

CITY OF CAÑON CITY
PLANNING COMMISSION
RESOLUTION NO. 1, SERIES OF 1996

A RESOLUTION AMENDING THE COMPREHENSIVE PLAN (MASTER PLAN) OF THE CITY OF CAÑON CITY, COLORADO

WHEREAS, the City of Cañon City is currently experiencing a growth in population, and a parallel growth in new development to service the growing population; and

WHEREAS, this growth is occurring both within the corporate limits of the City of Cañon City and the unincorporated area within the 3-mile fringe; and

WHEREAS, the comprehensive plans of both the City of Cañon City and Fremont County contain elements dealing with transportation and street standards, known as the "Thoroughfare Plan"; and

WHEREAS, the two thoroughfare plans are in conflict with each other regarding street designations and desirable street standards; and

WHEREAS, the thoroughfare plan component of the City's Comprehensive Plan (Master Plan) consists of both written text and a map, labeled "Map M, Proposed Major Thoroughfare Plan"; and

WHEREAS, it has been determined by the Planning Commission of the City of Cañon City that the Comprehensive Plan (Master Plan) as adopted by the Planning Commission of the City of Cañon City on January 29, 1980, as amended, should be further amended to revise the thoroughfare plan contained therein, so that it more closely matches that of the thoroughfare plan contained in the comprehensive plan for Fremont County, to provide for better planning of development occurring in both the City of Cañon City and the outlying 3-mile fringe area in Fremont County; and

WHEREAS, the Planning Commission and administrative personnel of the City of Cañon City have met in several regular meetings during 1995, and have reviewed and approved the proposed amendment to the thoroughfare plan component of the City's Comprehensive Plan (Master Plan); and

WHEREAS, the proposed amendment to the thoroughfare plan contained herein has been reviewed by the Fremont County Planning Commission and has met with their approval; and

WHEREAS, Notice of Public Hearing was duly published, notifying all interested parties of the time and date of a Public Hearing to consider the proposed amendment; and

WHEREAS, said Public Hearing was duly held at the hour of 7:00 p.m. on January 17, 1996, in City Council Chambers, 612 Royal Gorge Blvd., Cañon City.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Cañon City, Colorado, does hereby amend the Comprehensive Plan (Master Plan) of the City of Cañon City, Colorado, dated January 29, 1980, as amended, as follows:

SECTION 1. Paragraph 1 on page 37, entitled "Streets and Roads" is hereby amended by the addition thereto of the following text:

"For purposes of the Major Thoroughfare Plan of the City, as more fully set forth in Chapter XII, Transportation, at page 225, the category of "Interstate" is not included, since there are no interstate highways within the Cañon City planning area. The category of "Expressway and Freeway" will be used for those portions of U.S. Highway 50 which extend east of its intersection with E. Main St. and west of its intersection with 1st. St. The category of "Major Arterial" will include Colorado State Highway 115 and that portion of the U.S. Highway 50 corridor between 1st. Street and E. Main St, with one exception. That section of Colorado State Highway 115 in its present alignment along Elm Ave. and Chestnut St. will be classified as an "Arterial". The proposed rerouting of the highway along Cedar Ave. and S. 9th. St. will be classified as "Major Arterial". These categories of streets are subject to control by the Colorado Department of Transportation, which must review and approve all development plans along these corridors."

SECTION 2. Paragraphs 4 and 5 on page 38, the illustrations of design standards for local, Collector and Principal Arterial streets on pages 38 and 39, and Table 4, Street Design Standards, on page 39 are hereby deleted.

SECTION 3. Page 38 is hereby amended by the addition of a new paragraph, to follow paragraph 3, to read as follows:

"Street Design Standards and typical street cross-sections, showing preferred utility placement within the public right-of-way, appear in the Major Thoroughfare Plan, in Chapter XII, Transportation, at pages 226a through 226e."

SECTION 4. Paragraphs 4 and 5 on page 225, entitled "Street Standards", are hereby amended to read as follows:

"The establishment and adoption of street standards for the major street system is important in the preparation of a major street plan. Cañon City should take advantage of every opportunity to gain additional right-of-way along streets which do not presently conform to the standards in the major street plan, through the requirement for dedication of right-of-way before approval of new subdivisions, planned unit developments and administrative subdivision waivers. This additional

gain of right-of-way will substantially reduce the land acquisition costs associated with upgrades to the street to meet the standards called for in the major street plan.

The following desirable street standards are proposed for the Canon City planning area. Table 75a, on the following page, summarizes the pertinent physical data on the various street types. The right-of-way width indicated in the table is considered a minimum requirement. Other standards are considered to be desirable, but not necessarily absolutely required. (Each proposal for development is to be reviewed on a case-by-case basis.) Tables 75b through 75e illustrate typical cross-sections for local, collector, arterial and major arterial streets, showing the preferred placement of sidewalks and curb/gutter, and the width of traffic/parking lanes and parkways. Tables 75f and 75g illustrate typical placement of utilities within the right-of-way or utility easement adjacent to the right-of-way for through-streets and cul-de-sacs.

SECTION 5. The existing "Table 75, Desirable Street Standards", found on page 226, is hereby removed and replaced with the following Tables 75a through 75g:

[See tables, attached]

Table 75a

Cañon City Street Standards

<u>Design Factors</u>	<u>Street Designation</u>				
	Local	Collector	Arterial	Major Arterial	Expressway/Freeway
Right-of-way in feet	60 ¹	70 ¹	80 ¹	100 ²	250
Roadway width in feet	38	44 ³	52	54 - Rural 66 - Urban	as determined by the CDOT
Lane width in feet	11	12	12	12	12
Median width in feet	0	0	12	12	as determined by the CDOT
Maximum grade in percent	12%	8%	8%	6%	"
Spacing in miles	As required	¼ to ½	1	1	"
Parking Permitted?	Yes	Prohibited if Possible	No	No	No
Sidewalk width in feet	4	4	6	6 - 8	-

¹ where 5 foot utility easements are provided along the front property lines of lots on both sides of the street, total right-of-way may be decreased by 10 feet

² except for the U.S. Highway 50 corridor, from 1st. St. to 15th. St., where the right-of-way is 80 feet, and except for Colorado State Highway 115 (South Ninth Street), from U.S. Highway 50 (Royal Gorge Boulevard) south to Poplar Ave., where the minimum right-of-way width required is 80 feet

³ where parking is prohibited, roadway width may be decreased by 4 feet

SECTION 6. Pages 227 through 230 are hereby amended to read as follows:

"Generally, arterial streets should be placed approximately one mile apart so that they attract optimum traffic volumes and encourage through traffic movements. The one mile spacing can vary considerably, especially in areas having severe topography. Arterial streets should be designed and constructed to handle up to 400-500 vehicles per hour, per lane, at speeds of 30 to 35 miles per hour.

Collector streets should have adequate space for two lanes of moving traffic and usually allow for parallel parking on both sides of the street. Ideally, they should be spaced $\frac{1}{4}$ to $\frac{1}{2}$ mile apart. Collector streets should be designed and constructed to handle from 150 to 200 vehicles per hour, per lane, at a speed of 30 miles per hour.

Local streets have the primary function of providing access to abutting property for local traffic, at a speed of less than 25 miles per hour. They should be designed in a manner that will discourage through traffic. The use of a curvilinear design with "T" intersections results in limited access subdivisions which discourage through movements. Also, it has been noted that this type of design results in approximately eight times fewer accidents than is experienced in grid system subdivisions which have four-way intersections.

Proposed Major Street System

The proposed major street system shown on the Proposed Major Thoroughfare Plan Map has been designed and laid out so that expected increases in traffic in the Canon City planning area for the target year can be accommodated. Since most of the growth will be "filling in" type development, the proposed major street system, as designed, will provide adequate service to all parts of the planning area. It should be emphasized that future development should occur in a logical and orderly manner so as to make the provision of utilities as economical as possible. This, in turn, will make the job of providing new streets and/or extending the existing street system much less difficult and costly.

Discussions with Colorado Department of Transportation officials indicate that CDOT has no future plans for re-routing of U. S. Highway 50. By diverting highway traffic around the city the local economy would be greatly affected. In addition, there would be major physical obstacles to overcome in construction of such a by-pass, due to the location of the hogbacks along the western rim of the city. Likewise, it is also generally accepted that the current right-of-way of U.S. Highway 50, between E. Main Street and 1st. Street, will not be widened in the foreseeable future. There are many commercial businesses along this corridor whose buildings extend all the way to the edge of the existing 80 foot right-of-way.

For any widening to take place, many of those buildings would have to be demolished. For these reasons, and because of the location of the railroad tracks to the south and the Central Business District to the north, highway widening along this corridor is not likely to be considered by the Colorado Department of Transportation. This has been confirmed in conversations with CDOT officials. Given the unlikelihood of major changes to the U.S. Highway 50 corridor, certain remedial measures should be considered, to increase traffic handling capabilities along the highway. Some recommended alternatives are as follows:

1. On Main Street, restrict left turn movements at selected intersections and upgrade traffic signals and synchronize the phasing of all lights with an interconnect. Traffic carrying capacity on Main Street could be increased considerably by converting the existing 45 degree angle parking to parallel parking. However, downtown merchants have expressed a desire to maintain the angle parking to provide an adequate supply of parking spaces to service the retail establishments.
2. Bringing the total major street system up to recommended standards by widening and paving arterial and collectors that are now substandard. This will encourage drivers to use the total system rather than going out of their way to utilize a street on which they feel safe and comfortable.
3. Upgrade the traffic control signing system by replacing those signs that are not standard installations according to the "Manual of Uniform Traffic Control Devices." Included are regulatory and warning signs that are not positioned correctly, are in poor condition, are the incorrect size or color, are not reflectorized, have posts in poor condition, etc. Drivers tend not to respect a traffic control signing system that is in poor condition or that is oversigned. It is recommended that the City apply for funds for a "Roadway Safety Program", funded by the Colorado Department of Transportation. A complete inventory and analysis of the total signing system would be one of the tasks in a study of this kind.
4. Consider the establishment of a one-way pair such as Macon and Greenwood operating between 3rd and 9th Streets. A one-way pair in this area would be utilized mainly by local drivers who would know of their existence and would use these streets during congested periods. This would funnel some of the local traffic off of Main Street and U.S. 50 and help ease future congestion.

Summarized below are the 1995 proposed amendments to the original and the amended (1983 & 1993) versions of Map M, Proposed Major Thoroughfare Plan

of the City.

Major Arterial / Highway System

Extend 9th Street south and Cedar Avenue west to meet at a point south of the cemetery and fairgrounds, to provide a new routing of Colorado State Highway 115 through the Lincoln Park area. Along with a new collector, connecting it to Oak Creek Grade Road and Forge Road, this will provide access to the industrial area and new residential developments on Evelyn Drive and Oak Creek Grade Road.

Increase the traffic carrying capacity of Royal Gorge Boulevard where possible, based on the findings of the Colorado Department of Transportation.

Arterial and Collector Systems

Change the current right-of-way for Colorado State Highway 115, from S. 9th. St. easterly, along Elm Ave. and Chestnut Street to its intersection with Cedar Ave., from a collector to an arterial.

Develop the Cedar Avenue extension west from the 9th Street extension to its intersection with Oak Creek Grade Road and Forge Road, into the industrial area and the new residential areas on Evelyn Drive and Oak Creek Grade Road, as a collector street.

Extend High Street from York St. west to 5th Street as a collector.

Re-align North 9th Street to connect to York Ave. at Washington Street.

Change York Ave. from a local street to a collector, from High St., north to its terminus.

Change Washington St. from a local street to a collector, from N. 5th Street to N. 15th Street.

Connect Illinois Ave. to Washington Street, and designate as a collector from Washington Street, north to its connection with Windsor Ave. and York Ave.

Change 15th Street from a minor arterial to a collector. Due to the

number of residences and large trees located adjacent to the existing right-of-way, it is unlikely that it will be possible to develop it to arterial standards.

Change Harding Ave. from a minor arterial to a collector, from N. 5th Street to N. 9th Street.

Change Red Canyon Road from a minor arterial to a local street, and eliminate the proposed connection with N. 15th Street at South Street.

Change High Street from a local street to a collector, from Field Ave. east to its terminus.

Connect N. Raynolds Ave. to Field Ave. between Pear St. and Central Ave. Extend designation of Field Ave. as an arterial north to 3-mile limit.

Designate Fourmile Lane an arterial from U.S. Highway 50, north to its intersection with proposed Fourmile Parkway.

Designate Fourmile Lane a collector from its intersection with proposed Fourmile Parkway, north to its terminus.

Designate proposed Fourmile Parkway an arterial.

Designate Fremont County Road 120 a collector, from Fourmile Lane, northeasterly, to 3-mile limit.

Change Cottonwood Ave. and Greydene Ave. from collectors to local streets, between U.S. Highway 50 and E. Main Street.

Change Vine Street, Kountz Ave. and Fowler Street from collectors to local streets.

Change Highland Ave. and its proposed extension to Raynolds Ave. from a minor arterial to a local street.

Extend Grandview Street from Ash Street, westerly to Raynolds Ave., and change it from a local street to a collector between Raynolds Ave. and MacKenzie Ave.

Change Steinmeier Ave. from a local street to a collector.

Change South 4th Street from a minor arterial to a collector, from Royal Gorge Boulevard, south to its intersection with Elm Ave.

Extend the designation of Oak Creek Grade Road as a collector south to the 3-mile limit.

Extend the designation of Forge Road and Evelyn Drive as a collector south to the terminus of Evelyn Drive.

Change Temple Canyon Road from a local street to a collector, from its intersection with South 1st Street, southwesterly to the 3-mile limit.

Change Riverside Drive from its western terminus to Bennett Ave., Bennett Ave. between Riverside Drive and Douglas Ave., West and East Douglas Ave. from Bennett Ave. to S. 2nd. St., S. 2nd. St. from E. Douglas Ave. to Griffin Ave., and Griffin Ave. from S. 2nd. St. to S. 4th Street, from collectors to local streets.

Designate Fremont County Road 69, from U.S. Highway 50 north to the 3-mile limit, as an arterial. This is the proposed route to the new Dinosaur Discovery Center, in the Garden Park area.

There are some areas for which future residential development has been projected. Future collectors to serve these areas have not been shown due to the fact that it is not very practical to locate specifically a new collector until the design of each particular subdivision has been completed. However, it is recommended that major streets in newly developed areas be developed as extensions of the major streets illustrated on the Major Thoroughfare Plan, Map M."

SECTION 7. The Major Thoroughfare Plan Map M is hereby amended as above described (see attached Exhibit "A"), and as amended is hereby adopted as the Major Thoroughfare Plan Map M of the Comprehensive Plan (Master Plan) of the City of Cañon City, Colorado.

BE IT FURTHER RESOLVED that an attested original counterpart of this amendment, including the text and the "Major Thoroughfare Plan Map M" shall be certified by the Secretary of this Commission, to the Council of the City of Cañon City, and Board of County Commissioners of the County of Fremont, State of Colorado, for their approval, if necessary.

BE IT FURTHER RESOLVED that upon receipt of required approvals aforesaid, and after the same have been attached to one of the original counterparts of this Resolution amending the Thoroughfare Plan of the City of Cañon City, it shall be filed with the County Clerk and Recorder of the County of Fremont and State of Colorado.

BE IT FINALLY RESOLVED that the Secretary to the Commission, from time to time, is hereby authorized and directed to certify copies of this Resolution when attached to and made a part of the Comprehensive Plan and to cause the signature of the Chairman of the Planning Commission to be affixed to the map indicated above, by the hand of said Secretary, and cause the Seal of the City of Cañon City to be affixed to each such certification.

DATED THIS 17th DAY OF JANUARY, 1996.

George Turner
George Turner, Chairman of the Cañon City Planning Commission

Attest: Shelley J. Hilbert
Shelley Hilbert, Secretary of the Cañon City Planning Commission

STATE OF COLORADO)
) ss.
COUNTY OF FREMONT)

Shelley Hilbert does hereby certify:

THAT she is the duly appointed qualified and acting Secretary to the Planning Commission of the City of Cañon City, Colorado.

THAT the above and foregoing Resolution amending the Comprehensive Plan (Master Plan) of the City of Cañon City, is a true, correct and authentic copy of said Resolution adopted by an affirmative vote of not less than two-thirds of the entire membership of said Planning Commission at a regular meeting of said Commission held on January 17, 1996.

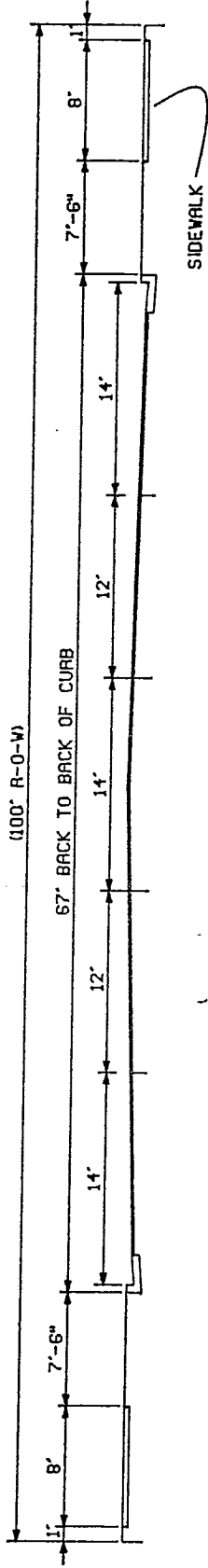
IN WITNESS WHEREOF, I hereto set my hand and affix the Seal of the City of Cañon City, this 2nd day of February, 1996.

Shelley Hilbert
Shelley Hilbert, Secretary to the Cañon City Planning Commission



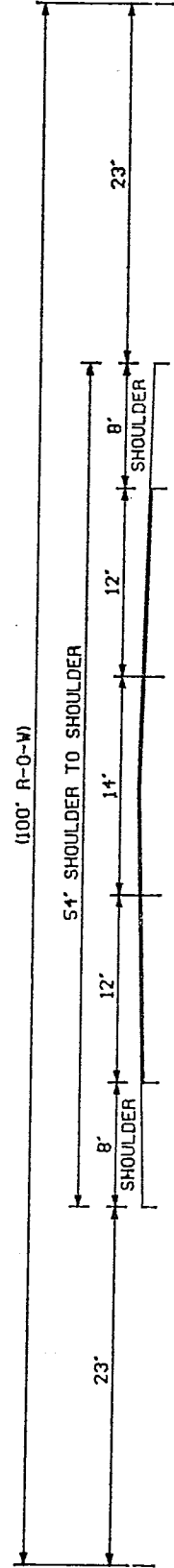
MAJOR ARTERIAL - URBAN
(NO PARKING)

(100' R-0-W)

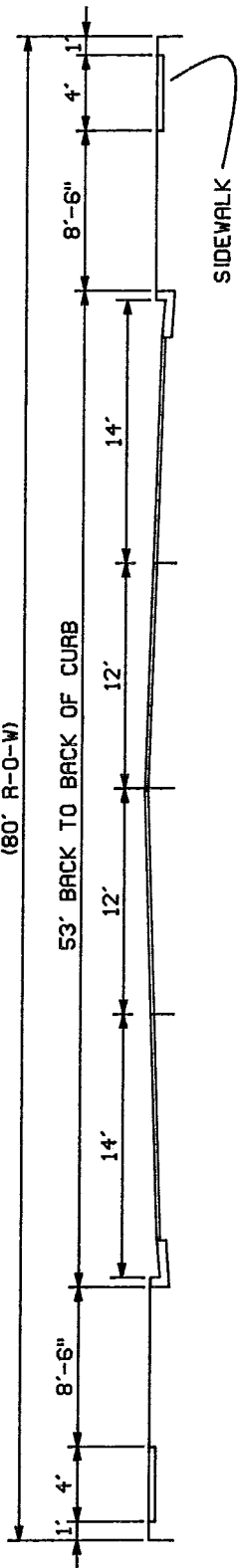


MAJOR ARTERIAL - RURAL
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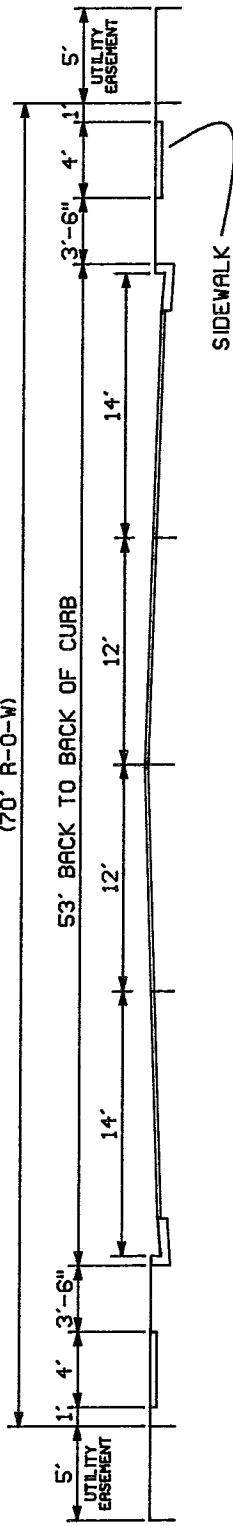
(100' R-0-W)



**ARTERIAL
(NO PARKING)
(80' R-O-W)**

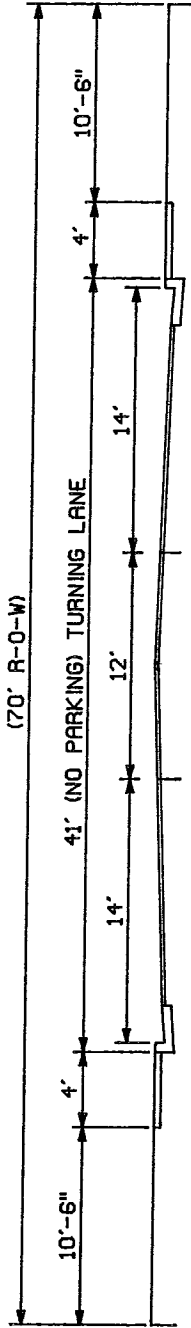


**ARTERIAL
(NO PARKING)
(70' R-O-W)**



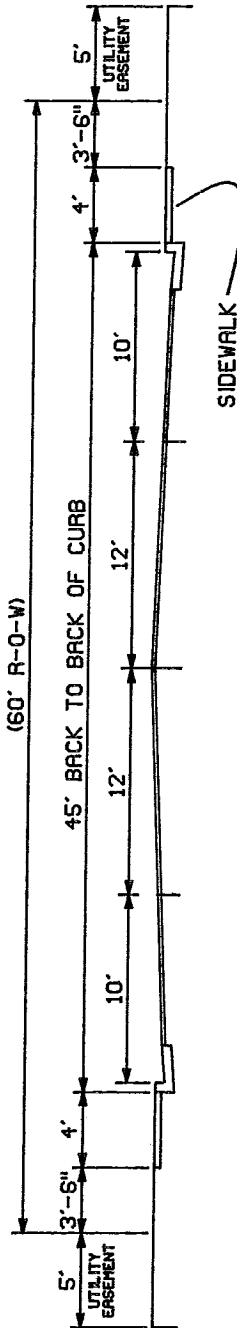
COLLECTOR

(70' R-0-W)



COLLECTOR (PARKING)

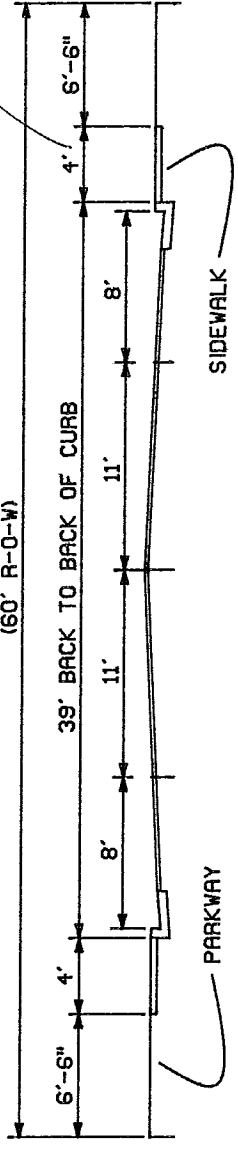
(60' R-0-W)



*clarify when
5' is req'd*

LOCAL

(60' R-O-W)



LOCAL

(50' R-O-W)

