



City of Cañon City

US 50 Corridor Plan

Public Meeting

24 September 2014

agenda



1. Why are We Here?
2. The Team
3. The Focus
4. The Schedule
5. Analysis
6. Table Talk
7. Reporting Out



why are we here?

- US50 / Royal Gorge Boulevard
- From east City limits to west City limits



the team

the team

City of Cañon City Staff

Adam Lancaster

Engineering

Doug Dotson

Community Development

Terri Bernath

Planning and Zoning

...plus council and planning commissioner input, as well as stakeholders and the public , and CDOT

Core Team Working with the City



Deana Swetlik

Director/Urban Designer



Jeremy Nelson

Mobility Planner



Scott Asher

Civil Engineer



the focus

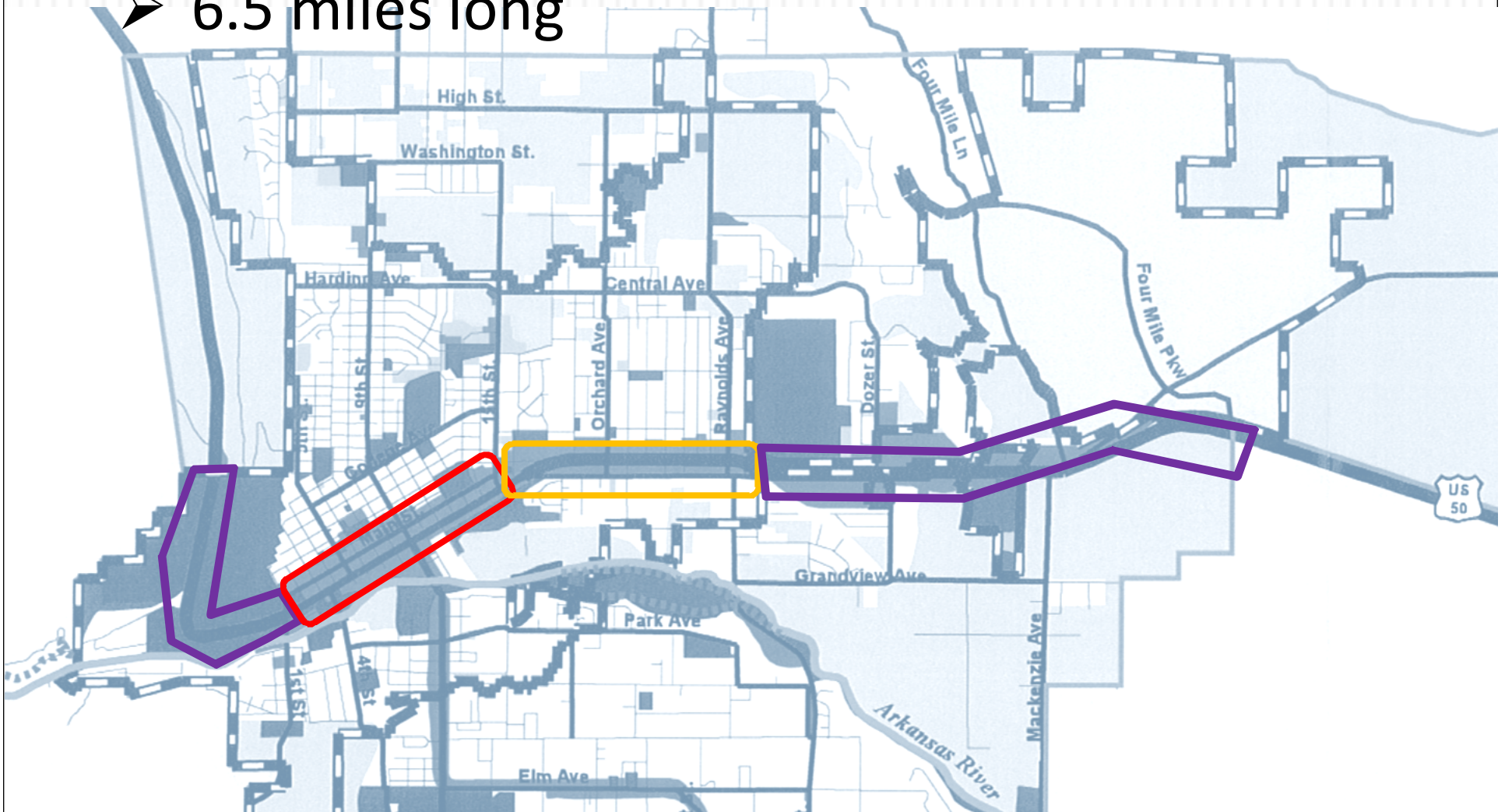
the focus – why plan

- ❑ This is a PLAN!
 - 20-25 year planning horizon
 - It will not be implemented next year
 - Planning is about *looking out long term for the benefit of the community*
- ❑ US 50 is critical to the health of the entire community and beyond – the right decisions must be made now to set the stage for the future.
- ❑ We need your help now - elevate the importance of this planning effort with your neighbors and elected officials.



the focus – the study area

➤ 6.5 miles long



the focus – City goals

❑ Goals of the plan:

- A. Improve the traveling experience
- B. Establish community identity
- C. Improve aesthetics
- D. Improve safety
- E. Improve connectivity to pedestrian pathways and bicycle facilities
- F. Improve street infrastructure and drainage facilities
- G. Improve development and re-development process
 - Allow appropriate design and zoning flexibility to promote the desired development
- H. Stimulate economic growth
 - Improve property values
- I. Cost effective solutions
 - Leverage cost of improvements

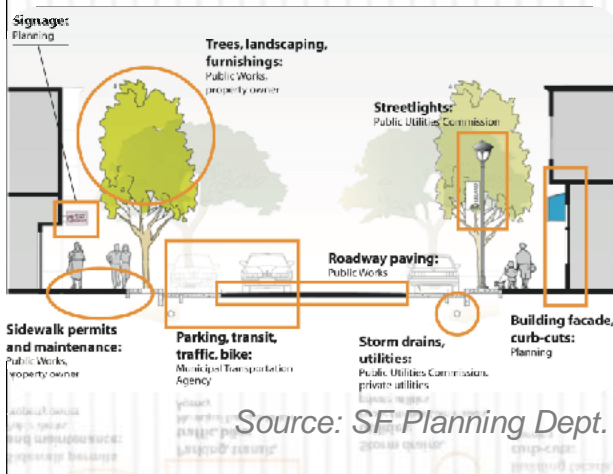
the focus

- How do we address all of those elements?
- Logically organize:
 - Public realm mobility and placemaking - 65%
 - Private realm placemaking and economic vitality - 35%



the focus – corridor redevelopment

- ❑ Think of Hwy 50 as a means to an end
 - Any corridor includes both public & private realm
 - Public improvements *can and must* catalyze...
 - Private sector reinvestment & redevelopment



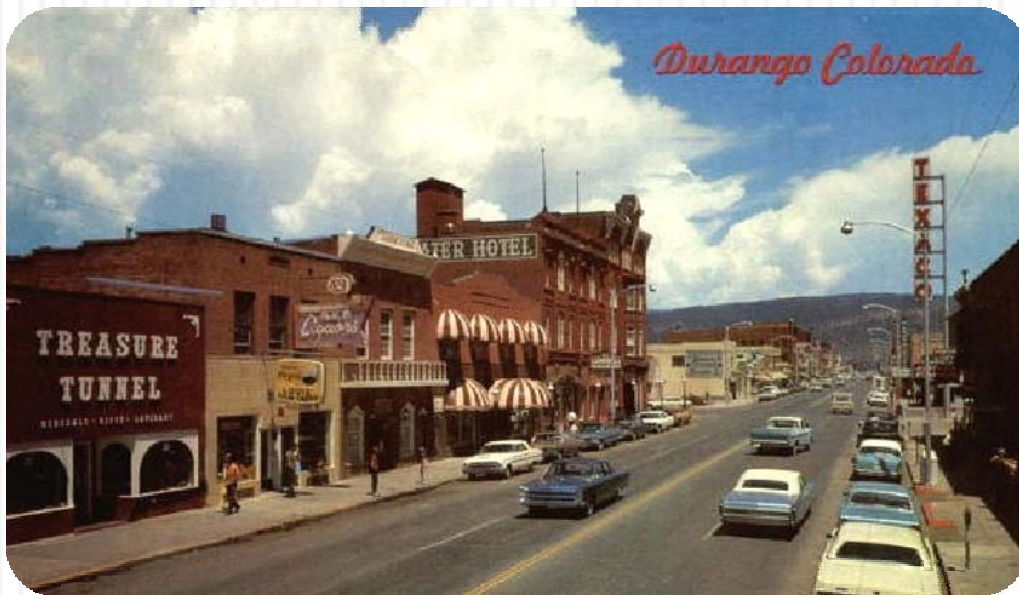
Source: Denver Public Works



Source: <http://blogs.westword.com/cafesociety>

the focus – principle of value creation

- ❑ Countless studies of this relationship
- ❑ Examples from communities of all sizes



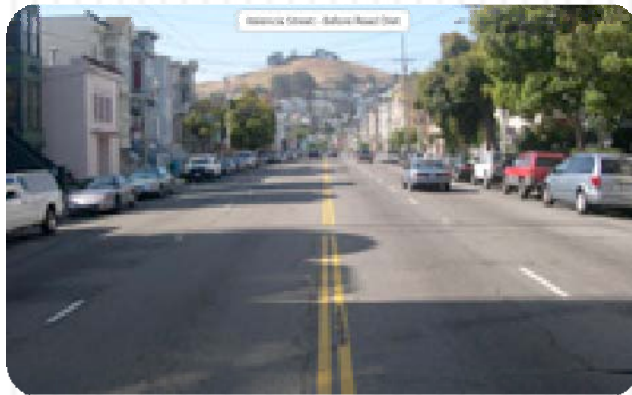
Source: www.cardcow.com/220702



Source: www.fortlewis.edu

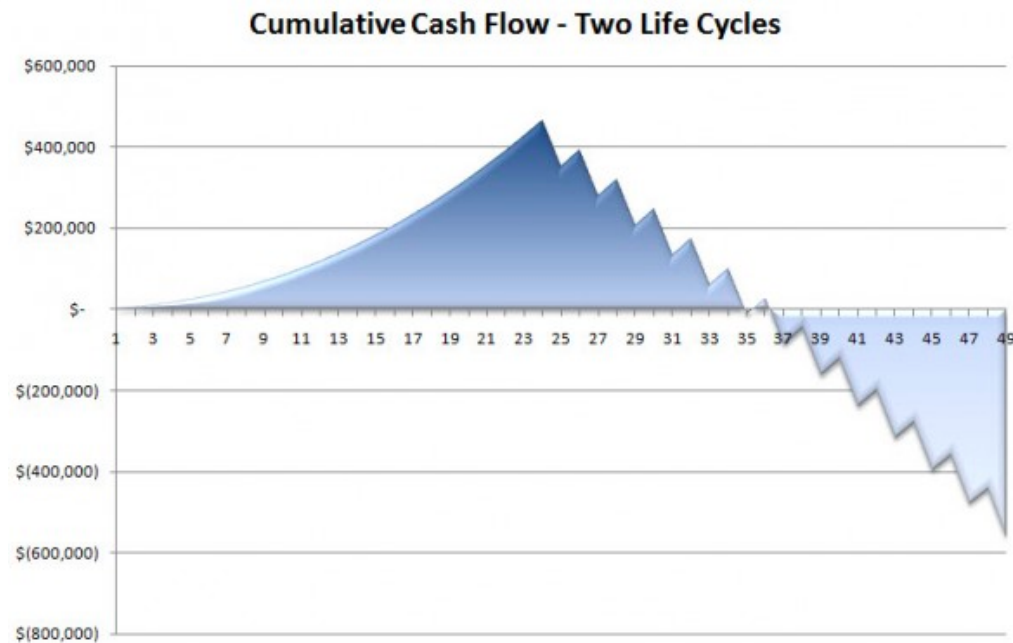
The focus – value creation and traffic

- ❑ Roads can create economic value *and* still move a lot of cars...



The focus – value creation

- ❑ Two related principles to inform the plan
 - ❑ ROI for transportation infrastructure
 - ❑ Place-based economic development



Source: Charles Marohn, www.strongtowns.org



Source: Jeremy Nelson

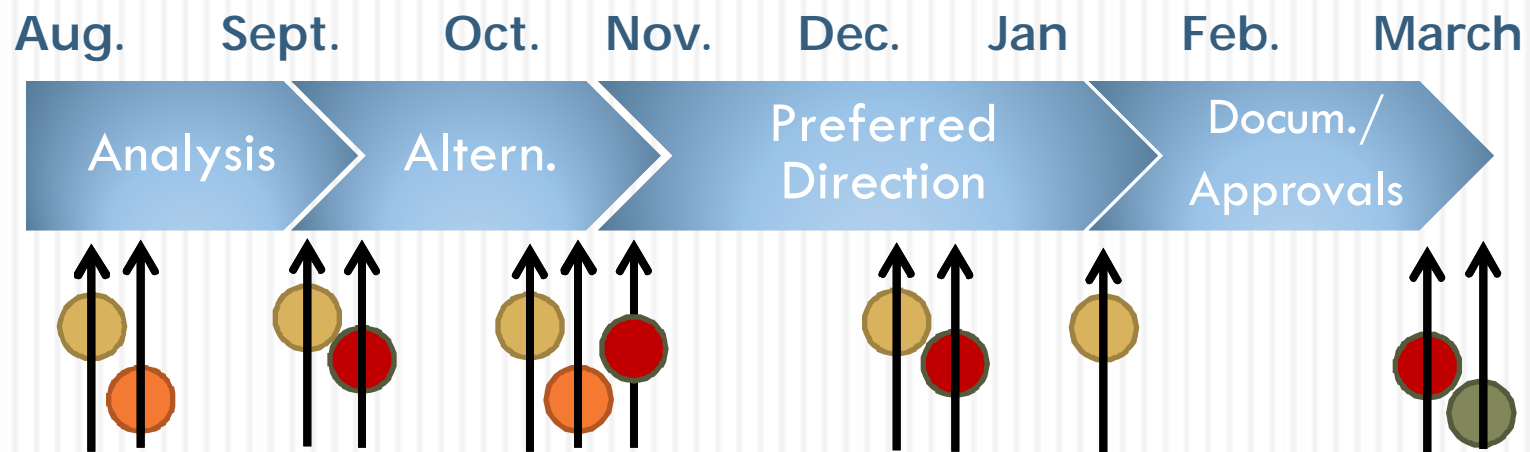


schedule

the schedule

Four Phases

- Staff Meetings
- Stakeholder Meetings
- Public Meetings/Public Hearing
- Council Meeting

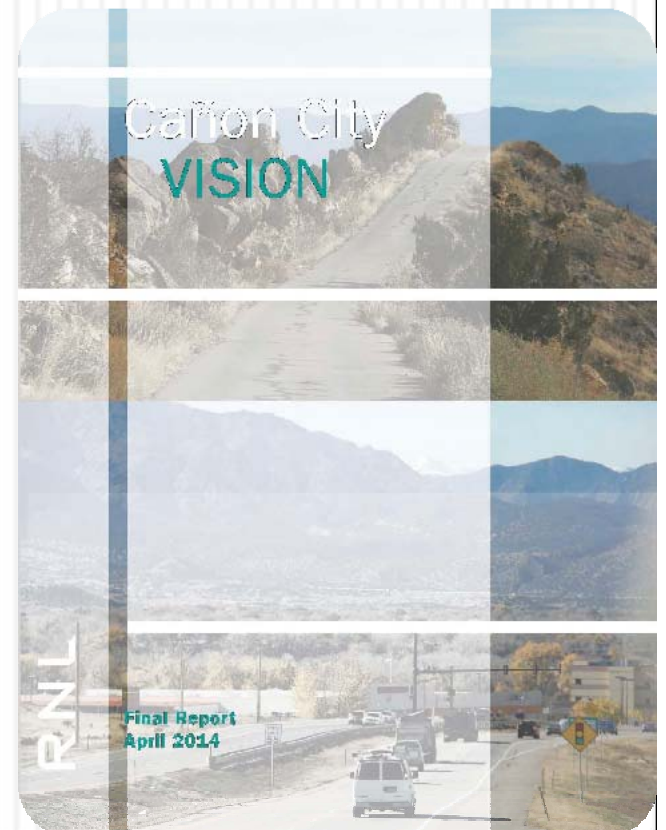




analysis

analysis - existing documents

- ❑ The City-wide Vision Plan
- ❑ The Downtown Plan
- ❑ CDOT plans
- ❑ others



analysis – city-wide visioning

- Process finished in February 2014
- City-wide focus
- Several alternative visions for the future of the community
- Preferred direction from that process:
 - *“Cañon City – Gateway to the Authentic West”*
- *Bring it to the US 50 Corridor level-
what does that mean for Royal Gorge
Boulevard?*

analysis – city-wide visioning

Cañon City is the Gateway to the Authentic West

strong downtown core ... real western culture, food, and high quality merchandise (western centric) ... wealth of opportunity ... gateway ... visitor's center that becomes the visitor's passport ... educational focus towards the unique history ... walkable main street ... vibrant commercial base ... long term-destination resort ... provide jobs for residents

analysis



Public Realm

Private Realm

analysis – private realm



- ❑ Private Realm
 - Land use
 - Zoning
 - Improvement to land value
 - Vacant parcels
 - Ownership
 - Parcel size
 - Built environment
 - On-the board projects

analysis – public realm



□ Public Realm

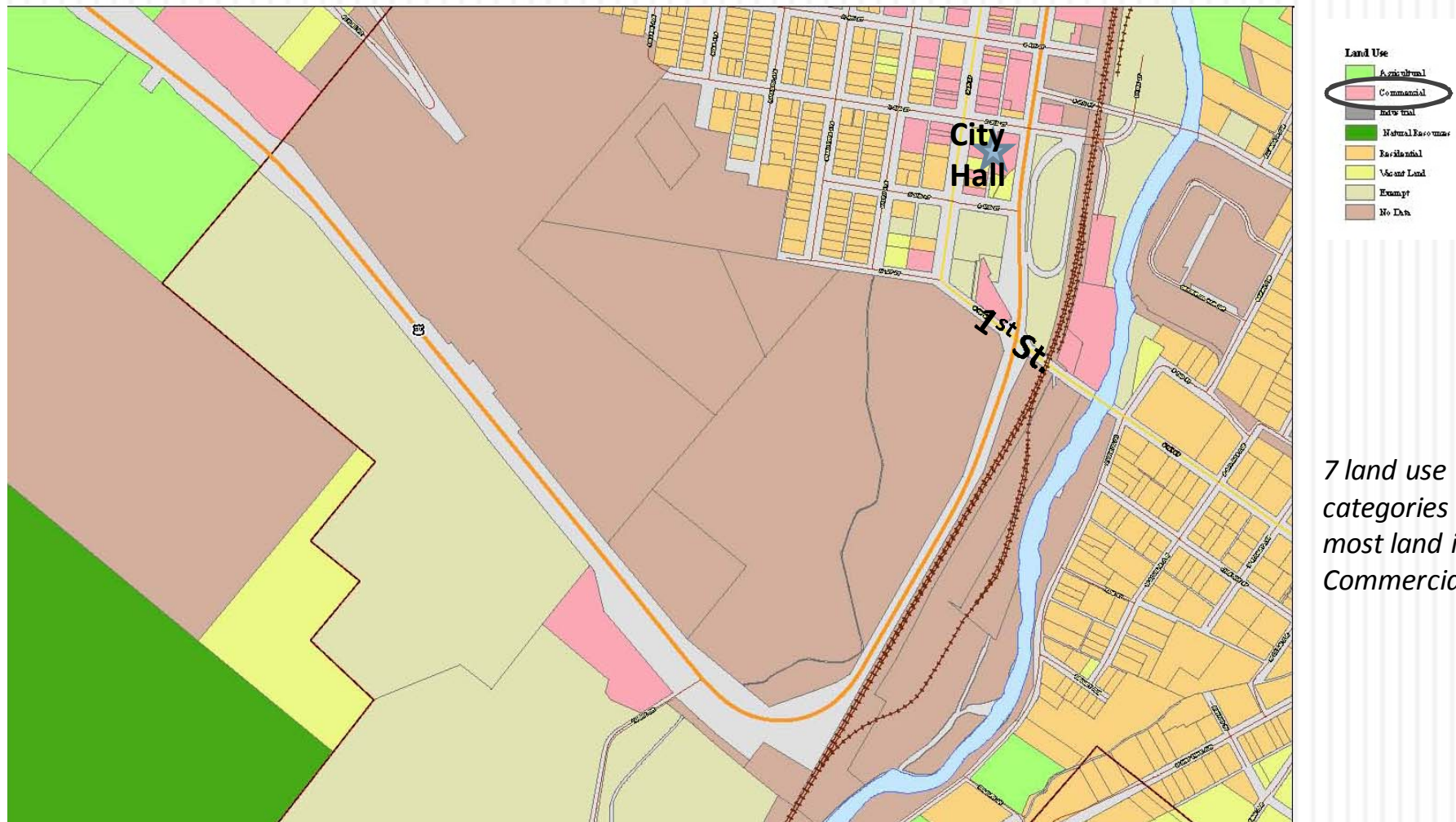
■ Mobility

- Pedestrian
- Bicycle
- Transit
- Vehicles

■ Place

- Signage/Wayfinding
- Landscape/Streetscape Character
- Gateways

analysis - land use

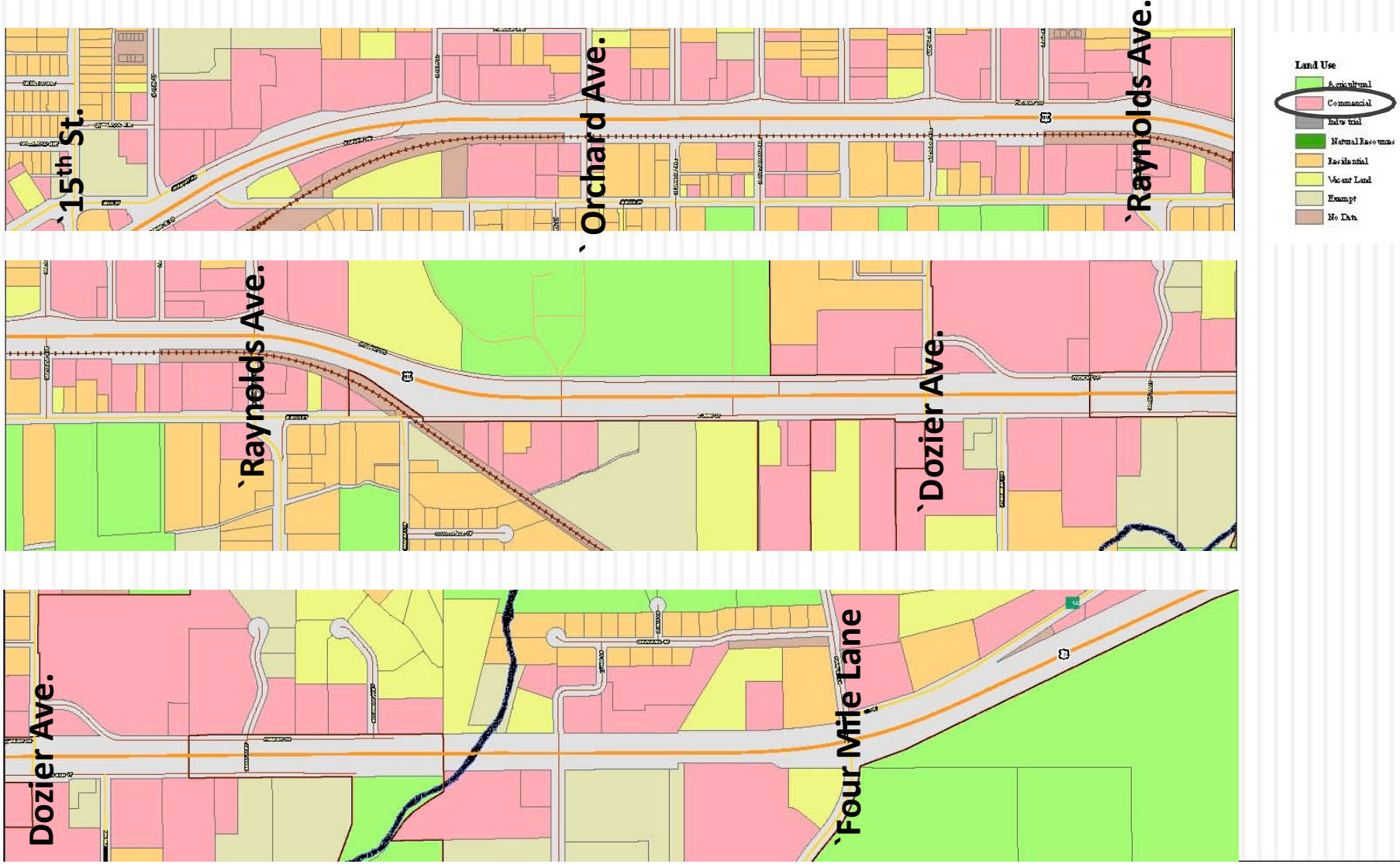


7 land use categories – most land is Commercial

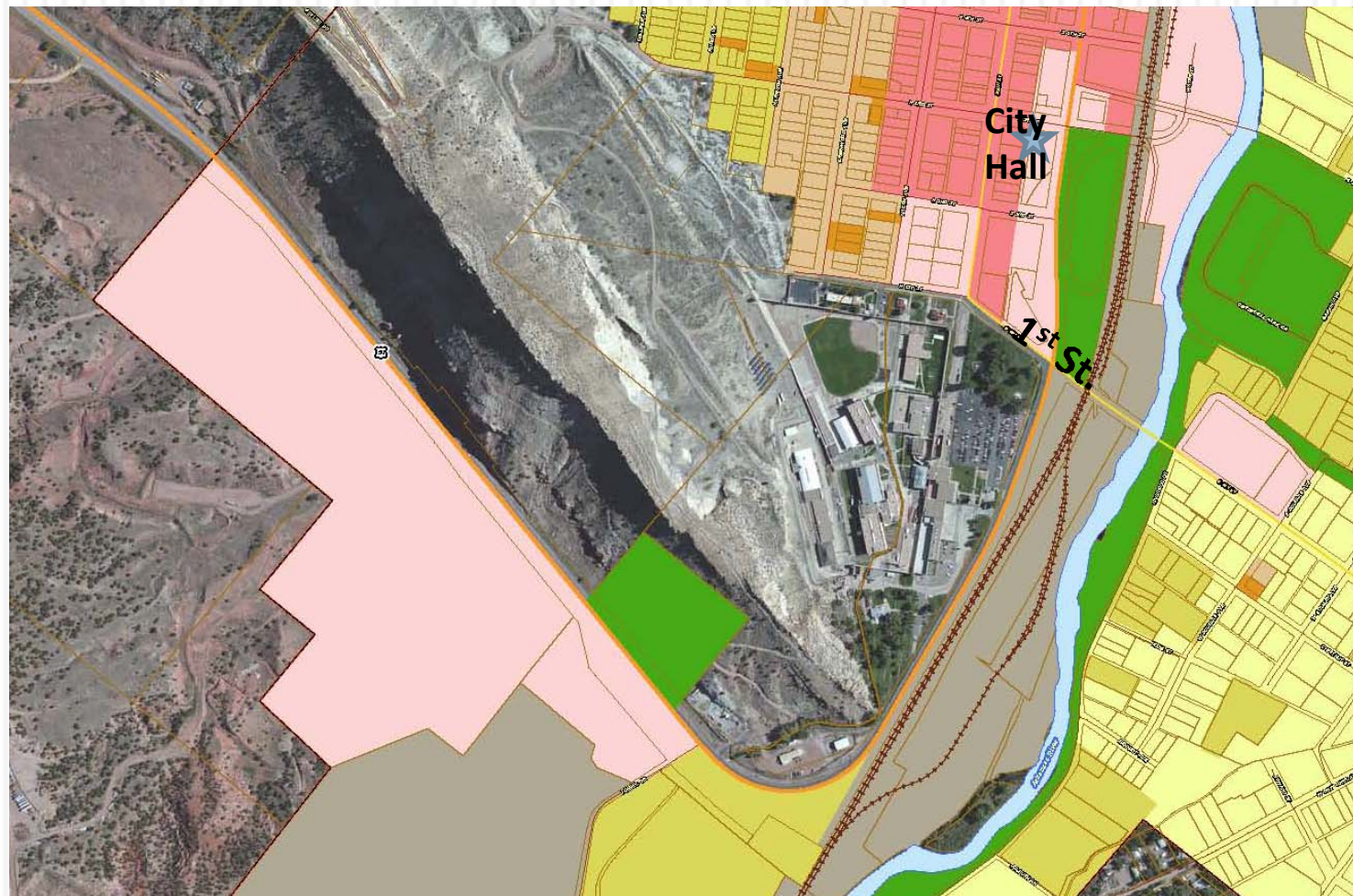
analysis - land use



analysis - land use

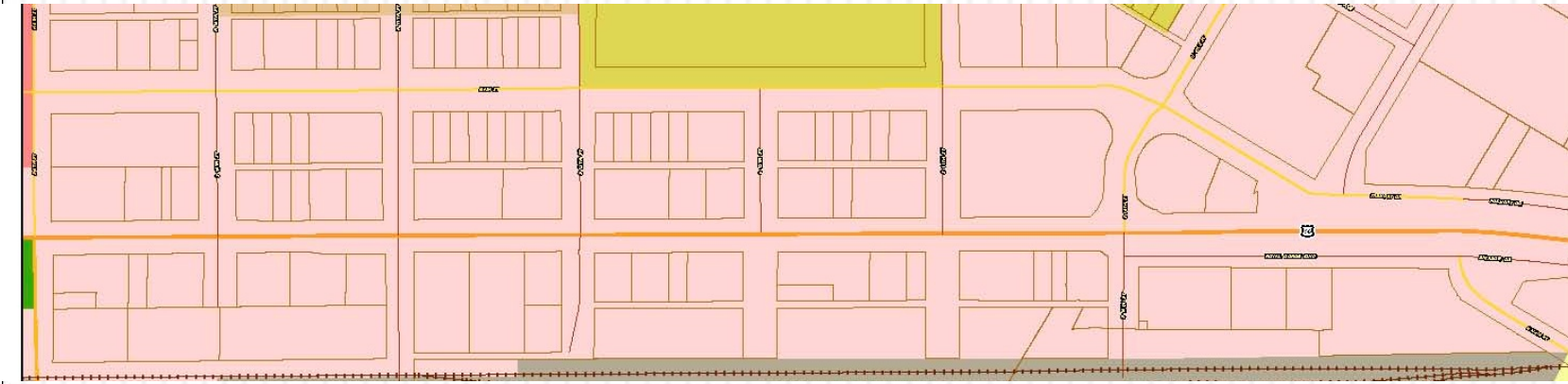


analysis - zoning

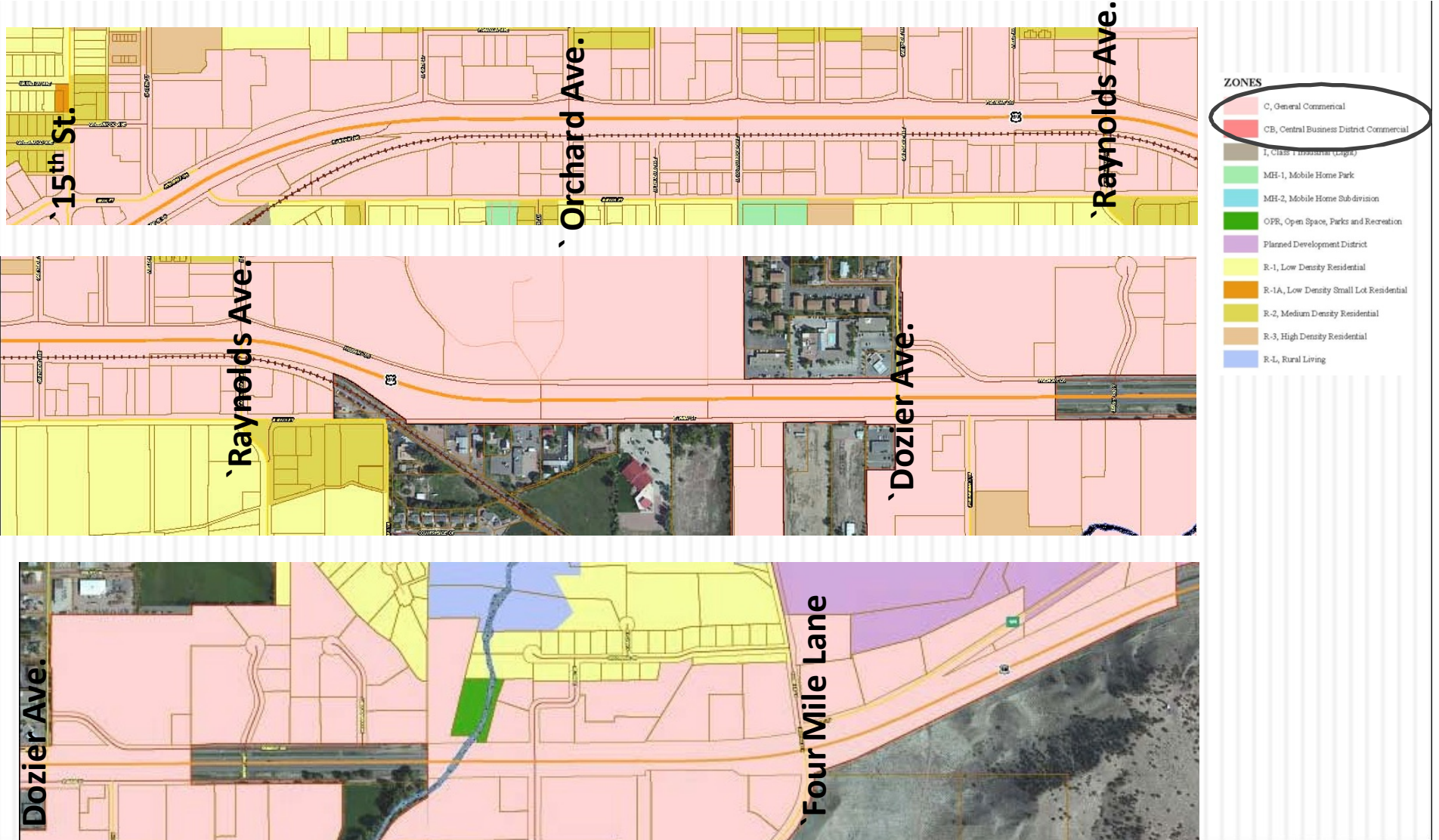


- ZONES**
- C, General Commercial
 - CB, Central Business District Commercial
 - I, Class I Industrial (Light)
 - MH-1, Mobile Home Park
 - MH-2, Mobile Home Sub-division
 - OPR, Open Space, Parks and Recreation
 - Planned Development District
 - R-1, Low Density Residential
 - R-1A, Low Density Small Lot Residential
 - R-2, Medium Density Residential
 - R-3, High Density Residential
 - R-L, Rural Living

12 zone districts- primarily everything is General Commercial or Central Business District Commercial



analysis - zoning



analysis - land utilization

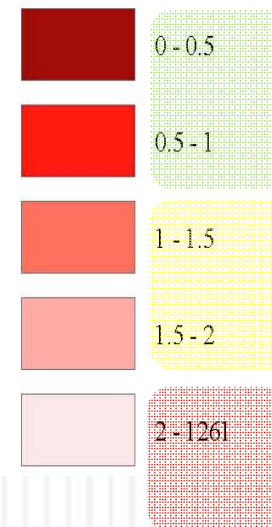
Underutilized land: most susceptible to change (includes parking lots)

Mid-utilization: Redevelopment would occur here next if strong market

Utilized: Probably no short or even mid-term redevelopment potential

Improvement to Land Value Ratio

(Value of Improvements/Value of Land)

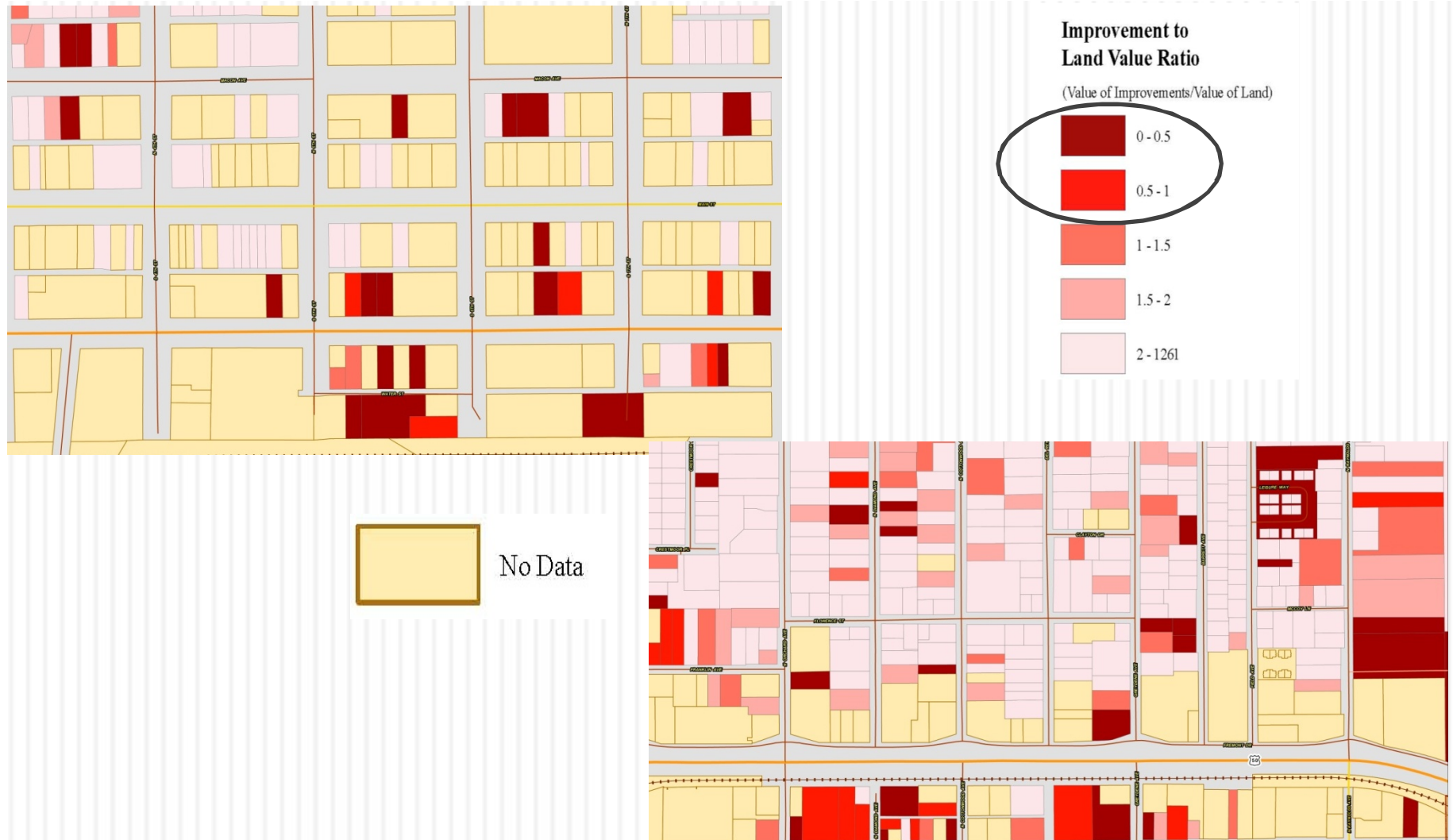


The Challenge:



No Data

analysis - land utilization



analysis – parcel size

Downtown



frontage 30-70'
depth 125'
acres .2 ac

East Canon



80-200'+
170'+
.3-4 ac

Gateways

East



160-360'+
300-800'
1-6+ ac

West



160-360'+
400'+
3-6+ ac

analysis – built environment

Downtown



Type pedestrian and
vehicle-
oriented

Height 1-5 stories

East Canon



vehicular-
oriented

1 story

Gateways

East



vehicular-
oriented/
rural

1-3 story

West



vehicular-
oriented/
institutional

1-2 story

analysis – place

Downtown



Mixed-vehicular and pedestrian oriented, different designs

Lack of pedestrian amenities, lack of consistent theme and street enclosure

East Canon



Not much existing

Lack of pedestrian amenities, lack of consistent theme

Gateways

East



Existing eastern gateway sign, sense of arrival exists at bend in US50

Lack of sense of place/arrival, pastoral landscape

West



No visible western gateway sign

Mountain landscape, sense of arrival exists at turn in US50

Signage/
wayfinding

Streetscap/
landscape

analysis - place-signage



analysis – place – landscape



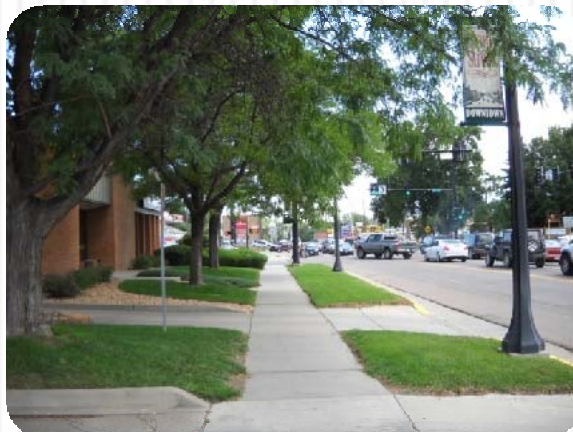
analysis - mobility



analysis - mobility

Pedestrians

- #1 priority
- Everyone is a pedestrian at some point in their journey
- Residents and visitors need to be able to navigate safely on foot



analysis - mobility

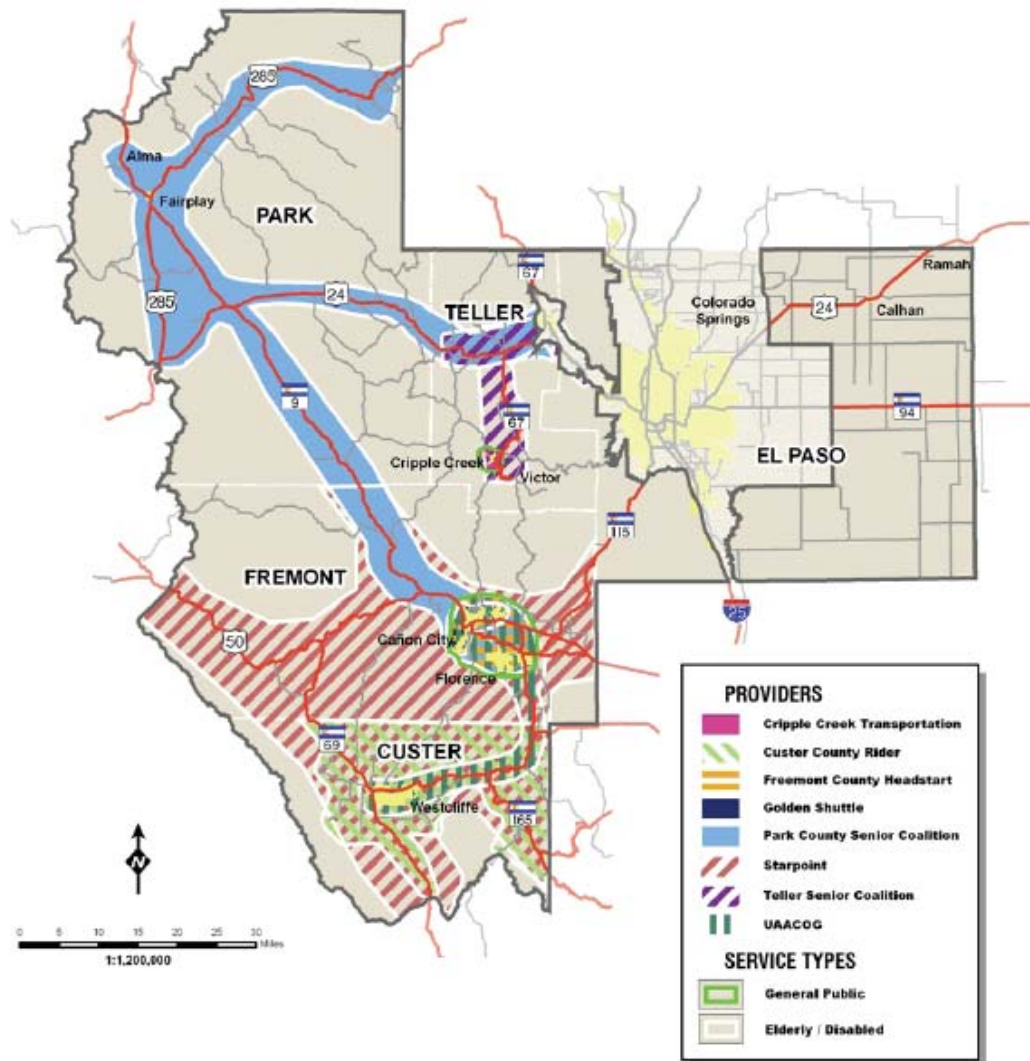
Bicyclists

- 1-2 facilities
- On street with angled parking
- Plans for larger network



Transit

- ❑ Several local and regional transit services
- ❑ Many focused on special populations
- ❑ Local transit options are limited...



Transit



2035 Regional Transportation Plan

January 2008

- The need for a general public transit provider in the Cañon City/Fremont County area still exists. It is hoped that an agency will be able to undertake a program of this sort in the near future.
- ***Update in process (the 2040 plan) – will know more information on what the thinking is from the Agency in the next couple of months

Project: US 50 Corridor Plan - Existing Speed Limits



City of Cañon City
US 50 Corridor



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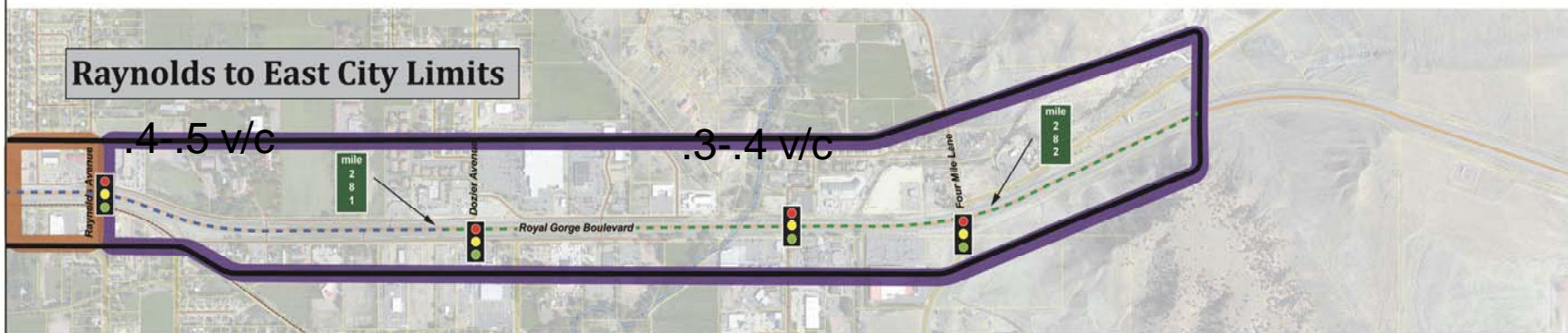
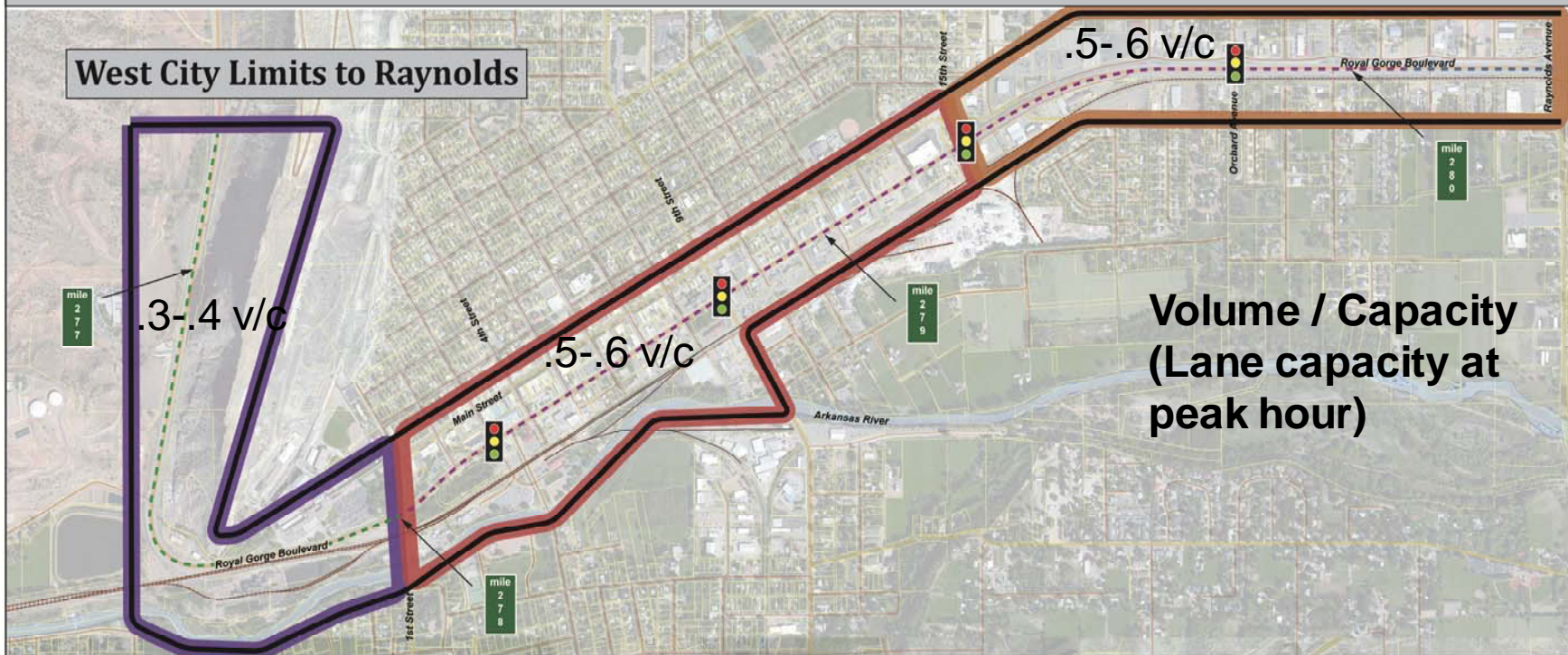


Project: US 50 Corridor Plan-

Existing Conditions Volume
To Capacity Ratios (V/C)



City of Cañon City
US 50 Corridor



GIS base information compiled by City of Cañon City per below. The boundary lines completed additional analysis mapping September 2014.

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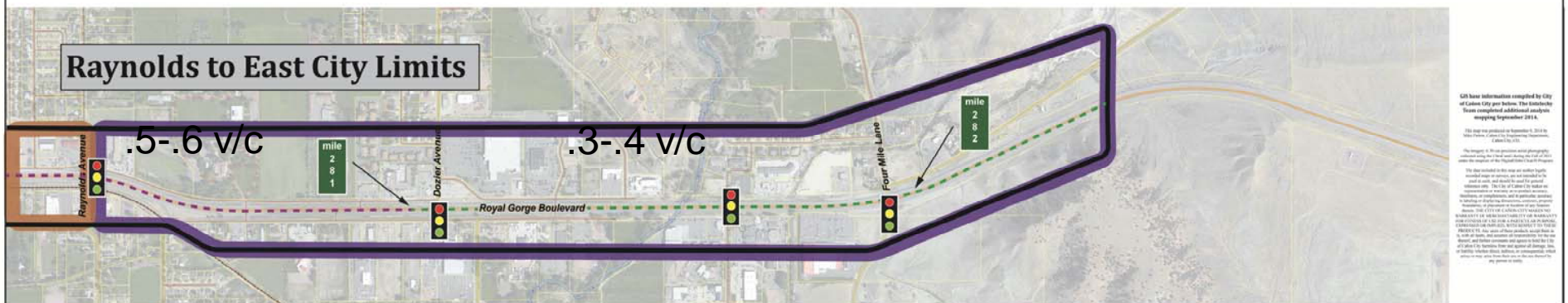
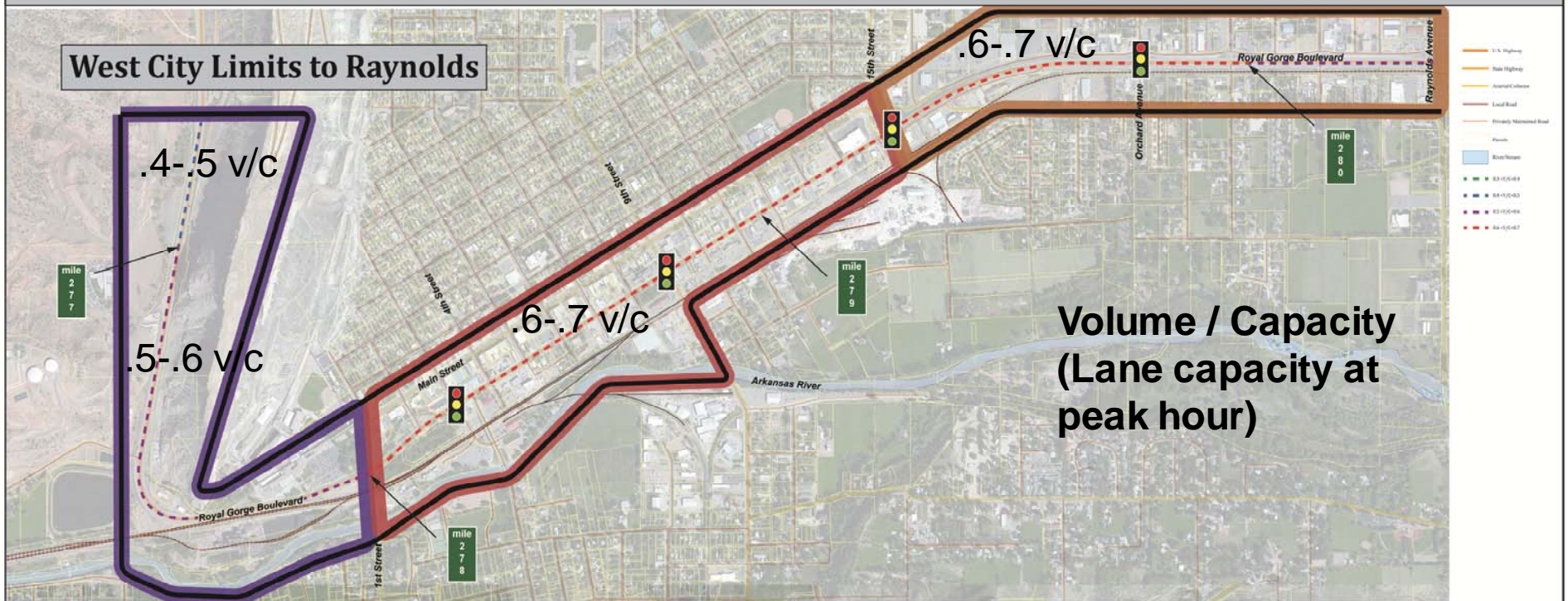


Project: US 50 Corridor Plan -

Future Conditions (20 Year)
Volume To Capacity
Ratios (V/C)



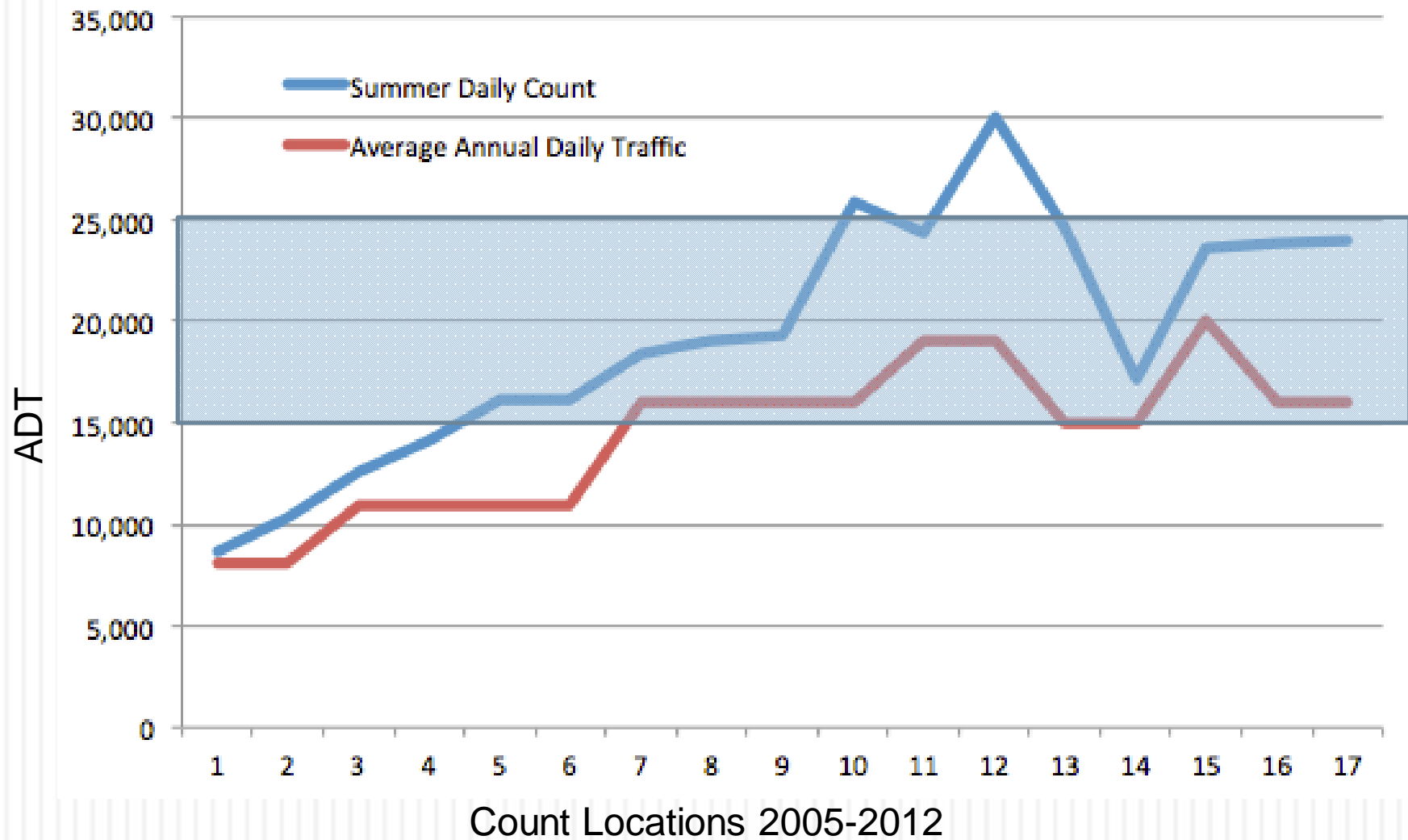
City of Cañon City
US 50 Corridor

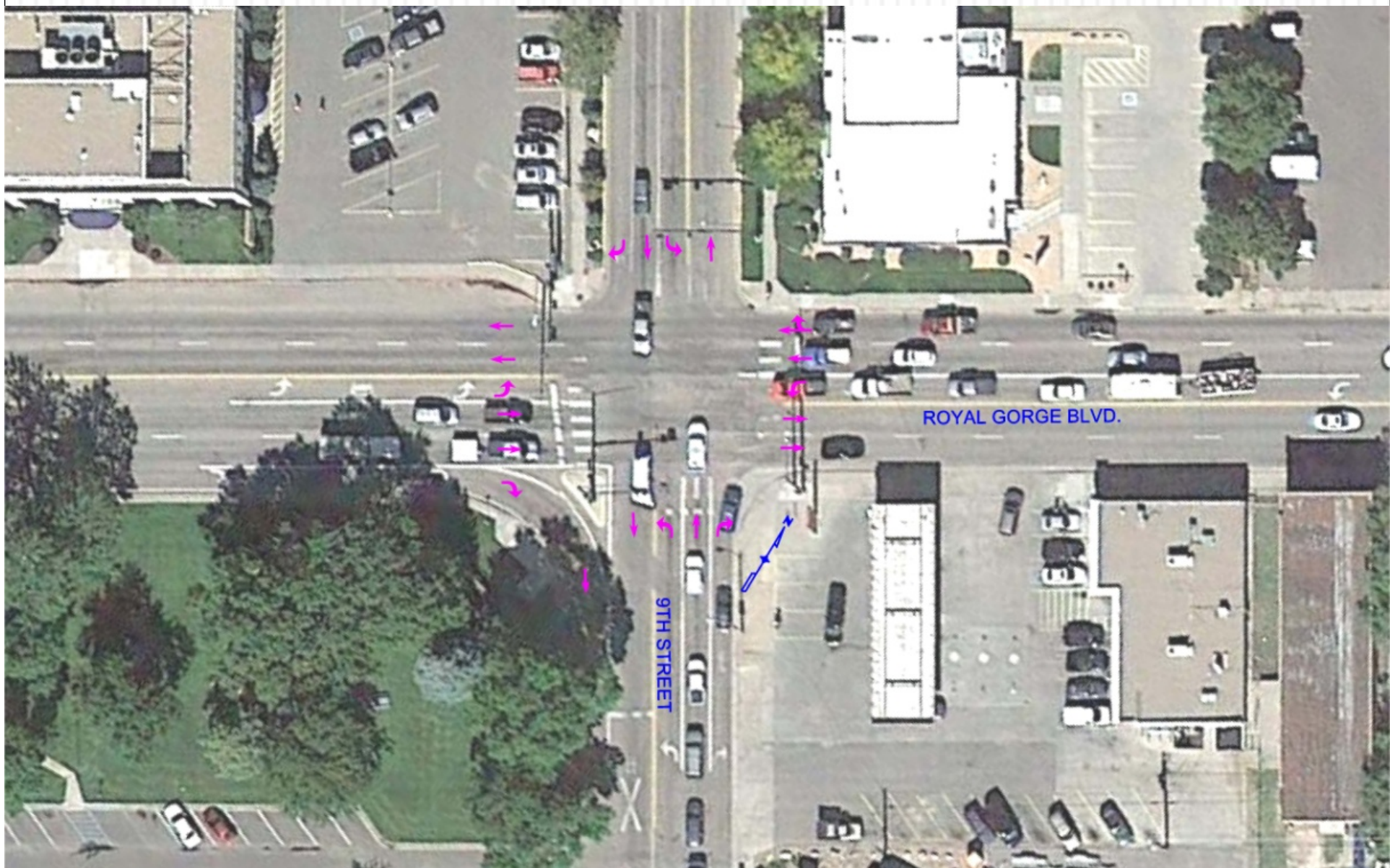


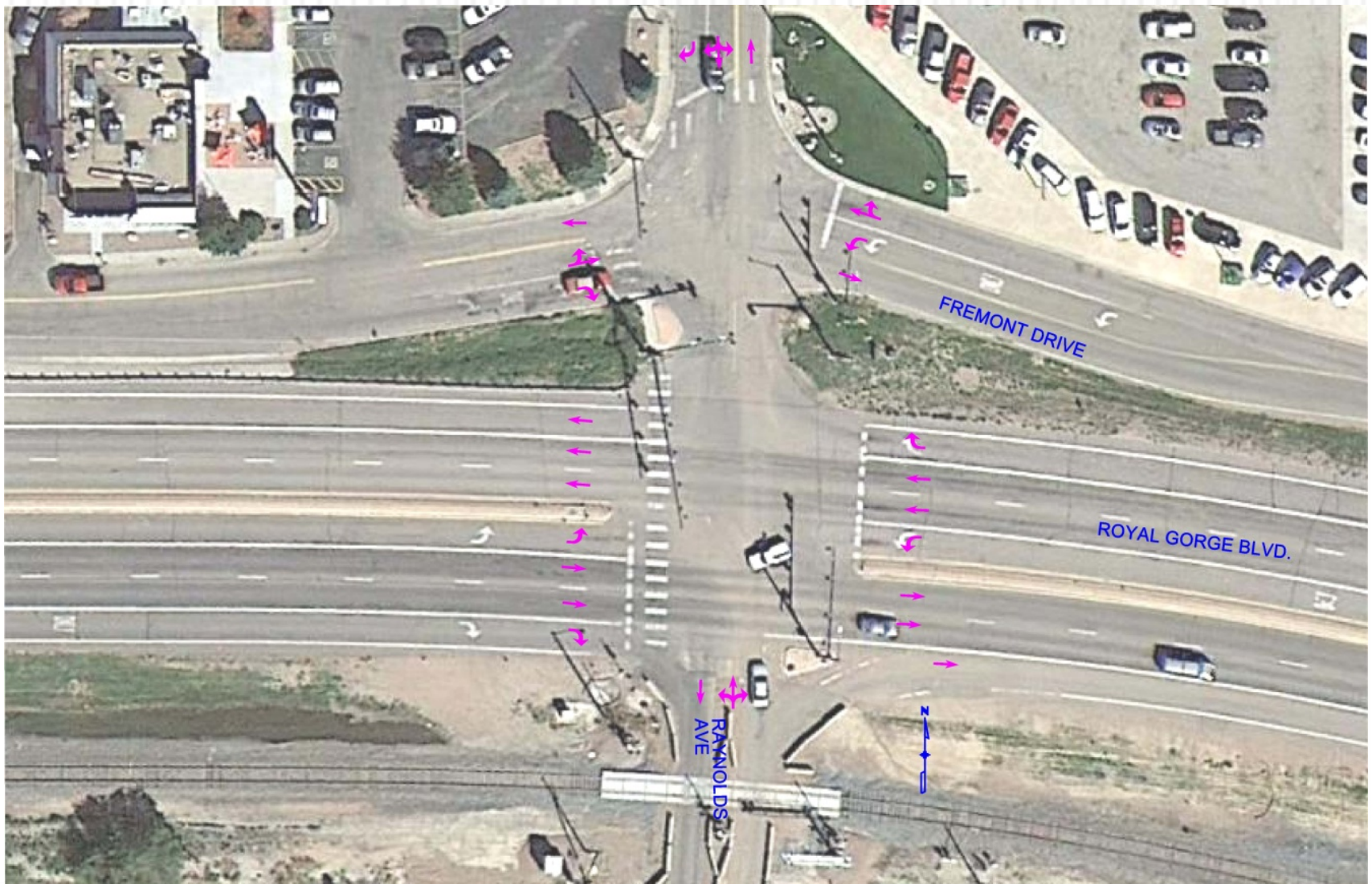
City of Cañon City
US 50 Corridor
Future Conditions (20 Year)
Volume To Capacity
Ratios (V/C)



analysis - traffic counts

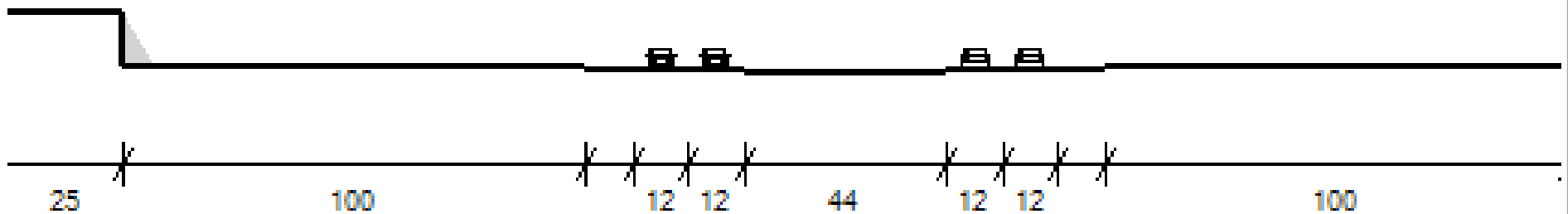






analysis - mobility

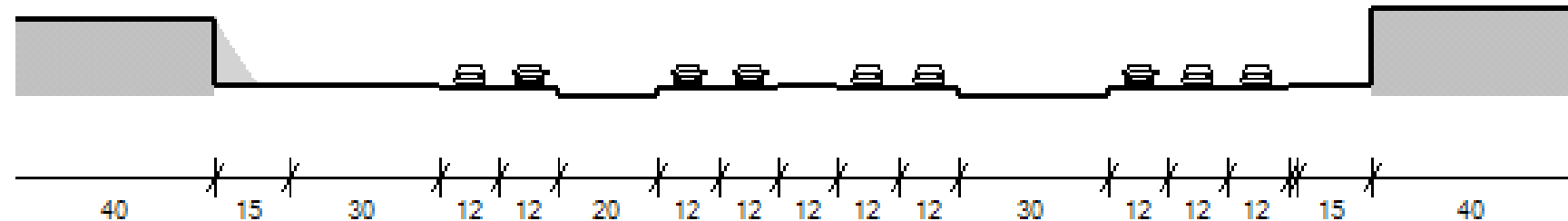
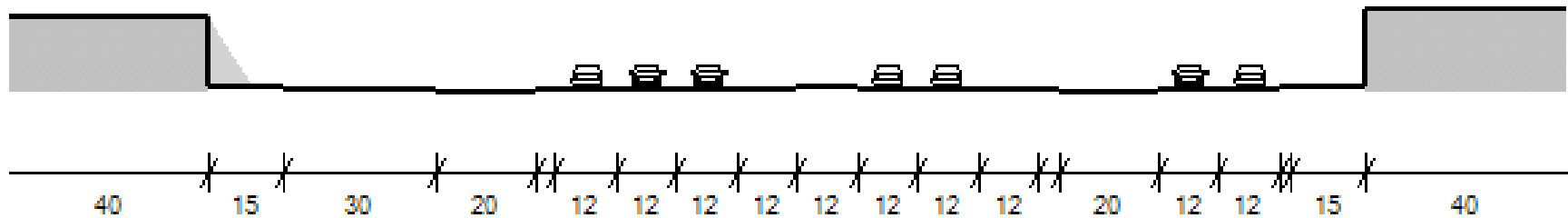
Cross sections



Gateway East: Typical ROW of 175'- 225'

analysis - mobility

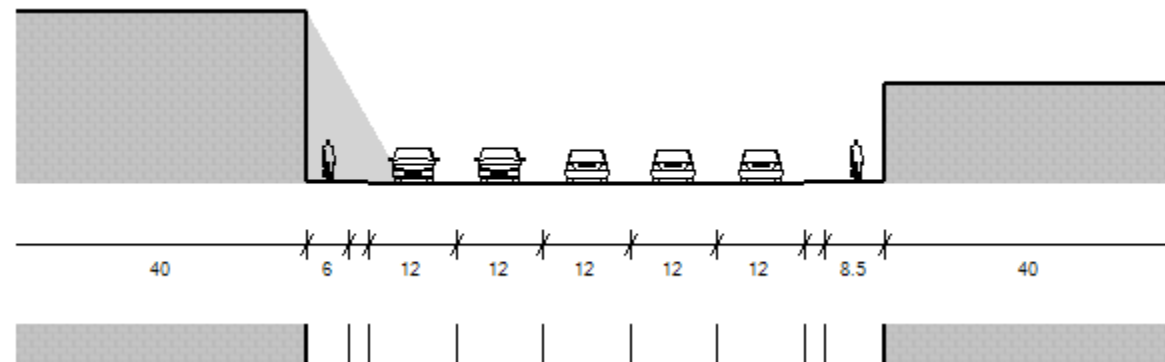
Cross sections



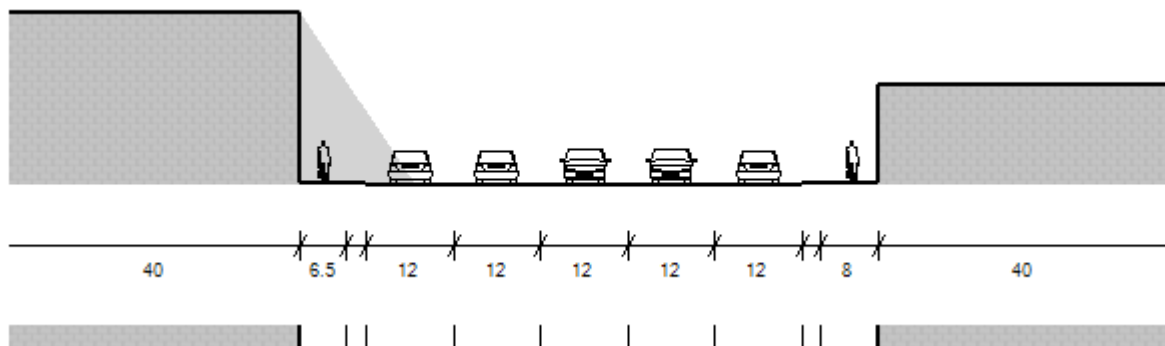
East Canon: Typical ROW of 175'

analysis - mobility

Cross sections



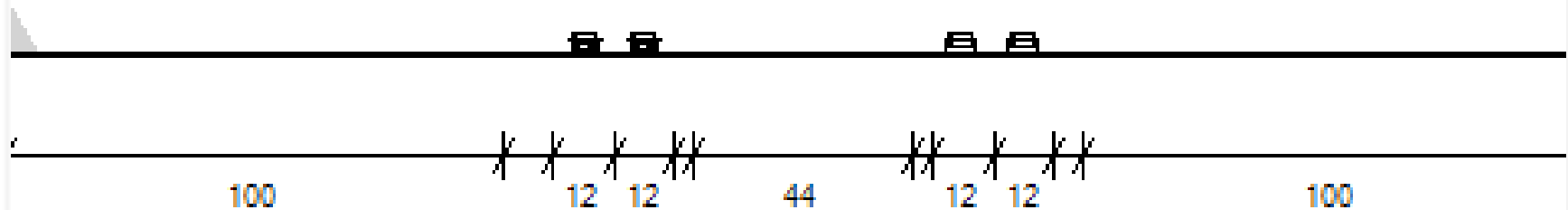
9th to 15th: Typical ROW of 80'



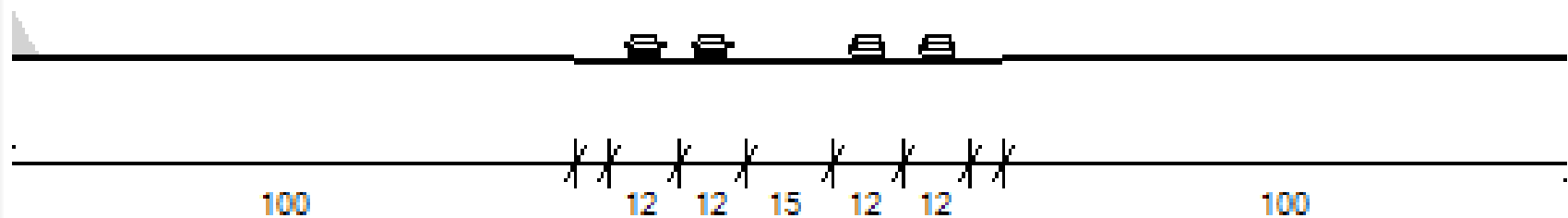
1st to 9th: Typical ROW of 80'

analysis - mobility

Cross sections



Gateway West: Typical ROW of 150'-275'



Gateway West 2: Typical ROW of 88' - 150'

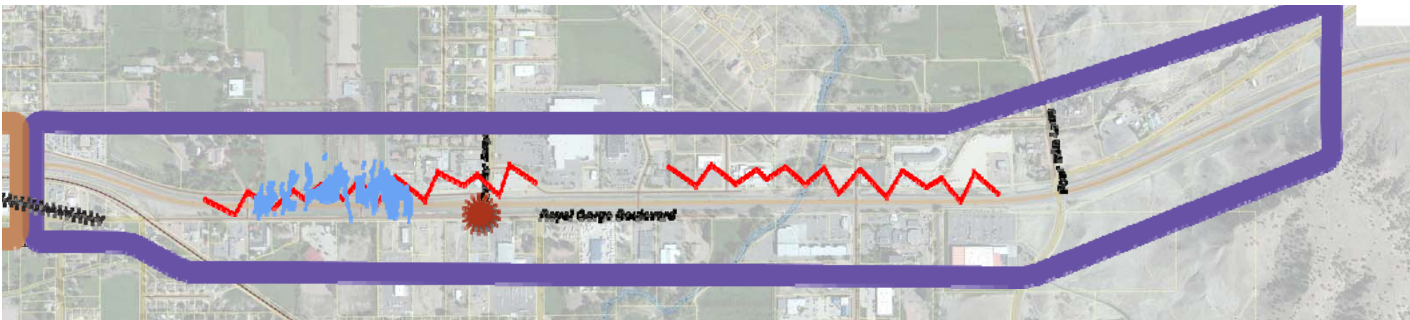




table talk



reporting out

Next Steps

alternatives
public meeting – October 29th



MEETING NOTES

MEETING DATE: 24 September 2014

TO: City of Canon City

FROM: Deana Swetlik

RE: US 50 Corridor Plan Workshop #2: Public Meeting #1

Time: 6-8 pm Wed.

Attendees:

- City Staff: Adam, Doug
 - Consultant Team: Deana, Jeremy, Scott
 - See sign-in sheet for public attendees
-
- Adam Lancaster kicked-off the meeting. Consultant team members presented an overview of the project purpose, schedule, and initial analysis. Next break-out sessions occurred with 'table talk' to discuss generally a) what the City-wide vision slogan "Gateway to the Authentic West" means to you in the context of the Highway 50 corridor, b) what specific mobility improvements are needed/desired in the short and longer term in the corridor, and c) what moves would support increased economic vitality for the corridor.

Notes from Break-Out Sessions:

Group 1

Q1 Vision:

- Consistency
- Design guidelines
 - Should be implemented with change in ownership/use
- Xeriscape
- Maintain it!
- Gateway to the Authentic West is a "misnomer"
 - Implies ranches, cattle
 - Texas is west / western
 - Canon City is the Gateway to the Rockies
- Open Vistas/Can see a long way
- Visitor's center should explain the Vision
- Materials like the new Royal Gorge Bridge Park Visitor Center
 - Wood
 - Natural rock
 - Steel
 - Glass
 - Tan/lighter sandstone

Q2 Mobility:

- Auto:
 - Guard rails are a psychological barrier: added about 10 years ago
 - Allow free right turn movements off of US 50 onto frontage roads
 - More consistency in traffic signals/timing
- Ped/bike:
 - Ped access downtown; 0-5 years-needs to be shorter term improvements
 - Possible grade-separated crossing
 - By Walmart: ADA both across US 50 and along Fremont
 - High priority: 3rd Street
 - Prioritize west to east
 - Bikes: new facilities from Reynolds to downtown
 - Signage for bicyclists to identify various trail systems; city to maintain connections
 - Getting to the Arkansas river
 - Need bike connections from Reynolds to river
- Transit:
 - Existing transit for seniors, senior center
 - Low income / seniors need transit services the most in the community.
 - Long-term:
 - Shuttle to Royal Gorge Park
 - Shuttle for hotels
 - Get people to downtown

Q3 Economic Vitality/Misc:

- Signage/gateway
- Citywide gateway at both ends of town
- "Wayfare" program: City to have some signage installed from a CDOT program – 6 panels-location(s) TBD.
- Eastern information pull off should be located west of Chili's – west of Four Mile Lane.
- If new hotel:
 - Divergent thoughts: some thought a new hotel should be at the west end/in downtown, some thought at the east end, by other new(er) ones
- There is talk of a new convention center facility to be built near airport at US50 and Highway 67.

Group 2

Q1 Vision:

- What does the branding slogan "Gateway to the Authentic West" mean to you in the context of the Highway 50 corridor?
 - Home town
 - Do not become too modern; build on history
 - Key is what you see coming over the crest of the hill (from the east approach to town)
 - Mix of uses/things to give interest to various ages/people
 - Coming over the hill you see town as an oasis, but then as you drop down you arrive into a community that looks like "every other place", so you lose the first impression, because the corridor doesn't live up to the first impression

- What are some specific improvements / treatments that would contribute to the "Authentic West" on this corridor?
 - Trees
 - We're a tree city but there are no trees in the corridor
 - Signs: to give identity, provide info about the community and something to think about, how to get to downtown
 - Need a theme for information throughout the corridor
 - Maintain the medians
 - Better access to the north side of businesses
 - Rural landscape in the east, reintroduce native vegetation
 - Is there a need for Fremont Dr. if excess capacity in highway 50? Use Fremont as drainage corridor or pull out for trucks/RV/larger vehicles.
 - Major arrival center on east end (direction from which most tourists arrive).
 - Appropriate lighting

Q2 Mobility:

- What are some specific mobility improvements / treatments that are needed on this corridor, and where are they needed most?
 - Several confusing intersections (see map for locations)
 - Improve business access
 - Adjust signal phasing
 - Turn signal in the wrong lane
 - Is Fremont Drive (as now configured / built) needed?
 - Landscape improvement
 - Drainage
 - Direct access to business
 - Pedestrian / bike trail introduction
 - Improved ped/bike crossings
 - 3rd
 - 5th (Big Daddy's)
 - 6th
 - 9th
 - Dark sections of the Highway need to be addressed
 - Grade-separated bike/ped crossing of Highway on East End could connect trails in Fremont Drive corridor & north side of town to south side and river corridor
 - People walking along highway on east end near justice center drive have no pedestrian sidewalk or path
 - In downtown segment:
 - Narrow the lanes
 - Buffer sidewalks with barrier or low wall (e.g. as Ft. Collins did on their main N/S street)
 - Lower speed limit
 - Target enforcement
 - Zoning change to bring buildings forward to slow traffic

Q3 Economic Vitality:

- Loose discussion of some participants thoughts on potential development sites.



entelechy

taking potential to reality

plan

design

develop

Group 3

Q1 Vision:

- Construct a pedestrian overpass/underpass in the area of 4th Street as a gateway to downtown
- Develop a series of points of interest and provide signage explaining them along the highway through the City

Q2 Mobility:

- Consider wildlife access across US50
- Consider slip ramps for access to local businesses
- Pedestrian access is important. Need to find ways to allow pedestrian to cross US 50
- Provide a major pedestrian facility to link the park and river to downtown—ideally in the 4th-7th Street area
- Develop a one-way frontage road system along Freemont Drive to allow more access to and from US50

Q3 Economic Vitality:

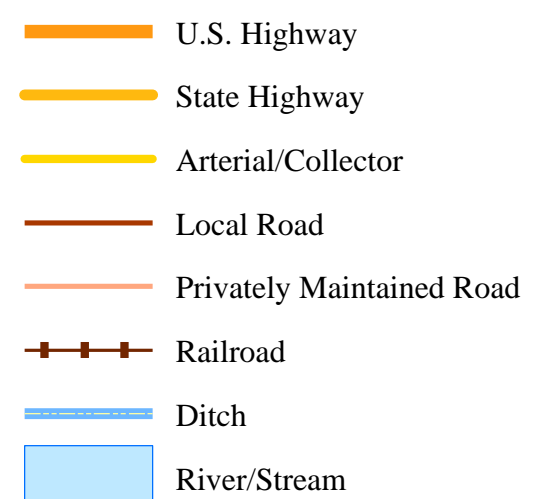
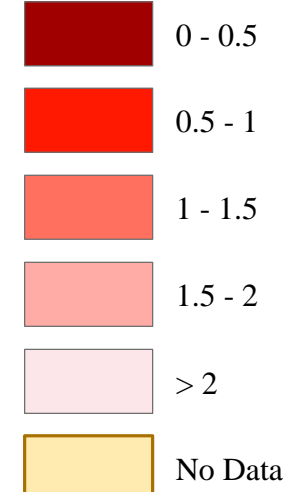
- Hate the rundown look and redevelop the junkyard
- Bring in new restaurants with access to Downtown—Have frontage on US 50 and Main Street
- Riverfront townhomes or condos



City of Cañon City US 50 Corridor Improvement To Land Value Ratio (West Side)

Improvement to Land Value Ratio

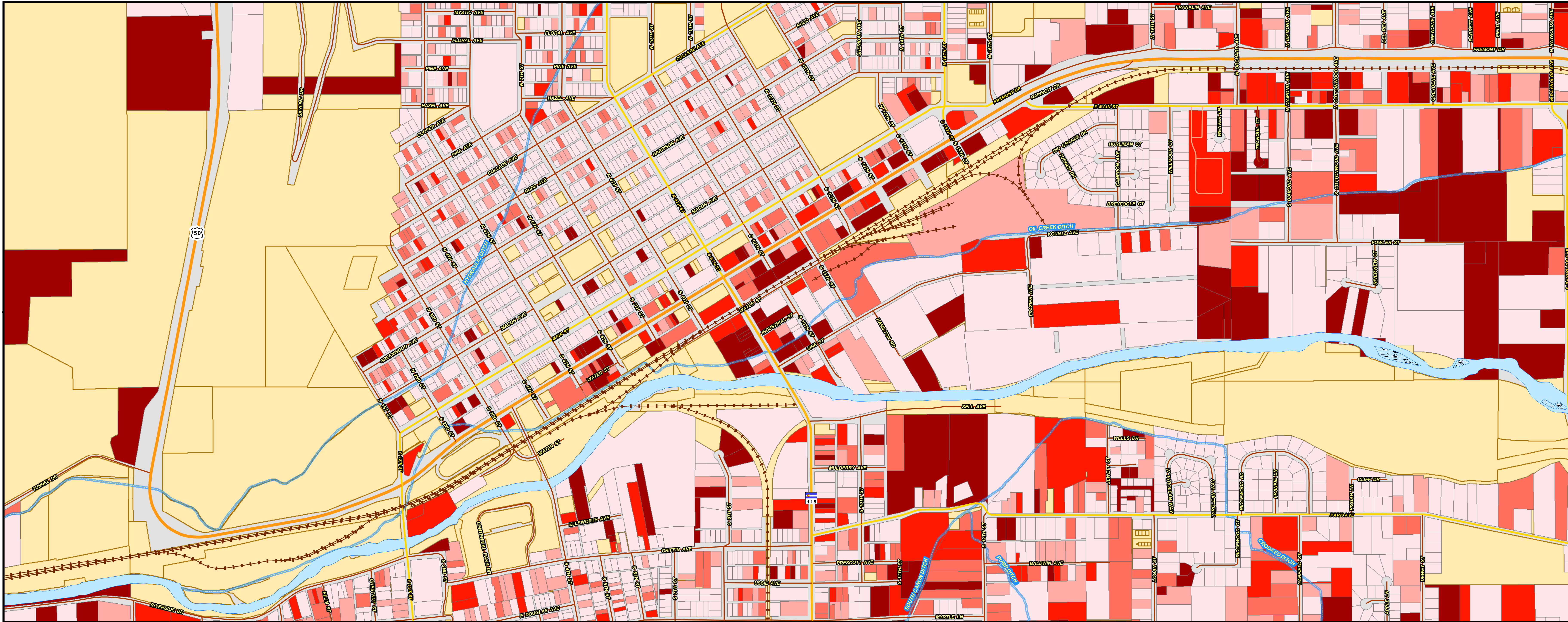
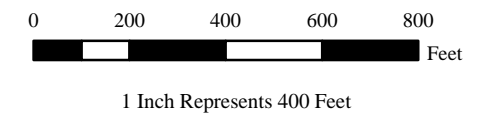
(Value of Improvements/Value of Land)



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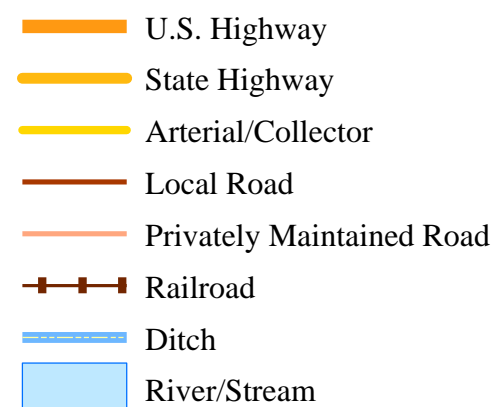
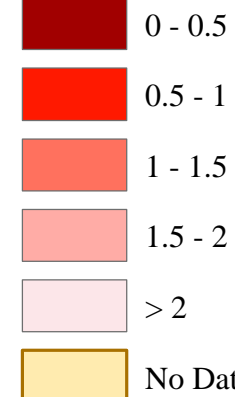
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City of Cañon City
US 50 Corridor
Improvement To
Land Value Ratio
(East Side)

Improvement to Land Value Ratio
(Value of Improvements/Value of Land)



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N



1 Inch Represents 400 Feet