 9th Street. It is the heart of Cañon City. The Downtown is the primary venue for shopping, dining, and entertainment. Its adjacency to the Arkansas River and both Veterans and Centennial Park allow for recreational opportunities within walking distance. This chapter documents the existing conditions in this planning zone, identifies the primary issues and opportunities in the area, recommends changes in land use and design character, illustrates concepts for key locations, and discusses riparian conservation strategies.

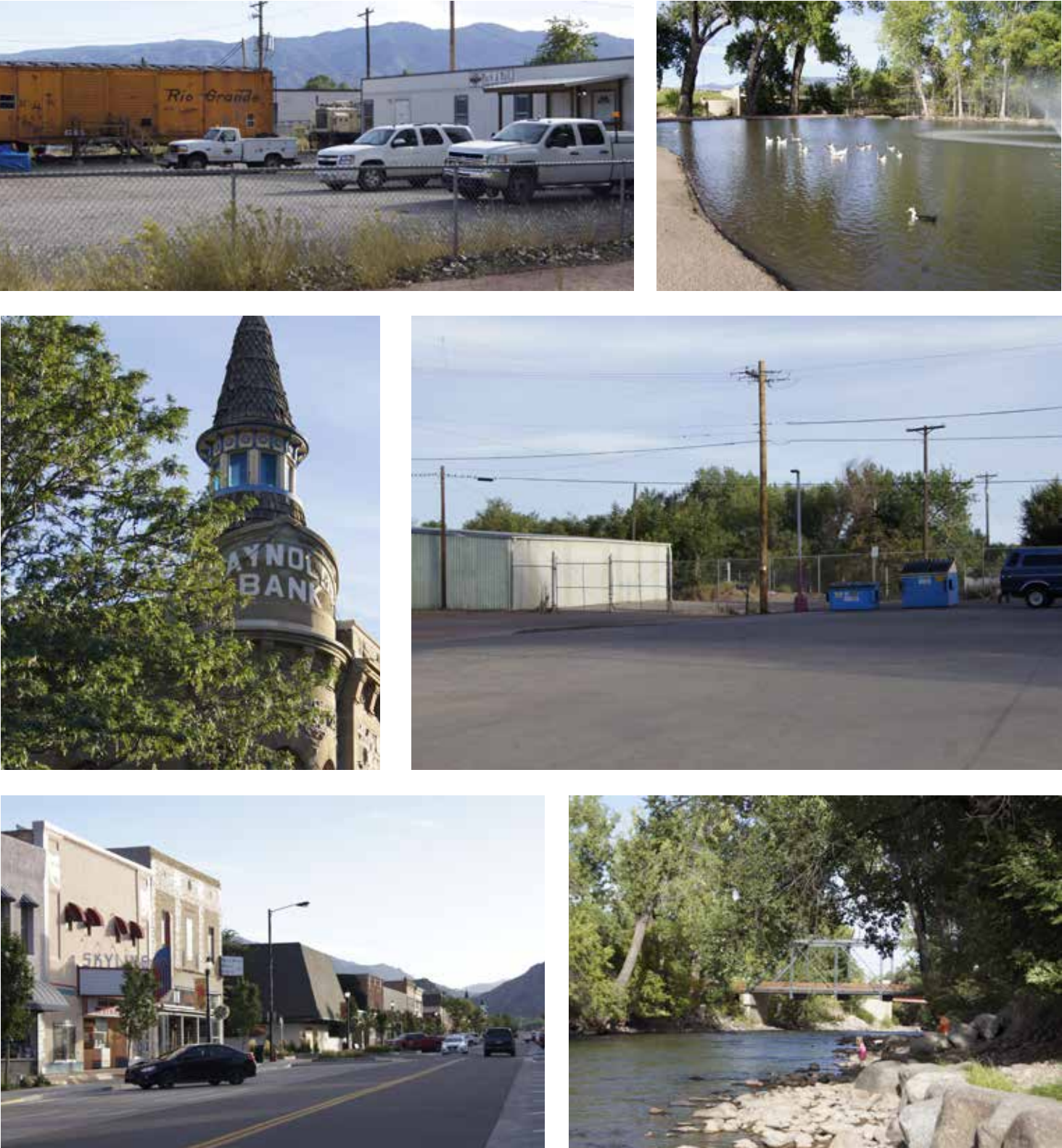
## Existing Conditions

This planning area contains the primary commercial areas of Cañon City. Centennial Park, the city's most popular park, is located on the southern side of the river and is a popular spot for families to enjoy the playing fields, river recreation, duck pond, and playground. North of the river, Main Street Cañon City is listed in the National Register of Historic Places and is the city's cultural center. One block south, Royal Gorge Boulevard (US Highway 50) is a heavily used access road for visitors and residents. The Royal Gorge Route Railroad rides, a popular regional tourism activity, embark from a historic train depot off 3rd Street.

During the preparation of the ARCMP, an aerial drone was flown over this planning zone to capture three-dimensional imagery. The images acquired by the drone helped to document the scale of buildings and their relationship to each other and to the street, and how parks, streets, and the river fit into the urban fabric. This data was also helpful to understand the channelization of the river corridor and conditions within the riparian buffer.



## EXISTING CHARACTER



Clockwise from top left: Industrial land on the north bank of the river; the Centennial Park duck pond; Riverfront industrial land; the historic railroad bridge north of Centennial Park; Main Street Cañon City; a historic building on Main Street



## DOWNTOWN CORE PLANNING ZONE OVERVIEW MAP





3D IMAGERY OF EXISTING CONDITIONS





## 3D IMAGERY OF EXISTING CONDITIONS





3D IMAGERY OF EXISTING CONDITIONS



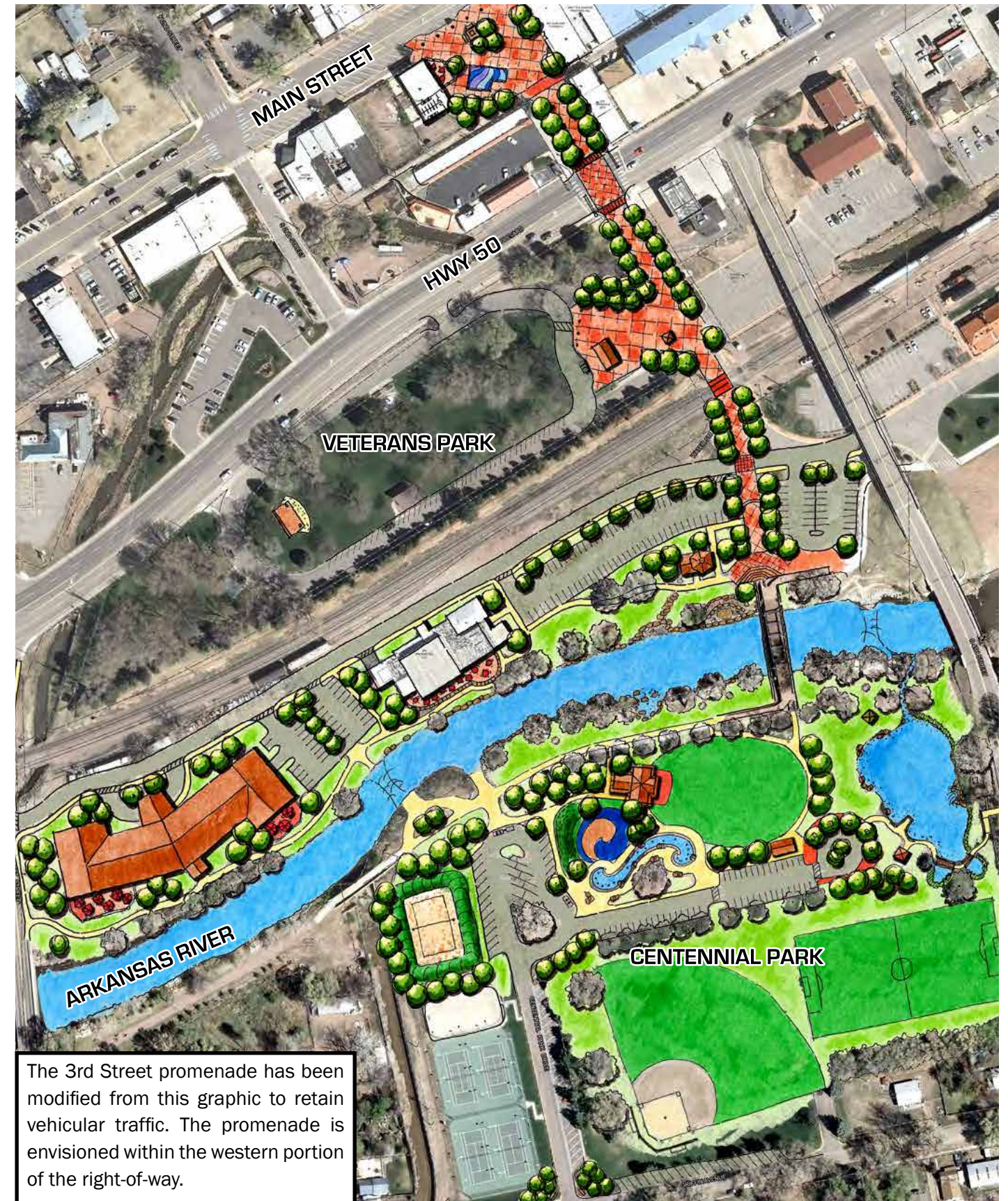


## CENTENNIAL PARK MASTER PLAN

Centennial Park is a city-wide gathering place for active and passive recreation. Residents and visitors flock to this park along the Arkansas River for its playground, sports fields, and annual Blossom and Whitewater festivals. Further integrating the park with the river is a major priority for Cañon City. To demonstrate the attraction of riverfront projects, Phase 1 of the ARCMP was a reassessment and renovation master plan for Centennial Park.

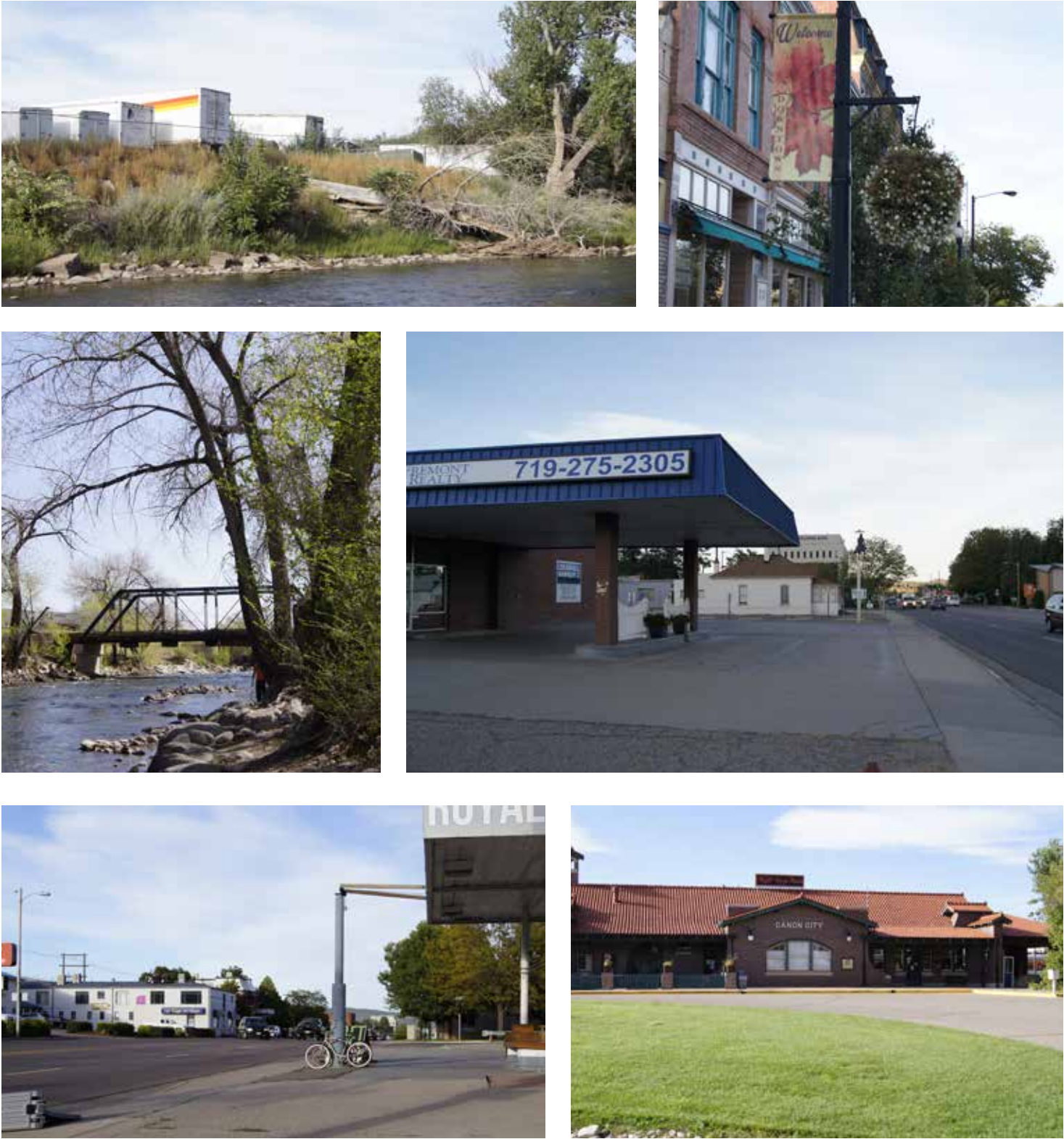
The design prioritizes river access and emphasizes the community's ties to the river. The plan primarily creates river-based opportunities for passive and active recreation. Those include a natural style playground and splash pad, improving river access for kayaking and rafting, and adding spots for sitting and picnicking by the river. The parking lot is moved away from the river and replaced by riverfront picnic pavilions, a lawn for events, and riverside pathways. The city has begun the initial phase of this plan, opening the splash park and adding restroom facilities.

Additionally, the plan proposes a non-vehicular connection from the park to Main Street. Currently, walking between the two destinations traverses parking lots, train tracks, and crosses busy Royal Gorge Boulevard. A pedestrian-only plaza was proposed to run between the park and Main Street on current 3rd Street. This plan has been modified to retain vehicular movement on 3rd Street between the river and Main Street as part of the larger ARCMP. A substantial pedestrian plaza will provide an enjoyable experience with interactive art, warm colored paving and food stalls.





EXISTING CHARACTER



Clockwise from top left: Industrial land on the north bank of the river; banners on Main Street; a business on RGB; the historic train depot; another business on RGB;the historic railroad pedestrian bridge crossing the Arkansas River

LAND USES AND ZONING

The Downtown Core has many land uses: agricultural, commercial, residential, and parks. The existing zoning supports this pattern and includes residential, commercial, central business, industrial, and open space, parks, and recreation districts.

The area north of the river combines walkable mixed uses, commercial strips with parking lots, and large industrial lots. The industrial lots are sandwiched between two parks, Veterans Park to the north and Centennial Park to the south. Closer to Main Street, the area is a denser, gridded mix of residential and commercial uses. Angled parking on the street allows people to park and walk between restaurants and shops. Along Royal Gorge Boulevard (RGB), uses are primarily commercial and businesses are set back from the road with large parking areas. As a major thoroughfare, cars drive quickly and there is little pedestrian traffic along the boulevard. From observations and discussions with the public, it appears that pedestrian crossings of the boulevard from the river area to Main Street are uncommon. Very little residential development exists in direct proximity to the river.

The current zoning for much of the area one block further north of the river is Central Business District (CB). This includes the entire Historic District Royal Gorge Boulevard is primarily lined with commercially zoned parcels.

Between 1st and 4th Street immediate to the north bank, there are two large industrial parcels. Trail users across the river in that section have views of this industrial area. The Royal Gorge Route Railroad leases and uses the City-owned land on either side of 4th Street which includes: a parking lot, the depot itself, a public boat ramp, and a pump track. Two sets of railroad tracks run parallel to and south of Royal Gorge Boulevard.

RECREATION

The Downtown Core section of the Arkansas Riverwalk Trail is the most popular and generally accessible. The trail has many access points, including Centennial Park and at the large public parking lot on the north side of the river off of 3rd Street. From the intersection of Riverside Drive and 1st Street, the trail runs through a forested section before opening onto Centennial Park. There are stone steps and benches along this section of the trail. The trail then crosses the river twice with pedestrian only bridges. The first pedestrian bridge links Centennial Park to the north bank of the river. The trail briefly runs along the north bank as a paved path along the parking lot and the railroad depot before crossing back over on a second pedestrian bridge. After this crossing, the trail becomes soft surface again. There is a very small pumptrack along the paved section of the path, although it appears somewhat neglected and hard to find. Back on the south bank, the trail runs primarily through park corridors except for a short stretch as it approaches 9th Street. There, the trail runs alongside the Rock & Rail industrial yard where it is separated from the property by a chain-linked fence.

Centennial Park is located on the southern bank of the river between 2nd and 4th Street. The park is oriented towards the river with stone steps down to water, the Arkansas Riverwalk Trail passing through, and picnic areas and benches along the bank. Away from the river, there are tennis courts, playing fields, and a recently updated playground and splash pad. Recent updates also added a boat ramp and reconfigured the duck pond with railings and a water feature.

Veterans Park, also within the planning zone, is a block north of the river along busy Royal Gorge Boulevard. The park is a shady pastoral space that also hosts events such as farmers markets and concerts. It is also a place to receive visitor information with a booth and kiosk at a small cabin at the western end of the park.

Many of the Cañon City whitewater recreation opportunities are located on this section of the river. The Royal Gorge Whitewater Festival uses this stretch of river and its land-based events occur in Centennial Park. The whitewater in this section is generally safe for users of all ability levels, but removing industrial debris and rebuilding whitewater structures would improve the experience.



DOWNTOWN CORE: EXISTING OWNERSHIP

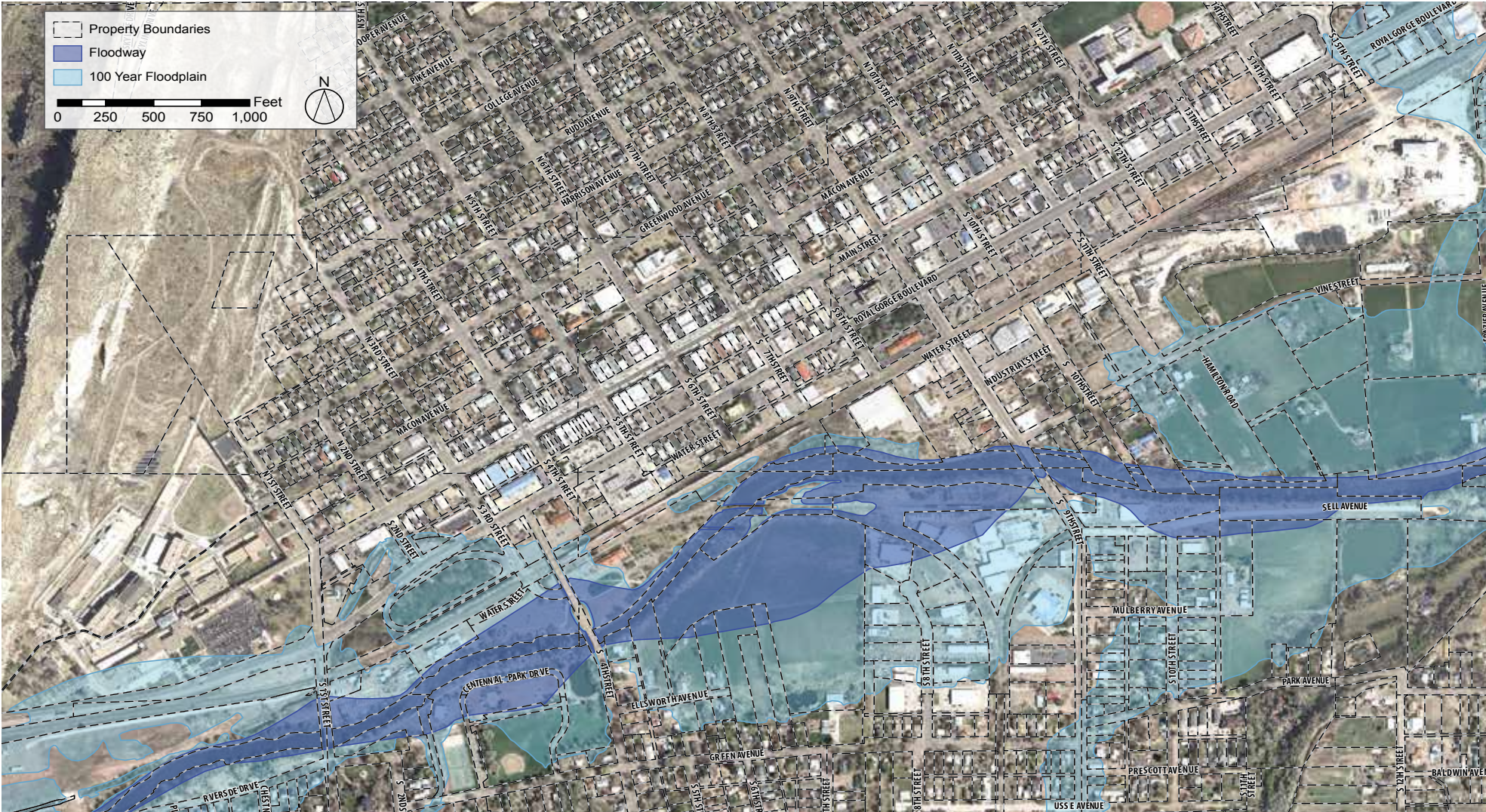


DOWNTOWN CORE: EXISTING ZONING





DOWNTOWN CORE: FLOODWAY AND FLOODPLAIN MAP



RIVER HEALTH

The Arkansas River through Downtown Core is about 0.8 mile long and passes through agricultural, recreational, commercial, and industrial uses. Like the Western Gateway, the river here is highly channelized, lacks riparian buffers, and has poor in-channel habitat. Stormwater discharges from surrounding development likely contribute to water quality degradation. Some examples include a stormwater ditch just west of Centennial Park, the park's stormwater, the duck pond in the park's runoff, and a stormwater outlet just beyond the 9th Street Bridge.

Infrastructure in the area such as non-accredited levees, berms and fences constrict the channel and increase the risk of flooding. Black Bridge, the railroad bridge between 4th and 9th Street, has a pier that is skewed to the channel and narrow abutments relative to the channel width, possibly exacerbating flood events. Removing fill in the floodplain and restoring low floodplain benches could reduce the risk of flooding here. Behind the Royal Gorge Railroad Depot along the river, there is a proper riparian buffer and low flood bench. Reconstructing the nearby banks to emulate that section could reduce the flood risk throughout the City as well as provide more space for critical near-bank vegetation and habitat.



Sights from the banks of the Arkansas River in the Downtown Core Planning Zone



## Primary Issues and Opportunities

Cañon City recently implemented streetscape improvements from 4th to 7th Streets on Main Street. Although it is only one block removed from Royal Gorge Boulevard, it lacks visual presence to automobile travelers passing through who may have no idea that it is there. Additionally, for many stretches along Royal Gorge Boulevard, the Arkansas River is also hidden from view by intervening structures and vegetation. The primary opportunity for this planning zone is to showcase both the river and the downtown through redevelopment, connectivity, and visual cues that connect Main Street to the Arkansas River. The shopping, dining, and recreation experiences should be on display, easy to find and navigate to.

The existing industrial properties adjacent to the river compromise the recreation experience by boaters, trail users, and park visitors. Their proximity to Main Street is a redevelopment opportunity to bring mixed use development to the river. Waterfront dining, for example, would be an attraction within an expanded downtown economy.

Currently, getting to the river is a difficult task unless you are in a car. Once you park by the river, it is easy to get to the riverfront and its many trail opportunities. However, there are many obstacles to get to the river safely by foot or bicycle. Both Royal Gorge Boulevard (US Highway 50) and the railroad act as a linear barrier between Main Street and the riverfront. The only signalized intersections are at 3rd and 9th Streets which further complicates pedestrian mobility. There is an opportunity to "pedestrianize" the 3rd Street intersection and treat it a recognizable connection across US Highway 50 between Main Street and the river.

The Arkansas Riverwalk Trail crosses back and forth across the river in this planning area. There is an opportunity to establish new trail segments on both sides of the river that create additional short loops originating from Centennial Park and enable trail users to avoid using the pedestrian bridges if they are just passing through.

As noted above, the primary issues for the river itself are degraded in-channel and riparian habitat as well as stormwater inputs from urban development. The incorporation of rain gardens could be a tool to improve water quality from on-site stormwater. Restoration of riparian buffers and installation of in-channel structures would improve fish habitat. Removal or replacement of undersized bridges would reduce the likelihood of flooding.



An example of a pedestrianized intersection in Boulder, at the Pearl Street Mall

## VISION FOR THE DOWNTOWN CORE

- Extend Downtown from Main Street and connect it to Centennial Park, the Arkansas River, and the Arkansas Riverwalk Trail
- Promote redevelopment of riverfront property focusing between 1st and 9th Streets to a mix of commercial, retail, and residential
- Create a continuous "urban trail" that exists on both sides of the river with an easement, connecting mixed use development, parks, and open space
- Extend Centennial Park eastward to create additional riverfront parkland including additional access points, trails, and necessary flood attenuation areas
- Introduce measures to improve riparian conditions and water quality



## Recommendations – Land Use and Design Character

This planning area has the most complex existing land use conditions along the river, with a diverse mix of industrial, commercial, residential, agricultural and park land uses. The vision for the planning area addresses a movement towards more commercial/residential uses in an appropriate mix. An inclusion of residential uses in the planning area is important so that future development complements rather than competes with the existing Main Street retail and commercial uses. Encouraging uses that take advantage of the unique riverfront location should be a priority. Improving the pedestrian connections between the river and Main Street here is essential.

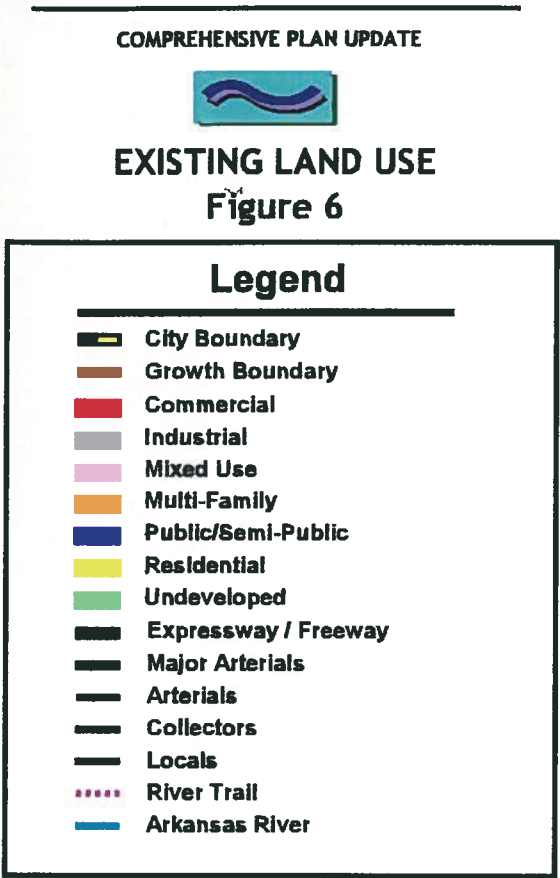
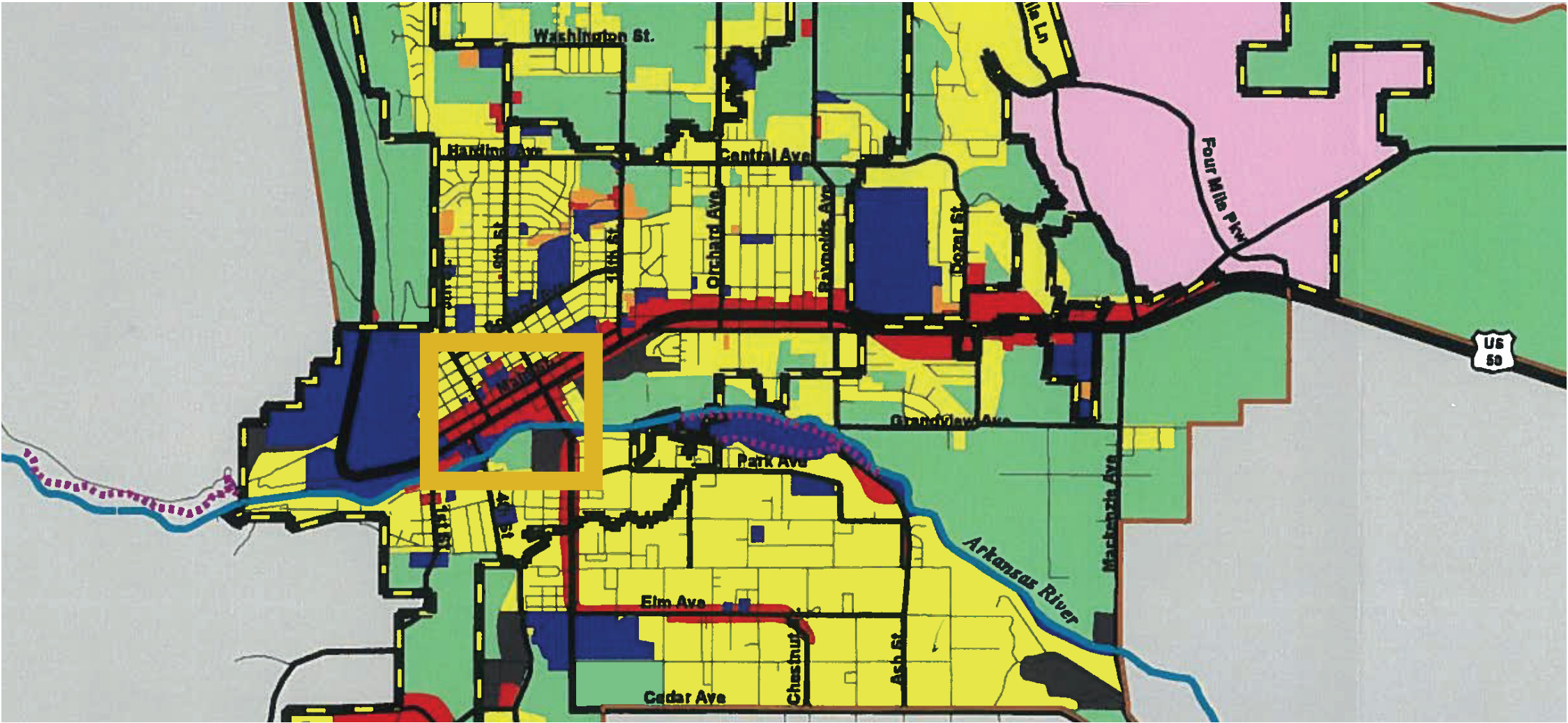
Unlike the other planning areas along the corridor, the vision for the Downtown Core is transformational from the existing pattern of land use. Because of this, new land use designations are needed that adequately describe the long-term intentions for use of precious riverfront land. Design parameters should also be established to assure how new development meets the expectation of the City, its residents, visitors, and future investors.

Two new land use designations are recommended. The Riverfront Mixed Use (RMU) designation would address the mixing of uses in locations adjacent to the river here while prohibiting traditional industrial uses. The Riverfront Residential (RR) land use designation would permit more innovative residential uses, primarily as infill development, that are associated with the riverfront. The map on the following page identifies locations for these new designations.

In addition to these new designations, the existing Public/Semi-Public designation will be maintained as it directly addresses existing uses such as Centennial Park.

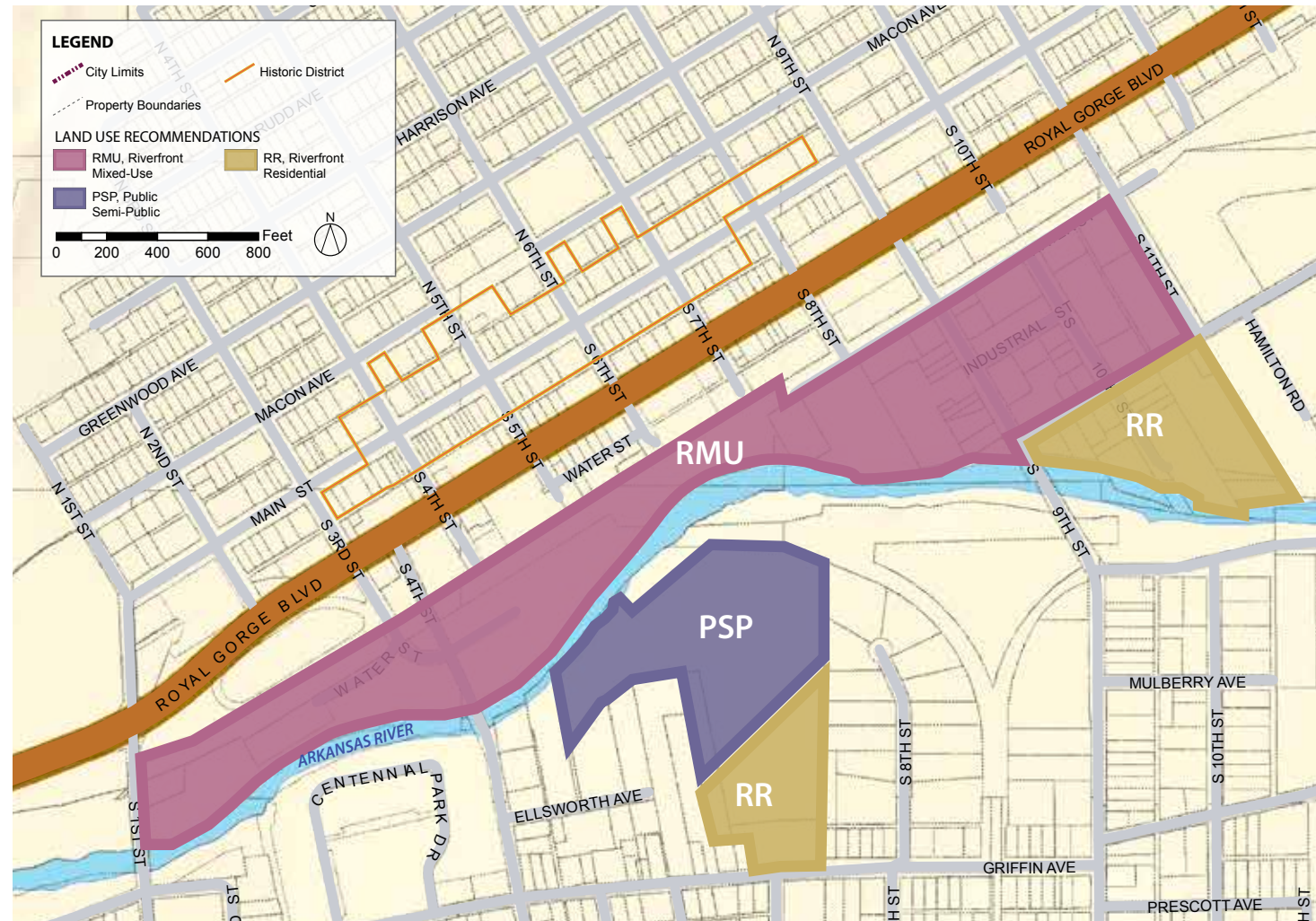
It should be stressed that these recommendations for new land use designations and design considerations are only a first step towards establishing a regulatory requirement. It is fully expected and appropriate that the vision expressed in this plan and the recommendations provided are refined and fine-tuned in collaboration with existing property owners and future developers. These recommendations do not change existing zoning for any property, but they could be considered in any rezoning effort or considered as a conformance requirement for a design or site plan review process.

## DOWNTOWN CORE: 2001 COMPREHENSIVE PLAN LAND USE DESIGNATIONS





## DOWNTOWN CORE: PROPOSED LAND USE DESIGNATIONS



### Riverfront Mixed Use (RMU)

## Purpose

The purpose of the Riverfront Mixed Use (RMU) land use designation is to encourage and promote a variety of uses that are complementary with Main Street Commercial, encourage pedestrian access and circulation to the river and the Arkansas Riverwalk Trail, while being responsive to the environmental health of the Arkansas River.

## Anticipated Uses

The primary uses within this land use designation include retail, restaurant, and lodging uses. This land use category may also include residential or office space. Secondary uses such as outdoor terraces, pools, plazas, walking trails, streetscape features, and boat portages are also envisioned for this land use category. These secondary uses would enhance the primary uses. Recommendations for the design character within the RMU are broken into three types: architectural/building characteristics, site design and character, and environmental design.

## Design Character

### Architectural/Building Characteristics

- Heights of up to five stories
- Architectural features that promote design compatibility between adjacent structures including mass/scale, roof forms and/or materials
- Building entrances and windows on both north and south sides of new structures so there is no "back" facing adjacent streets or riverfront trails
- Public or quasi-public outdoor spaces that are incorporated into new structures such as plazas, terraces, and courtyards with provisions for seating
- Facades that have horizontal and vertical articulation and avoid long and unbroken massing of structures
- Multiple entry points through or between new structures to enable public access to riverfront trails and the river

## Site Design and Character

- Provide public streets to enable integration into the existing street grid. Provide on-street parking, access, and especially emergency access to all parcels
- Provide front yard setbacks for new structures that promotes their placement adjacent to sidewalks or trails
- Share parking between multiple structures, landowners, and public spaces
- Limit curb cuts and shared access points for adjacent developments
- Add continuous sidewalk or trail connections on the periphery of new structures that preserve and enhance public access to the river
- Preserve existing mature and healthy trees along the river where possible
- Cluster uses within new developments so they are more compact and walkable
- Connect new development to the City's existing infrastructure
- Integrate City-approved wayfinding signage into new development
- Landscape between sidewalks/trails and surface parking areas to buffer impact of cars
- Landscape within surface parking areas to break up parking areas
- Provide outdoor lighting that promotes public access, maintains a pedestrian scale (12–14' in height), and establishes illumination levels that are considerate of the anticipated uses and adjacent properties
- Provide consistent streetscape and riverscape elements (benches, trash receptacles, pet waste bag stations) that relate to the pedestrian scale and promote/enhance public access to the river, parks or public spaces

## Environmental Design

- Use best practices for the stabilization of river banks including rock placement and riparian plantings
- Incorporate green infrastructure for stormwater management including rain gardens and bioswales
- Recognize necessary riparian area retention and re-creation with 50' setback preferred and 30' minimum
- Discourage development within the floodplain that does not provide adequate stormwater/flood water management and a CLORM (Conditional Letter of Map Revision) submittal



*Riverfront Residential (RR)*

**Purpose**

The purpose of the Riverfront Residential land use designation is to promote the development of infill residential housing with a variety of price points, within walking distance of the Downtown Core and that encourages pedestrian access to the river and the Arkansas Riverwalk Trail, while being responsive to the environmental health of the Arkansas River.

**Anticipated Uses**

The primary use within this land use designation is residential housing with the encouragement of diverse forms and types. Secondary uses such as outdoor terraces, pools, plazas, walking trails, streetscape features, boat portages and other uses associated with the primary use are also envisioned. Recommendations for the design character within the RR are broken into three types: architectural/building characteristics, site design and character, and environmental design.

Design character within the RR include the following:

**Design Character**

Architectural/Building Character

- Height in scale with typical neighborhood residential development in the area, 2.5 stories or 35'
- Building entrances that are clearly visible and accessible from streets and/or courtyards
- Minimal distance between buildings or clusters of buildings to encourage a tight-knit neighborhood feel

Site Design and Character

- Maximize front setback, to encourage engagement with sidewalk and street
- Provide car access from alleys or back of buildings
- Create a continuous trail along river
- Allow access for private units adjacent to the river
- Preserve of existing trees where possible
- Ensure site is accessible for emergency services

Environmental Sensitivity

- Use best practices for the stabilization of river banks through rock placement and riparian plantings
- Incorporate green infrastructure for stormwater management including rain gardens and bioswales
- Recognize necessary riparian area retention and re-creation with 50' setback preferred and 30' minimum
- Discourage development within the floodplain that does not provide adequate stormwater/floodwater management and CLOMR (Conditional Letter of Map Revision) submittal

**Recommendations – Conceptual Vision Plan**

The following pages illustrate a vision for waterfront redevelopment between 1st Street and 9th Street. These concepts show how a change from industrial to riverfront mixed use and riverfront residential would activate the river corridor and connect the downtown experience to the river, Centennial Park, and beyond.

The concept in this plan changes vehicular circulation and access between 1st Street and 9th Street. 1st Street becomes a signalized intersection. In addition to vehicular traffic, pedestrian and bicycle safety functions, this new intersection design will make 1st Street a "decision point" location, where a passerby can turn towards Main Street, the river, or continue on Royal Gorge Boulevard. These illustrations also envision Water Street as a through street between 1st and 3rd Streets, south of the railroad. If realized, Water Street will allow vehicular access, including emergency access, to the redeveloped riverfront parcels.

Pedestrian circulation is also greatly enhanced in this concept. Not only will a signalized 1st Street intersection provide an additional opportunity for pedestrians to cross Royal Gorge Boulevard safely, an enhanced plaza-style sidewalk is envisioned for 3rd Street, connecting Main Street to Centennial Park. Trails run along both sides of the river here, with a new trail segment along the north side of the river, called the "Cañon City Riverwalk," connecting new overflow parking west of 1st Street and providing public access to the river. This trail connection is imagined to be more urban than the Arkansas Riverwalk Trail, paved, with a tighter relationship and connection to new retail and restaurant experiences rather than recreational experiences. It is meant to complement the more recreational Arkansas Riverwalk Trail that traverses the south side of the river. The Arkansas Riverwalk Trail is envisioned to extend along the south side of the river east of 4th Street. That way, a user does not need to cross over and back and can just continue along a soft-surface trail. A trail on both sides of the river for the entire stretch between 1st and 9th Streets is envisioned in this ARCMP.

*Reuse of Land*

The primary idea illustrated in this planning zone is a transformation of land uses along the riverfront. The north side of the river is imagined to be a mix of uses—restaurant, retail, lodging, and residential. Rather than one or two large anchor buildings, the character of this area is meant to be more of a pedestrian scale, different in building look but similar in scale to Main Street. Buildings are broken up by parking spaces, and set back from the river to allow for public access and bank stability. Although parking adjacent to the river is drawn here, it should be minimized to enhance water quality and the riverfront experience. The existing parking should add landscaping and buffers between lots and adjacent trails or other uses. The railroad is a major regional attraction and needs nearby parking for guests.

The south side of the Arkansas River is imagined as a greenway connecting Centennial Park all the way to Griffin Park. Much of the land in this area is in the floodway and not suitable for development. It is currently low-density residential with some agricultural uses. These concepts show how additional sports fields, trails, and a floodplain wetland could fit in. A continuous greenway would greatly enhance the recreational experience of the Arkansas Riverwalk Trail in this section, buffering users from adjacent industrial and agricultural properties. South of the greenway, low-density residential could be redeveloped into medium density residential. This would create more housing units within walking distance of the riverfront amenities, activating it not only with guests but with residents.

Also incorporated into this vision are elements of the *EFCTOSRC River Improvements Detail Plan* (2016) and the *Centennial Park Master Plan* (2017). New, planned, whitewater features are drawn into these concepts. The new playground, splashpad, pavilion, and circulation pattern in Centennial Park are also pictured.



## EXAMPLES FROM OTHER LOCATIONS





DOWNTOWN CORE: RIVERFRONT MIXED USE ILLUSTRATIVE CONCEPT





## EXAMPLES FROM OTHER LOCATIONS





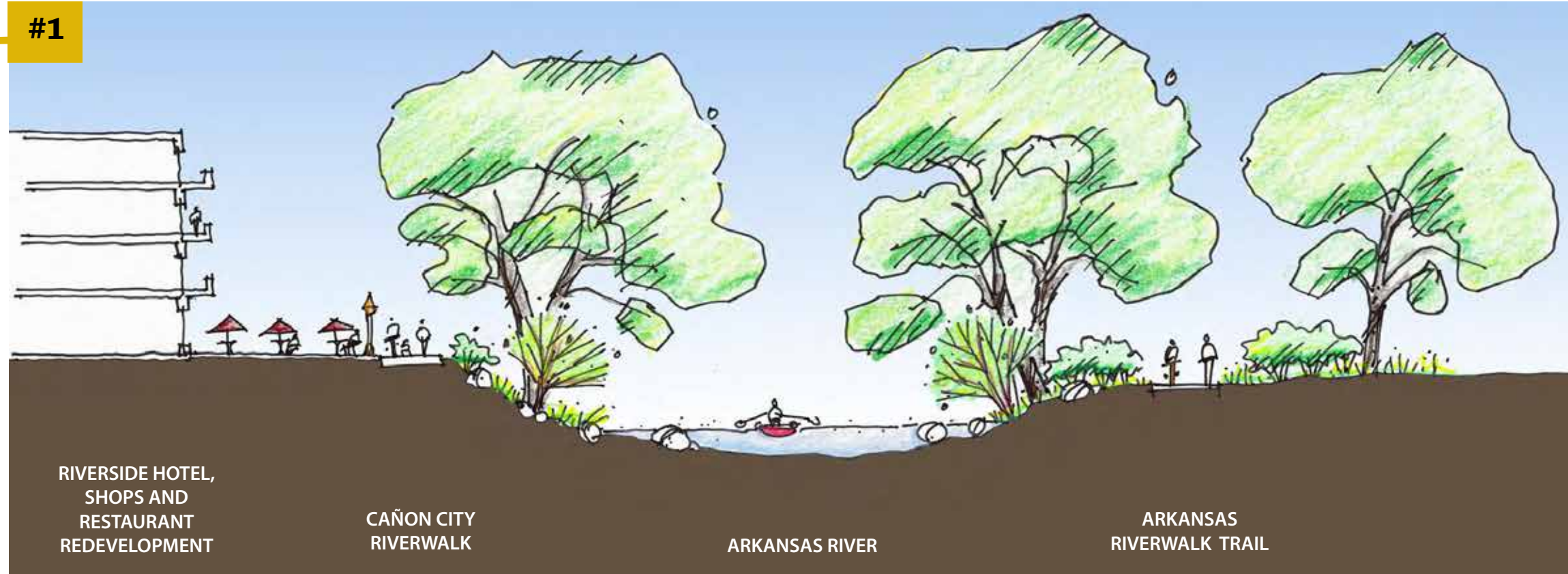
DOWNTOWN CORE: RIVERFRONT MIXED USE CONCEPTUAL VISION PLAN





## DOWNTOWN CORE: RIVERFRONT MIXED USE CROSS SECTIONS

#1



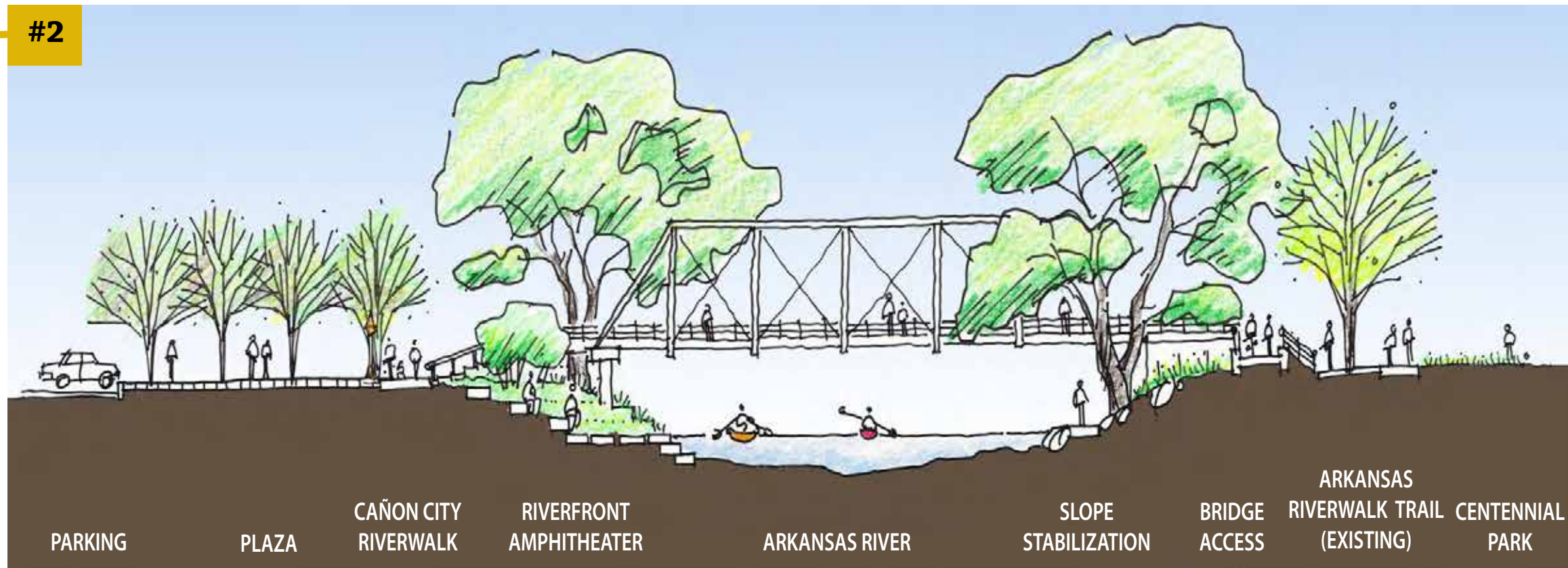
### Conceptual Vision Plan: Cross Sections

A cross section represents a vertical plane cut through a three dimensional space. Sections are used to describe the scale and relationships between buildings and other plan elements.

Section #1 visualizes how a four-story hotel or mixed use building east of 1st Street will look and feel next to the Arkansas River. It also shows the relationship of the river to the existing Arkansas Riverwalk Trail and the proposed Cañon City Riverwalk pathway.

Section #2 shows how the plan concepts will look next to the iconic pedestrian bridge to Centennial Park. Additional sidewalks and landscaping will create a more inviting entrance to the bridge from the north. A riverfront amphitheater will provide access to the river from the north and additional seating for whitewater events.

#2



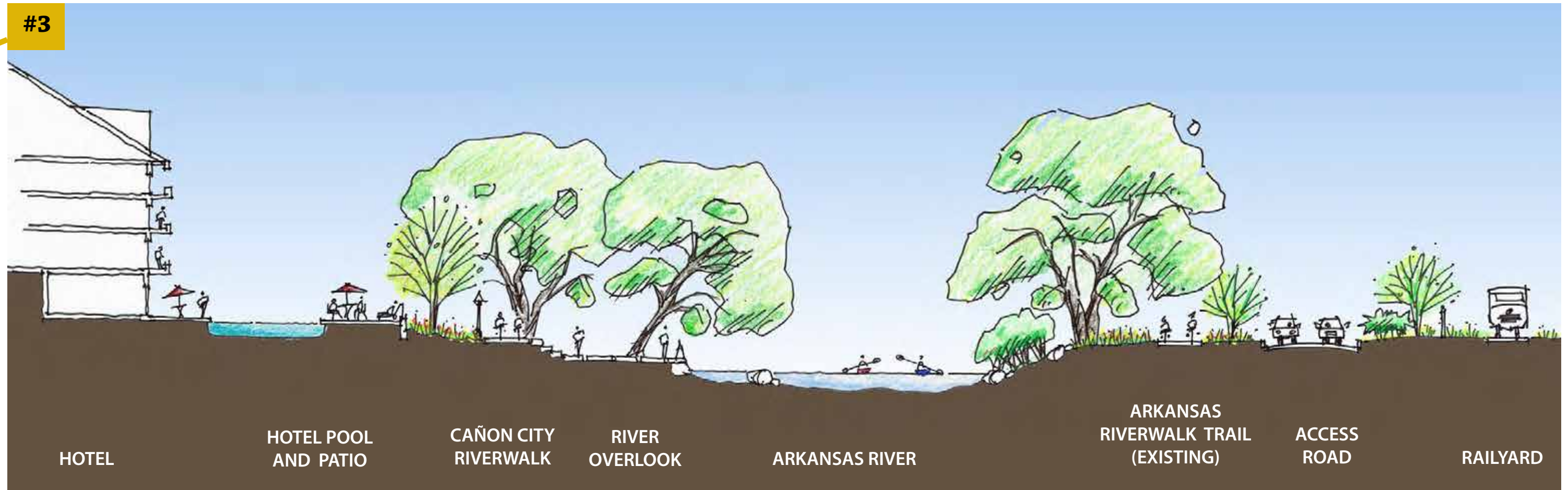


DOWNTOWN CORE – RIVERFRONT RESIDENTIAL CONCEPTUAL VISION PLAN





#3



The Downtown Core concept extends to 9th Street (State Highway 115), a major vehicular connection across the river and to Florence, the next city downstream on the Arkansas. A river-embracing redevelopment of the commercial properties at the northwest corner of 9th Street and the river is envisioned in this plan. Current commercial properties front 9th Street and use the riverfront for outdoor storage and warehousing. This intersection is the eastern node of the riverfront downtown mixed use area. It is visible from the Arkansas Riverwalk Trail and accessible from both sides of the river. A development here would have excellent views upstream of the Arkansas. Although the grades and railroad tracks make it difficult to extend a trail on the north side of the river between 4th and 9th Streets, a connection here should be explored further. An added boardwalk or sidewalk to the existing 9th Street bridge would enhance pedestrian access to the area and to the Arkansas Riverwalk Trail.

The area between 9th and 10th Streets south of and Vine Street shows riverside condos or townhomes. This type of infill development along the river is an example of highest and best use of riverfront property in the heart of downtown.

The Arkansas Riverwalk Trail is adjacent to many industrial properties and businesses west of 9th Street. This plan envisions landscaping to buffer these properties and enhance the trail-user experience. If the greenway were to be realized, an access road from 9th Street along the trail on the south side would allow vehicular circulation to the expanded Centennial Park. Additional trail accesses and extensions utilizing railroad ROW may connect neighborhoods south of the river without having to cross busy roads.

Section #3 shows the plan concepts upstream of the 9th Street bridge. It shows a potential hotel back from the north river bank, where the grades here have a low bank, perfect for a river overlook among large existing cottonwood trees. It allows for a trail on the north side, the "Cañon City Riverwalk" that connects to an enhanced pedestrian connection along 9th Street. The south side of the river shows the existing Arkansas Riverwalk Trail, and access road, and the existing railroad property behind it. All uses are buffered with landscaping to make the trail experience enjoyable.



## Recommendations – Riparian Conservation Strategies

The Arkansas River in the Downtown Core planning zone is marked by extensive historic straightening and floodplain encroachment both of which have minimized the natural function of the river corridor. In this area, sediment, debris, and water are “transported” with high energy degrading in-channel and riparian habitat and eroding streambanks (which have been armored heavily). While some mature trees still exist, Cañon City’s agricultural and industrial past have removed much of the historic riparian habitat that once existed.

Opportunities in this reach include enhancing the quality and condition of the in-channel habitat and near-channel banks by naturalizing the river with modern bio-engineering techniques. Removal of old industrial fill, rehabilitation of the banks, treatment of stormwater, and installation of in-channel structures to improve the recreational experience and fishery would all lend to making this reach a vibrant natural area in downtown Cañon City.

### Key Strategies

The strategies below are most relevant to this planning zone. Locations where these strategies are recommended are on the opposite map. Definitions of the strategies are in the adjacent table.

- (B) Restore degraded riparian vegetation buffers along the river
- (SB) Remove industrial debris and concrete rubble and re-naturalize the banks of the Arkansas River.
  - Design bank protection as buried (and vegetated) rock riprap or use bioengineering treatments, if necessary
- (H) Implement projects to improve in-channel fish habitat
- (SW) Improve water quality by treating stormwater
- (FP) Reconnect historic floodplains by removing fill and/or installing culverts under the trail
- (R) Enhance opportunities for river-based recreation such as boating and fishing

B	Buffers	Protect remaining existing riparian communities; reestablishment of streamside vegetation is exceedingly difficult. Restore degraded riparian vegetation along the river as a “buffer” to land use in order to protect the water quality and connect habitat.
SB	Streambanks	For the safety, improved aesthetics, and ecological health of the river, remove broken concrete riprap and trash rubble from banks. If bank protection is necessary, design protection as buried (and vegetated) rock riprap or using bioengineering treatments. Improve streambank and structures during construction by incorporating plant materials into the designs (i.e., bioengineering).
H	Habitat	Addition of large wood (lower reaches) and in-channel habitat features (e.g., boulder clusters) for habitat enhancement and bank stability.
SW	Stormwater	Install green stormwater designs to improve the quality of the water flowing into the Arkansas while creating beautiful natural habitats. Green infrastructure treats stormwater while delivering environmental, social, and economic benefits.
FP	Floodplain	Maintain connectivity between the river and its floodplain and floodplain wetlands. Remove artificial berms and fill when possible to reconnect the floodplain to allow more frequent overbank flows. Survey the recreation path to determine where it is acting as an artificial and unnecessary levee and determine if lands on the other side can be re-connected.
R	Recreation	Redesign diversion structures to improve sediment transport and fish passage opportunities, improve resiliency to floods, and enhance the safety and recreational experience.

## KEY RIVER IMPROVEMENT PROJECTS

### 4th Street and Downtown Corridor (#1)

The *EFCTOSRC River Improvements Detail Plan* (2016) details in-channel whitewater and habitat feature locations from the City’s water intake diversion downstream to the railroad bridge. The heart of this intense work is located within the downtown corridor. This ARCMP is in support of these concepts. Additional whitewater features downstream of the 9th Street bridge are not appropriate as the channel slope of the Arkansas River flattens and the community has expressed an interest in maintaining a natural feel to the stream channel beyond this landmark—the exception being the diversion structure directly downstream of the confluence with Fourmile Creek, which would benefit from a diversion drop structure that gets water to the ditch, is safer for boaters, improves sediment transport, and possibly provides a recreational play feature that might be accessed by nearby neighborhoods. Installation of whitewater features should also consider what other opportunities lie in the vicinity of the project area to improve banks and reconnect small floodplains, restore riparian vegetation, remove industrial debris, and other strategies outlined in this ARCMP.

### Centennial Park Stormwater (#2)

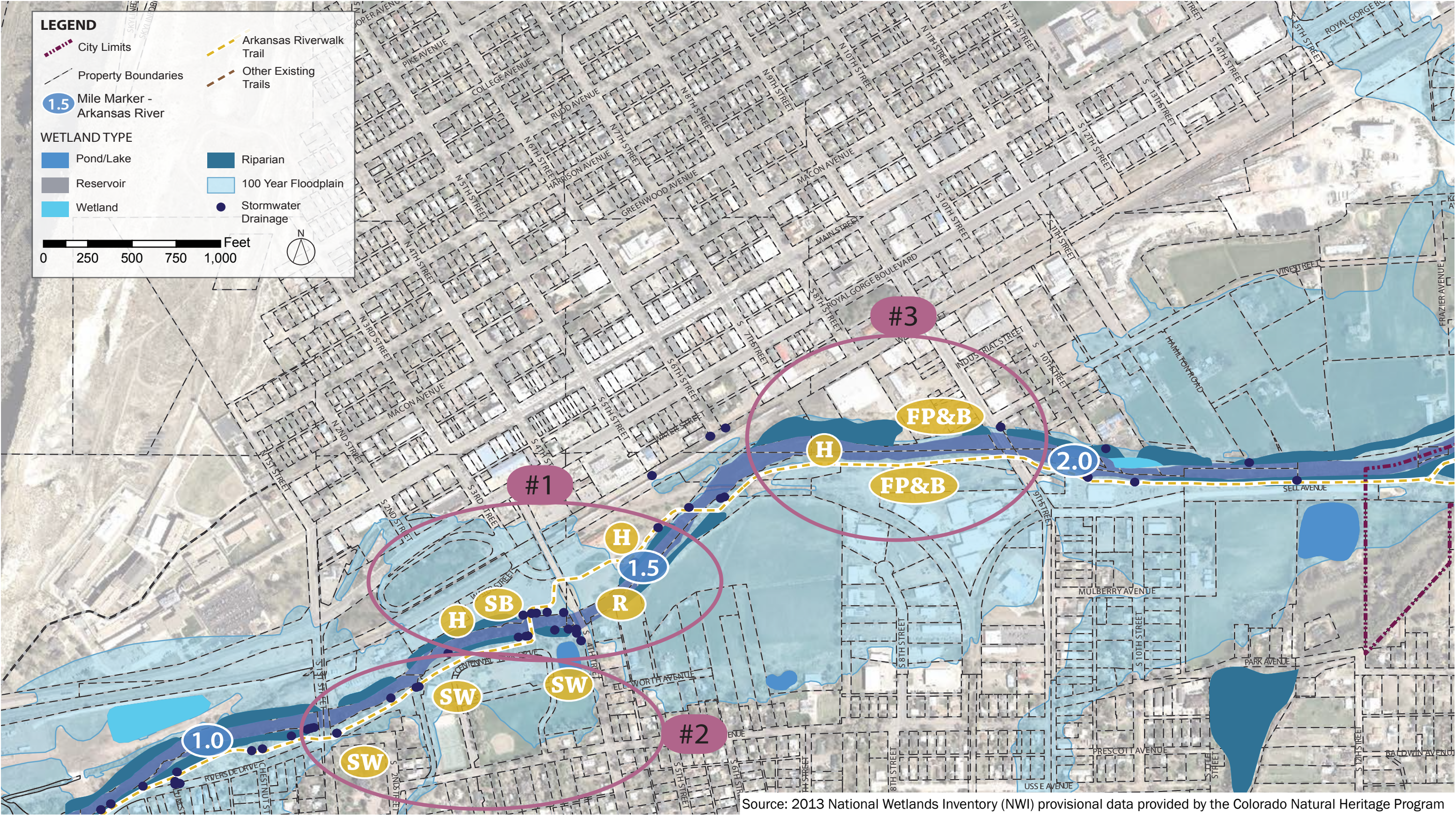
Improving the water quality of the Arkansas may depend on implementing on-site water catchment and treatment when opportunities arise during redevelopment of the Downtown Core along with a separate effort to implement some green infrastructure demonstration projects to treat stormwater before it enters the river. Several stormwater drainage routes, pond-outlets, and an irrigation ditch return were observed along the Riverwalk in the vicinity of Centennial Park. These all appeared to flow unchecked directly to the Arkansas River. Because these are near open space and in areas of high pedestrian traffic, the opportunity exists to do an educational demonstration project and create rain gardens, construct wetlands or similar green stormwater treatment systems for the benefit of the river and the enjoyment of the public. The EPA and other entities have grant opportunities for communities interested in pursuing these innovative projects.

### 9th Street Area (#3)

The 9th Street area has been identified in this ARCMP as a possible area for future redevelopment for a river-friendly community. This river assessment points out several projects that could be undertaken in conjunction with any site development work including but not limited to removal of historic floodplain fill to reconnect historic floodplain benches, removal of industrial debris, rehabilitation of the riparian buffer, and improvement of in-channel habitat.



DOWNTOWN CORE: ARKANSAS RIVER IMPROVEMENTS









# 4 | GRIFFIN PARK



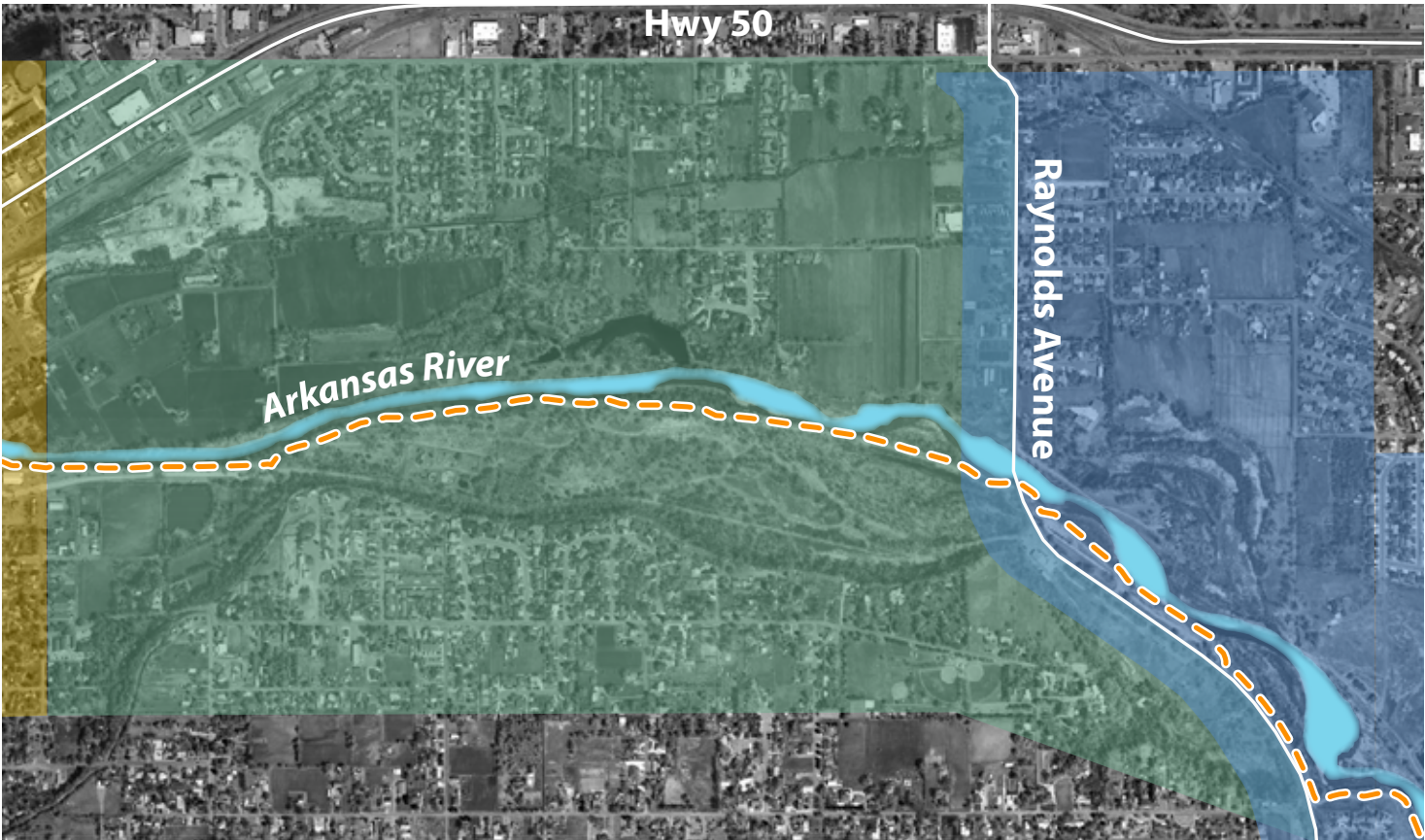


# 4 | GRIFFIN PARK

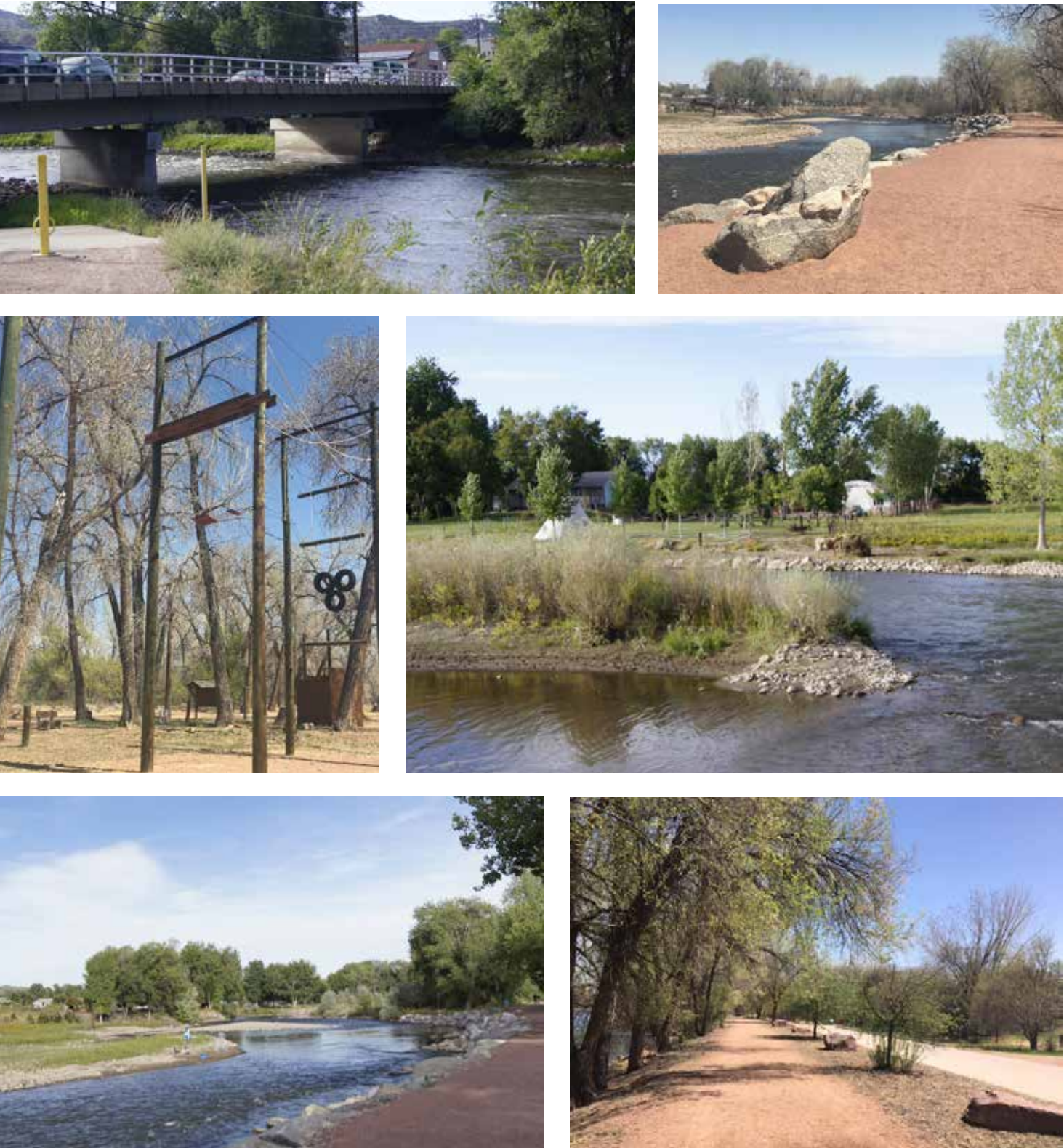
The Griffin Park Planning Zone extends from 12th Street to Raynolds Avenue. Lands on both the north bank and south bank of the river are considered for this plan. Griffin Park is a large regional park maintained by the Cañon City Area Recreation and Park District. It is a popular area to appreciate the natural setting of Cañon City. With abundant existing recreational opportunities and a desire to retain this park with primarily passive activities, the park only needs a few improvements in order to provide a complete, river-based park experience. This chapter will document the existing conditions in this planning zone, identify primary issues and opportunities in the area, recommend appropriate changes in land use or design, illustrate some concepts for key locations within this area, and discuss riparian conservation and river health strategies to address issues in this stretch of river.

## Existing Conditions

This planning zone consists of the park, the neighborhood to the south, the river, and the nearby land on the north bank. Griffin Park, along the southern bank, begins at 12th Street at the Sell Avenue Trailhead and extends to the Raynolds Trailhead at Raynolds Avenue. The park is a natural area with trail loops and interpretative signs for walkers, bicyclists, and joggers. A residential neighborhood with single family and mobile homes sits along the park's southern edge on the bluff above the park. The northern side of the river is primarily agricultural and rural residential land, with a few scattered subdivisions. Much of the park area, the neighborhood south of the river, and some of the north side riverfront properties are not within the city limits of Cañon City. The park straddles the city limits.



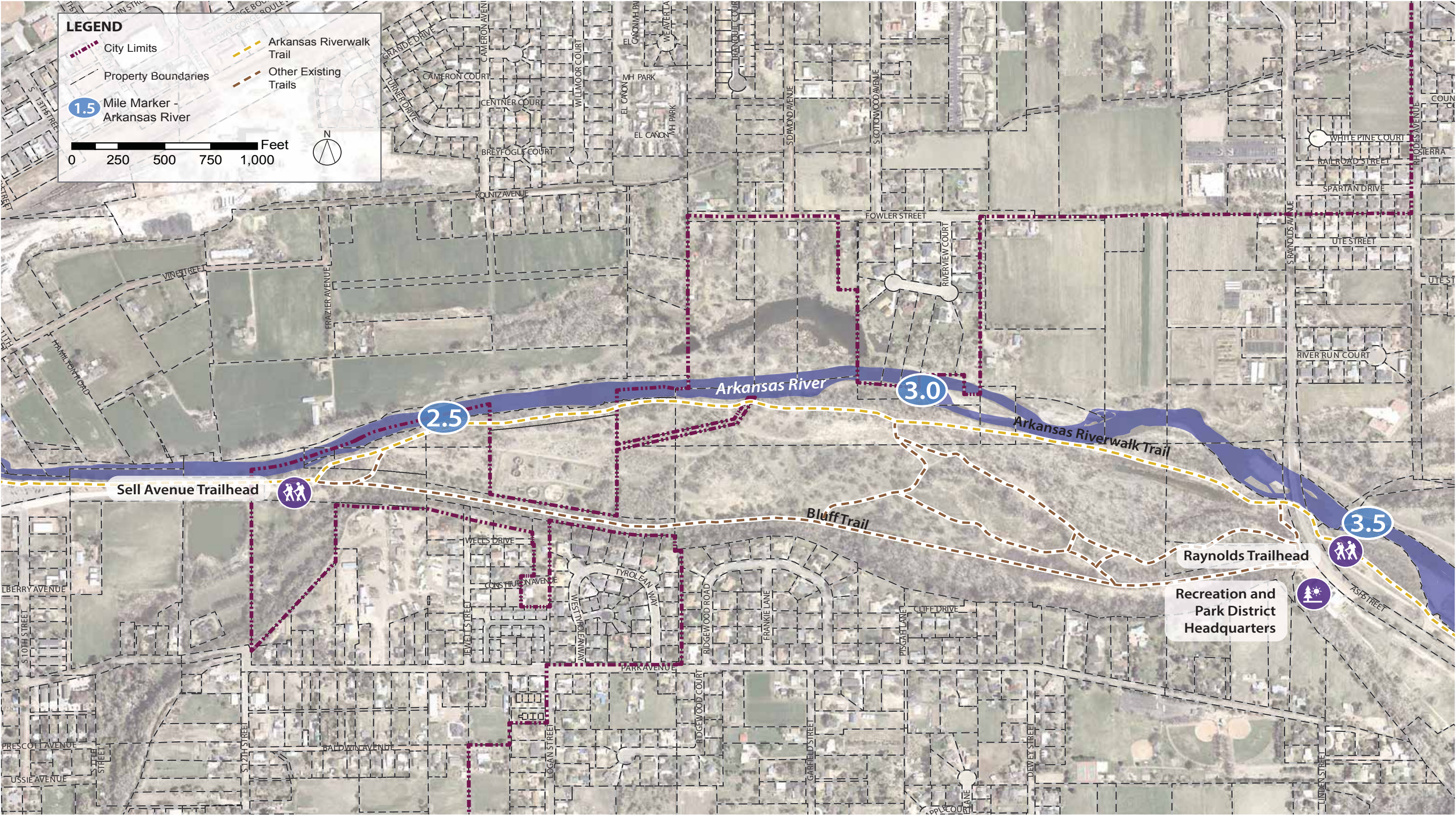
## EXISTING CHARACTER



Clockwise from top left: the bridge at 9th Street; the river from the trail within Griffin Park; more views across the river in Griffin Park; the trail near the Sell Avenue Trailhead; river views from the trail; adventure course within Griffin Park



GRIFFIN PARK PLANNING ZONE OVERVIEW MAP





LAND USES AND ZONING

The planning zone combines Cañon City and unincorporated Fremont County land. Its uses in both jurisdictions are agricultural, parks, and residential. Griffin Park, the primary draw of the area, is a recreational area on primarily county land. The park is operated by the Cañon City Area Recreation and Park District. A non-operational sanitation plant sits within the park. This defunct plant has a Public/Semi-Public land use designation so the site maybe be used for parks and incorporated into Griffin Park. To the south, the park is bordered by Cañon City residential areas, a mobile home park, and unincorporated Fremont County residential areas. The Cañon City residential lots are zoned for single family homes on 0.25-acre lots. The unincorporated Fremont County lots are slightly larger and appear to also be occupied by primarily single family homes.

The northern bank of the river is a patchwork of Cañon City and unincorporated Fremont County lands. The Cañon City lots are a combination of larger agricultural areas (7+ acres) on the western edge of the planning zone and small and medium-size residential lots off of Riverview Court (0.35 acre to 1.4 acres). The unincorporated Fremont County lots, on either side of the city limits, are large (5+ acres) and a combination of agricultural and residential uses. Many of these properties are well within the floodplain.

RIVER HEALTH

The Arkansas River through Griffin Park is about 1.05 miles and passes through agricultural, residential, and recreational uses. The river has a more natural meander in this section as industrial uses are not present here. There are multiple stretches along the north bank where land use has reduced the width and quality of the riparian buffer. Many of the low lying properties on the north side are at risk of flooding or damage from river erosion and deposition processes. The south side of the river has a healthy riparian forest but the Arkansas Riverwalk Trail currently disconnects it from the more frequent seasonal floods that the existing riparian and wetland communities rely on for long-term health.

RECREATION

John Griffin Regional Park, along the south bank of the river, is a natural park operated by the Cañon City Area Recreation and Park District. The park consists of three different trails: the Bluff Trail, the River Trail, and the Arkansas Riverwalk Trail. Each of the trails has benches, picnic areas, interpretive signage, and beautiful scenery for walking and bicycling (and horseback riding on the Bluff trail). People also come to the park for its adventure course and fitness course. There are no access points to the park from the residential neighborhood to the south so people must enter at the trailheads on either end.

The Griffin Park section of the Arkansas Riverwalk Trail is very scenic and accessible. The trail runs along the river's edge and there are trailheads with parking lots on either end. With multiple trails running through the park, it can be confusing to follow the Arkansas Riverwalk Trail from the Sell Avenue trailhead. The Arkansas Riverwalk Trail is all soft-surface through the park with berms and a stone drop-off separating trail users from the water in sections. There are natural stone benches and interpretive signage lining the trail in the park to help users appreciate the area's wildlife and natural setting. Bears, deer, and many types of birds call Griffin Park home.

Primary Issues and Opportunities

The Griffin Park area is already a fantastic area to experience the Arkansas River but there are some opportunities to enhance the accessibility and recreational offerings of the park.

Currently, the park lacks consistent signage. Internal trails are difficult to follow, points of interest such as the adventure course are hard to find, and the park does not have a unified branding. Revamping signage and wayfinding for trails would greatly improve the park user experience.

Like other recreational areas in Cañon City, there are few ways of accessing Griffin Park without a vehicle. The Arkansas Riverwalk Trail is the only pedestrian thoroughfare into the park. Neither park trailhead is close to residential areas or has easy connections to a neighborhood. Most people drive to the trailheads and fill up the small parking lots. Aggravating the problem, the residential areas along the park's southern boundary have no access points. Anyone whose backyard borders the park needs to walk or drive at least a mile to reach an entrance. Creating neighborhood connector trails off Tyrolean Way or Ridgewood Road would create easy access to the park for that neighborhood and reduce driving.

The defunct sanitation treatment plant site is an opportunity to expand the recreational offerings of the park. As city-owned Public/Semi-Public designated use, the area would not require a land use change to be incorporated into the park. The site could then become a botanic garden, a nature interpretation exhibit, or possibly even a pumptrack. For additional recreational offerings, the park could create trail loops and formalize fishing spots by improving the riverbanks and access.

For the river, flooding and development on the banks needs to be addressed. Realigning the river and restoring the riparian buffer could improve sediment transport and protect the nearby private and public infrastructure. Preventing development in these high risk areas should also be a priority.



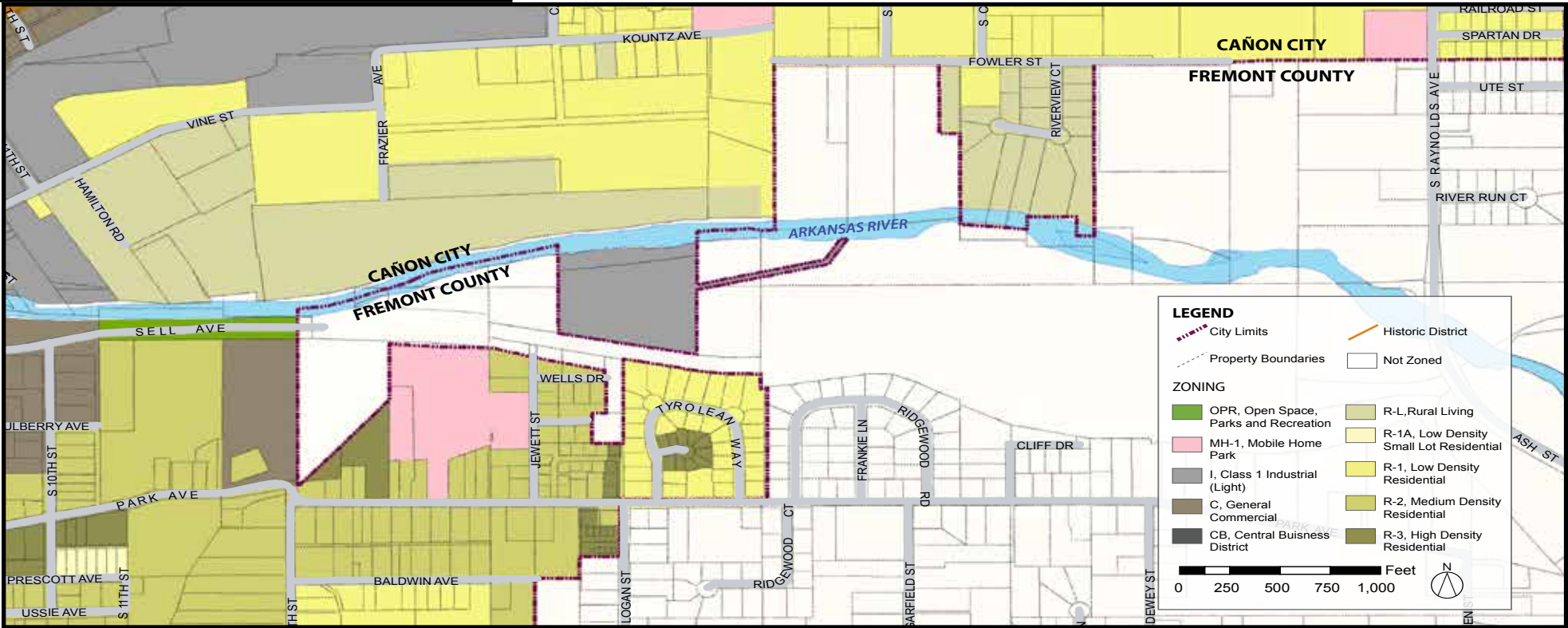
Fenced off, defunct sanitation plant in the middle of Griffin Park



GRIFFIN PARK: EXISTING OWNERSHIP

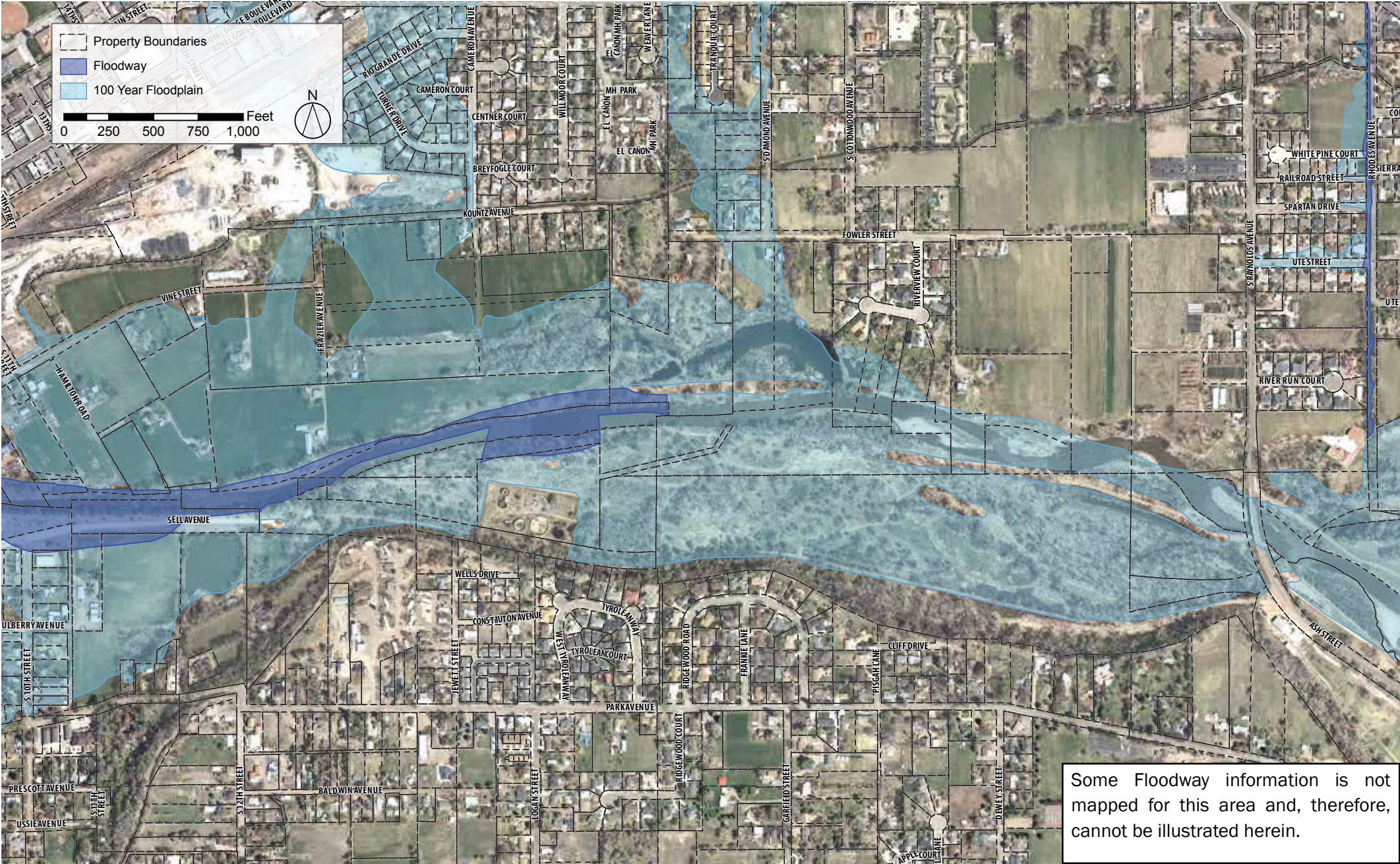


GRIFFIN PARK: EXISTING ZONING





GRIFFIN PARK: FLOODWAY AND FLOODPLAIN MAP



VISION FOR GRIFFIN PARK

- Identify additional trails that enhance and connect to the Arkansas Riverwalk Trail
- Enrich the park and trail user experience with improved signage, trailheads, and restrooms
- Make Griffin Park a regional destination for both active and passive recreation
- Introduce measures to improve riparian conditions and maintain floodplain connection.



# Recommendations – Land Use and Design Character

The Griffin Park land use designations are Public/Semi-Public (blue), Residential (yellow), and Undeveloped (green) according to the Land Use designations from the 2001 Comprehensive Plan (see map below). The Public/Semi-Public land use category identifies areas that may be used for parks, open space, schools, municipal, county, state, and/or federal land uses. The Residential Land Use designation is for housing of varied types and densities. The Undeveloped Land Use identifies areas designated for future growth or development activities. Much of that land is currently being used for agriculture. Conservation easements could be procured to protect the river corridor. There is no recommendation to change the land use designations in this planning zone.

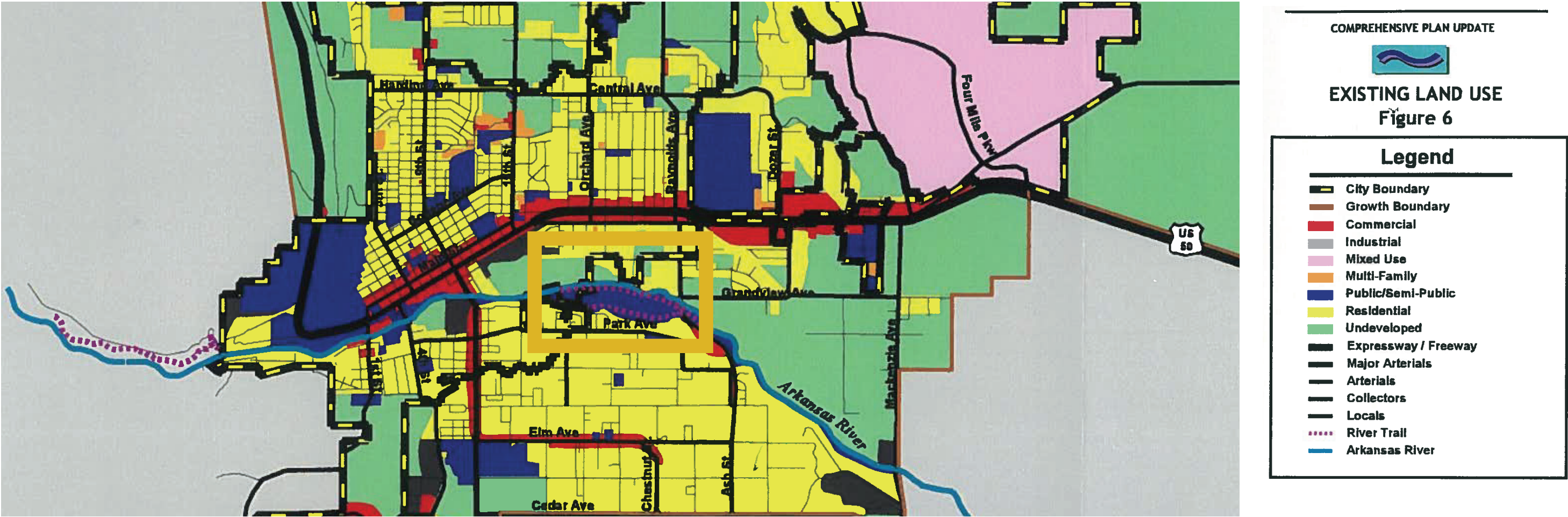
The parks, open space, and municipal uses within the Public/Semi-Public category are most relevant to the ARCMP. Griffin Park and the sanitation treatment plant are designated Public/Semi-Public and the Plan incorporates the defunct plant into the park.

The Conceptual Vision Plan for Griffin Park (see next page) imagines a variety of active and passive recreational uses. Key park elements will include an enhanced soft surface trail network, fishing access points, improved parking area, and a possible pump track or botanic garden. These uses are consistent with the existing land use designation of Public/Semi-Public, so no land use designation change is recommended for the Griffin Park planning zone in this plan.

However, the land use designation could be enhanced through a set of design guidelines for Public/Semi-Public land uses within the ARCMP planning zone. The following design characteristics are encouraged:

- Locate parking in a way that balances necessary activity with pedestrian and recreation uses
- Encourage shared parking for multiple activities to limit impact of parking areas
- Integrate City-wide wayfinding plan with recreation amenities and opportunities
- Connect existing and future trails
- Provide landscape buffering of incompatible uses (utilities, major roads)
- Enhance bank stability and environmental quality of the river through plantings and minimizing the use of streambank armoring
- Preserve existing trees and maintains a healthy tree canopy
- Provide public bathrooms where appropriate
- Provide shaded places for seating and benches

## GRIFFIN PARK: 2001 COMPREHENSIVE PLAN LAND USE DESIGNATIONS





### Recommendations – Conceptual Vision Plan

Rooted in the primary issues for this planning zone, the opposite page illustrates a conceptual vision for Griffin Park and its surrounding environs. Updates to this site would enhance the recreational experience at Griffin Park by improving existing and providing additional access points to the park and creating more varied riverfront recreation opportunities.

Griffin Park is envisioned as a highly accessible natural area offering an array of recreational activities. An improved park arrival will welcome and inform visitors about the park. The revamped parking area will include restroom facilities and nearby picnic sites. A new structure will provide visitors with the information and equipment necessary to enjoy all of the park's recreational opportunities. Expanding the soft-surface trail network will offer additional peaceful, natural walking experiences. The defunct sanitation plant site presents an opportunity for new types of recreation in the park. A community botanic garden or nature interpretation exhibits would enhance the natural experience at Griffin Park.

The plan also proposes multiple neighborhood connector trails to create access from the dense residential neighborhood south of the park. Many people would have doorstep access to the park's trails for jogging or walking the dog. An additional bicycle/pedestrian connector runs along Reynolds Avenue at the eastern edge of the planning zone. This improved connection would connect Griffin Park and the Arkansas Riverwalk Trail to the residential neighborhood along Reynolds and the busy commercial strip at the intersection of US Highway 50 and Reynolds Avenue.

### EXAMPLES FROM OTHER LOCATIONS





GRIFFIN PARK: CONCEPTUAL VISION PLAN





## Recommendations – Riparian Conservation Strategies

The Arkansas River from Griffin Park downstream to Raynolds Avenue bridge starts to become more naturalized with improved floodplain access, floodplain wetlands, and riparian forests. The river corridor is not, however, fully connected or functioning. Evidence of historic and recent channelization is evident though this reach. Old meander scrolls and wetlands exist on both banks yet the river is very straight. Raynolds Avenue bridge is undersized—causing sediment to deposit upstream and increasing instability of the river. Treatment of the symptoms of this bridge constriction and the implications of historic straightening have been attempted and are evident in the form of bank armoring, berming, and in-channel alignment structures that were installed to protect the gravel Riverwalk trail.

These band-aids are all likely to fail over time either slowly or catastrophically during a flood. Long term health of the river corridor and avoidance of future flood hazards in this reach would be improved by protecting and reconnecting lands to the north and reconnecting the floodplain of Griffin Park to the south. While some stand-alone projects exist, the main recommendation is to complete a reach wide study to determine the best channel alignment for sediment transport and floodplain connection in conjunction with an assessment of, and possible recommendation of, retrofit or replacement of the Raynolds bridge.

### Key Strategies

The strategies below are most relevant to this planning zone. Locations where these strategies are recommended are on the opposite map. Definitions of the strategies are in the adjacent table.

- (B) Restore degraded riparian vegetation buffers along the river
- (SB) Remove industrial debris and concrete rubble and re-naturalize the banks of the Arkansas River. If bank protection is necessary, design protection as buried (and vegetated) rock riprap or use bioengineering treatments
- (FP) Reconnect historic floodplains of the Arkansas River. Remove fill in floodplain. Install culverts under berms

B	Buffers	Protect remaining existing riparian communities; reestablishment of streamside vegetation is exceedingly difficult. Restore degraded riparian vegetation along the river as a “buffer” to land use in order to protect the water quality and connect habitat.
SB	Streambanks	For the safety, improved aesthetics, and ecological health of the river, remove broken concrete riprap and trash rubble from banks. If bank protection is necessary, design protection as buried (and vegetated) rock riprap or using bioengineering treatments. Improve streambank and structures during construction by incorporating plant materials into the designs (i.e., bioengineering).
FP	Floodplain	Maintain connectivity between the river and its floodplain and floodplain wetlands. Remove artificial berms and fill when possible to reconnect the floodplain to allow more frequent overbank flows. Survey the recreation path to determine where it is acting as an artificial and unnecessary levee and determine if lands on the other side can be re-connected.

## KEY RIVER IMPROVEMENT PROJECTS

### Reconnect Griffin Park Hydrology

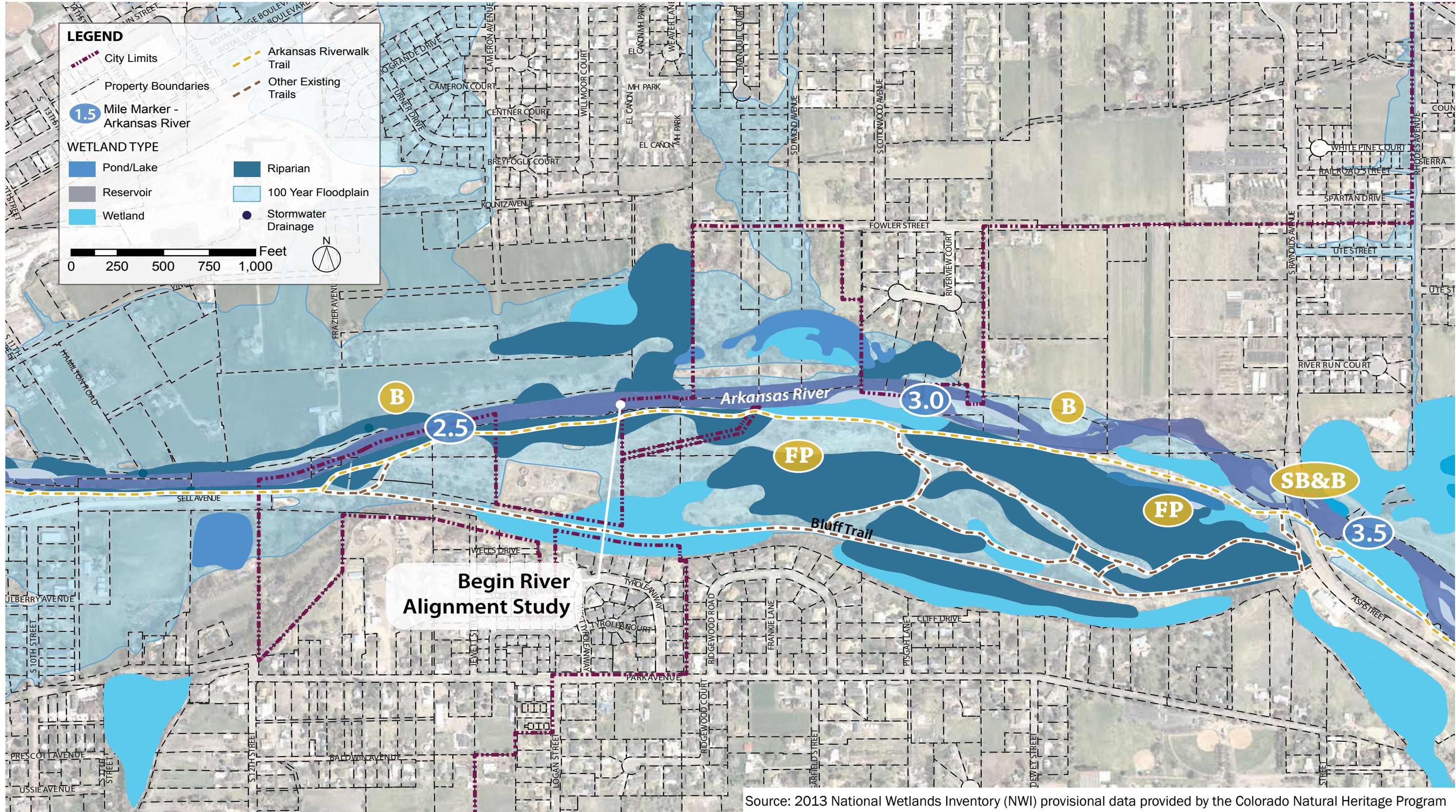
Griffin Park is located on an important floodplain of the Arkansas River and the long-term health of its plant and animal communities may rely on restoring an active connection with the river. Observation of the Riverwalk and other trail systems within the park indicate that they were built without frequent culverts or boardwalk sections that would allow for seasonal high water flows to inundate low lying areas of the Park. High water inundation of low-lying floodplain lands is critical for native plant regeneration, vigor of existing established riparian vegetation (such as the Cottonwoods, willows, dogwood and alder) and the control of non-native species. Overbank flows also freshen wetland systems and support the amphibians, reptiles, birds and mammals that rely on wetlands and connected riparian areas for some stage of their life cycle and feeding habits. Allowing high water flows to pass under the trails into (and back out of) low-lying areas of Griffin Park should be a management strategy that supports the long-term health of the Park’s ecosystem and places it squarely as a part of, and not separate from, the Arkansas River.

### Study Raynolds Reach

Water and sediment transport through a river channel cause aggradation, degradation, widening and/or planform adjustment to occur over space and time. Treating river “problem areas” with band-aid solutions often leads to project failure or transfer of the problem to another site. Where numerous issues exist and river instability is evident it is best to approach the river at a “reach scale”. This makes sense for the very “active” reach that is bisected by Raynolds Avenue in the vicinity of the eastern City limits and continuing downstream to the mouth of Fourmile Creek. This reach has a complex form and is exhibiting active planform migration and aggradation. Large meander scars visible in the aerial images indicate that this reach has historically been very active. Sediment transport issues threaten Reynolds Avenue bridge, new developments have crept into areas that may be prone to fluvial erosion hazards, and further infrastructure has been identified as being in jeopardy within the reach. Rather than treating these projects individually, this area should be studied at the reach-scale where planform alignment and sediment transport can be evaluated to determine how to best protect existing infrastructure and maintain (and even enhance) a functioning river corridor.



# GRIFFIN PARK: ARKANSAS RIVER IMPROVEMENTS









# 5 | EASTERN CORRIDOR



# 5 | EASTERN CORRIDOR

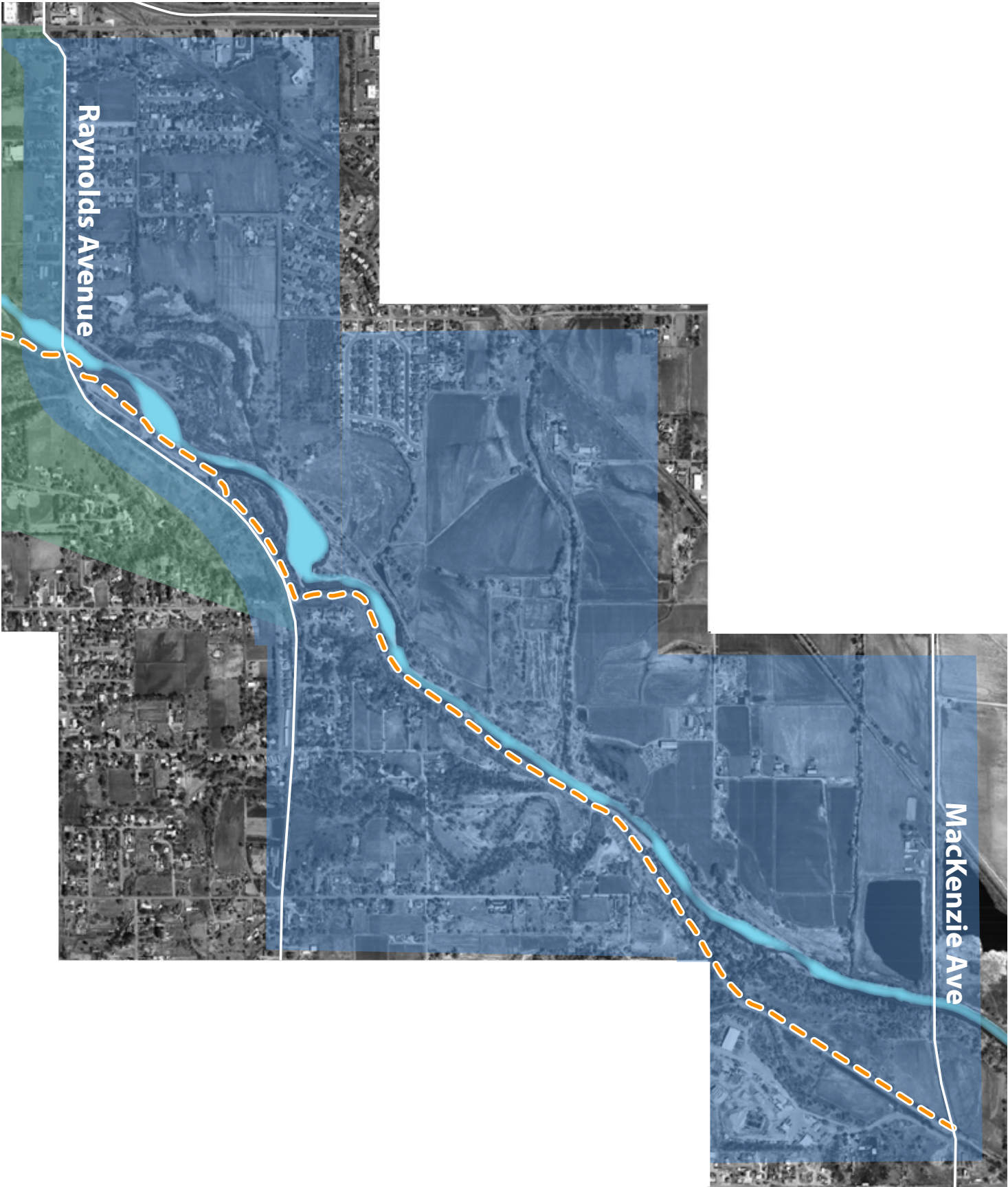
The Eastern Corridor Planning Zone is between Reynolds Avenue at the eastern edge of Griffin Park to the end of the Arkansas Riverwalk Trail at MacKenzie Avenue. Currently, this section features the trail's most natural scenery through a mix of wooded surroundings and farmland. The minimal connectivity and infrastructure in this area do limit the number of people who get to experience this section of trail yet the experience is quieter and less busy. This planning zone covers 2 miles of river, requiring two of each map to fully display the zone. This chapter will document the existing conditions in this planning zone, identify primary issues and opportunities in this area, recommend appropriate changes in land use or design, illustrate some concepts for key locations within this area, and discuss riparian conservation and river health strategies.

## Existing Conditions

This planning zone has a very different feel than upstream zones or more developed areas of Cañon City. The trail itself passes through forested areas and undeveloped fields. The zone as a whole is fairly rural, with agriculture and large residential lots. The planning zone begins at the Reynolds Trailhead and follows the trail downriver to the MacKenzie Avenue trailhead. The planning zone extends north and south of the river to include the homes and agricultural lands within a half mile of the river. The entirety of this zone is part of unincorporated Fremont County.



A fisherman enjoying the Arkansas River in the Eastern Corridor Planning Zone





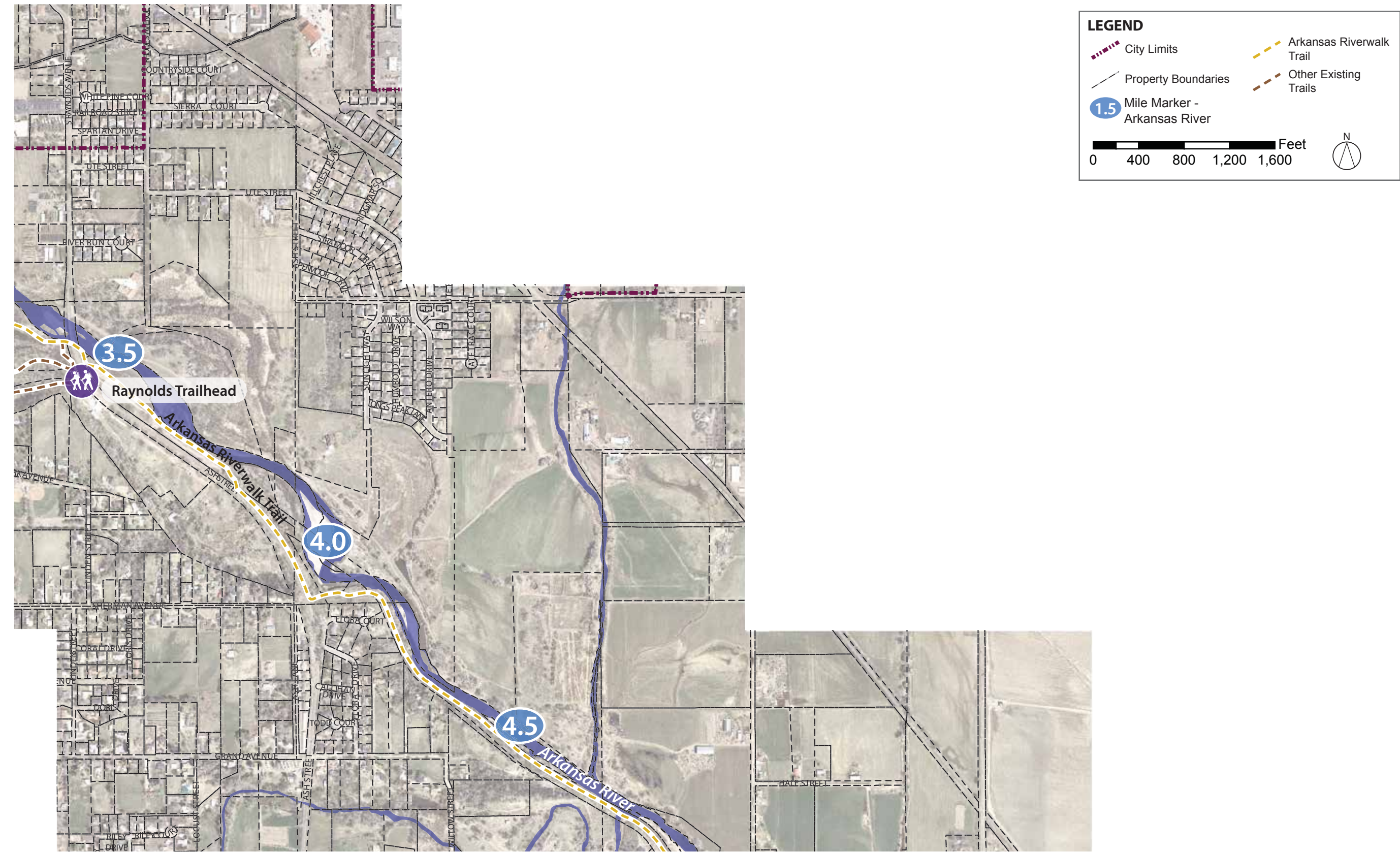
# EXISTING CHARACTER



Clockwise from top left: the Arkansas Riverwalk Trail near the MacKenzie Avenue trailhead; MacKenzie Avenue from the rail; the MacKenzie Avenue trailhead; a view of the river from the trail; a signpost along the trail



EASTERN CORRIDOR PLANNING ZONE OVERVIEW MAP – NORTH





EASTERN CORRIDOR PLANNING ZONE OVERVIEW MAP – SOUTH





RIVER HEALTH

The Arkansas River through Eastern Corridor is about 2 miles in length (see map on previous page) and passes through agricultural and residential areas. The river has a natural meander through this fairly undeveloped corridor.

The Arkansas River from Raynolds Avenue bridge downstream to MacKenzie Avenue bridge exhibits many traits found in more wild, fully functioning rivers. Improved floodplain access, channel meandering, sediment storage, floodplain wetlands, and riparian forests are all signs of a healthier river corridor. Protecting the opportunity for these interactions and processes is the main opportunity that lies in this reach.

RECREATION

The final stretch of the trail passes through more pastoral and forested areas. After leaving Griffin Park at the Raynolds Trailhead, the trail continues east for 0.25 mile through Recreational District land before becoming a sidewalk to Raynolds Avenue and heading uphill. At the top of the hill, the trail separates from the road and reaches a scenic overlook. The spot has the best view on the trail, looking northwest over the river and Cañon City towards the mountains. The trail then goes downhill and follows the river through a shady section and over a bridge at Sand Creek. The trail then turns away from the river due to private property. The trail passes through farm fields for 0.4 mile before ending at MacKenzie Avenue with a trailhead sign, limited parking, and no restroom facilities. The trail through this planning zone, unlike other sections, has milemarkers every 0.25 mile with an Arkansas Riverwalk Trail logo.

Whitewater trips through Cañon City occasionally ride this section of the river before taking out downriver at Pathfinder Regional Park. However, the Minnequa Dam is downstream before Pathfinder Park. Boaters must portage around the dam to reach the park. This section of the river is fairly calm and there could be additional whitewater features and infrastructure to encourage rafting trips through Cañon City. There is a rapid, just beyond the intersection with Fourmile Creek, created by an agricultural diversion, that should be improved for recreational safety. Cañon City recently leased the property on the river's southern bank, east of the MacKenzie Avenue bridge, as a public boat ramp/access.

LAND USES

The land uses in this section are primarily residential and agricultural on unincorporated Fremont County land. The trail corridor is 75'-wide sewer easement designated as parks and recreation by Fremont County. The land on the southern bank is a combination of residential and agricultural with small, single family lots and larger agricultural ones. Closer to the Raynolds Trailhead, the residential lots are about a quarter of an acre. Approaching MacKenzie, the lots are at least an acre and are interspersed with 5+ acre agricultural areas. Fremont Paving is an industrial site just south of the trail section close to MacKenzie Avenue. That final stretch of trail, away from the river, passes through a 30+ acre agricultural field. The field provides a buffer from the nearby industrial site. All of the agricultural areas close to the river are designated for flood-irrigated agriculture. The north side of the river is primarily 10+ acre agricultural parcels and vacant land. Valco Pond is an augmentation pond, directly across the river from the MacKenzie Avenue trailhead. On the east side of the MacKenzie Bridge, the north property is an old mining site that the property owners, pending approval, are making a private recreation site that is more visually appealing for river users. The property on the south side is leased to Cañon City as a public boat ramp/boat access.

There is a wetland oxbow area on the western edge of the planning zone, across the river from the Raynolds Trailhead, that is vacant, undeveloped land. It is a reminder of natural channel migration in this reach and provides important habitat and floodplain connections.

Primary Issues and Opportunities

The Eastern Corridor area has beautiful natural scenery but needs better trails and facilities to allow more people to experience the area. As is true for Griffin Park trail users, it is difficult to reach the Raynolds Trailhead on foot and the parking area is small. Creating safe neighborhood access to the trailhead would encourage greater trail use. Cañon City's Rouse Park is a popular neighborhood park a few blocks south of the trailhead. A trail could connect the recreational opportunities and take advantage of Rouse Park's large parking area. Other connections are possible downriver. For example, an extension of the Arkansas Riverwalk Trail to Florence is currently being explored.

The MacKenzie Avenue trailhead is currently a dirt parking lot with a few trailhead signs. There is an opportunity to improve the facilities and connect to the new public boat access to bring people to the Arkansas Riverwalk Trail. The new site needs enhancements such as a boat ramp, restroom facilities, signage, parking areas, and vehicular access for larger vehicles. There may also be an opportunity to create a loop trail by the river through the agricultural field.

There is a diversion in the river in this section that is dangerous for boaters. This should be removed to improve recreational safety and the recreation experience.

The riparian buffer needs restoration through much of the Eastern Corridor. Planting trees could stabilize the banks from existing erosion, repair the buffer, and provide shade to improve the water quality.



The view upstream from a high point on the Arkansas Riverwalk Trail downstream of the Raynolds Trailhead



## Recommendations – Land Use and Design Character

The Eastern Corridor land use designations are Public/Semi-Public (blue), Residential (yellow), Commercial (red), Industrial (grey), and Undeveloped (green) as shown on the map below. The Undeveloped Land Use from the 2001 *Comprehensive Plan* identifies areas designated for future growth or development activities. In this planning zone, much of that land is currently being used for agriculture. An industrial area on the north side of the river is a former mining site for the nearby concrete plant. Private landowners are proposing to naturalize the area and improve the view from the river. Conservation easements could be procured to protect the river corridor. There is no recommendation to change the land use designations in this area.

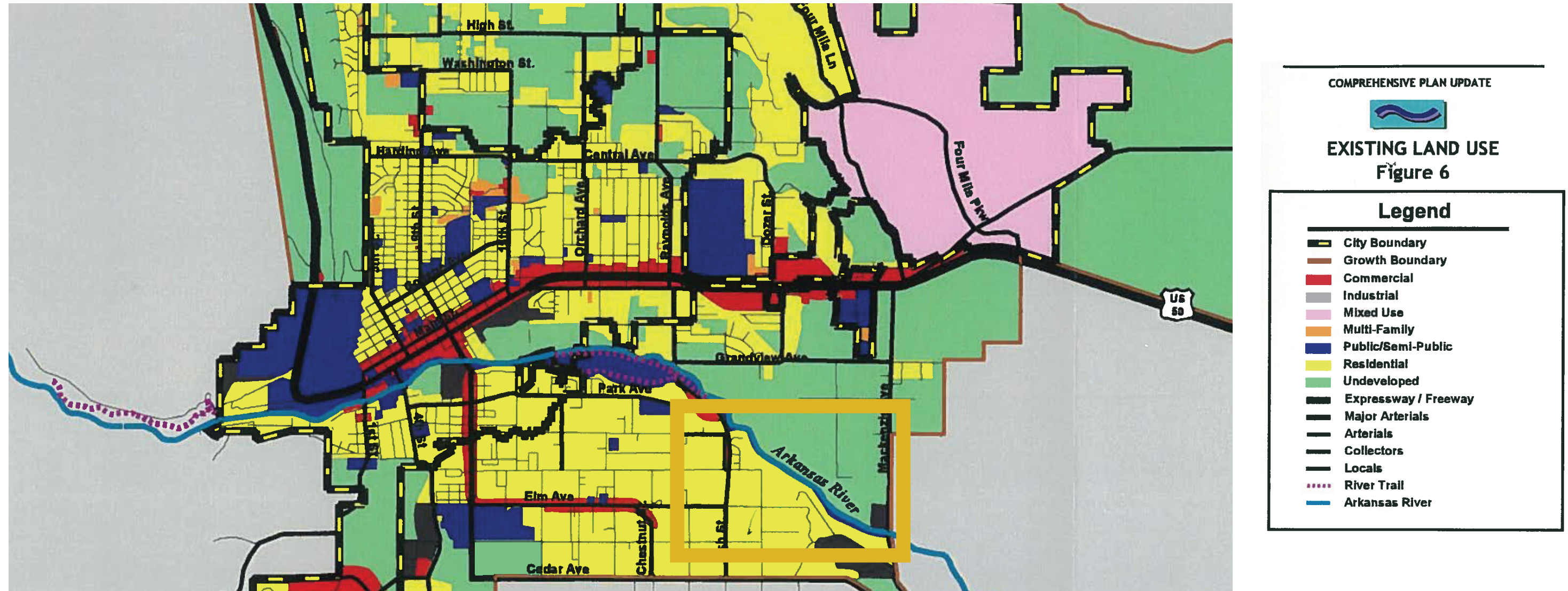
As this area is outside the Cañon City limits, no zoning or ownership information will be shown for this planning zone

The eastern side of MacKenzie Avenue is beyond the 2001 urban growth boundary; therefore, its designated land use

is not shown. Currently, the property on the south side of the river is leased to the city of Cañon City for a new public river access. That use is consistent with the Public/Semi-Public Land Use designation and so the following design characteristics are encouraged:

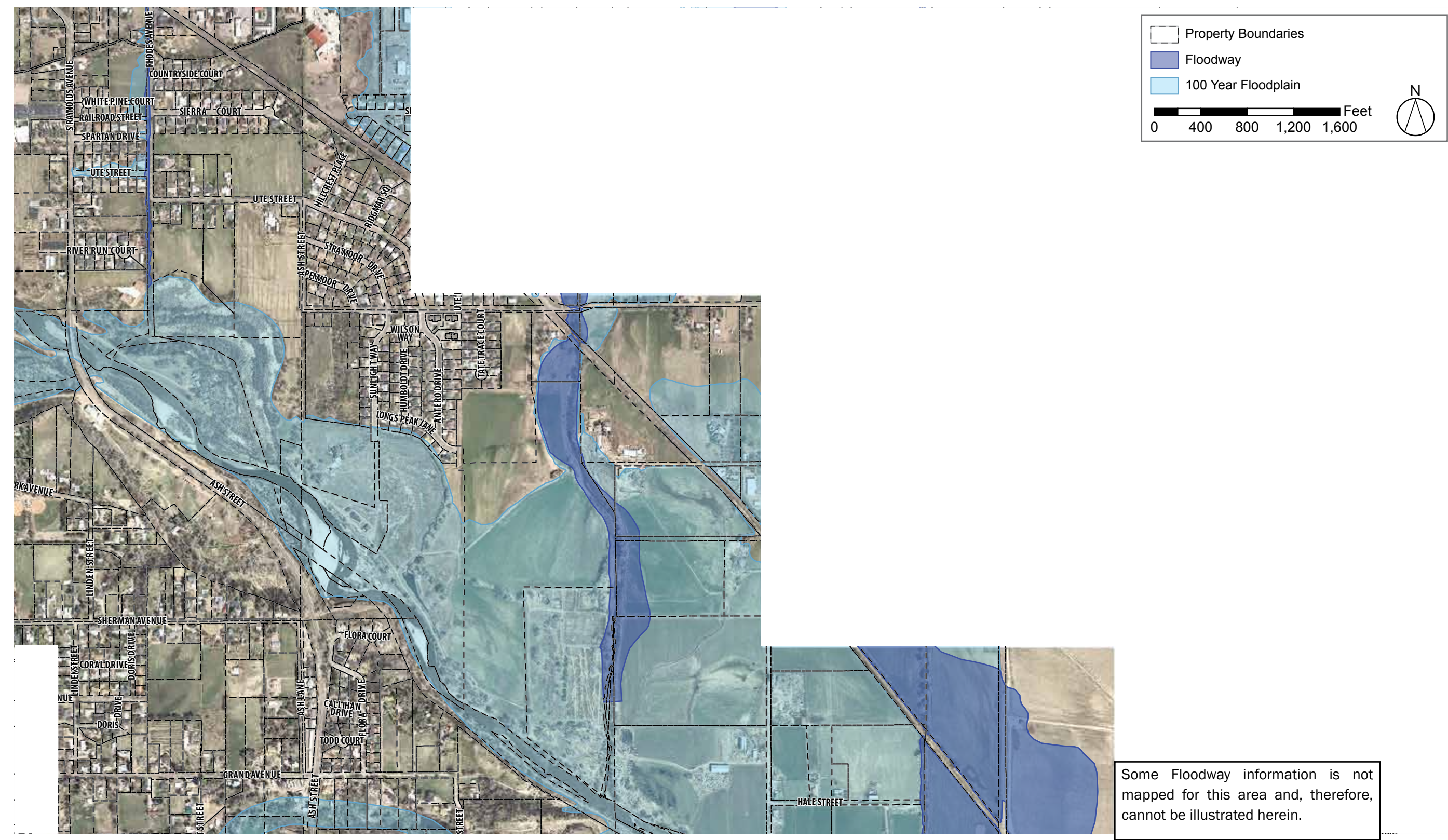
- Locate parking in a way that balances necessary activity with pedestrian and recreation uses and encourages shared parking for multiple activities to limit impact of parking areas
- Integrate City-wide wayfinding plan with recreation amenities and opportunities
- Connect existing and future trails
- Provide public bathrooms where appropriate

## EASTERN CORRIDOR: 2001 COMPREHENSIVE PLAN LAND USE DESIGNATIONS



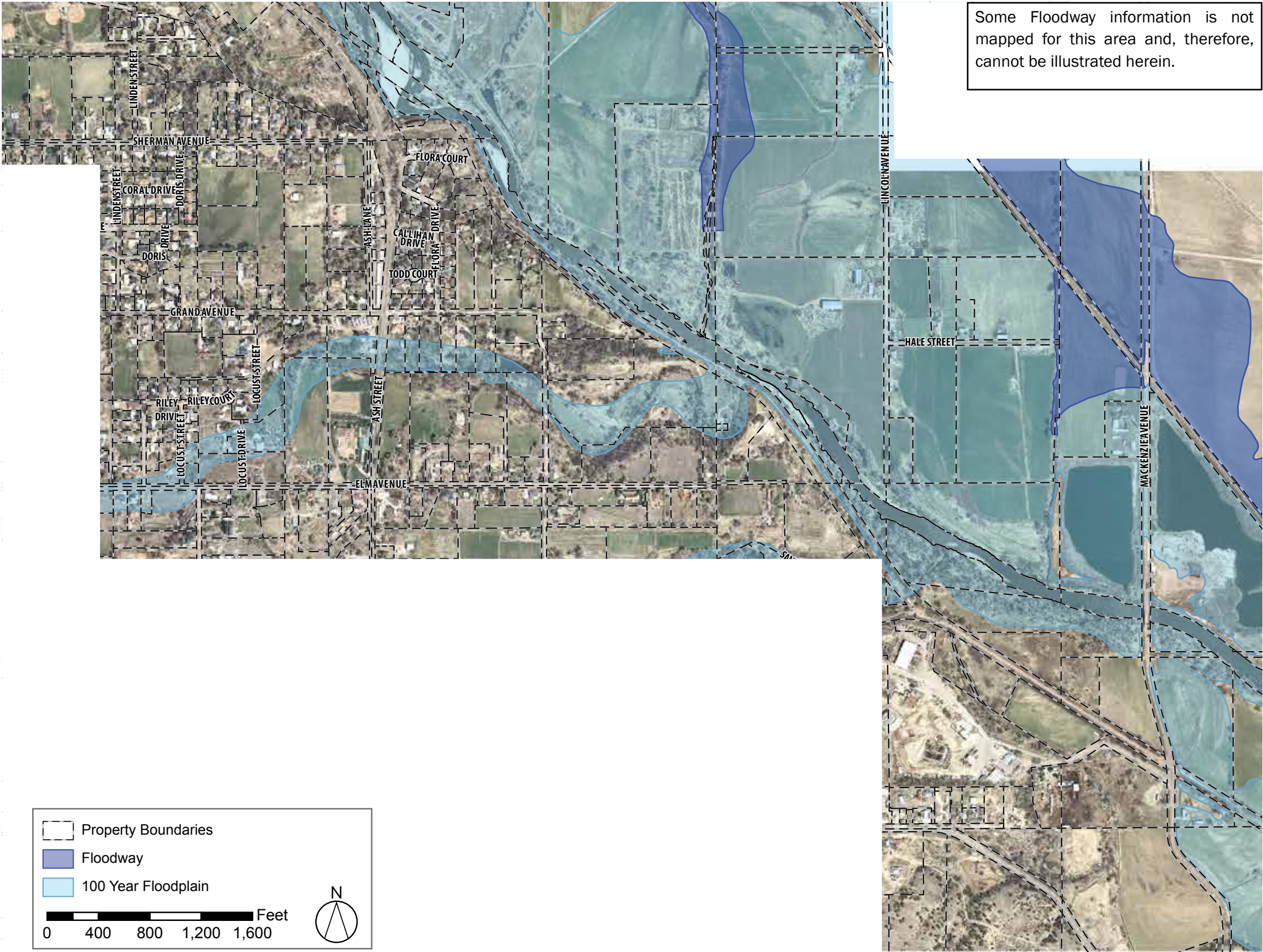


EASTERN CORRIDOR: FLOODWAY AND FLOODPLAIN MAP – NORTH





EASTERN CORRIDOR: FLOODWAY AND FLOODPLAIN MAP – SOUTH





## Recommendations – Conceptual Vision Plan

Rooted in the primary issues for this planning zone, the opposite page illustrates a conceptual vision for the MacKenzie Avenue area. Trail and infrastructure improvements in the area would transform the area into a recreational hub with the Arkansas Riverwalk Trail and the new public boat access.

The MacKenzie Avenue site is envisioned as a center for whitewater and trail-based activities. A new connector trail from the Brookside neighborhood and improved trailhead facilities will encourage more people to use this section of the trail. The new boat access spot will have parking, restroom facilities, and signage for the river and local trails. The plan calls for a trail to connect the Arkansas Riverwalk Trail to the boat access area. People could then use the Arkansas Riverwalk Trail to shuttle between put-in and take-out spots. The plan imagines additional trails in the area—a riverside trail that creates a short loop with the Arkansas Riverwalk Trail, the trailhead to boat access connector, and an extension of the Arkansas Riverwalk Trail that connects Cañon City to Florence. Both of those trails require property owners approval but would greatly enhance the recreational opportunities of the site and the region as a whole.

### VISION FOR MACKENZIE AVENUE

- Integrate regional and neighborhood trail connections with the Arkansas Riverwalk Trail
- Identify additional trails that enhance and connect to the Arkansas Riverwalk Trail
- Enrich the park and trail user experience with improved signage and trailheads
- Introduce measures to improve riparian conditions and water quality
- Extend the region's whitewater opportunities to MacKenzie Avenue
- Recognize areas for river habitat and recreational safety improvements



A walker enjoying the Eastern Corridor section of the Arkansas Riverwalk Trail



EASTERN CORRIDOR: CONCEPTUAL VISION PLAN





## Recommendations – Riparian Conservation Strategies

The Arkansas River from Raynolds Avenue bridge downstream to MacKenzie Avenue bridge exhibits many traits found in more wild, fully functioning rivers. Improved floodplain access, channel meandering, sediment storage, floodplain wetlands and riparian forests are all signs of a healthier river corridor. Protecting the opportunity for these interactions and processes is the main opportunity that lies in this reach.

### Key Strategies

The strategies below are most relevant to this planning zone. Locations where these strategies are recommended are on the opposite map. Definitions of the strategies are in the adjacent table.

- (R) Enhance opportunities for river-based recreation such as boating and fishing
- (B) Restore degraded riparian vegetation buffers along the river
- (FP) Reconnect historic floodplains by removing fill and/or installing culverts under the trail

R	Recreation	Redesign diversion structures to improve sediment transport and fish passage opportunities, improve resiliency to floods, and enhance the safety and recreational experience.
B	Buffers	Protect remaining existing riparian communities; reestablishment of streamside vegetation is exceedingly difficult. Restore degraded riparian vegetation along the river as a “buffer” to land use in order to protect the water quality and connect habitat.
FP	Floodplain	Maintain connectivity between the river and its floodplain and floodplain wetlands. Remove artificial berms and fill when possible to reconnect the floodplain to allow more frequent overbank flows. Survey the recreation path to determine where it is acting as an artificial and unnecessary levee and determine if lands on the other side can be re-connected.



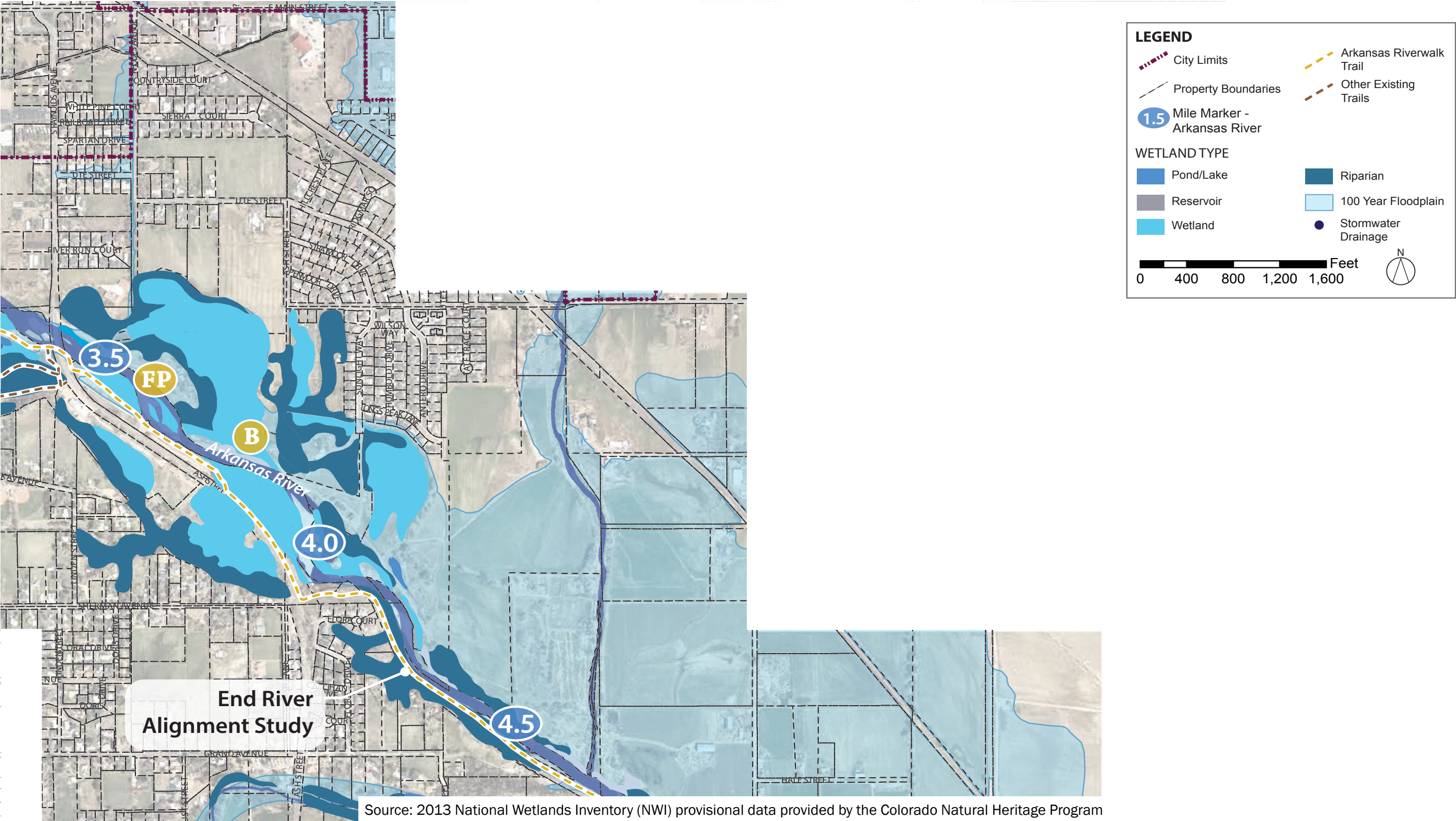
## KEY RIVER IMPROVEMENT PROJECTS

### Open Space Protection and Restoration of the Riparian Buffer

While not a discrete project, the main opportunity in this reach is to work with private landowners to develop projects that help maintain and restore a natural river corridor. Leveraging grant opportunities to tackle projects such as fencing and planting may be available through the US Fish and Wildlife Service, Trout Unlimited, and/or the USDA Natural Resource Conservation Service.

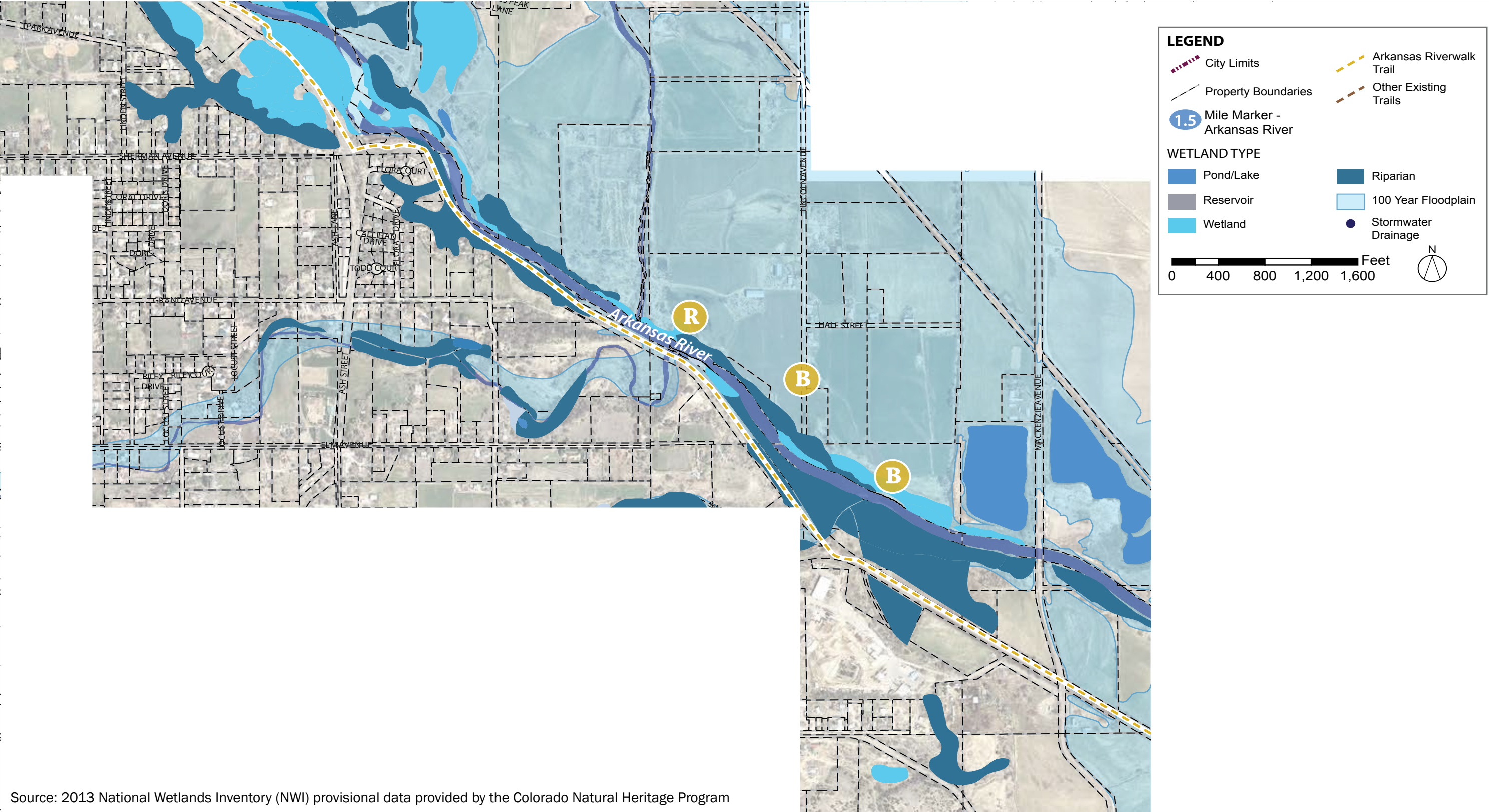


EASTERN CORRIDOR: ARKANSAS RIVER IMPROVEMENTS – NORTH





EASTERN CORRIDOR: ARKANSAS RIVER IMPROVEMENTS – SOUTH





## 6 | WAYFINDING AND GATEWAY PLAN



# 6 | WAYFINDING AND GATEWAY PLAN

A wayfinding signage system in Cañon City will help improve the visitor experience, recreation experience, and contribute to a city identity. During the planning process for the ARCMP, a concurrent process was being conducted to pick a design for wayfinding. The chosen design includes a set of images to the right. They include a gateway sign (top) and a mixture of directional and confirmational signs below.

Gateway signs are usually large statement signs that signal arrival to a place. They are often place at the roadside at the edges of a municipality. As seen in the following maps that describe the recommended locations for signs throughout the river corridor, the Western Gateway sign is on the east side of US Highway 50, just west of downtown. There are plans for a gateway sign on the eastern side of the city as well, but it is outside the boundaries of the planning zone for the ARCMP.

Directional signs are signs that tell you which way to go. They have a destination and an arrow pointing the correct way to that destination. They can be enhanced with mileage or the number of minutes it takes to get there by a particular mode. This type of sign is considered a confirmational sign (called a Distance Sign in this plan). It confirms that you are on the right path and headed towards the correct location. These types of signs are particularly important for destinations that see many visitors and tourists that may not know the area very well.

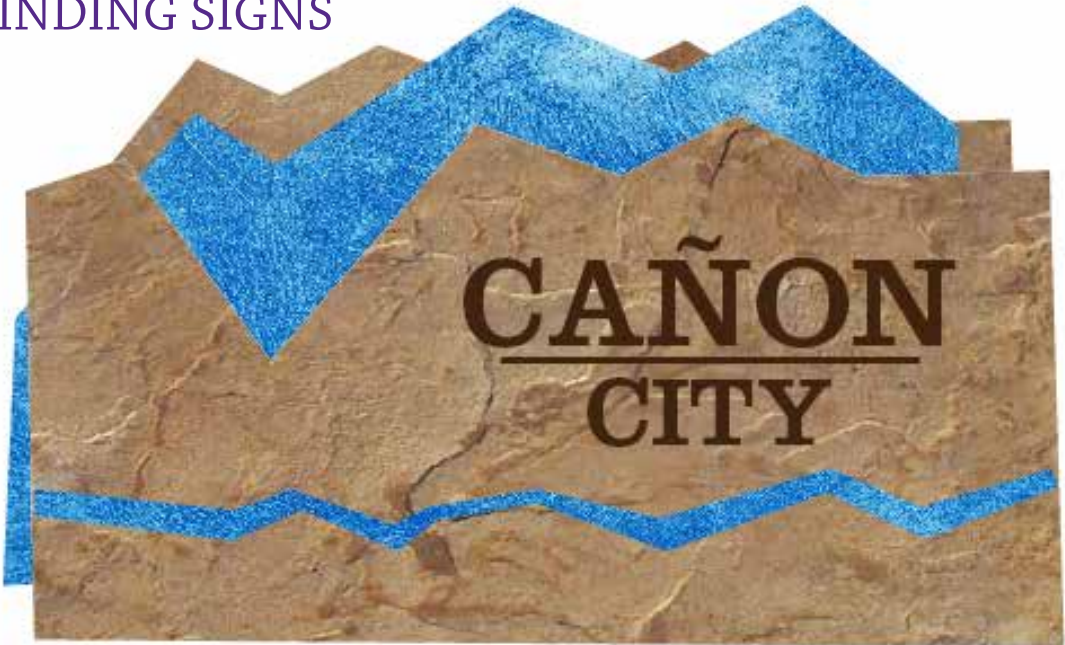
For this plan, we have recommended four types of signs: A Gateway sign, an Arkansas Riverwalk Trail sign, a Directional sign, and a Distance sign. The Gateway sign signals arrival into the City, the Arkansas Riverwalk Trail sign indicates you are on the trail, or which way the trail turns if there is a junction or intersection. The Directional sign shows which way the Arkansas Riverwalk Trail is. The Distance sign is very similar to the Directional sign but indicates how many minutes it takes to walk or drive to the Arkansas Riverwalk Trail. Where there is parking located near the trail, it would also be helpful to indicate on the sign whether parking is available or not.

An additional recommendation that would enhance the Arkansas Riverwalk Trail would be to update the milemarker posts that are seen on the east end of the trail. These simple wooden posts (image at bottom left) give confirmation as to how far along someone is on the trail, which is extremely useful to residents and visitors alike. An example from the Yampa River Trail in Steamboat Springs, CO gives the same information but with a map to show where you are in relation to the whole trail. That way, no matter where you get on the trail, you have a sense of where you are along it.

The following pages show sign location recommendations by Planning Zone.



## WAYFINDING SIGNS



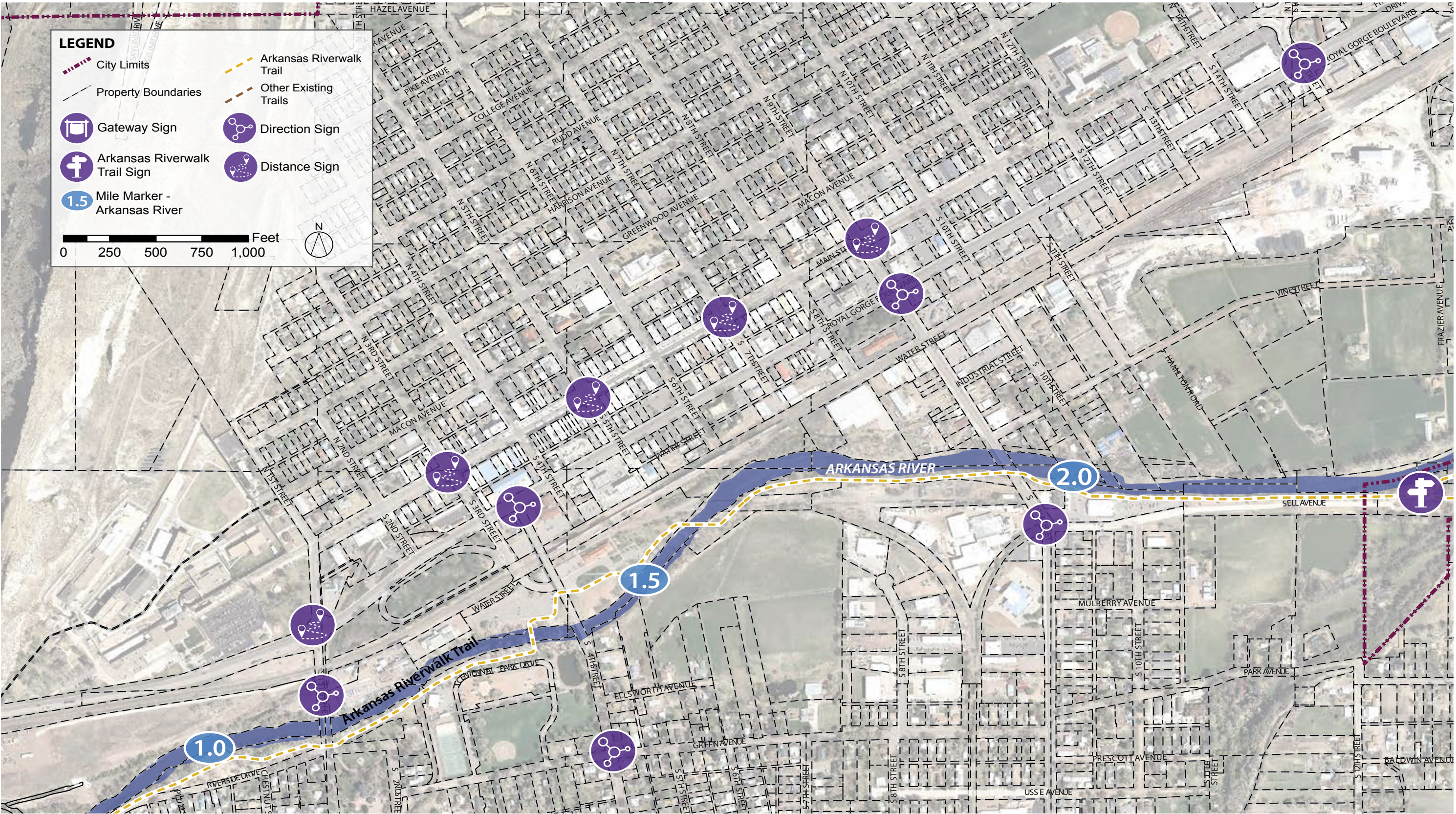


WAYFINDING PLAN: WESTERN GATEWAY



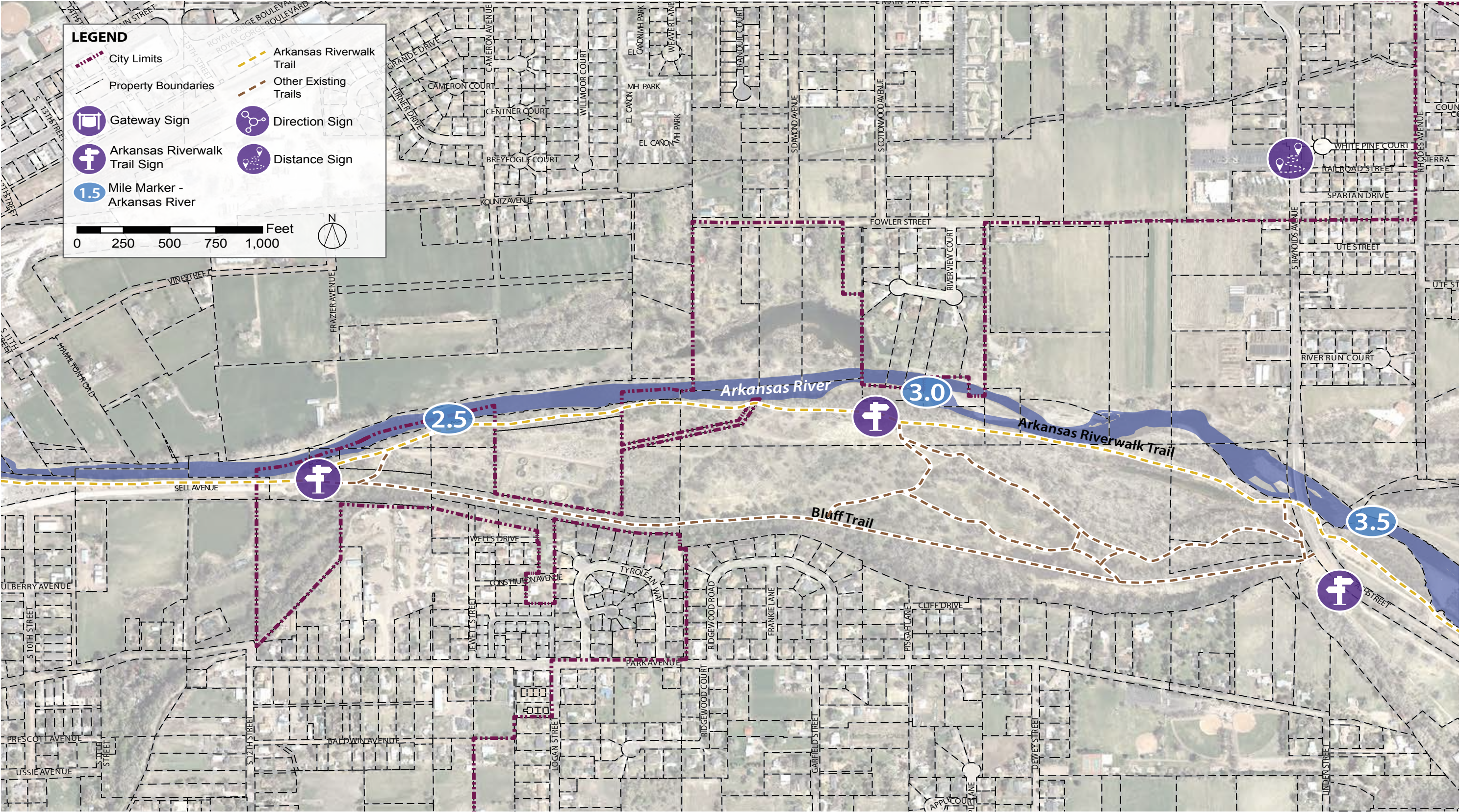


WAYFINDING PLAN: DOWNTOWN CORE



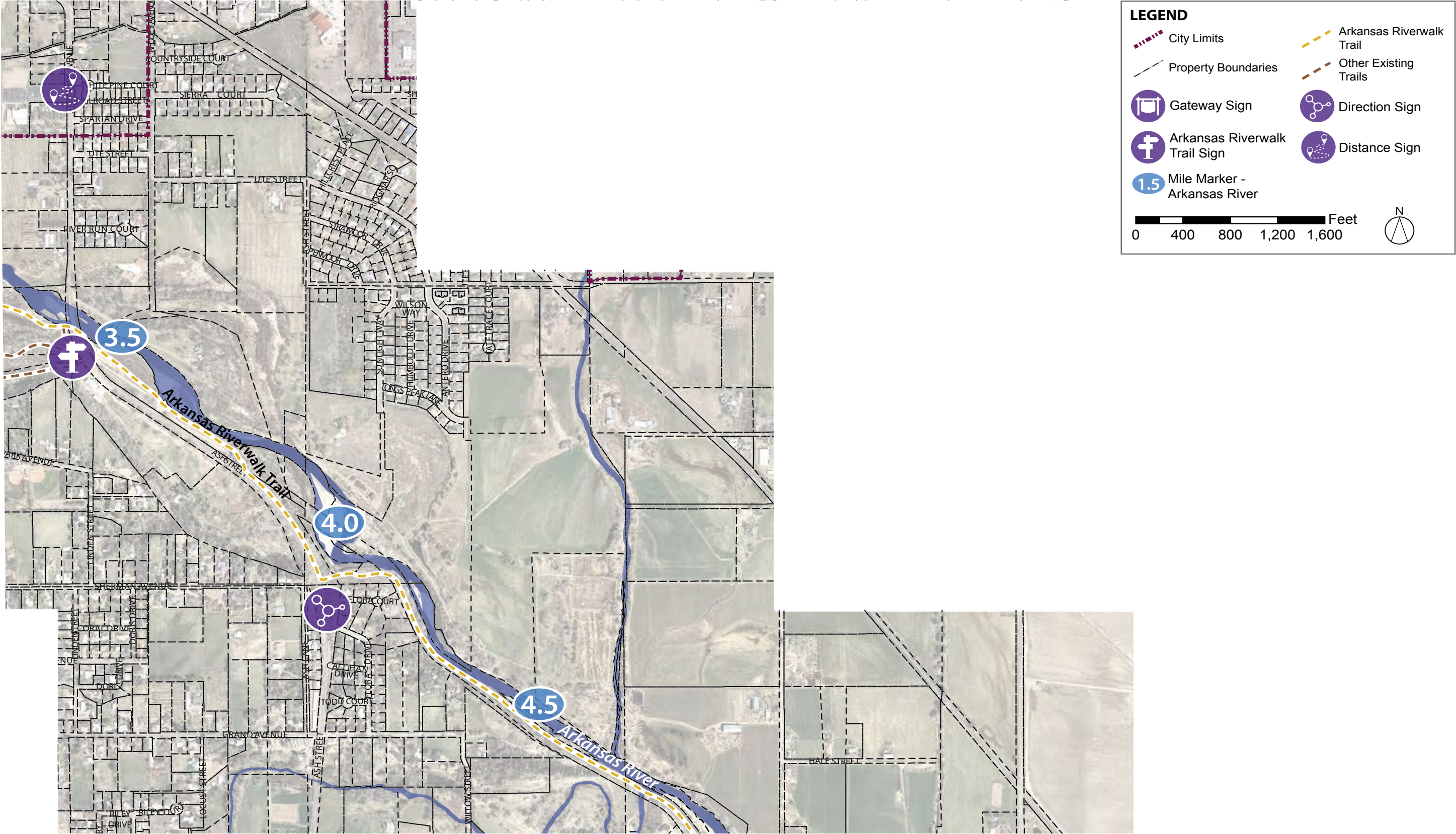


WAYFINDING PLAN: GRIFFIN PARK



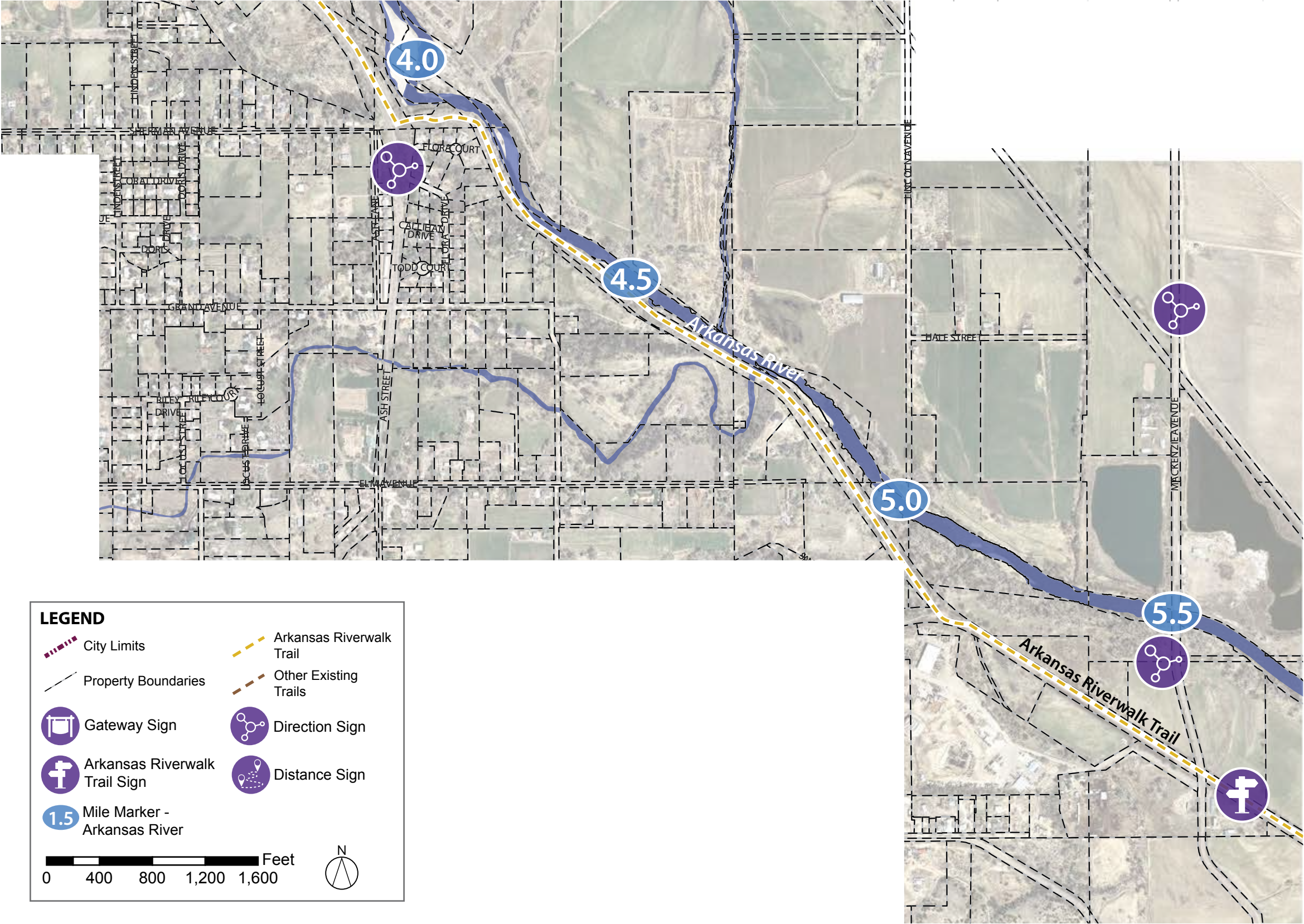


WAYFINDING PLAN: EASTERN CORRIDOR – NORTH





WAYFINDING PLAN: EASTERN CORRIDOR – SOUTH









# 7 | NEXT STEPS





# 7 | NEXT STEPS

A master plan is purely a vision unless there is guidance on how to implement the various recommendations. This chapter lists the recommendations found throughout this plan. Each recommendation is grouped by planning zone and one of the four categories: land use and design character, conceptual vision elements, recreational improvements, or river and riparian improvements. Each recommendation is then given a name, type, and description. Potential partners within

the community are named. Other supporters such as state or federal partners are also named. A general timeframe of near, medium, or long term is assigned to each recommendation, recognizing the resources or process needed for a particular recommendation. Important issues and strategies for each recommendation are noted. Finally, a cost range is estimated for each recommendation.

PROJECT ZONE	RECOMMENDATIONS	NAME	TYPE	DETAILED DESCRIPTION AND ELEMENTS	COMMUNITY PARTNERS	SUPPORT OR RESOURCE PARTNERS	TIME LINE OR PRIORITY	IMPORTANT IMPLEMENTATION ISSUES / STRATEGIES	DOCUMENT REFERENCES	COST RANGE	
WESTERN GATEWAY	LAND USE AND DESIGN CHARACTER	NO RECOMMENDED LAND USE POLICY CHANGES									
	CONCEPTUAL VISION ELEMENTS	CITY GATEWAY AT 1ST STREET	PHYSICAL IMPROVEMENTS	ESTABLISH A SIGNALIZED INTERSECTION DESIGN AT 1ST STREET TO PROMOTE BETTER PEDESTRIAN ACCOMODATION, DEFINE AN ARRIVAL POINT INTO THE DOWNTOWN CORE AND INCLUDE A LANDSCAPED PULL-OFF ALONG HIGHWAY 50 WITH INFORMATION KIOSK	CITY/CCAR+PD	CDOT	MID-TERM	REQUIRES DETAILED COORDINATION WITH CDOT TO VALIDATE POTENTIAL TRAFFIC IMPACTS. RIGHT-OF-WAY REQUIREMENTS FOR PULL-OFF FROM 1ST STREET WILL NEED TO BE DETERMINED.	CHAPTER 2	\$\$\$\$	
		BLACK HILL SITE	PHYSICAL IMPROVEMENTS	PUBLIC BOAT ACCESS RAMP, NEW LANDSCAPED BERMS, LOOP GRAVEL ROAD FOR TENT AND RV SITE ACCESS, NEW RECREATION TRAILS, OVERFLOW PARKING AREA WITH STABILIZED TURF, NEW RESTROOMS	CITY/CCAR+PD	CPW (AHRA), BLACK HILLS ENERGY	MID-TERM	LAND ACQUISITION WILL BE NEEDED. SITE SPECIFIC EVALUATION FOR NATURAL RESOURCE ISSUES, ACCESS AND UTILITIES WILL BE IMPORTANT. CPW COULD BE IMPORTANT PARTNERS FOR A NEW BOAT RAMP	CHAPTER 2	\$\$\$\$	
	RECREATIONAL IMPROVEMENTS	OIL CREEK AND CITY WATER INTAKE DIVERSIONS	PHYSICAL IMPROVEMENTS	RECONSTRUCT OR RETROFIT EXISTING DIVERSIONS	CITY/CCAR+PD	CWCB, DOLA, CPW (AHRA)	NEAR-TERM	WORK TO BE COMPLETED FOLLOWING GUIDANCE OF THE EFCITOSRC RIVER IMPROVEMENTS DETAIL PLAN	CHAPTER 2	\$\$\$	
		ISLAND RIVER PICNIC	PHYSICAL IMPROVEMENTS	ESTABLISH ON-RIVER PICNIC AREA WITHIN ISLAND, PICNIC TABLES AND ASSOCIATED IMPROVEMENTS	CITY/CCAR+PD	CPW (AHRA)	NEAR-TERM	COORDINATE WORK WITH BLACK HILL SITE UPGRADES	CHAPTER 2	\$\$	
		SIGNAGE	PHYSICAL IMPROVEMENTS	EXPAND CITY WAYFINDING SIGNAGE TO INCLUDE TEMPLE CANYON TRAIL NETWORK	CITY/CCAR+PD		IMMEDIATE	USE CITY-STANDARD WAYFINDING DESIGN GUIDANCE	CHAPTER 2	\$	
	RIVER AND RIPARIAN IMPROVEMENTS	DEBRIS REMOVAL	PHYSICAL IMPROVEMENTS	REMOVE DEBRIS, CONCRETE AND OTHER NAVIGATIONAL HAZARDS FROM BANKS AND BED OF THE RIVER	CITY	CPW (AHRA)	MID-TERM	COORDINATE EFFORTS WITH RECREATIONAL IMPROVEMENTS TO ADDRESS RIVER NAVIGATION	CHAPTER 2	\$\$	
		HABITAT IMPROVEMENT	PHYSICAL IMPROVEMENTS	PLANTING COTTONWOODS ALONG RIPARIAN ZONE, INSTALL IN-CHANNEL HABITAT STRUCTURES, BIO-SWALES AND WATER QUALITY IMPROVEMENTS	CITY	CPW (AHRA)	MID-TERM	CONDUCT DETAILED ASSESSMENT OF EXISTING RIPARIAN BUFFERS TO PRIORITZE NEW PLANTING ZONES. EVALUATE LAND OWNERSHIP AND WORK IN COLLABORATION WITH PRIVATE PROPERTY OWNERS IF NEEDED	CHAPTER 2	\$\$	
		BANK IMPROVEMENT	PHYSICAL IMPROVEMENTS	RENATURALIZE BANKS BY REMOVING INDUSTRIAL DEBRIS AND RUBBLE. PRIORITIZE AREAS NEAR THE 1ST STREET BRIDGE TO IMPROVE FISHING ACCESS	CITY	CPW (AHRA)	MID-TERM	COORDINATE EFFORTS WITH RIPARIAN PLANTING (ABOVE)	CHAPTER 2	\$\$	
	ACRONYMS		CCAR+PD	Cañon City Area Recreation and Park District		TIME LINE	IMMEDIATE	Within Next 12 Months Between 12 months and 2 years Between 2 years and 10 years Beyond 10 Years			
			CDOT	Colorado Department of Transportation			NEAR-TERM				
			CPW	Colorado Parks and Wildlife			MID-TERM				
AHRA			Arkansas Headwaters Recreation Area		LONG-TERM						
CWCB			Colorado Water Conservation Board		COST RANGE	\$	Low Cost (Less than \$100K) Moderate Cost (Between \$100K and \$200K) High Cost (Between \$200K and \$500K) Very High Cost (Greater than \$500K)				
DOLA			Department of Local Affairs			\$S					
			\$S\$								
			\$S\$S								



PROJECT ZONE	RECOMMENDATIONS	NAME	TYPE	DETAILED DESCRIPTION AND ELEMENTS	COMMUNITY PARTNERS	SUPPORT OR RESOURCE PARTNERS	TIME LINE OR PRIORITY	IMPORTANT IMPLEMENTATION ISSUES / STRATEGIES	DOCUMENT REFERENCES	COST RANGE
DOWNTOWN CORE	LAND USE AND DESIGN CHARACTER	RIVERFRONT MIXED USE LAND USE DESIGNATION AND ZONE DISTRICT	COMMUNITY PLANNING UPDATE	ESTABLISH NEW ZONE DISTRICTS THAT SUPPORTS THE RIVERFRONT MIXED USE LAND USE DESIGNATION. THIS DISTRICT WILL SUPPORT MORE DIVERSE LAND USES ALONG PORTIONS OF THE RIVER. ESTABLISHES 30 FOOT MINIMUM (50 FOOT RECOMMENDED) RIPARIAN SETBACKS AND PEDESTRIAN ACCOMODATIONS.	CITY / PLANNING / PRIVATE SECTOR		NEAR-TERM	ZONE DISTRICT LANGUAGE FOLLOWS FROM THE ARKANSAS RIVER CORRIDOR MASTER PLAN (ARCMP). WORK WITH PRIVATE SECTOR AND AFFECTED PROPERTY OWNERS TO DEVELOP MORE SITE SPECIFIC GUIDANCE TO INFORM FUTURE LAND DEVELOPMENT REGULATION CHANGES	CHAPTER 3	\$
		RIVERFRONT RESIDENTIAL MIXED USE LAND USE DESIGNATION AND ZONE DISTRICT	COMMUNITY PLANNING UPDATE	ESTABLISH NEW ZONE DISTRICTS THAT SUPPORTS THE RIVERFRONT RESIDENTIAL LAND USE DESIGNATION. THIS DISTRICT WILL SUPPORT MORE DIVERSE LAND USES ALONG PORTIONS OF THE RIVER. ESTABLISHES 30 FOOT MINIMUM (50 FOOT RECOMMENDED) RIPARIAN SETBACKS AND PEDESTRIAN ACCOMODATIONS.	CITY / PLANNING / PRIVATE SECTOR		NEAR-TERM	ZONE DISTRICT LANGUAGE FOLLOWS FROM THE ARKANSAS RIVER CORRIDOR MASTER PLAN (ARCMP). WORK WITH PRIVATE SECTOR AND AFFECTED PROPERTY OWNERS TO DEVELOP MORE SITE SPECIFIC GUIDANCE TO INFORM FUTURE LAND DEVELOPMENT REGULATION CHANGES	CHAPTER 3	\$
	CONCEPTUAL VISION ELEMENTS	WATER STREET	PHYSICAL IMPROVEMENTS	EXPLORE LINKING WATER STREET FROM 1ST STREET TO 3RD STREET. STREET TO INCLUDE PARALLEL PARKING AND SIDEWALKS ON AT LEAST ONE SIDE.	CITY / PRIVATE SECTOR	LAND OWNERS / RAILROAD	MID-TERM	WORK IN COLLABORATION WITH EXISTING PROPERTY OWNERS TO EXPLORE OPTIONS. IDENTIFY NECESSARY RIGHT-OF-WAY AND/OR UTILITY ISSUES. COMPLETE TRAFFIC ANALYSIS AND CONCEPTUAL DESIGN TO DETERMINE APPROPRIATE ROAD GEOMETRY AND FLOW. COMPLETE MORE DETAILED SCOPING.	CHAPTER 3	\$\$\$\$
		3RD STREET	PHYSICAL IMPROVEMENTS	IMPROVE THE PEDESTRIAN CIRCULATION ALONG 3RD STREET FROM ITS INTERSECTION WITH MAIN STREET. EXTEND PEDESTRIAN IMPROVEMENTS ALONG STREET AND INCLUDE NEW, MORE VISUALLY PROMINENT CROSSWALKS ALONG HIGHWAY 50 AND RAILROAD. ESTABLISH WAYFINDING KIOSK AT VETERANS PARK.	CITY/ PRIVATE SECTOR/ CCAR+PD	CDOT / RAILROAD	MID-TERM	WORK IN COLLABORATION WITH EXISTING PROPERTY OWNERS AND RAILROAD TO EXPLORE OPTIONS. IDENTIFY NECESSARY RIGHT-OF-WAY AND/OR UTILITY ISSUES. COMPLETE TRAFFIC ANALYSIS TO DETERMINE APPROPRIATE ROAD GEOMETRY AND FLOW. COMPLETE MORE DETAILED SCOPING.	CHAPTER 3	\$\$\$\$
		9TH STREET	PHYSICAL IMPROVEMENTS	REDESIGN 9TH STREET FRONTAGE ALONG POTENTIAL REDEVELOPMENT AREAS TO INCLUDE SIDEWALKS AND MORE PEDESTRIAN ACCOMODATIONS. ADDITIONAL PEDESTRIAN ACCOMODATIONS ALONG 9TH STREET BRIDGE.	CITY / PRIVATE SECTOR		MID-TERM	WORK IN COLLABORATION WITH ANY REDEVELOPMENT PARTNER TO COORDINATE NEW STREETScape IMPROVEMENTS	CHAPTER 3	\$\$\$\$
	RECREATIONAL IMPROVEMENTS	CENTENNIAL PARK	PHYSICAL IMPROVEMENTS	NATURAL STYLE PLAYGROUND AND SPLASH PAD FEATURE, INCREASED ACCESS TO THE RIVERFRONT, NEW PICNIC PAVILLION, RIVERFRONT AMPHITHEATRE, LAWN AND RESTROOM FACILITIES.	CITY/ CCAR+PD		IMMEDIATE	FOLLOW GUIDANCE AS PROVIDED IN THE CENTENNIAL PARK MASTER PLAN AS ADOPTED BY THE CITY. COORDINATE EFFORTS WITH OTHER PROPOSED IMPROVEMENTS TO ASSURE ACCESS TO PARK IS MAINTAINED.	CHAPTER 3	\$ - \$\$\$
		TRAIL EXTENSIONS	PHYSICAL IMPROVEMENTS	CREATE NEW TRAIL SEGMENTS ALONG ARKANSAS RIVER - ON SOUTH SIDE CONNECT FROM EXISTING ARKANSAS RIVERWALK TRAIL TO PROPOSED NEW SEGMENT AT 9TH STREET BRIDGE, NEW CAÑON CITY RIVERFRONT PROMENADE ALONG NORTH SIDE. UPDATE WAYFINDING SIGANGE (NEAR-TERM).	CITY / CCAR+PD		NEAR TO MID-TERM	COORDINATE ALL WORK ON PRIVATE LANDS WITH ANY REDEVELOPMENT PROJECT. USE CITY-STANDARD WAYFINDING SIGNAGE. ALIGN NEW TRAIL SEGMENTS TO INTERCONNECT WITH EXISTING TRAILS.	CHAPTER 3	\$ - \$\$\$
		VISUAL BUFFERS	PHYSICAL IMPROVEMENTS	ESTABLISH VISUAL BUFFERS BETWEEN EXISTING RIVERWALK TRAILS AND INDUSTRIAL USES NEAR AND AROUND 9TH STREET	CITY / PRIVATE		MID-TERM	EVALUATE AVAILABILITY OF PUBLIC LAND WITHIN AREA FOR POTENTIAL PLANTINGS. ESTABLISH EASEMENTS IF NEEDED WITH PRIVATE PROPERTIES. COORDINATE PLANTINGS WITH ANY RIPARIAN PLANTING EFFORTS FOR MAXIMIZED VALUE	CHAPTER 3	\$
	RIVER AND RIPARIAN IMPROVEMENTS	FILL REMOVAL	PHYSICAL IMPROVEMENTS	REMOVE DEBRIS, CONCRETE AND OTHER NAVIGATIONAL HAZARDS FROM BANKS AND BED OF THE RIVER	CITY		NEAR-TERM	COORDINATE EFFORTS WITH RECREATIONAL IMPROVEMENTS TO ADDRESS RIVER NAVIGATION	CHAPTER 3	\$
		STORMWATER TREATMENT	PHYSICAL IMPROVEMENTS	CREATE BIO-SWALE, WETLAND OR RAIN GARDENS WITHIN AND NEAR CENTENNIAL PARK AND NORTH BANK AT 9th STREET TO IMPROVE WATER QUALITY AND DEMONSTRATE BEST PRACTICES	CITY		NEAR-TERM	COMPLETE STORMWATER STUDY TO DETERMINE APPROXIMATE DESIGN FLOW RATES FOR NEW STORMWATER FEATURE AND OPTIMAL LOCATION. DEVELOP RFP AND COORDINATE PLACEMENT AND INSTALLATION OF FEATURE RELATIVE TO OTHER IMPROVEMENTS AT CENTENNIAL PARK AND/OR ALONG THE RIVER	CHAPTER 3	\$ - \$\$\$
		FLOODPLAIN RESTORATION	PHYSICAL IMPROVEMENTS	RECONNECT FLOODPLAIN IN 9TH STREET AREA BY REMOVAL OF EXISTING FILL AND INDUSTRIAL DEBRIS ALONG RIVER	CITY		MID-TERM	COORDINATE ANY FLOODPLAIN WORK WITH ANY DEVELOPMENT PROPOSED IN THIS AREA	CHAPTER 3	\$

ACRONYMS	CCAR+PD	Cañon City Area Recreation and Park District	TIME LINE	IMMEDIATE	Within Next 12 Months Between 12 months and 2 years Between 2 years and 10 years Beyond 10 Years
	CDOT	Colorado Department of Transportation		NEAR-TERM	
	CPW	Colorado Parks and Wildlife		MID-TERM	
	AHRA	Arkansas Headwaters Recreation Area		LONG-TERM	
	CWCB	Colorado Water Conservation Board			
	DOLA	Department of Local Affairs	COST RANGE	\$	Low Cost (Less than \$100K) Moderate Cost (Between \$100K and \$200K) High Cost (Between \$200K and \$500K) Very High Cost (Greater than \$500K)
				\$	
				\$	
				\$	
				\$	



PROJECT ZONE	RECOMMENDATIONS	NAME	TYPE	DETAILED DESCRIPTION AND ELEMENTS	COMMUNITY PARTNERS	SUPPORT OR RESOURCE PARTNERS	TIME LINE OR PRIORITY	IMPORTANT IMPLEMENTATION ISSUES / STRATEGIES	DOCUMENT REFERENCES	COST RANGE
GRIFFIN PARK	LAND USE AND DESIGN CHARACTER	NO RECOMMENDED LAND USE POLICY CHANGES								
	CONCEPTUAL VISION ELEMENTS	NO RECOMMENDED VISION ELEMENTS FOR COMMUNITY INFRASTRUCTURE - SEE RECREATIONAL IMPROVEMENTS								
	RECREATIONAL IMPROVEMENTS	SANITATION PLANT REDESIGN	DESIGN STUDY / PHYSICAL IMPROVEMENTS	STUDY REDESIGN OPTIONS FOR SANITATION TREATMENT PLANT AREA TO EXPLORE REDEVELOPMENT AS BOTANICAL GARDENS AND/OR NATURE INTEPRETATION EXHIBIT	CITY/ CCAR+PD	ARTS COMMUNITY	IMMEDIATE	EVALUATE SAFETY OF EXISTING STRUCTURE TO ENSURE ITS ADAPTIVE REUSE. INCORPORATE CITY-STANDARD SIGNAGE DESIGN INTO ANY PARK ELEMENTS	CHAPTER 4	\$/\$\$ - \$\$\$
		TRAIL EXTENSIONS	PHYSICAL IMPROVEMENTS	CREATE ADDITIONAL TRAIL LOOPS (OF VARYING SURFACES AND TOPOLOGIES) THAT PROVIDE ADDITIONAL WALKING OPPORTUNITIES WITHIN THE PARK AND CONNECT THE PARK OUTWARD TO ADJACENT NEIGHBORHOODS.	CITY/ CCAR+PD		NEAR TO MID-TERM	EVALUATE TRAIL CONNECTIONS TO NEIGHBORHOOD IN LIGHT OF PUBLIC RIGHT-OF-WAY AND/OR NEED FOR PRIVATE LAND EASEMENTS. CONDUCT EVALUATION OF TRAIL NEEDS BASED ON USER NEED	CHAPTER 4	\$\$ - \$\$\$
		SIGNAGE / WAYFINDING	PHYSICAL IMPROVEMENTS	ADD NEW WAYFINDING AND TRAIL SIGNAGE WITHIN PARK AND ALONG NEW TRAIL CONNECTIONS OR EXTENSIONS AS NEEDED.	CITY/ CCAR+PD		IMMEDIATE	USE CITY-STANDARD WAYFINDING SIGNAGE	CHAPTER 4	\$
		WESTERN GATEWAY	PHYSICAL IMPROVEMENTS	REDESIGN WESTERN GATEWAY FEATURES AT PARK TO INCLUDE INFORMATION CENTER AND EQUIPMENT RENTAL CENTER.	CITY/ CCAR+PD		MID-TERM	USE CITY-STANDARD WAYFINDING SIGNAGE. COMPLETE NEEDS ASSESSMENT TO DETERMINE SPACE NEEDS FOR INFORMATION CENTER AND EQUIPMENT STORAGE	CHAPTER 4	\$\$\$
	RIVER AND RIPARIAN IMPROVEMENTS	RIPIARIAN BUFFER ENHANCEMENTS	PHYSICAL IMPROVEMENTS	PLANT TREES AND VEGETATION ALONG BANKS TO INCREASE STABILIZATION AND ENHANCE BUFFER EFFECTIVENESS IN STORMWATER MANAGEMENT.	CITY	NRCS, CPW	MID-TERM	COORDINATE ANY FLOODPLAIN WORK WITH ANY FLOODPLAIN STUDY FOR THIS AREA (SEE BELOW)	CHAPTER 4	\$
		FLOODPLAIN RECONNECTION	PHYSICAL IMPROVEMENTS	RECONNECT GRIFFIN PARK WETLANDS AND RIPARIAN AREAS TO RIVER.	CITY/ CCAR+PD	CPW, CWCB	NEAR-TERM	STUDY FLOW PATHS - COMBINE IMPROVEMENTS WITH PATH IMPROVEMENTS	CHAPTER 4	\$ - \$\$
		SEDIMENT TRANSPORT STUDY	PLANNING STUDY	STUDY RIVER ALIGNMENT AND SEDIMENT TRANSPORT ISSUES UPSTREAM AND DOWNSTREAM OF RAYNOLDS AVENUE BRIDGE	COUNTY/CITY	CWCB, DOLA, CDOT	MID-TERM	MAKE RECOMMENDATIONS FOR BRIDGE, RIVER ALIGNMENT AND BANK TREATMENTS, INFRASTRUCTURE PROTECTION AND FLOOD HAZARD IDENTIFICATION	CHAPTER 4	\$\$

ACRONYMS	CCAR+PD	Cañon City Area Recreation and Park District
	CDOT	Colorado Department of Transportation
	CPW	Colorado Parks and Wildlife
	AHRA	Arkansas Headwaters Recreation Area
	CWCB	Colorado Water Conservation Board
	NRCS	Natural Resources Conservation Service
	DOLA	Department of Local Affairs
TIME LINE	IMMEDIATE	Within Next 12 Months
	NEAR-TERM	Between 12 months and 2 years
	MID-TERM	Between 2 years and 10 years
	LONG-TERM	Beyond 10 Years
COST RANGE	\$	Low Cost (Less than \$100K)
	\$\$	Moderate Cost (Between \$100K and \$200K)
	\$\$\$	High Cost (Between \$200K and \$500K)
	\$\$\$\$	Very High Cost (Greater than \$500K)



PROJECT ZONE	RECOMMENDATIONS	NAME	TYPE	DETAILED DESCRIPTION AND ELEMENTS	COMMUNITY PARTNERS	SUPPORT OR RESOURCE PARTNERS	TIME LINE OR PRIORITY	IMPORTANT IMPLEMENTATION ISSUES / STRATEGIES	DOCUMENT REFERENCES	COST RANGE
EASTERN CORRIDOR	LAND USE AND DESIGN CHARACTER	NO RECOMMENDED LAND USE POLICY CHANGES								
	CONCEPTUAL VISION ELEMENTS	NO RECOMMENDED VISION ELEMENTS FOR COMMUNITY INFRASTRUCTURE - SEE RECREATIONAL IMPROVEMENTS								
	RECREATIONAL IMPROVEMENTS	PUBLIC BOAT ACCESS	PHYSICAL IMPROVEMENTS	A SITE DESIGN AND IMPLMENTATION PROGRAM FOR THE NEW CITY-LEASED LAND THAT PROVIDES A NEW PUBLIC BOAT ACCESS WITH PARKING, RESTROOM FACILITY AND WAYFINDING ON THE EASTERN SIDE OF MACKENZIE AVENUE	CITY / CCAR+PD		IMMEDIATE	COORDINATE ALL WORK ON PRIVATE LANDS WITH ANY IMPROVEMENT PROJECT. USE CITY-STANDARD WAYFINDING SIGNAGE. DETERMINE UTILITY ACCESS FOR WATER/WASTEWATER. COORDINATE ANY WATER ACCESS WITH ANY IN-CHANNEL IMPROVEMENTS.	CHAPTER 5	\$\$ - \$\$\$
		ARKANSAS RIVERWALK TRAIL EXPANSION	PHYSICAL IMPROVEMENTS	CREATE NEW TRAIL SEGMENTS FROM ARKANSAS RIVERWALK TRAIL TO BOAT ACCESS. EXPAND TRAIL ACCESS TO CITY OF FLORENCE AND PATHFINDER PARK IN CONSIDERATION OF ECTOSRC TRAILS MASTER PLAN	CITY/ CCAR+PD / PRIVATE	CITY OF FLORENCE / COUNTY	NEAR TO MID-TERM	COORDINATE ALL WORK ON PRIVATE LANDS WITH ANY IMPROVEMENT PROJECT. USE CITY-STANDARD WAYFINDING SIGNAGE. ALIGN NEW TRAIL SEGMENTS TO INTERCONNECT WITH EXISTING TRAILS. COORDINATE ACTIVITIES WITH CITY OF FLORENCE + COUNTY	CHAPTER 5	\$\$ - \$\$\$
		TRAIL EXTENSIONS	PHYSICAL IMPROVEMENTS	ADD TRAIL CONNECTION TO ROUSE PARK.	CITY/ CCAR+PD / PRIVATE		NEAR TO MID-TERM	COORDINATE ALL WORK ON PRIVATE LANDS WITH ANY IMPROVEMENT PROJECT. USE CITY-STANDARD WAYFINDING SIGNAGE. ALIGN NEW TRAIL SEGMENTS TO INTERCONNECT WITH EXISTING TRAILS.	CHAPTER 5	\$\$-\$\$\$
		TRAIL EXTENSIONS	PHYSICAL IMPROVEMENTS	ADD TRAIL CONNECTION TO BROOKSIDE NEIGHBORHOOD	CITY/ CCAR+PD / PRIVATE		NEAR TO MID-TERM	COORDINATE ALL WORK ON PRIVATE LANDS WITH ANY IMPROVEMENT PROJECT. USE CITY-STANDARD WAYFINDING SIGNAGE. ALIGN NEW TRAIL SEGMENTS TO INTERCONNECT WITH EXISTING TRAILS.	CHAPTER 5	\$\$ - \$\$\$
		MACKENZIE AVENUE TRAILHEADS	PHYSICAL IMPROVEMENTS	ESTABLISH IMPROVED FACILITIES AT THE MACKENZIE AVENUE TRAILHEAD. IMPROVE PEDESTRIAN/BICYCLE FACILITY ALONG MACKENZIE AVENUE BETWEEN TRAILHEAD AND BOAT RAMP.	CITY/ CCAR+PD / PRIVATE		NEAR-TERM	ADD NEW SIGNAGE AND SUPPORT FACILITIES AT THE MACKENZIE AVENUE TRAILHEAD. MAKE SURE SIGNAGE COMPLIES WITH CITY-STANDARD WAYFINDING.	CHAPTER 5	\$\$
	RIPARIAN CONSERVATION STRATEGIES	OPEN SPACE CONSERVATION	PLANNING STUDY	WORK WITH PRIVATE LANDOWNERS TO MAINTAIN OPEN SPACE, WETLAND AND RIPARIAN HABITATS, AND A CONNECTED AND FUNCTIONING FLOODPLAIN	CITY	CPW, LAND CONSERVATION TRUST	MID-TERM	COORDINATE WORK WITH LANDOWNERS	CHAPTER 5	\$\$
		RIPARIAN BUFFER ENHANCEMENTS	PHYSICAL IMPROVEMENTS	PLANT TREES AND VEGETATION ALONG BANKS TO INCREASE STABILIZATION AND ENHANCE BUFFER EFFECTIVENESS IN STORMWATER MANAGEMENT	CITY	CPW, USFWS	MID-TERM	COORDINATE WORK WITH LANDOWNERS	CHAPTER 5	\$

ACRONYMS	CCAR+PD	Cañon City Area Recreation and Park District	TIME LINE	IMMEDIATE	Within Next 12 Months Between 12 months and 2 years Between 2 years and 10 years Beyond 10 Years
	CDOT	Colorado Department of Transportation		NEAR-TERM	
	CPW	Colorado Parks and Wildlife		MID-TERM	
	AHRA	Arkansas Headwaters Recreation Area		LONG-TERM	
	CWCB	Colorado Water Conservation Board			
	DOLA	Department of Local Affairs	COST RANGE	\$	Low Cost (Less than \$100k) Moderate Cost (Between \$100k and \$200K) High Cost (Between \$200K and \$500K) Very High Cost (Greater than \$500K)
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				\$\$\$	
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