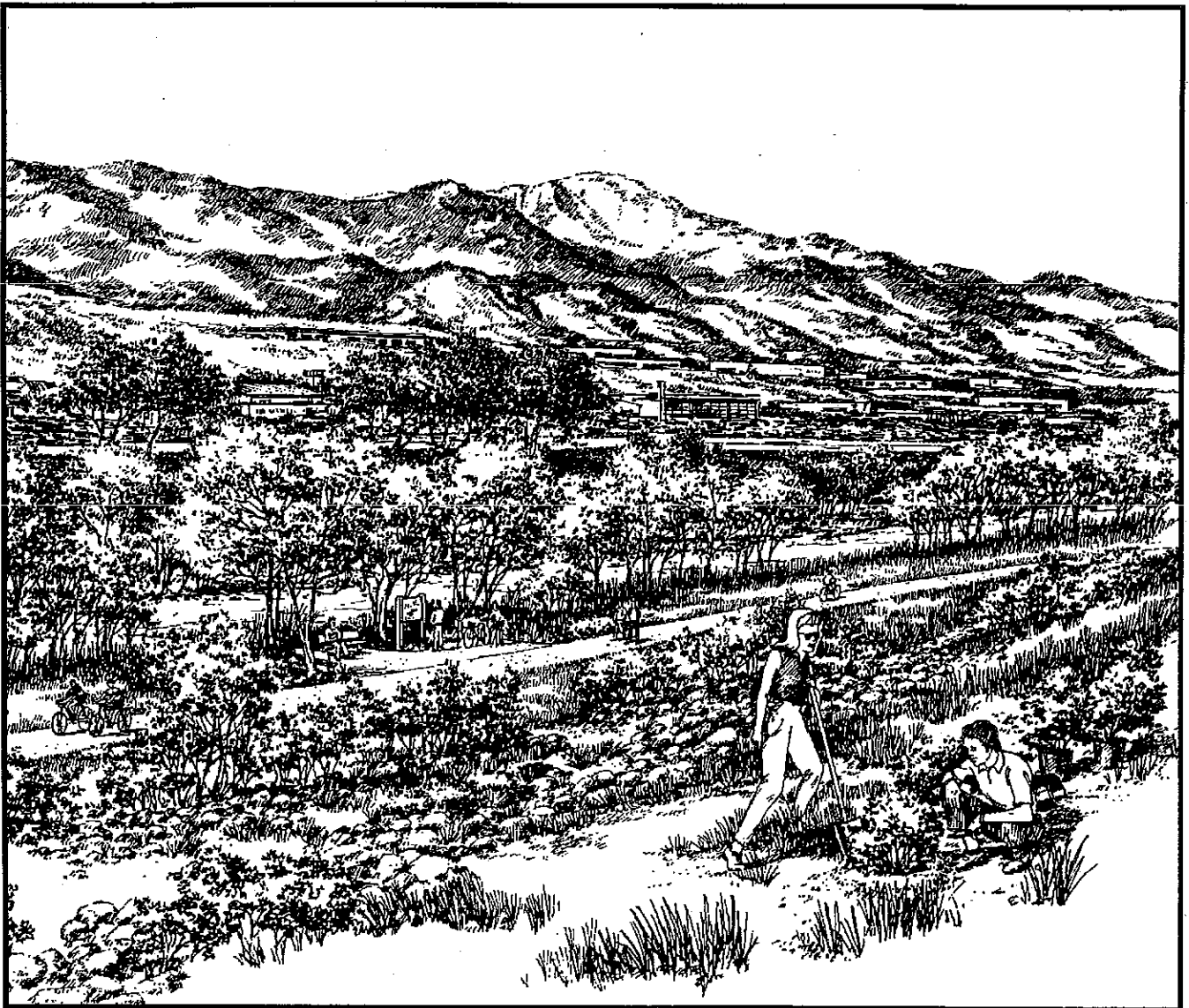


A MASTER PLAN FOR THE:



# Pikes Peak GREENWAY



THE CITY OF COLORADO SPRINGS

APPROVED: JANUARY 1994

# CIVIC LEADERSHIP

## *City Council*

Robert Isaac, Mayor  
Lisa Aré, At-Large  
Jack Forrest, 4th District  
Cheryl Gillaspie, At-Large  
William Guman, 2nd District  
John Hazlehurst, At-Large  
Mary Lou Makepeace, 1st District  
Randall Purvis, At-Large  
Leon Young, 3rd District

## *Planning Commission*

Gary Bradley, Chairman  
Elizabeth Bevington  
Loretta Brueggeman  
Gregory Friesen  
Les Gruen  
Terry Hjelkrem  
Ted Jones  
Tom Orr  
Pete Ruggiero

## *Parks and Recreation Advisory Board*

Andrew McElhaney, Chairman  
Stuart Dodge  
Bradley Frieden  
Martha Mattoon  
Frank Marconi  
Dave Marshall  
Judith Rice-Jones  
Al Rohr  
Jane Titus

## *City Administration*

James Colvin II, City Attorney  
Carla Hartsell, Community Services Director  
Lorne Kramer, Chief of Police  
Nancy Lewis, Parks and Recreation Director  
Terry McCann, Public Communications Director  
James Munger, Deputy City Manager  
David Nickerson, Planning, Development and Finance Director  
Louis Roman, Fire Chief  
Phillip Tollefson, Utilities Director  
David Zelenok, Transportation Director  
Richard Zickefoose, City Manager

# TABLE OF CONTENTS

<b>I.</b>	<b>INTRODUCTION AND OVERVIEW</b> .....	<b>3</b>
	Why Have A Plan .....	3
	The Study Area .....	4
	The Planning Process .....	5
	The Plan Components .....	6
<b>II.</b>	<b>GOALS AND OBJECTIVES</b> .....	<b>7</b>
<b>III.</b>	<b>GENERAL RECOMMENDATIONS</b> .....	<b>11</b>
	Pikes Peak Greenway Overall .....	11
	Recreation and Trails .....	12
	Land Use and Development .....	13
	Environment .....	14
	Stormwater Management .....	15
	Relationship with Interstate 25 .....	16
<b>IV.</b>	<b>PHYSICAL PLANS AND POLICY RECOMMENDATIONS FOR GREENWAY</b>	
	<b>REACHES</b> .....	<b>17</b>
	1. Pine Creek Reach.....	18
	2. High Plains Reach .....	22
	3. Northridge Reach .....	26
	4. Reservoir Reach .....	30
	5. T-Gap Reach .....	34
	6. Roswell Reach .....	38
	7. Monument Valley Park Reach.....	42
	8. Downtown Reach .....	48
	9. Power Plant Reach.....	52
	10. Tejon Marsh Reach .....	56
	11. Spring Creek Reach .....	60
	12. Sand Creek Reach.....	66
<b>V.</b>	<b>IMPLEMENTATION—MAKING IT HAPPEN</b> .....	<b>69</b>
	Overall Implementation Guidelines .....	69
	Components of Implementation .....	69
	Built Public Improvements and Amenities .....	69
	Land Development and Use.....	73
	Community Outreach.....	75
	Long Term Stewardship .....	76
	Finding The Money and Resources .....	76
	Phasing and Demonstration Projects .....	77
	<b>UNDER SEPARATE COVER</b>	
	Appendix A: Design Guidelines	
	Appendix B: Land Development Guidelines	
	Appendix C: Management and Maintenance Program	
	Appendix D: Cost Estimates and Project Phasing	
	Appendix E: Potential Funding Sources	
	Pikes Peak Greenway Master Plan Maps (1" = 200' Scale)	

# PROJECT STUDY GROUP

Kyle Blakely, *Partnership for Community Design*  
Anita Culp, *U.S. Army Corps of Engineers*  
Gerald Dilley, *Pikes Peak Area Council of Governments*  
Stuart Dodge, *Palmer Foundation*  
Sarah Fowler, *U.S. Environmental Protection Agency*  
Bruce Goforth, *Colorado Division of Wildlife*  
Johnny Johnson, *Housing and Building Association*  
Susan Johnson, *El Paso County Parks Department*  
David Lord, *Colorado College*  
James Mayerl, *City Development Services Division*  
Alan Morrice, *El Paso County Engineering Division*  
Bill Noonan, *U.S. Department of Fish and Wildlife*  
Terry Putman, *City Parks and Recreation Department*  
Gary Rapp, *City Development Services Division*  
Jim Rees, *City Capital Improvements Program Office*  
Gary Rombeck, *City Wastewater Department*  
Skye Ridley, *Pikes Peak Area Trails Coalition*  
Ellene Shapiro, *El Paso County Planning Commission*  
John Stansfield, *Sierra Club*  
Larry Tobias, *CONO, I-25 Advisory Committee, Horseman Council*

## *Technical Team*

Craig Blewitt, *City Comprehensive Planning Division*  
Douglas Laiho, *Muller Engineering*  
Kenneth Sampley, *City Engineering Division*  
Robert Searns, *Urban Edges, Inc.*  
Parry Thomas, *Thomas and Thomas*  
Rick Wilson, *Urban Edges, Inc.*  
James Wulliman, *CH2M Hill*

# I. INTRODUCTION AND OVERVIEW

**T**HE PIKES PEAK GREENWAY IS A THIRTEEN MILE LONG CORRIDOR meandering past the base of Pikes Peak through the heart of the Colorado Springs urban area. This north-south Greenway encompasses the Monument/Fountain Creek system, including the creek channel and floodplain, adjacent lands that influence or are influenced by the creeks, and Interstate 25 as it runs parallel to the creeks.

The vision expressed in this *Master Plan* is to improve this corridor so that it will integrate recreation, drainage, environmental, transportation, aesthetic and land use objectives. The *Plan* emphasizes the protection and enhancement of the creek environment, the development of a continuous multi-use trail running the length of the corridor and connecting to the County trail system north and south of the City, and the provision of passive and active recreational opportunities along the corridor.

## *Why Have a Plan*

The Greenway Corridor is very prominent and functionally important in the community. The two creeks carry nearly all of the stormwater run-off generated in the Colorado Springs urban area. Additionally, the corridor is very visible from I-25 where more than 80,000 people travel on a daily basis, and the corridor is planned to be the location for the main spine of the City's multi-use trail system. Yet, over the past ten years the corridor has come to be viewed as an unrealized community asset.

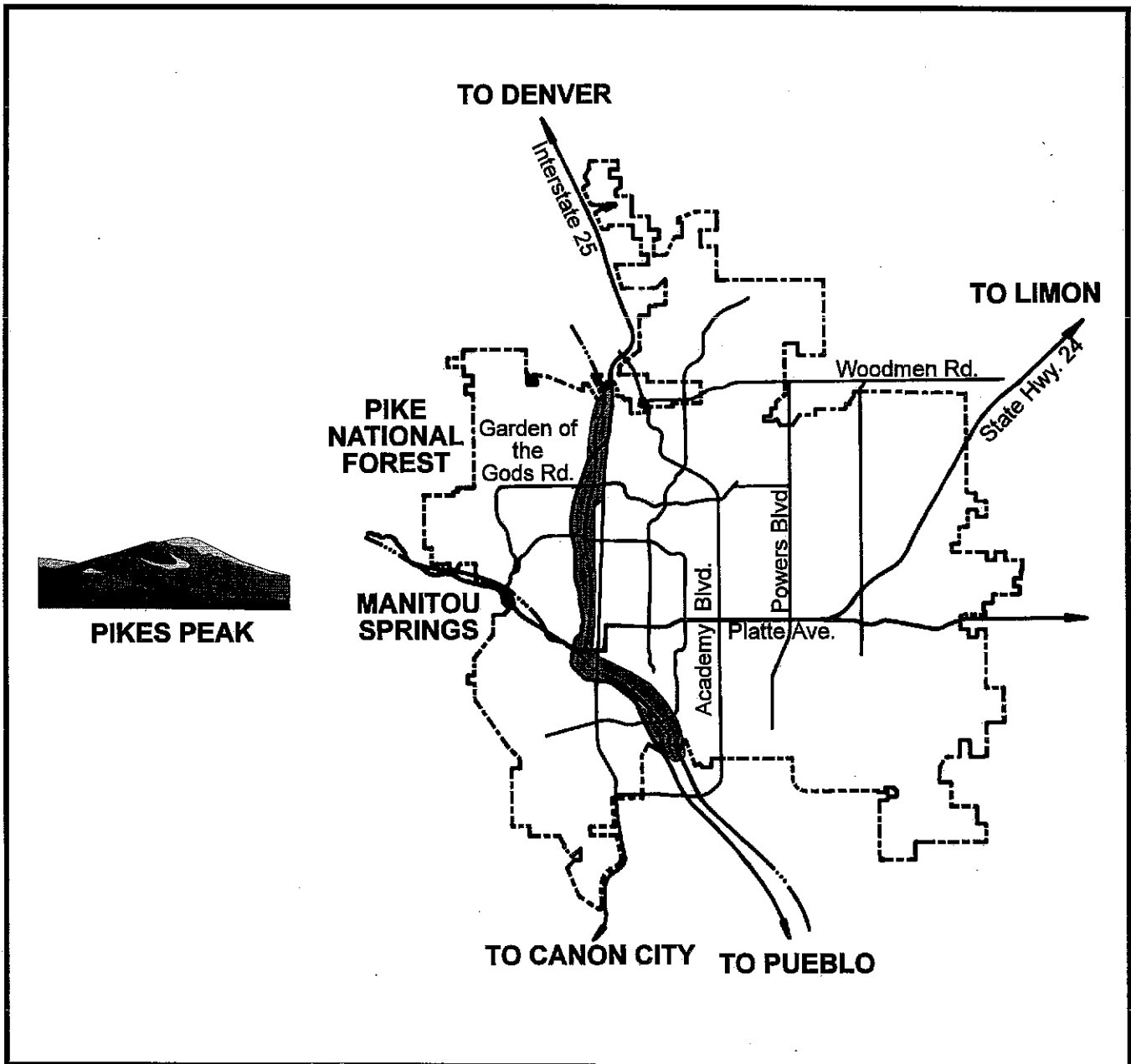
This view has emerged from several perspectives. One perspective is from the many citizens who support the development of environmentally-sensitive recreational opportunities along the creek corridor. With greenway development in many cities along the Front Range and elsewhere across the nation serving as examples, and with the rise in the demand for multi-use trails, there is now widespread support for the creation of a greenway in this community. A second perspective is the community-wide desire to treat our drainageways as amenities, where the natural environment should be protected and enhanced and trails and other recreational opportunities should be integrated. This desire is clearly expressed in the City's *Comprehensive Plan*. A third perspective, raised during the planning process for improving Interstate 25, is the view of our City from I-25 and the impression that travelers, especially visitors, get of the community from the interstate. In response to these desires and concerns, there is a need to chart a path for revitalizing the corridor as a valued community asset.

The purpose of this *Plan* is to articulate the community's desires for this corridor through a comprehensive planning process that includes significant and meaningful public input. The intent is to formulate a plan that both serves the many objectives set forth by the community and is practical to achieve. As a refinement to the City's *Comprehensive Plan*, this *Master Plan* will guide future public and private actions within the Pikes Peak Greenway Corridor.

## The Study Area

The Pikes Peak Greenway study area is approximately thirteen miles long and varies in width from 1,200 to 4,000 feet (see map below). Extending from City limit to City limit, the corridor includes the creek channels, the floodplains, the surrounding natural creek environment, and other adjacent lands that influence or are influenced by the creeks. A number of adjoining neighborhoods and business areas are within the study area, as well as a segment of Interstate 25. The interstate is included because of its relationship with the Monument/Fountain Creek Corridor. It is a primary vantage point into the creek corridor, it is a physical barrier for east-west access to the creeks, and it imposes on the creek corridor both visually and audibly.

*The Pikes Peak Greenway  
Master Plan Study Area*



## *The Planning Process*

The preparation of the *Pikes Peak Greenway Master Plan* has emphasized a comprehensive, multi-disciplinary approach and the desire for meaningful public input from beginning to end. This *Plan* was prepared in conjunction with the *Monument Creek and Fountain Creek Drainage Basin Planning Studies* conducted by the Engineering Division of the City. Doing so provided the unique opportunity to address multiple objectives simultaneously with a diverse team of professionals and citizens. Planners, engineers, landscape architects, biologists and lay people worked together to integrate the objectives for the corridor and to devise creative solutions to complex challenges.

Key to the planning process was the work of the Project Study Group, which was formed to guide the development of all three projects: *The Pikes Peak Greenway Master Plan*, the *Monument Creek Drainage Basin Planning Study* and the *Fountain Creek Drainage Basin Planning Study*. The Study Group consisted of representatives from various

*Aerial view of Greenway  
Corridor*



community groups and from federal, state and local governmental agencies. The Study Group acted as a steering committee to formulate the goals and objectives and to review planning decisions and work products along the way.

Public participation was also achieved through open public meetings at key junctures in the planning process and the distribution of newsletters informing citizens of project progress. Public meeting notices and newsletters were distributed to all citizens and community groups with known interest in the project as well as to all property owners along the creek corridor.

## *The Plan Components*

This document is organized into four basic elements:

- ***Goals and Objectives*** for the Greenway as formulated by the Project Study Group. These are founding statements that provide the basis for all *Plan* recommendations.
- ***General Recommendations*** that apply to the entire Greenway corridor. A theme statement and set of recommendations are provided for the Overall Greenway, Trails and Recreation, Land Use and Development, Environment, Stormwater Management and the Relationship with I-25.
- ***Physical Plans and Policy Recommendations for Greenway reaches***. Physical plans and policy recommendations for twelve separate segments or “reaches” of the Greenway are provided. Recommendations are presented both in map and written form.
- ***Implementation - Making It Happen***. Provides an organizational strategy for achieving the *Plan’s* recommendations, including the involvement of the Palmer Foundation as a non-profit partner and a program for community outreach.

Additional *Plan* Materials Available Under Separate Cover:

- ***Pikes Peak Greenway Master Plan Maps***. Twelve 1"=200' scale maps of the Greenway study area that show physical plan recommendations in greater detail.
- ***Appendices***. A series of appendices to the *Plan*, including:
  - Design Guidelines
  - Land Development Guidelines
  - Management and Maintenance Program
  - Cost Estimates
  - Potential Funding Sources
- ***Monument and Fountain Creek Drainage Basin Planning Studies***. These studies were prepared in conjunction with the *Pikes Peak Greenway Master Plan* and should be referred to for detailed recommendations for creek channel improvements.



## II. GOALS AND OBJECTIVES

**A**T THE START OF THE PLANNING PROCESS A SERIES OF GOALS and objectives were formulated by the Study Group to guide the development of the *Pikes Peak Greenway Master Plan* and the *Monument and Fountain Creek Drainage Basin Planning Studies*. These goals and objectives provide the basis for all the recommendations of this *Plan*. Further, these founding statements should continue to guide all future actions that are intended to implement the *Plan*.

### *Goal: Expand Recreational Opportunities*

#### *Objectives:*

- Develop multi-use trails in the corridor which:
  - provide access to the creek corridor for the enjoyment and appreciation by the public, including persons with physical disabilities.
  - provide access to and from connecting trails, parks and other recreational amenities.
  - are in harmony with aquatic, riparian, and upland ecosystems.
  - are mutually supportive of flood control improvements, stream stabilization, utility crossings, and urban infrastructure.
  - serve the regional and local transportation needs of bicyclists and pedestrians.
- Provide multi-modal access to the corridor (e.g. parking areas, transit stops, trail heads and pedestrian crossings).
- Educate the public about stream corridor environments, urban wildlife, natural geomorphologic processes, water quality, and their relationships to urban development.
- Identify and plan areas for appropriate active recreational purposes.

### *Goal: Maintain and Enhance the Natural Beauty of the Creek Corridor and Quality of the Built Environment*

#### *Objectives:*

- Implement physical improvements using quality design standards, durable materials, and construction techniques which promote visual attractiveness and compatibility with their surroundings.
- Provide landscaping and other physical improvements which enhance visual relationships and foster corridor-wide attractiveness.
- Provide amenities which promote a multi-sensory experience along the corridor.

- Establish buffer zones in and adjacent to the corridor through development setbacks, open space easements, private sector protection of important environmental areas, and other techniques.
- Prevent inappropriate actions in the corridor such as development in the floodplain, point source and non-point source pollution and bank dumping.
- Maximize visual compatibility between I-25 and the recreational amenities within the corridor.

*Goal: Assure Public Safety and Welfare*

*Objectives:*

- Minimize private property damage that could result from flooding and stream erosion.
- Protect public investment in urban infrastructure improvements such as road overpasses, utilities, and recreational amenities.
- Minimize potential for loss of life or injury as a result of flooding and/or channel erosion.

*Goal: Maintain a High Level of Benefit to Cost*

*Objectives:*

- Use planning, design, and management criteria and standards which maximize return from funding invested in the corridor.
- Include the value of protecting environmental and aesthetic quality of the corridor in the benefit-cost assessment.
- Include the short and long-term operations and maintenance costs in the benefit-cost assessment.

*Goal: Aid in the Control of Pollution/Enhance Water Quality*

*Objectives:*

- Reduce sedimentation to acceptable levels consistent with flood control structures, adjacent riparian/vegetation zones, and a healthy aquatic environment.
- Promote water quality through watershed-wide management.

- Reduce point and non-point source chemical, biological, and sediment borne pollution and attempt to monitor the impact of stormwater pollutants downstream so improvements can be evaluated.

### *Goal: Guide Community Development*

#### *Objectives:*

- Promote the Greenway Corridor as a community asset.
- Promote corridor improvements which are supportive of quality development in adjacent areas, including the Downtown area.
- Promote adjacent land uses which are compatible with, and supportive of the stream corridor as a major social, economic, and environmental asset to the entire community.
- Promote development which is compatible with locations and structures which are of historical and cultural value.
- Accommodate the placement of needed utility improvements across and through the corridor.

### *Goal: Protect and Enhance Natural Vegetation and Wildlife Habitat*

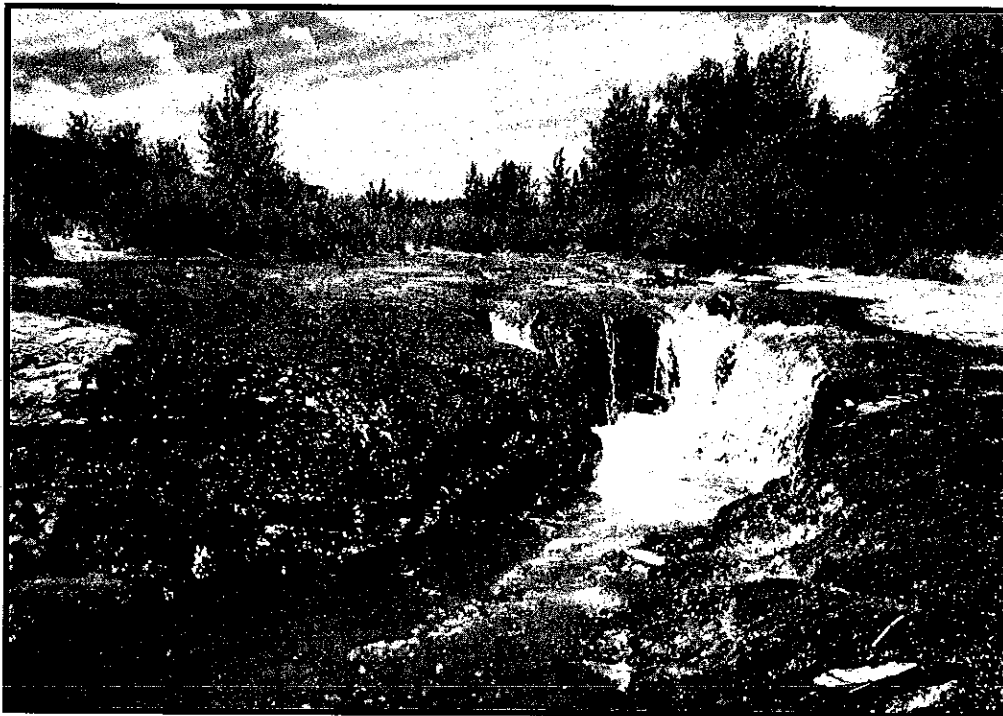
#### *Objectives:*

- Improve aquatic habitat and water quality by promoting adequate stream flow, appropriate levels of nutrient input, and water quality.
- Promote diversity of vegetation along the corridor for wildlife cover, food, nesting, stream shading, and aesthetic values.
- Protect and enhance the significant natural features of the corridor including the creek and the surrounding riparian and upland ecosystems.
- Protect groundwater recharge capability.
- Utilize construction and maintenance techniques which are sensitive to ecological impacts.

## *Goal: Promote Project Implementation*

### *Objectives:*

- Build and maintain a base of community support and develop private/public joint solutions and incentives for private property owners.
- Identify the costs of phased implementation.
- Recommend funding mechanisms which are innovative and equitable.



*Natural waterfall south of  
Woodmen Road*

### III. GENERAL RECOMMENDATIONS

**T**HIS SECTION OF THE *PLAN* OFFERS THEME STATEMENTS AND recommendations for action that apply to the entire Greenway. The next section of the *Plan* (page 17) presents specific physical plans and policy recommendations for each segment (or “reach”) of the Greenway.

This section is organized to provide a theme statement and a set of recommendations for:

- **The Pikes Peak Greenway Overall**
- **Recreation and Trails**
- **Land Use and Development**
- **Environment and Creek Geomorphology**
- **Creek Hydrology (Stormwater Management)**
- **The Relationship With Interstate 25**

#### *Pikes Peak Greenway Overall*

##### **THEME STATEMENT**

*The Pikes Peak Greenway represents a transformation of the Monument/Fountain Creek Corridor into a treasured community asset. It represents the best efforts of a city to live in harmony with a dynamic natural drainage system. It is a permanent asset providing this, and future generations with the benefits of recreation, beautiful greenery, wildlife, clean water, community development, alternative transportation, and reduced exposure to the hazards of erosion and flooding.*

##### **RECOMMENDATIONS**

- Work with El Paso County and other entities to promote the continuation of the Greenway to the north and south of the City.
- Build all physical improvements using quality design standards, durable materials, and construction techniques that promote visual attractiveness and compatibility with their surroundings.
- Promote direct public participation in the implementation and stewardship of the Greenway including volunteer construction and planting projects, adopt-a-trail, advocacy and maintenance programs.
- Develop a comprehensive signage system providing directional, location, emergency and interpretive information.
- Protect, identify and interpret historic buildings, structures and sites.

- Encourage the use of the Greenway for special events such as walk-a-thons and festivals provided such activities do not threaten user safety or disrupt enjoyment of the Greenway by other users.
- Implement an operations and maintenance program that perpetuates a quality, safe greenway experience.

## *Recreation and Trails*

### **THEME STATEMENT**

*The Pikes Peak Greenway should feature a continuous multiple-use trail accessible to all user groups for recreation, exercise, education, and non-motorized transportation. While it does provide activity nodes such as ball fields, plazas and other urban features, the Greenway will primarily be a "passive" open space with natural and naturalistic landscaping.*

### **RECOMMENDATIONS**

- Promote opportunities for access, use and enjoyment of the Greenway Corridor by creating a continuous, multi-use trail along its entire length. The trail should have a ten foot (10') wide concrete surface, except in Monument Valley Park where the surface will be compacted gravel, and should accommodate pedestrians, cyclists, equestrians and people with disabilities.
- The trail should be compatible with its setting with minimal impact on wildlife habitat, other significant vegetation, and adjacent private properties.
- Provide corridor amenities including: parks, feature areas, plazas, rest areas, overlooks, interpretive programs and signs.
- Develop new active parks and recreational attractions such as the youth sports complex and a fishing pond at Pikeview Reservoir.
- Use the arts, including sculpture, to enhance the corridor and interpret Colorado Springs culture and history.
- Provide pedestrian and bicycle access points across I-25 at adequate, regular intervals along the Greenway Corridor.
- Provide access to and from neighborhoods, places of employment, schools, connecting trails, the on-street bicycle system, parks, and other destinations. Provide trail heads with parking at appropriate locations, with connections to transit where possible.
- Provide ready access for maintenance, patrol and emergency vehicles.

- Trails and other recreational amenities should enhance the use and enjoyment of adjacent private properties and should be designed to not intrude on occupant privacy or otherwise disturb adjacent property.
- Provide a multi-sensory experience along the corridor with attractive scenery, screening of undesirable noise, fragrant plants and use of varied, interesting colors and textures on built components.

## *Land Use and Development*

### **THEME STATEMENT**

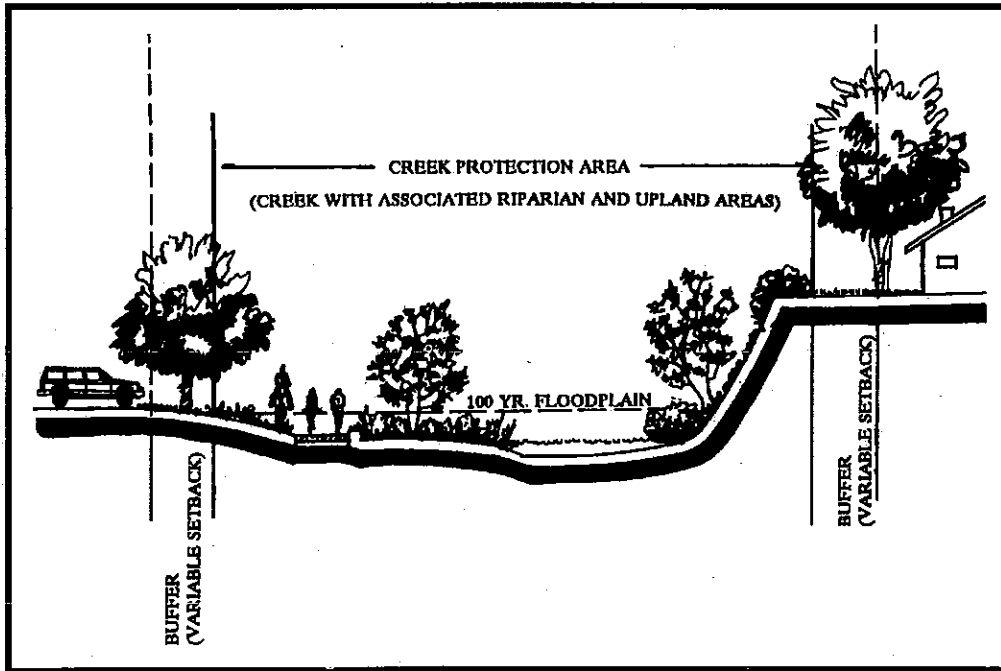
*The Pikes Peak Greenway should be viewed as an asset and focal point for quality, compatible residential, commercial, office, industrial and public development. Land development should both respect the other attributes of the corridor and seek to take advantage of the benefits those attributes provide. Development should also be compatible with other adopted plans for land.*

### **RECOMMENDATIONS**

- Promote appropriate and complimentary real estate development along the Greenway Corridor including new commercial, office, residential and industrial properties as well as new public developments such as ball fields.
- Link and integrate adjacent properties with the corridor using access ways, creek front plazas, employee recreation areas, and other cooperative site planning and architectural treatments which make the creek corridor an amenity.
- Promote new quality development by improving the Greenway Corridor with public amenities such as parks and trails and by preserving and rehabilitating the natural landscape and wildlife habitat.
- Design all public improvements in the corridor to be aesthetically compatible with the Greenway.
- Accommodate the placement of needed utility improvements in appropriate locations.
- Establish a policy of reviewing all public and private actions that might impact the Greenway for consistency with this *Plan*.
- Establish a creek protection area within the Greenway Corridor. This is a defined area where development could impact stormwater conveyance, water quality, wetlands and other significant vegetation, wildlife habitat, and corridor aesthetics (see following page). Provide guidelines for determining whether, and the degree to which, land development should take place within the creek protection area (see Appendix). Where

appropriate, obtain additional development setbacks from the creek through the site design process.

- Require a site development plan for all development proposals within or adjacent to the Creek Protection Area or adjacent to Interstate 25 within the *Master Plan* boundaries.



*Creek Protection Area  
Concept*

## *Environment*

### **THEME STATEMENT**

*The Pikes Peak Greenway should provide a green spine through the heart of the City. It should protect wildlife habitat and the creek ecosystem, yet encourage appropriate levels of human interaction and occupation so that the public can experience and appreciate the natural environment the corridor has to offer.*

### **RECOMMENDATIONS**

- Take action to immediately halt further dumping of trash and filling of the creek channel by educational programs and, where necessary, regulation. Clean-up and rehabilitate areas where dumping has already occurred.
- Promote community participation in creek restoration through volunteer wetland and revegetation efforts such as the Tejon Marsh project.
- Promote the expansion of the creek environment by encouraging the use of wildlife-supporting landscaping on adjacent properties.



- Preserve and interpret points of ecological and geologic interest.
- Identify, protect and enhance wildlife habitat and other significant natural features of the corridor including the creek aquatic environment, confluence areas, creek edge vegetation, riparian forests and wetlands.
- Whenever feasible, consider the use of vegetative bank stabilization techniques, such as soil bioengineering, to address creek bank erosion.
- Educate the public about creek corridor environments, urban wildlife, natural geomorphologic processes, water quality, their relationships to urban development and the importance of conserving these values.
- Promote watershed-wide programs that:
  - reduce point and non-point source pollution from entering the creek.
  - assure adequate creek flow, appropriate levels of nutrient input, and water quality.
  - reduce sedimentation to acceptable levels.
- Minimize the degradation of the creek bed and lowering of the water table.
- Promote the diversity of vegetation along the corridor for wildlife cover, food, nesting, creek shading, and aesthetic values.
- Promote operations and maintenance policies that protect and enhance wildlife habitat and natural stream geomorphology to the extent that is practical.

## *Stormwater Management*

### **THEME STATEMENT**

*The Pikes Peak Greenway Corridor must continue to function as a major conveyor of stormwater run-off. Public safety must be protected and damage should be minimized to adjacent private properties and public infrastructure, such as bridges, roads and utilities.*

### **RECOMMENDATIONS**

- All Greenway improvements and management policies should be consistent with, and supportive of, the role of the creeks as drainage ways and major conveyors of storm run-off.
- Implement the recommendations of the *Monument Creek and Fountain Creek Drainage Basin Planning Studies*.
- Strive to minimize erosion of the channel and to protect adjacent properties as well as public infrastructure such as bridges, roads, and utilities.

- Promote projects that provide joint benefits such as the dual use of a trail as a drainageway maintenance road and the design of grade control structures to be attractive water features.

## *Relationship with Interstate 25*

### **THEME STATEMENT**

*The Pikes Peak Greenway should establish and maintain a mutually supportive relationship with Interstate 25. Adverse impacts of the Interstate on the Greenway should be mitigated and positive opportunities that would enhance their relationship should be pursued.*

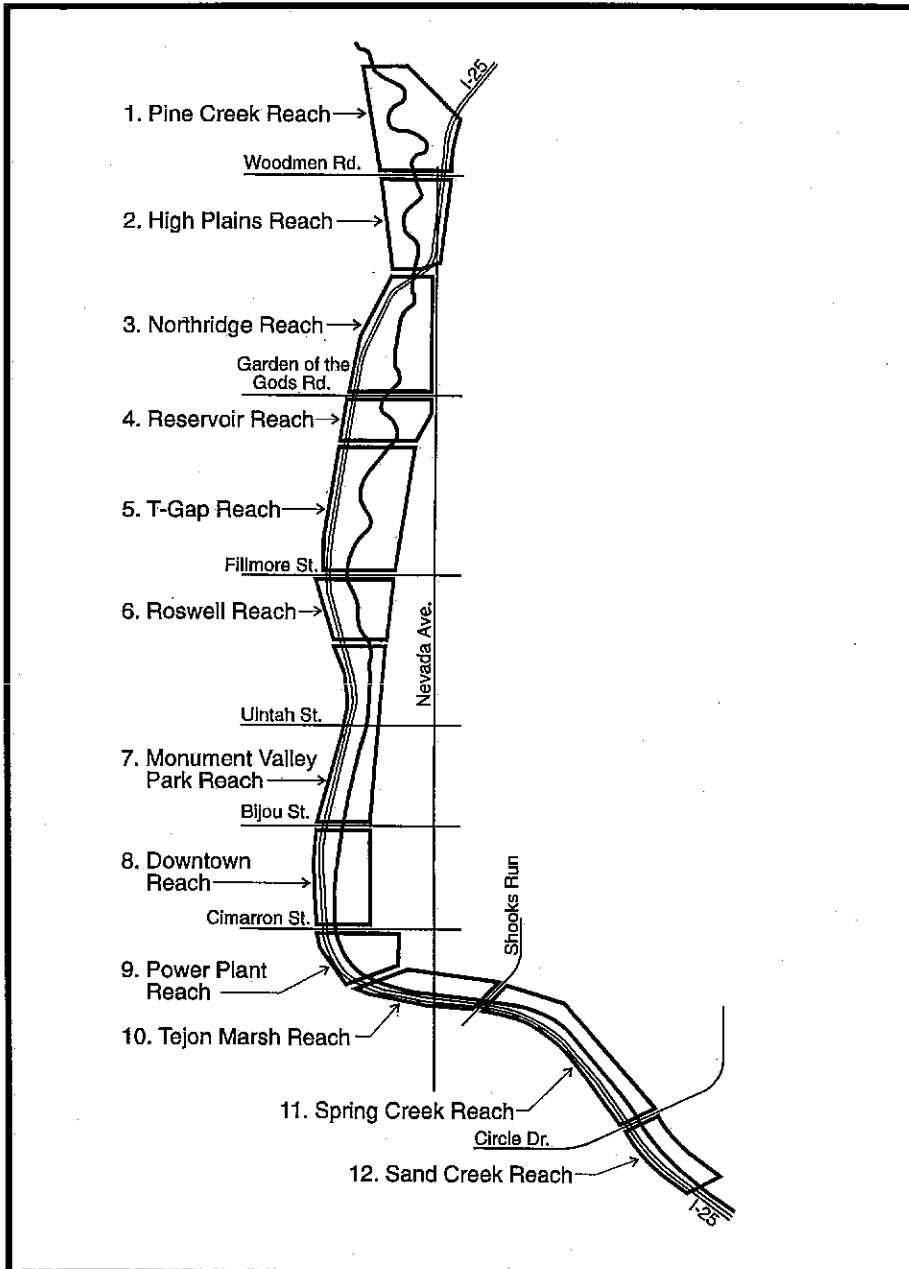
### **RECOMMENDATIONS**

- Enhance and integrate the visual relationship between the Greenway and I-25 by placing compatible, supplementary landscaping in visually strategic locations. Promote attractive design features such as lighting and landscaping along I-25 that are visible from the Greenway Corridor. Where appropriate, frame and enhance views of the creek by motorists on I-25.
- Provide pedestrian and bicycle access points across I-25 at adequate, regular intervals along the Greenway Corridor.
- Incorporate the greenway landscaping and linear park theme into the proposed buffer strip on the west side of I-25 and provide direct access from the buffer strip across I-25 to the Greenway Corridor.
- Promote complimentary real estate development on lands adjacent to I-25. Orient buildings toward the interstate through design considerations and proper screening of parking lots, dumpsters and similar features.

## IV. PHYSICAL PLANS AND POLICY RECOMMENDATIONS

**T**HIS SECTION OF THE *MASTER PLAN* CONSISTS OF SPECIFIC physical plans and policy recommendations for action. The plans and recommendations are presented for twelve separate segments or “reaches” of the corridor as delineated on the map below. Each reach is an area of land within the corridor that has similar stream characteristics, adjacent land uses and/or landscape features.

*The Pikes Peak Greenway  
Reach Key Map*



For each reach of the Corridor an overview is provided as well as a description of the opportunities and challenges found within the reach along with key physical and policy recommendations for recreation improvements, resource protection, and future land development. The recommendations are presented both in map and written form.

A more detailed presentation of the physical planning recommendations is provided by a series of 1"=200' scale maps, which are available under separate cover. In addition, the reader should refer to the *Monument Creek and Fountain Creek Drainage Basin Planning Studies* to see recommendations for detailed creek channel and flood hazard reduction improvements. Finally, this *Plan* reflects the recommendations of other recent studies and plans and is intended to be used in conjunction with them. These include: *The I-25 Improvement Project*, *The Downtown Action Plan*, *The Midland/Fountain Creek Corridor Plan* and the *City Multi-Use Trails Master Plan*.

# 1. PINE CREEK REACH

## Overview

The Pine Creek Reach is one of the only remaining segments of Monument Creek in the study area that has not been significantly altered by adjacent development. Although the stream bed is degrading and substantial bank erosion is occurring on the outside of meanders, intact riparian vegetation and wetland areas provide valuable wildlife habitat and points of environmental interest.

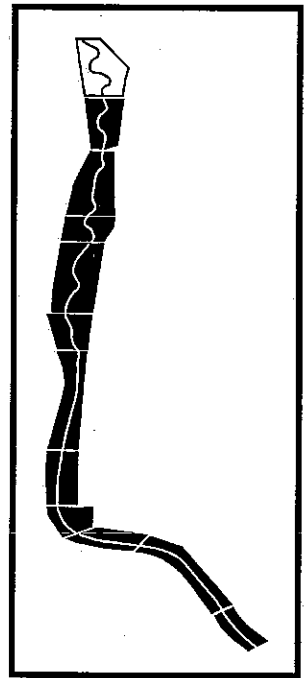
Most of the reach is privately owned and a master plan for development was submitted and approved by the City in 1988. Provisions were made in that master plan for the dedication of a 20-foot wide trail easement between future development and the creek upon platting of the property. Because the 100-year floodplain is relatively wide, options for development are somewhat limited, especially between the creek and the railroad if encroachment into the floodplain is avoided.

It is proposed that the Pikes Peak Greenway trail be located on the west side of the creek, and that it be connected to the El Paso County segment of the trail to the north where it would continue through the Air Force Academy. Spur trails are proposed to provide access to and from the neighborhoods to the west. Environmental and historic interpretive trails looping out from the main trail are also recommended.

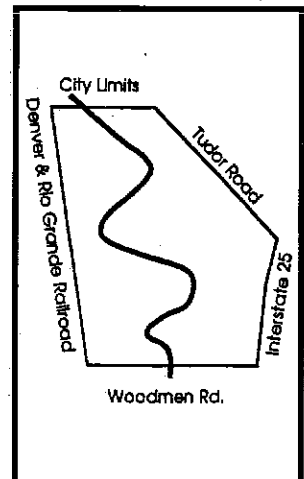
Character Photo



Reach Location

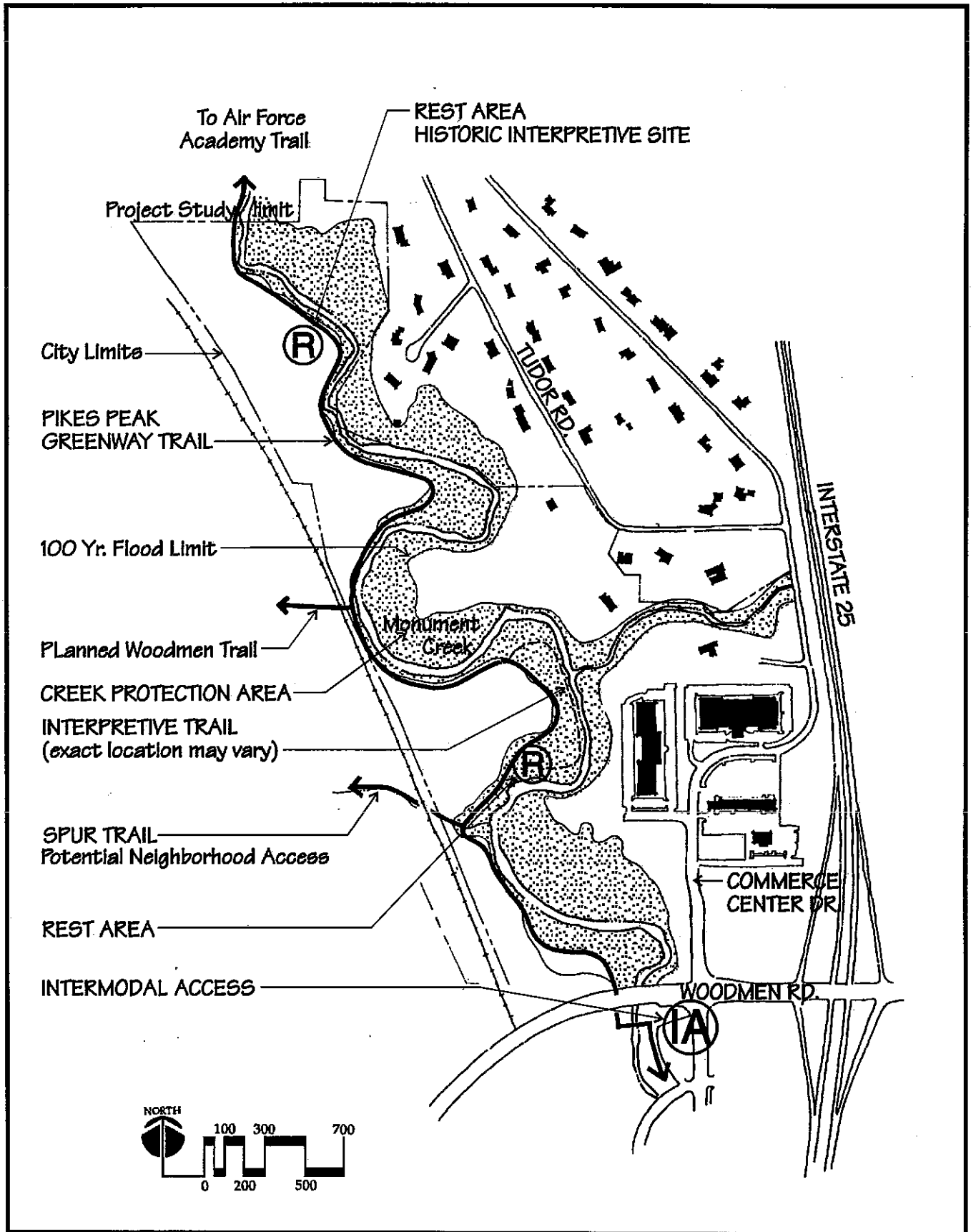


Reach Boundaries



Features

- Remaining "natural" meandering stream and riparian/wetland zone
- Dedicated trail easement
- Historic "whistlestop" along railroad and Teachout barn foundation remains



## Opportunities and Highlights

- The meandering pattern of the stream and wooded landscape are significant and unique to this portion of the corridor. The reach also includes the remains of the historic Teachout Homestead, emergent wetlands, riparian vegetation, and abundant wildlife. These areas are not only important in themselves, but are also valuable for the enjoyment and education of Colorado Springs residents and visitors.
- The property owners have provided for a future 20' trail easement in the existing master plan that would extend the length of the reach along the creek.
- Opportunities exist for future development of spur trails to the west through existing railroad culverts.
- Existing and future hotels, commercial, and residential development in the area could benefit from the establishment of greenway trail amenities.

## Challenges

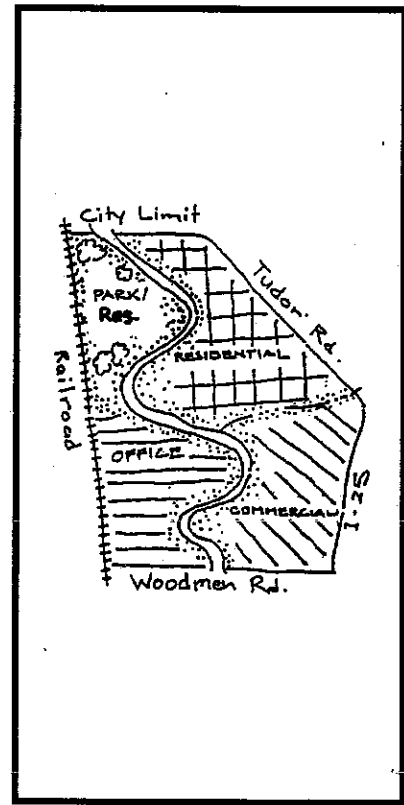
- There are two factors that may jeopardize the continued existence of natural succession of the wetlands and riparian vegetation:
  - Future development of the reach could result in channelization and constriction of the 100-year floodplain.
  - The stream bed is “degrading,” or cutting downward. This is exposing and endangering utility crossings, increasing the erosion of several steep banks, and lowering the water table that is vital to naturally occurring vegetation.
- The trail/greenway easement may not be obtained until the property owner proceeds with platting.

## Recommendations

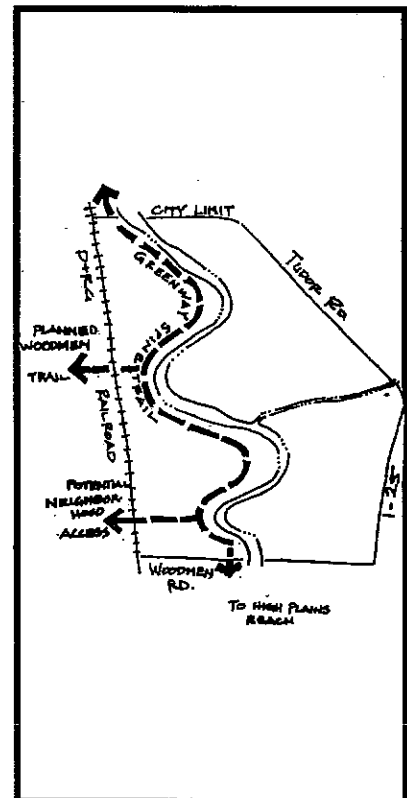
### RECREATION AND TRAILS

- Work with property owners to establish an acceptable location for the Greenway trail along the west side of Monument Creek. Preferably, the trail corridor would provide a buffer between future development and the 100-year floodplain limit.
- Work with property owners and the Denver and Rio Grande Western Railroad to establish locations for access trails to areas west of the corridor.

Land-use concept



Circulation and access



- Establish a minimal impact interpretive trail and overlook with viewing areas and interpretive signage describing historic elements, stream geomorphology, wetlands, riparian vegetation, and wildlife. A rest area with informational signage and a bench should be provided at the intersection of the main trail and interpretive trail.

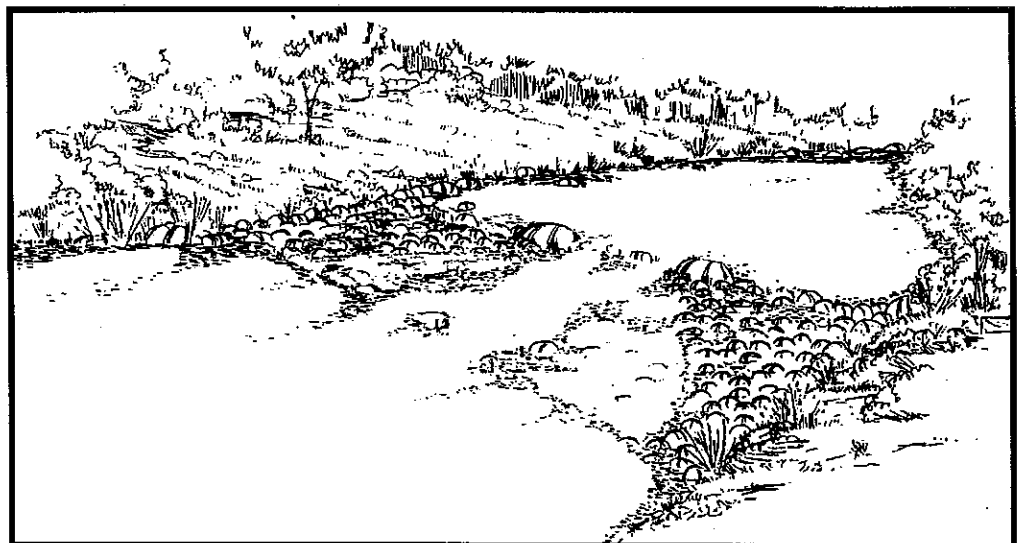
**LAND-USE/DEVELOPMENT**

- Work with the property owner in preparing future site plans for development. Promote the Creek Protection Area Concept that discourages development in the 100-year floodplain and establishes buffers between new development and the greenway.
- Office, commercial and residential lands uses are proposed consistent with the approved *Tudor Master Plan*.
- The *Tudor Master Plan* shows the relocation of Monument Creek to accommodate access to the northwest land parcel. Such action would significantly impact the creek environment. Revisions to the *Tudor Master Plan* which would eliminate or reduce impacts on the creek environment should be explored. These include:
  - Public acquisition of the northwest parcel for a passive park.
  - Provision of an access road that is narrower and has less impact on the creek than that shown on the *Tudor Master Plan*.
  - Identification of an alternate access point to the northwest parcel.

**ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY**

- Provide riffle drops (small rock check dams) with new stream bank vegetation to reduce channel bed degradation.
- Pursue vegetative bank stabilization such as soil bio-engineering consistent with the Monument Creek Drainage Basin Study.

*Sketch of Riffle Drops*



## 2. HIGH PLAINS REACH

### Overview

The High Plains Reach runs from Woodmen Road to the remains of the Pikeview Bridge. This reach presently offers open vistas in all directions including good views of Pikes Peak and Pulpit Rock. The adjacent properties are mostly vacant, presently undergoing development for office and commercial uses but at a slow rate due to the present slack in demand for office space. In addition to Corporate Center Drive on the east, Mark Dabbling Boulevard provides good access to the west side. The upland area along the creek is very visible from I-25.

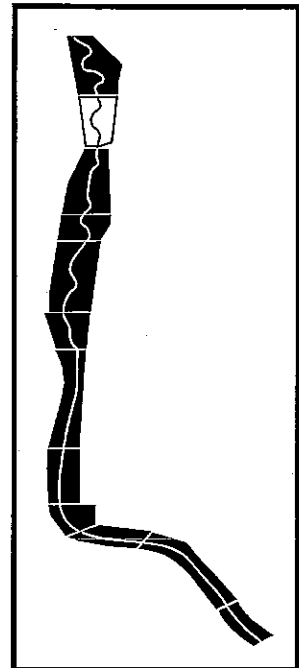
The stream channel in this reach has been channelized and the City has acquired most of the creek as well as a “bench” on the east bank that is suitable for a trail alignment. An existing “park-n-ride” lot just south of Woodmen Road could provide an intermodal access point or place where people can park their cars or use transit and switch to bike, horse or foot travel on the trail. There are also a number of historical features including the site of the town of Pikeview, the location of a Native American battle that occurred around 1858-59 and “whistle stops” along the D & RGW Railroad.

Several tributary drainages enter the creek including Cottonwood Creek that drains much of the northeast quadrant of the city. While the creek channel provides adequate flood conveyance, there are problems of streambed degradation and excess sediment coming in from Cottonwood Creek.

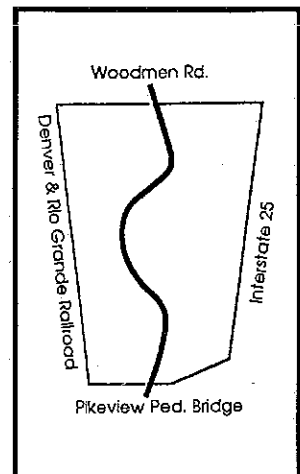
### Opportunities & Highlights

- The City has acquired most of the stream channel through this reach, as well as a graded “bench” on the east bank of the creek. The bench is ideal for trail development.
- A Park-n-Ride lot at the north end of the reach provides an ideal opportunity for development of an Intermodal Access Point to the Greenway. It would also link the trail to an on-street bike route along Mark Dabbling Boulevard.
- The reach presently offers pleasing “high plains” character with open views of Pulpit Rock to the east and Pikes Peak to the southwest.
- There are several opportunities along the channel banks within the creek, especially at tributary confluences, to enhance wetland and riparian vegetation. This could improve water quality and wildlife habitat without altering the 100 year flood limits.
- There are several historic and aesthetic features in this reach including the historic Town of Pikeview site located near the south end and a bedrock outcrop in the creek bed that forms an attractive waterfall. The area is also the site of a Native American battle which took place around 1858-59.

Reach Location



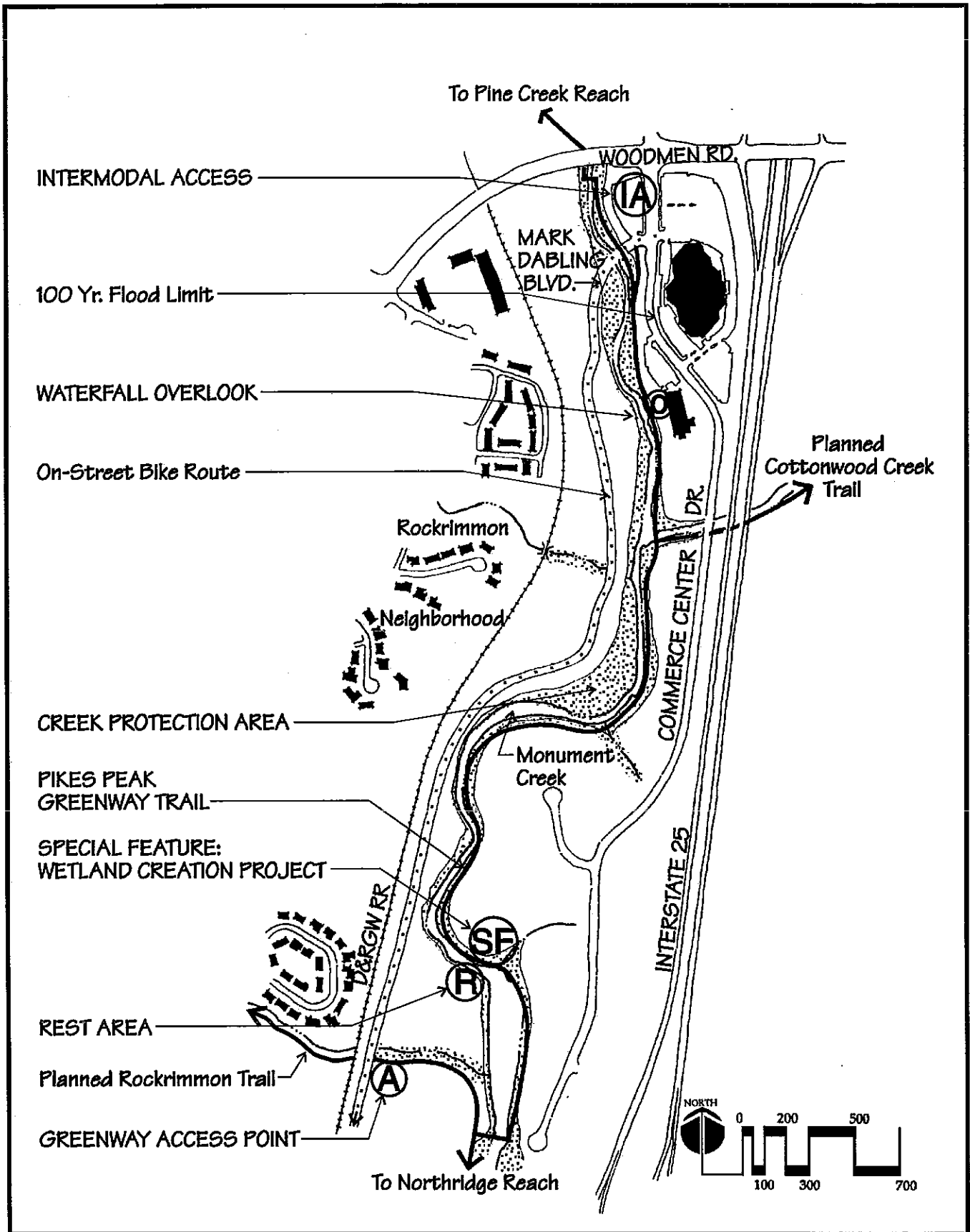
Reach Boundaries



Features

- Open vistas to Pulpit Rock and Pikes Peak
- Existing “Bench” along top of bank for trail development
- Historic Town of “Pikeview” location





- Tributary creeks including Dry Creek, which enters from the west, and Cottonwood Creek, which enters from the east, provide opportunities for spur trails.

## Challenges

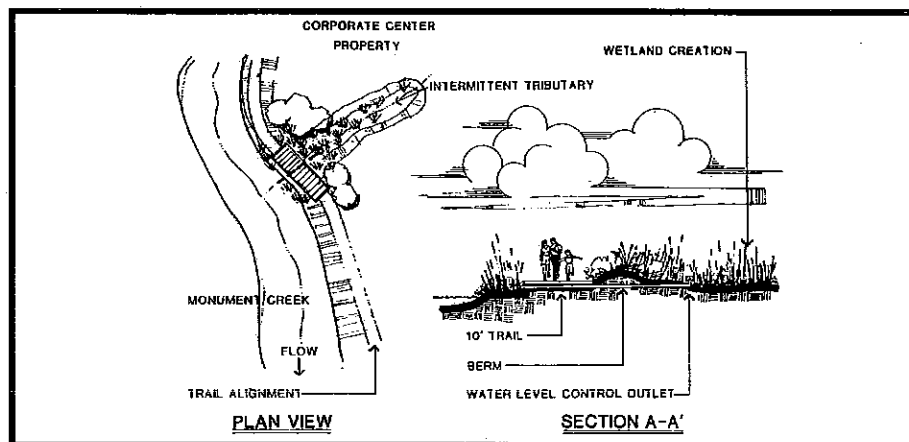
- While the City has the necessary rights-of-way for the trail, expected future development throughout the reach may tend to confine the greenway and will change the open "high plains" character of the area as well as limit views of surrounding landscapes.
- The creek bed is degrading. If this continues unchecked, the water table will drop and adversely affect important riparian vegetation.
- Cottonwood Creek presents a significant obstacle to trail development on the east bank. This, however could be overcome with either a pedestrian span over the creek or a diversion of the trail to Corporate Center Drive.

## Recommendations

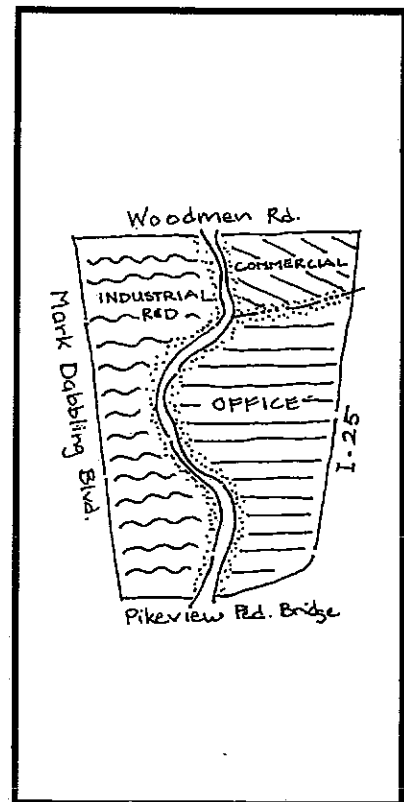
### RECREATION AND TRAILS

- Develop the Greenway trail along the existing bench on the east side of the creek. By benching the trail into the bank, the visual and noise impacts of nearby I-25 are minimized. The trail should include a pedestrian span over Cottonwood Creek and a ramp/underpass beneath Mark Dabling Boulevard and Woodmen Road connecting north to the Pine Creek Reach.
- Utilize the Park-n-Ride lot as an Intermodal Access Point to the Greenway. It is recommended that it be redeveloped and landscaped with parking medians,

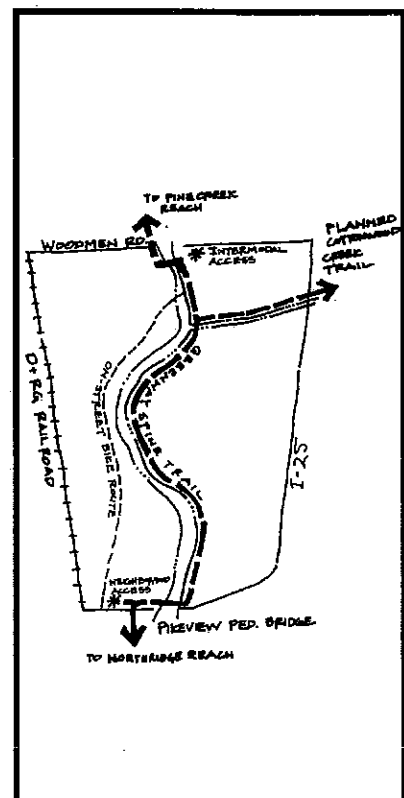
### Wetland Creation Sketch



### Land-use Concept



### Circulation and Access



a restroom, information signage, and other amenities. The extension of Mark Dabbling Boulevard should include an on-street bike route tying into this access point.

- Develop an interpretive signage system along the trail that points out and describes sites of historical and environmental significance including the historic Town of Pikeview, old coal mines, the Pikeview bridge, railroad “whistle stops”, the Native American battleground, and the exposed bedrock waterfall and significant vegetation groupings. A rest area/overlook above the waterfall is also recommended.
- Pursue opportunities for connecting trails up Dry Creek and Cottonwood Creek.

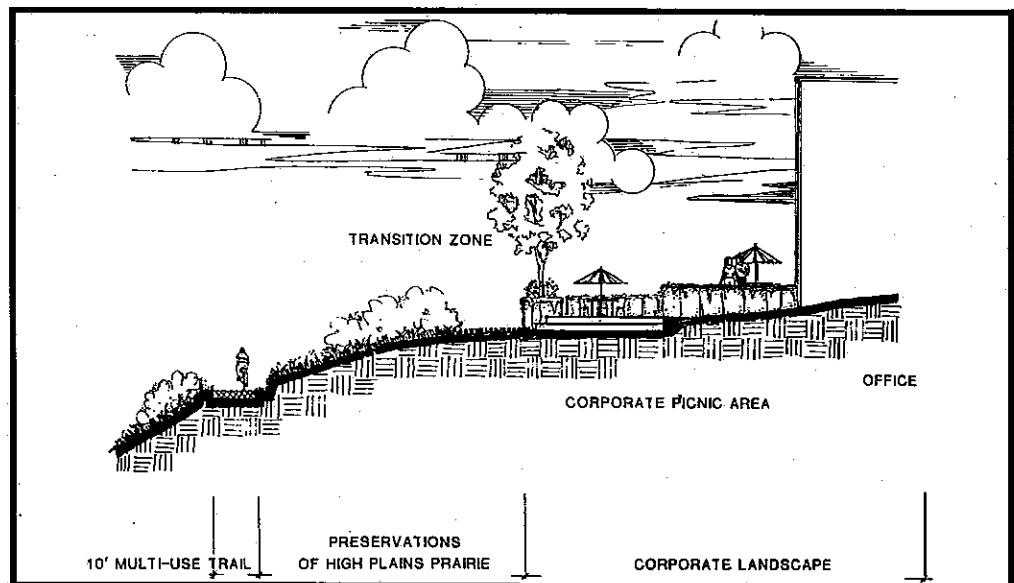
#### LAND-USE/DEVELOPMENT

- Work with present and future property owners to orient new development toward the Creek. Consider design guidelines that promote a “Corporate Green” concept—office development focusing on a central Greenway Corridor. This kind of orientation could enhance the marketability of future offices and benefit both office workers and the general public.
- New development should also be designed with sensitivity to views from I-25 including attractive buildings, landscaping and views of the creek corridor.

#### ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY

- Enhance and expand wetland and riparian vegetation both in the channel and along the banks as well as at the confluences with tributaries (see Wetland Creation Concept sketch).
- Control creek channel degradation with riffle drops and bank stabilization treatments as recommended by the *Monument Creek Drainage Basin Planning Study*.

“Corporate Green”  
Perspective



### 3. NORTHRIDGE REACH

#### Overview

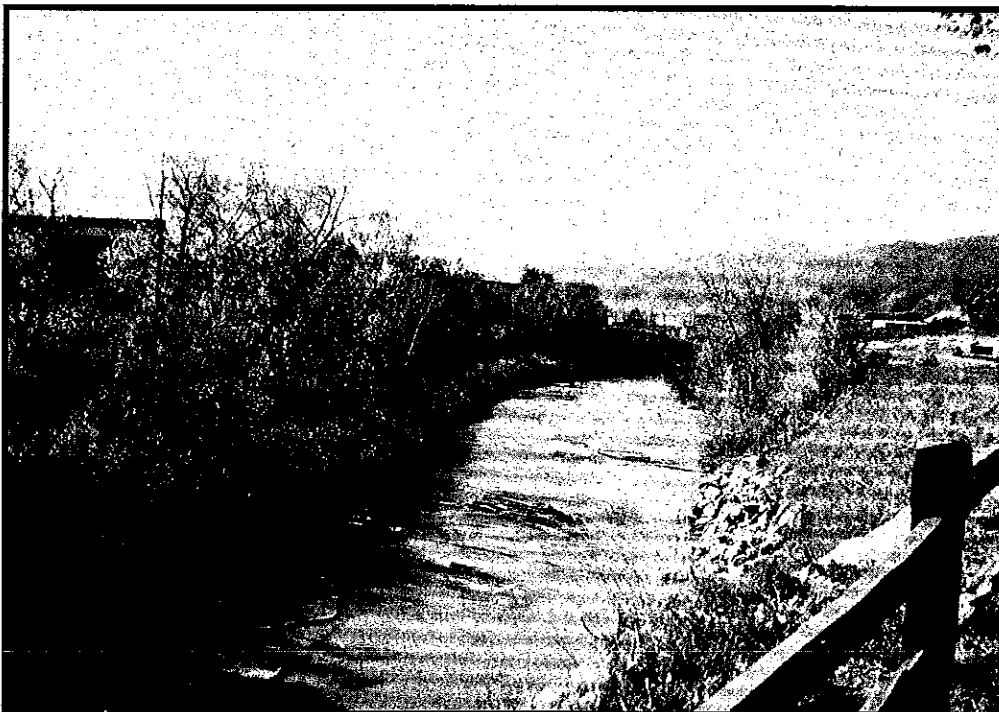
The Northridge Reach extends from the old Pikeview Bridge to Garden of the Gods Road. The western limit is defined by I-25 and the eastern boundary by North Nevada Avenue. The reach contains extensive cottonwood stands and other riparian vegetation, especially just south of I-25, that provide excellent wildlife habitat. In contrast, the southern part of the reach near Garden of the Gods Road is blighted by extensive overbank dumping of rubble.

Privately owned land on both the east and west side of the creek is divided by City owned land which encompasses the majority of the creek channel. Provisions have been made for trail easements through Pikes Peak Research Park on the west side of the creek and the Northridge Apartments on the east side. A planned pedestrian crossing will connect the trail between these two easements. The City also owns land on the west side of the creek south of City Wastewater's diversion dam through which the trail will be aligned.

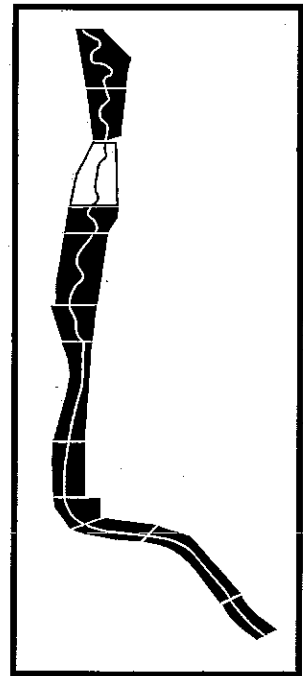
#### Opportunities and Highlights

- The natural area of cottonwood and emergent wetlands in the northeast corner of the reach, just south of I-25, is significant and unique and offers an attractive view into the creek corridor from I-25.

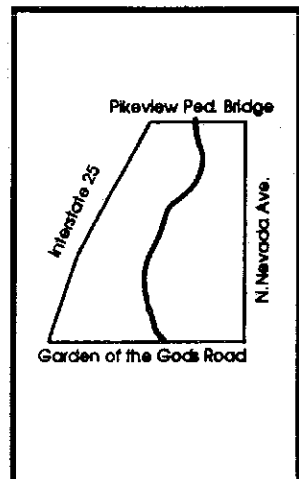
Character Photo



Reach Location

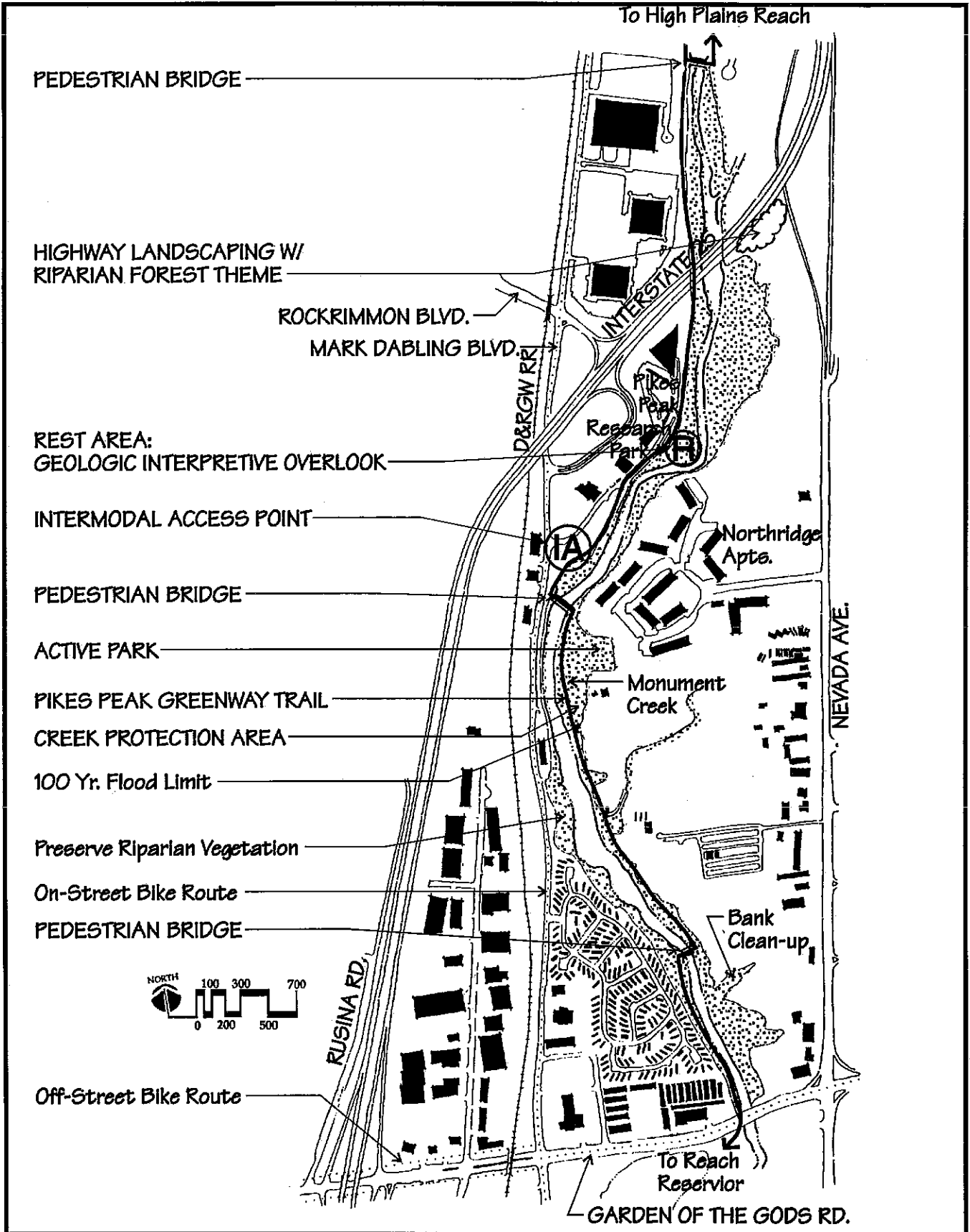


Reach Boundaries



Features

- Extensive cottonwood woodlands and exposed bedrock bluff
- Existing trail easements through private property
- Overbank dumping of trash and rubble

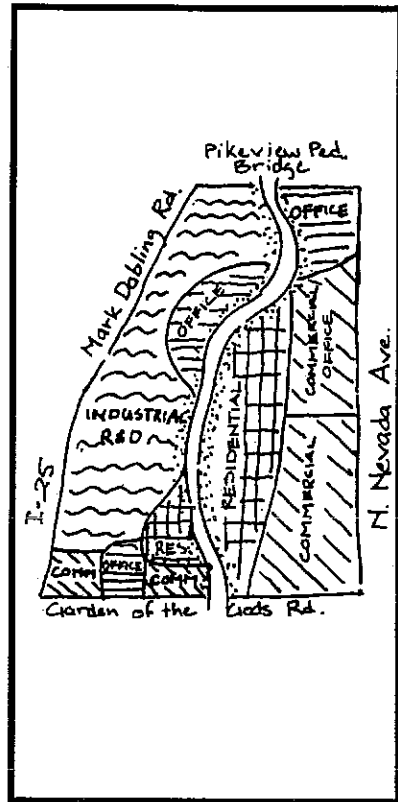


- Below the Northridge Apartments exists a significant bluff/outcrop at the base of which is an exposed coal seam. This coal seam may be of historic/interpretive significance if related to the historic Town of Pikeview and the Klondike mine to the north.
- Just north of the wastewater diversion dam on the west side of the creek are wetlands which are owned by the City.
- The City owns much of the corridor, or has easements through which a multiple-use trail may be aligned.

### Challenges

- The trail alignment below, and/or adjacent to Pikes Peak Research Park, will be difficult due to sensitive riparian areas/wetlands and the amount of space on top of the bank for adequate trail development.
- Much of the proposed trail alignment is located through low areas that may be frequently flooded or remain wet during rainfall periods.
- The need to clean up bank dumping north of Garden of the Gods Road on the east side of the creek and dumping just south of the diversion dam also on the east side.

Land Use Concept



Circulation and Access

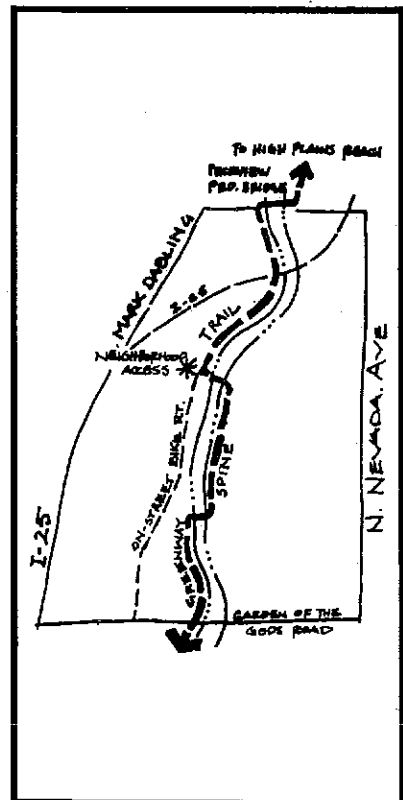
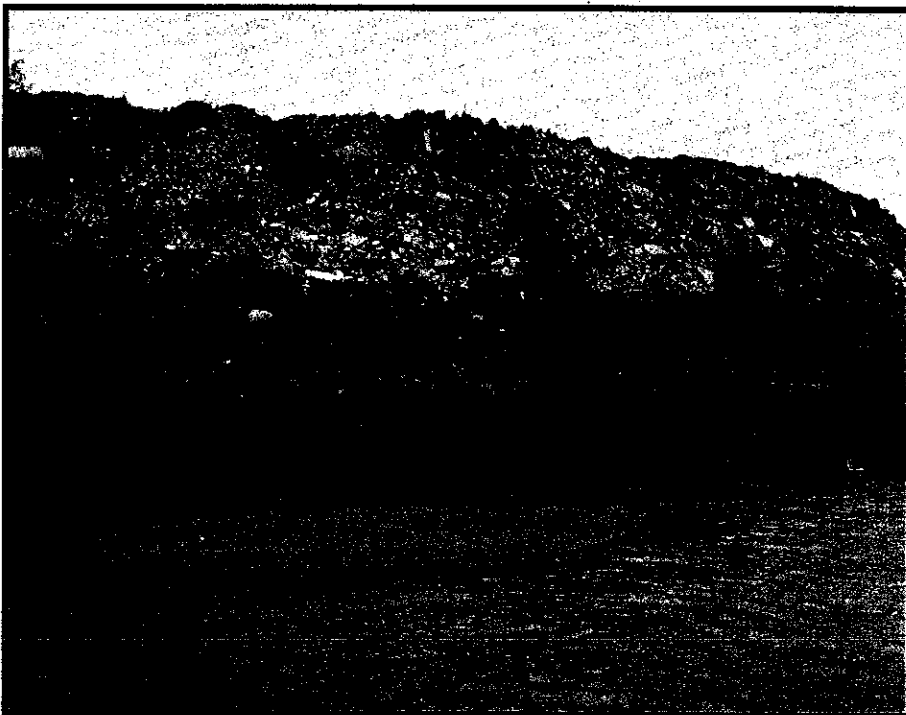


Photo of Bank Dumping



## *Recommendations*

### **GREENWAY/RECREATION/TRAILS**

- Work with Pikes Peak Research Park owners to develop a multiple use trail along the top of the bank. If this is not feasible, it is recommended that a trail be developed through the riparian area with avoidance of filling in the floodplain and wetlands through the use of boardwalks. A trail may be combined with bank erosion protection just below Pikes Peak Research Park.
- Interpretive signage should be developed along the trail in the vicinity of the bluff below the Northridge Apartments and the coal seam outcrop.
- Continue to develop the proposed multiple-use trail alignment on both sides of the creek with the installation of two crossings. Consideration to the frequency of flooding and the resulting maintenance issues should be evaluated when determining trail surface types.
- Provide screening between the trail and the mobile home complex if conflicts are apparent or presumed to occur between trail users and residents. Provide access to the trail for residents of the mobile home park.
- Identify an appropriate location to connect the planned Ute Valley Trail to the Greenway.

### **LAND-USE/DEVELOPMENT**

- Work with the property owners that are dumping both in the floodplain and on adjacent land to clean-up and retard from further occurrence. This may be at least partially accomplished through the enforcement of existing “dumping regulations”.
- Encourage medium to high density residential development on the east side of the creek with adequate protection of the creek environment.

### **ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY**

- Restore eroded banks, especially those below Pikes Peak Research Park, utilizing bioengineering techniques recommended by the Monument Creek Drainage Basin Planning Study.
- Restore/create wetland areas in the existing channel in combination with riffle drops and other channel recommendations of the Monument Creek Drainage Basin Planning Study.
- Delineate wetland locations in areas through or near where the trail alignment is planned and avoid filling of wetlands by realigning the trail or construction of boardwalks where necessary.

## 4. RESERVOIR REACH

### Overview

The Reservoir Reach extends from Garden of the Gods Road to the confluence of Monument Creek with Templeton Gap. This reach contains extensive cottonwood stands and other significant riparian vegetation, especially just south of Garden of the Gods Road, that provide excellent wildlife habitat and natural buffers enhancing both aesthetics and water quality.

Extensive dumping on adjacent privately-owned lands continues to occur on the east side of the creek. This is not only aesthetically unappealing, it may also pose hazards to health and water quality as well as creating potential flood hazards by constricting the channel and possibly contributing debris that can clog the channel. Several parcels of land in this reach, including the Pikeview Reservoir, are owned by the City. The reservoir is managed by the City Wastewater Department and the department has indicated that it may be opened for public use in the future.

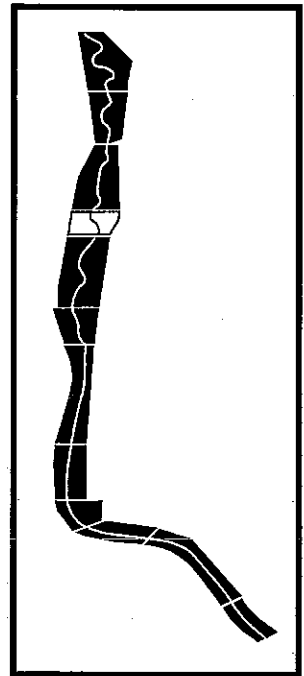
### Opportunities and Highlights

- One of the largest bodies of water in the city, the Pikeview Reservoir could become a significant recreational amenity for fishing, windsurfing and other activities. The site could also serve as an intermodal access to the Pikes Peak Greenway.

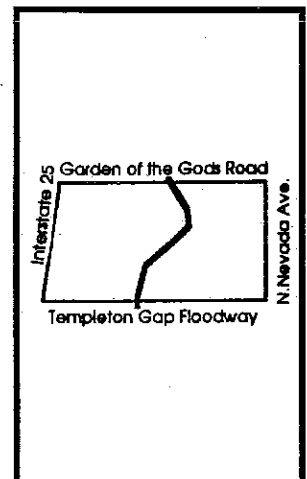
### Character Photo



Reach Location



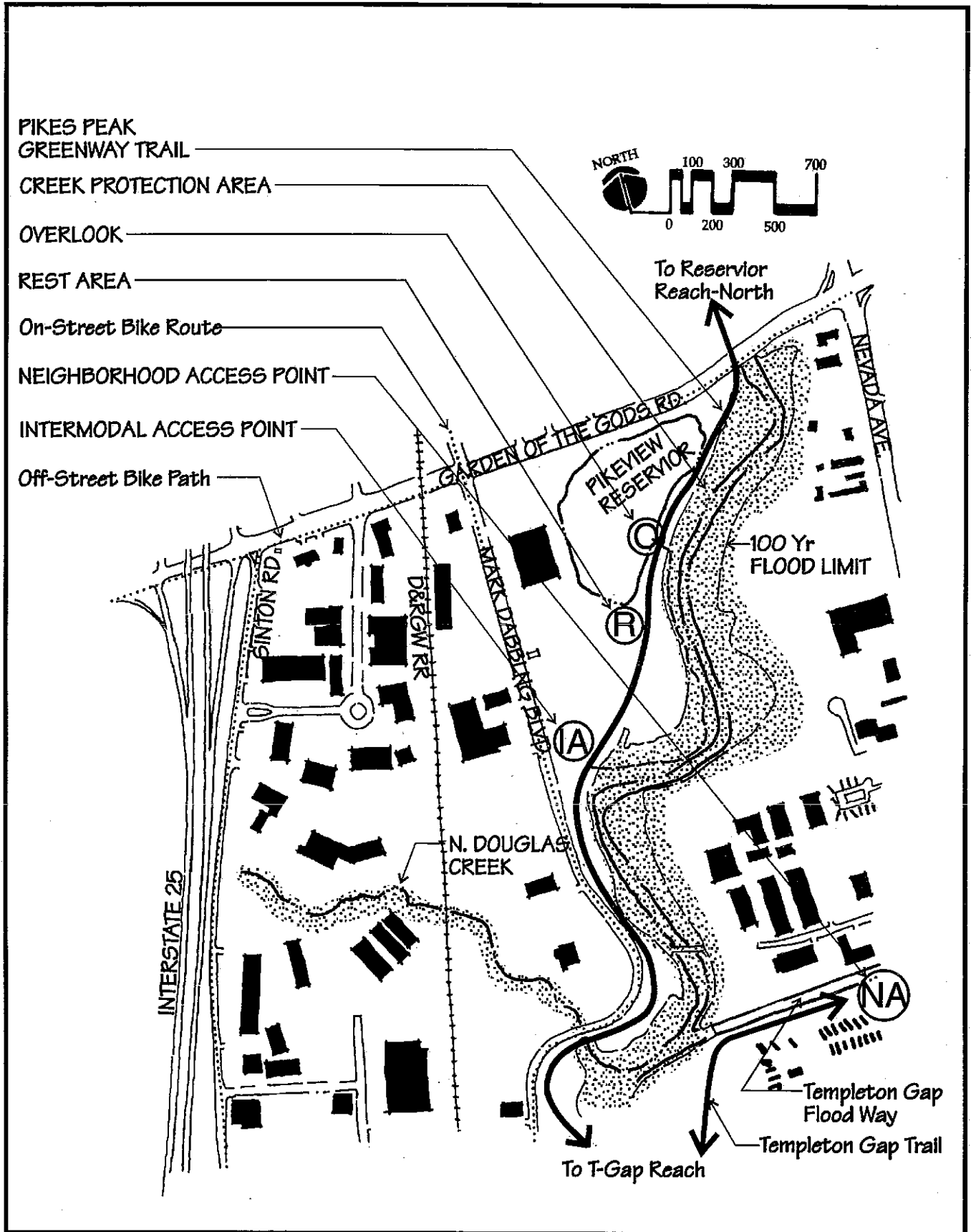
Reach Boundaries



Features

- Pikeview Reservoir
- Overbank dumping of trash and rubble
- Extensive riparian zone along creek





- The extensive wooded and natural riparian areas along the creek in this reach would be well suited for interpretive side trails used primarily for environmental education purposes.

## Challenges

- A difficult, yet very important action would be reversing the course of bank dumping and pursuing clean-up and bank restoration along the east side of the creek south of Garden of the Gods Road .
- The concrete outfall of Templeton Gap is significantly eroded and aesthetically unpleasing. The steep drop-off could also be a safety hazard. A more appropriate natural appearing structure raises a significant design challenge.
- The narrow concrete-lined underpass at Garden of the Gods Road poses a trail design challenge.

## Recommendations

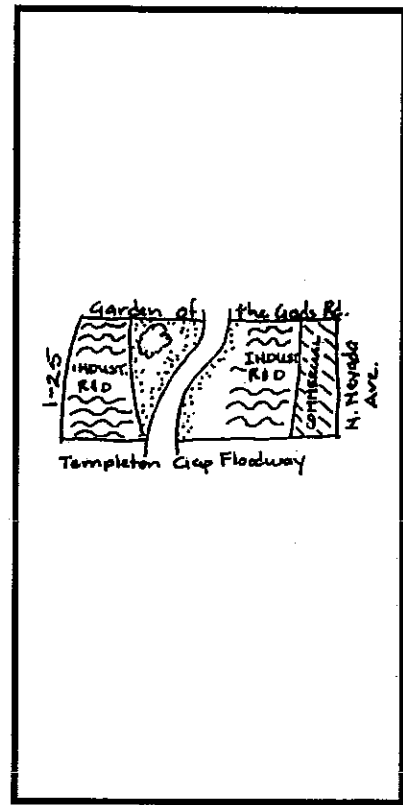
### RECREATION AND TRAILS

- Develop Pikeview Reservoir and the surrounding city-owned land as a passive recreation area. This would include an Intermodal Access Point serving both the Greenway and the reservoir with amenities such as a small shelter with

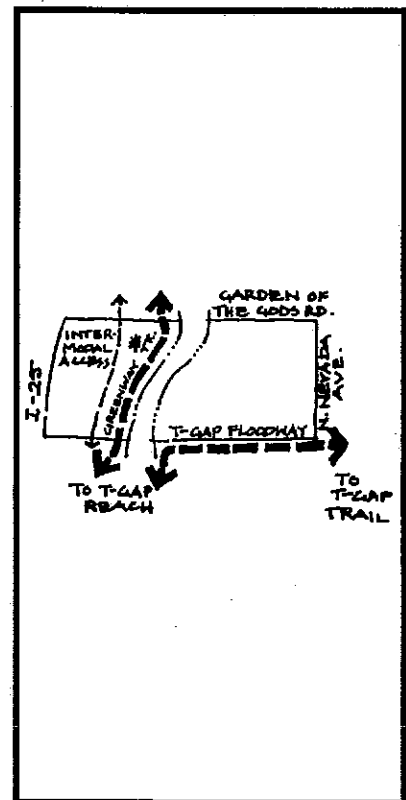
Photo of Bank Dumping



Land Use Concept



Circulation and Access



picnic benches, a restroom, and adequate parking. An important component would be the enhancement of the reservoir for fishing including a fish stocking program, wildlife habitat enhancement including lacustrine (lake edge) wetland creation and vegetation planting. The project should also include one or more fishing piers that are accessible by persons with disabilities. Project planning must also address the operation and maintenance of the reservoir as a recreational site in concert with its use for non-potable water storage.

- Plan and design universally accessible interpretive trails through riparian area near creek below the reservoir.
- Continue the multiple-use trail through this reach along the west side of the creek including an underpass at Garden of the Gods Road.

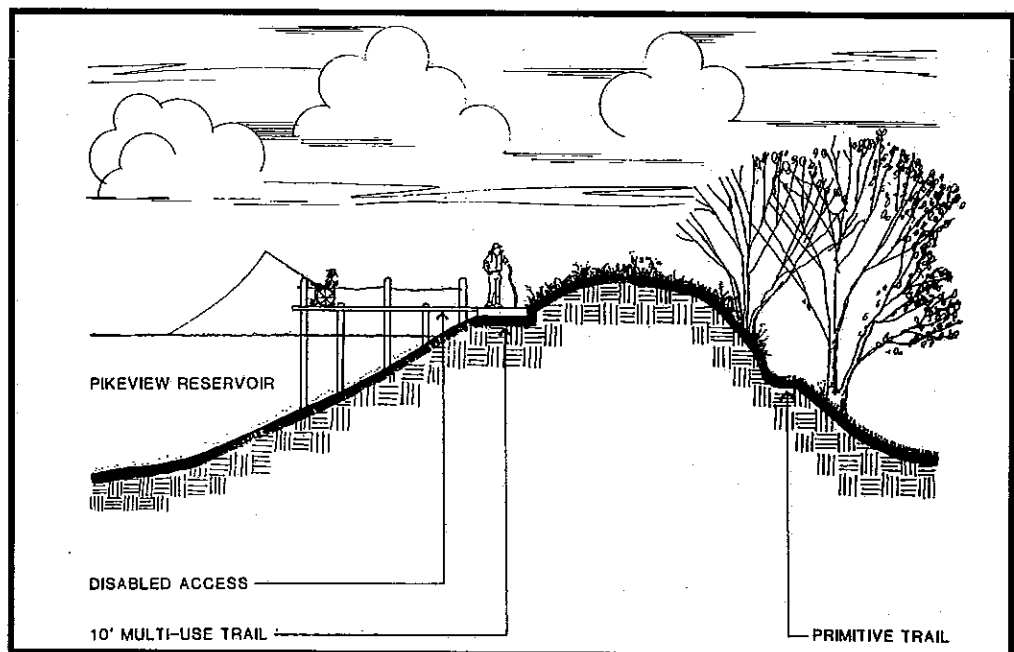
#### LAND-USE/DEVELOPMENT

- Negotiate trail rights-of-way and access at the south end of this reach.
- Explore the possible relocation of the City Impound Lot to provide a parking area for the Pikeview Reservoir.

#### ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY

- Monitor and work with property owners to discourage further overbank dumping along the east bank of creek. Enforce current trash dumping regulations and promote clean-up/bank restoration through partnerships with private property owners.

*Graphic of Pikeview  
Overlook*



## 5. T-GAP REACH

### Overview

The T-Gap Reach extends from the confluence of the Templeton Gap Floodway to Fillmore Street. Much of the property on the east side of the creek is in private ownership. The creek corridor includes both wooded segments and open areas, some of which have been disturbed by development and erosion. Land uses along both banks include light industrial, offices, commercial and mobile home residential. There is also some open land that was formerly a dump that contains unknown materials.

The City Parks and Recreation Department purchased a significant parcel of land adjacent to the creek on the west side along Mark Dabbling Boulevard. The site has been slated for a “Youth Sports Complex” including soccer and baseball fields. The City has also constructed a segment of the Greenway Trail along most of the length of the west bank using recycled asphalt millings. However, significant stream bank erosion occurring just north of Fillmore may threaten the stability and safety of this trail in the near future.

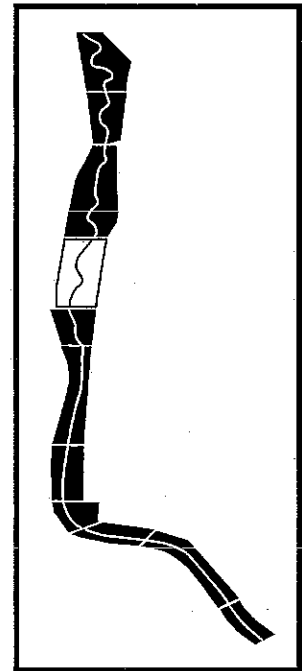
### Opportunities and Highlights

- Development of the “Youth Sports Complex” will provide a major activity node as well as excellent opportunities for greenway access and improvements in, and adjacent to, the creek channel.

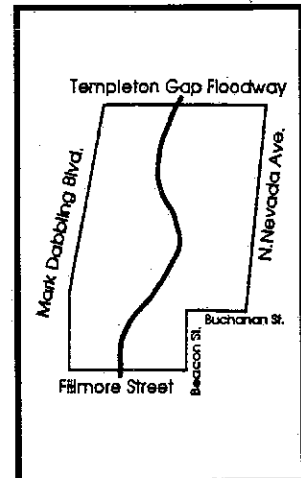
#### Character photo



Reach Location

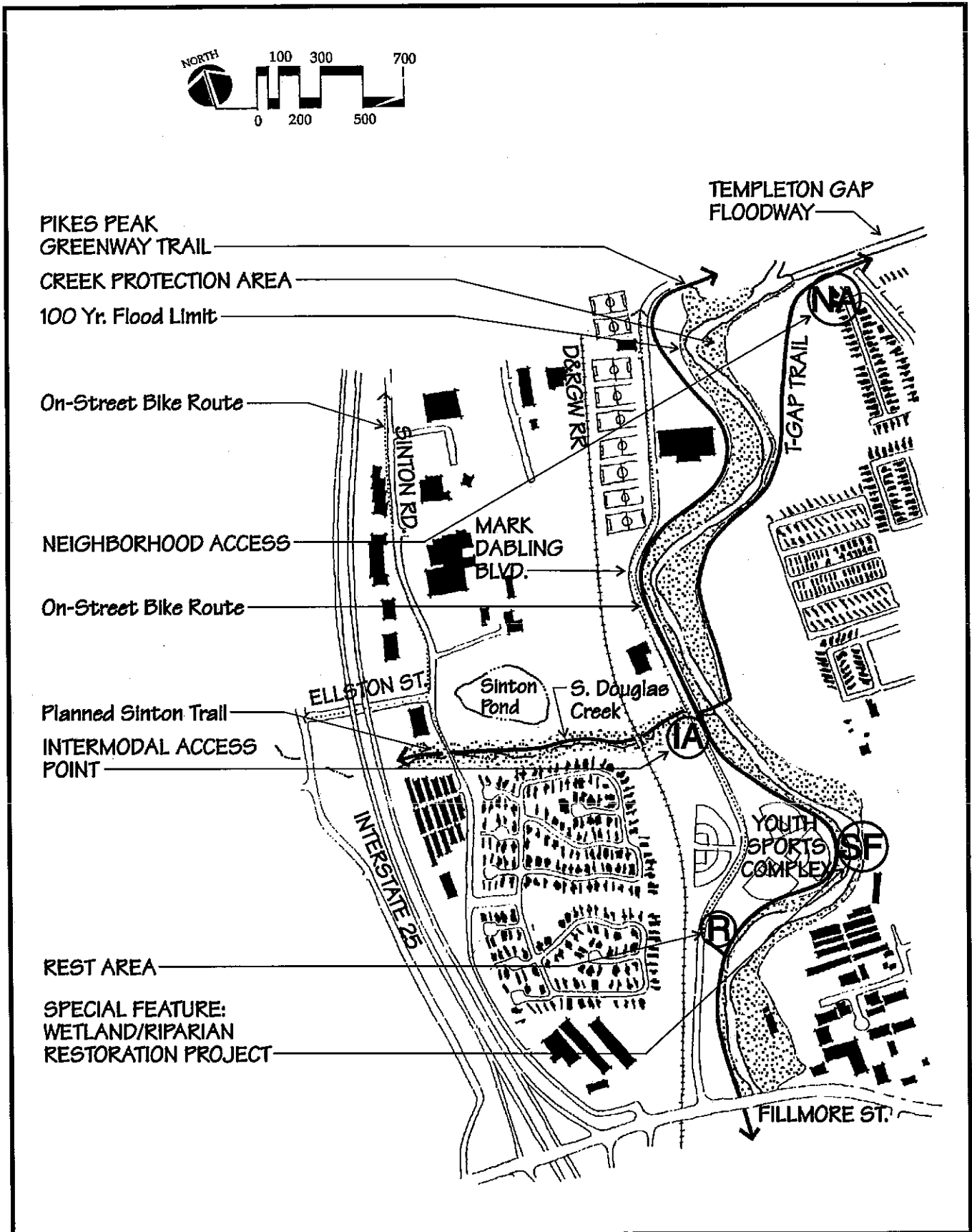


Reach Boundaries



Features

- Youth Sports Complex
- Existing Trail
- Spur trail connections to T-Gap and Sinton Trails



- Trail connections along the Templeton Gap Floodway to the east and along South Douglas Creek to the west offer opportunities for neighborhood access and linkages to the City-wide trail system. The trail along South Douglas Creek could also provide access to Sinton Pond, an attractive smaller body of water with passive recreational potential.
- There are numerous opportunities for tie-ins to the on-street bike system including: connections via Ellston Street to the west side of I-25 and north-south travel along Mark Dabbling Boulevard and Sinton Road.
- There is a significant quantity of rock rip-rap stored on the City property just north of Filmore. This material would be ideally suited for construction of riffle drops, bank protection and trail construction projects as recommended by the *Monument Creek Drainage Basin Planning Study*.

## Challenges

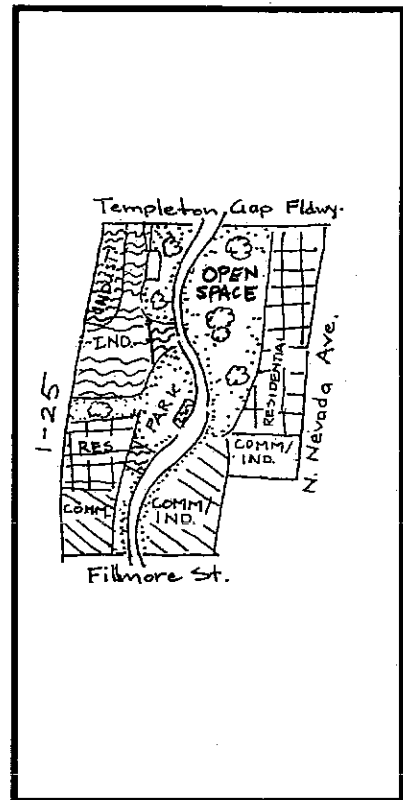
- A key challenge will be the environmentally appropriate integration of the active sports fields, the greenway trail and other improvements with the stream bank along the east edge of the "Youth Sports Complex". A goal is to preserve stream bank habitat and water quality while leaving adequate room for recreational field development.
- The now vacant former dump site on the east site may be able to serve an appropriate public or private purpose if the issue of possible contaminants and development suitability can be properly addressed.
- This segment of Monument Creek has the steepest channel gradient of the study area and hence suffers from a high rate of degradation and erosion.

## Recommendations

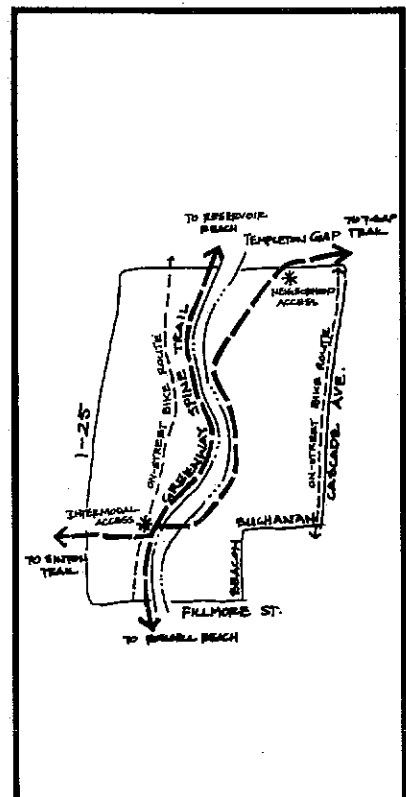
### RECREATION AND TRAILS

- Complete the Greenway trail through this reach along with the spur trails to the east via the Templeton Gap Floodway and west via Douglas Creek.
- Install a pedestrian bridge over Monument Creek near the Douglas Creek confluence to connect the Templeton Gap Floodway Trail to the Greenway Trail and the Sinton Trail.
- Design an appropriate interface among the sports fields, the Greenway Trail and the stream edge at the "Youth Sports Complex" site.

Land-use concept



Circulation and Access



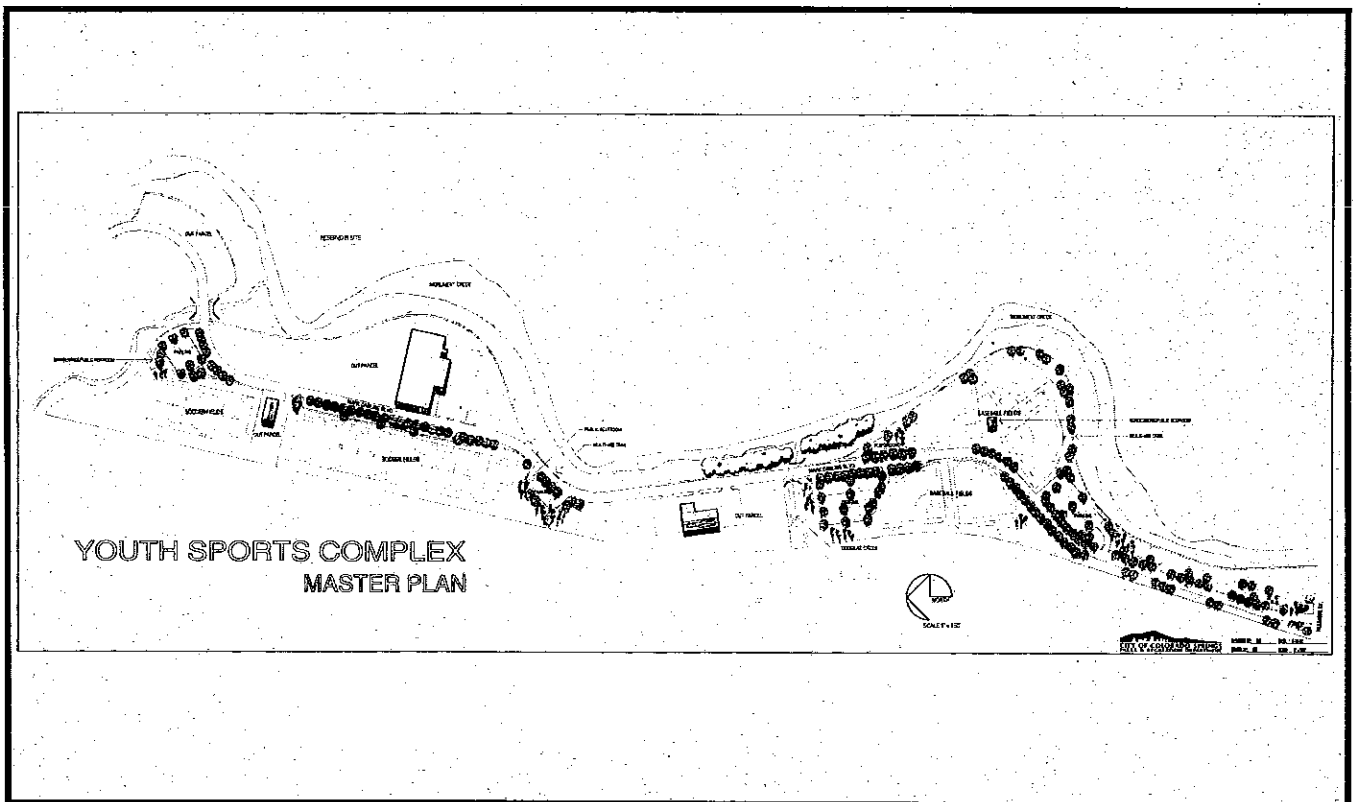
### LAND-USE/DEVELOPMENT

- Explore opportunities for the creative and appropriate adaptive re-use of the dump site on the east bank.

### ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY

- Implement channel and bank stabilization projects both to preserve the stream bottom and the Greenway Trail using riffle drops, channel grade modification, bank protection, and soil bio-engineering techniques.
- Consider developing multi-objective pilot projects that demonstrate the optimal care and use of the stream corridor especially adjacent to the “Youth Sports Complex”.

*Youth Sports Complex  
Master Plan*



## 6. ROSWELL REACH

### Overview

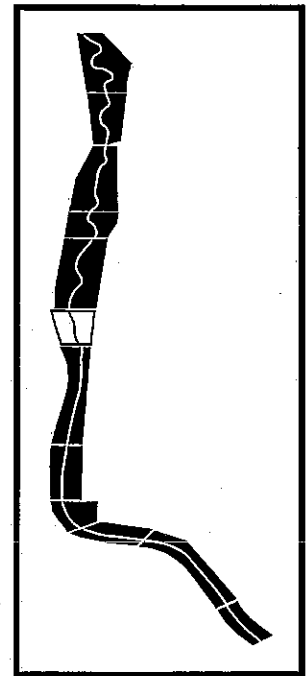
The Roswell Reach runs from Fillmore Street to the Rock Island Railroad tracks south of Van Buren Street. This reach has an established residential neighborhood on the east side and light industrial and storage yard uses on the west. Roswell Park, a small neighborhood park, is located in the center of the reach at Polk Street. I-25 and the D&RGW Railroad track form a formidable barrier on the west side. The area offers several historic features including the Town of Roswell site, the Rock Island Railroad and abutments from the El Paso Canal which crossed the creek in this area.

Near Van Buren Street, there is an existing segment of the Greenway Trail and a pedestrian bridge that spans the creek. Most of the trail surface consists of granular crushed rock and recycled asphalt millings except for a segment that passes through a wetland on a boardwalk. Near the Rock Island tracks, the trail turns to the east and ends at Beacon Street where a short street/sidewalk segment provides a link to the trail through Monument Valley Park. This reach features both open and wooded stream banks with some dumping of yard waste and other debris into the channel.

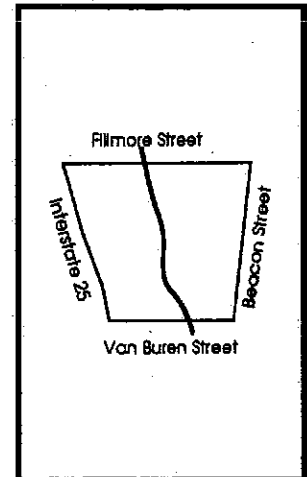
### Character Photo



### Reach Location



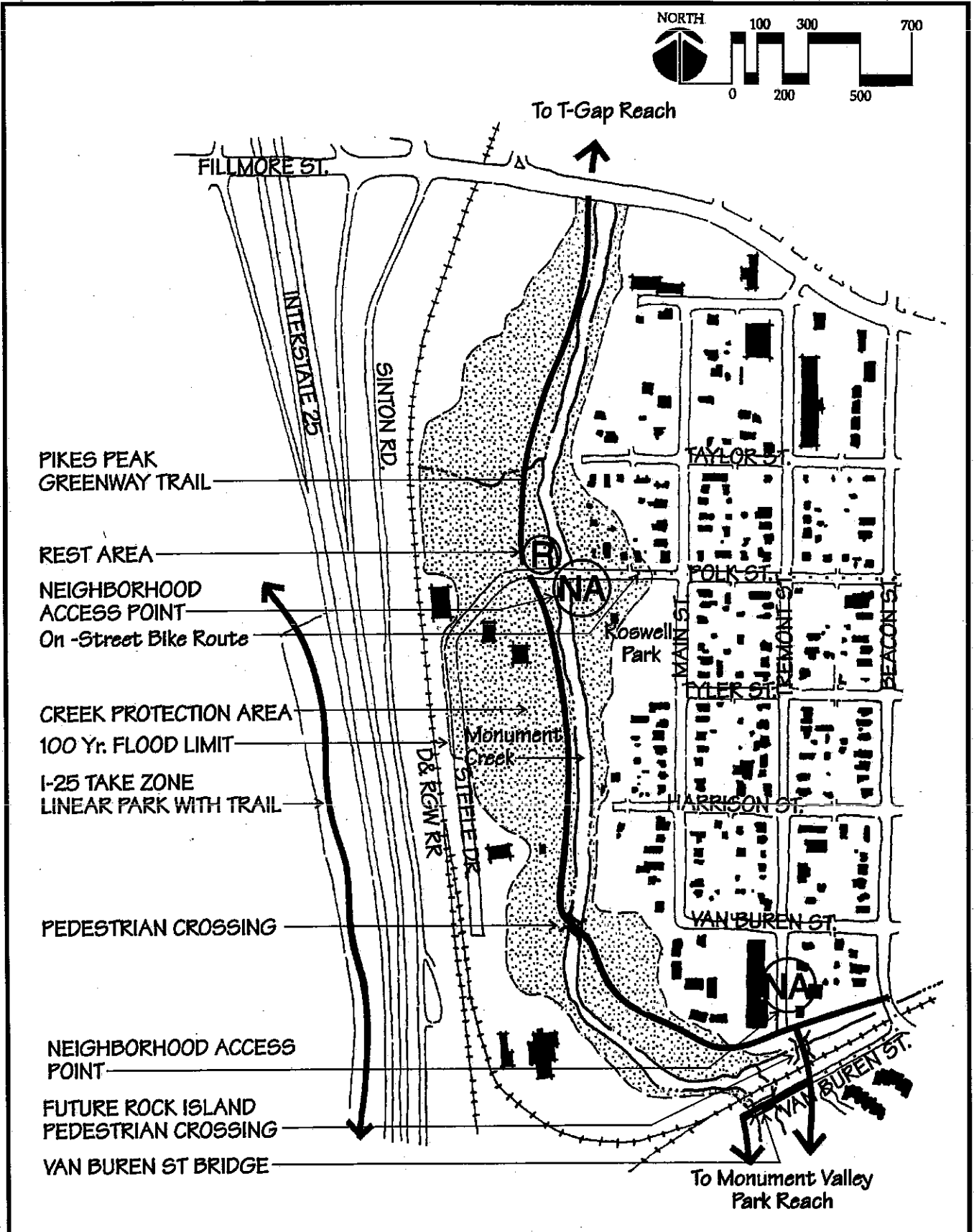
### Reach Boundaries



### Features

- Roswell Park
- Existing Trail
- Extensive overbank flooding
- Wetlands with boardwalk

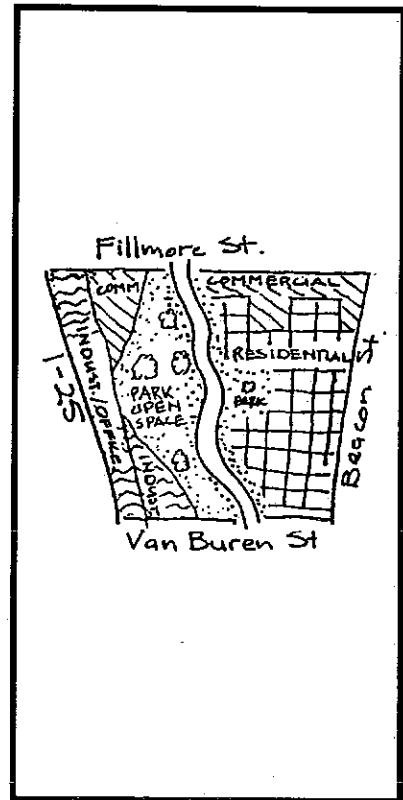




## Opportunities and Highlights

- There may be opportunities to increase streamside vegetation on City-owned lands adjacent to the trail.
- Roswell Park is attractive and easily accessed from Polk Street. It would make an excellent intermodal or neighborhood trail head.
- A strip of land immediately west of I-25 is slated for acquisition as part of the highway widening. This strip would be suitable as a linear park/landscape zone enhancing both the highway and the neighborhoods to the west.
- Because of the threat of flooding, the storage yards on the west bank may not be suitable for other forms of private development. These properties may be suitable for future acquisition as park land thus enlarging the Roswell Park/Monument Valley Park area as a continuous public open space.

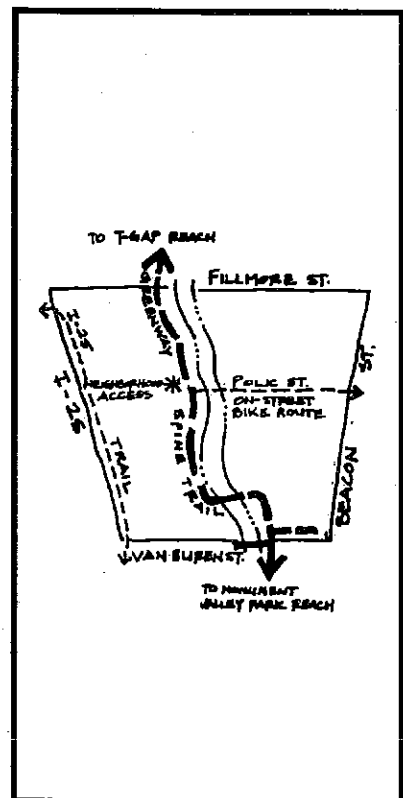
Land Use Concept



Circulation and Access

## Challenges

- This reach has the highest incidence of overbank flooding threatening some of the properties in the vicinity of Polk Street during the 100 year storm event.
- New private redevelopment is inhibited by the threat of flooding forcing storage and other marginal uses on adjacent parcels.
- Steep banks on the east side near Polk Street may limit opportunities to enhance streamside vegetation unless private property owners can be convinced to create buffer planting zones on their own property.
- Residents of the east side dump yard sweepings and other debris into the stream channel.
- Businesses on the west side, south of the pedestrian crossing have armored the bank with steel debris.



## Recommendations

### RECREATION AND TRAILS

- Maintain and enhance the existing trail with the addition of informational signage and structural improvements to protect the trail from washout where the trail runs through low areas. Include interpretive signage about the historic Town of Roswell, the Rock Island Railroad and the El Paso Canal.

- Pursue an improved connection to Monument Valley Park by building a pedestrian span across the tributary local drainage and underneath the Rock Island Railroad tracks.
- Provide trail links to an on-street bike route on Polk Street.
- Establish a greenway gateway/access point at Roswell Park with parking, information and directional signage as well as links to the on-street bike system.
- Promote the completion of a rail-trail along the Rock Island right-of-way providing a major link to the east side of the City.
- Promote the development of a bike path along the west side of I-25 within the proposed linear park.

#### **LAND-USE/DEVELOPMENT**

- Monitor present and proposed land use on the west side of the creek to assure compatible uses. Evaluate the land for acquisition as open space/park property.

#### **ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY**

- Where feasible, expand and enhance vegetated buffer zones along the creek banks.
- Promote clean up and bank restoration especially where dumping has occurred through the enforcement of existing trash disposal laws.
- Encourage property owners to create streamside buffer zones on their own property through landscaping advice, provision of plant materials and other incentives.

## 7. MONUMENT VALLEY PARK REACH

### Overview

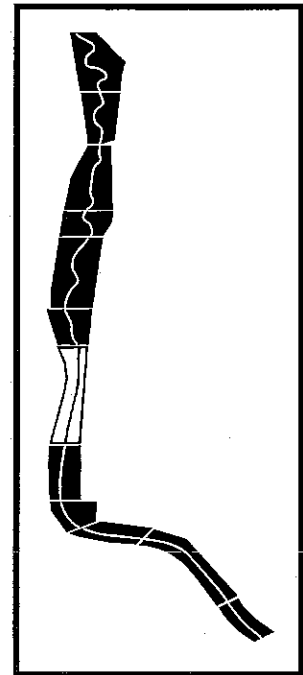
The Monument Valley Park Reach extends from the Rock Island Railroad tracks to Bijou Street. The character of this reach is dominated by Monument Valley Park, one of Colorado Springs' oldest and most popular public amenities. Colorado College and stately old homes of the North End neighborhood form the eastern edge of this area. In contrast, the City Service Yards and Park Department headquarters occupy much of the west bank. Again, I-25 and the D & RGW Railroad together create a formidable barrier on the west. The I-25 "take zone" west of the highway offers an opportunity for a new linear park and landscape strip buffering the neighborhoods to the west.

There is a long established and heavily used trail system running throughout the park and a conceptual plan for the redevelopment of the City Service Yards includes provisions for a trail along the top of the west bank with landscaped screening between the trail and the yards.

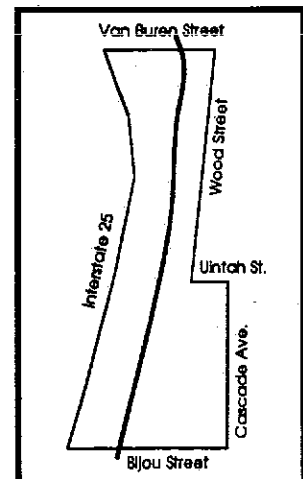
Monument Valley Park and the adjoining areas are steeped in history. Monument Valley Park itself is a creation of General Palmer, founding father of Colorado Springs. It reflects his utopian vision and to this day a ban on horses (Palmer considered them a source of pollution) remains in effect. In addition to the homes of the North End neighborhood, architectural features include the Van Briggie Pottery building—an exceptional architectural structure—located at Uintah Street and the stone flatwork installed during the Works Projects Administration (WPA) era to stabilize the Monument Creek's channel walls. The bed of the channel has seen significant re-growth of willows and other riparian plants offering good habitat for many species of bird life and small mammals.



Reach Location

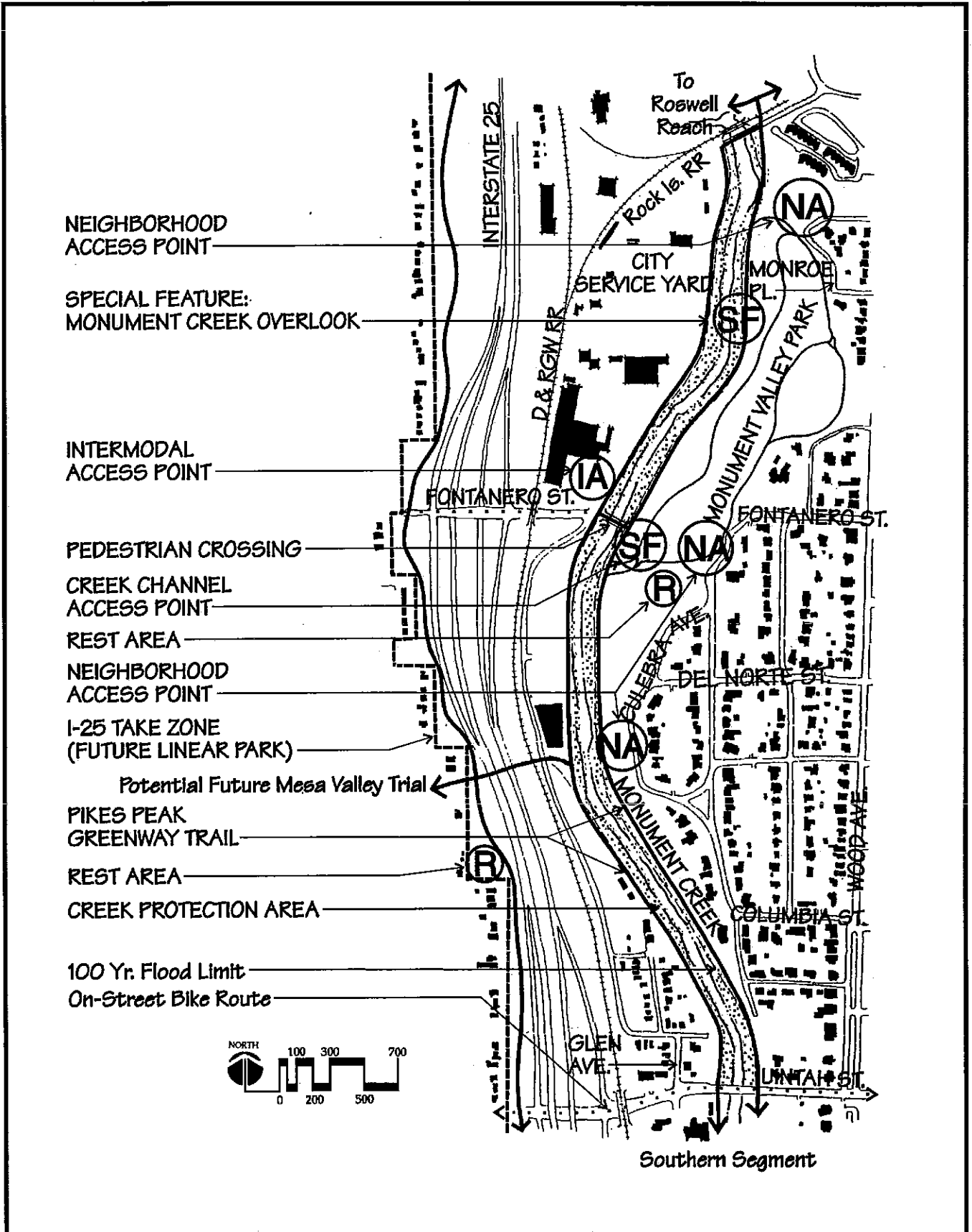


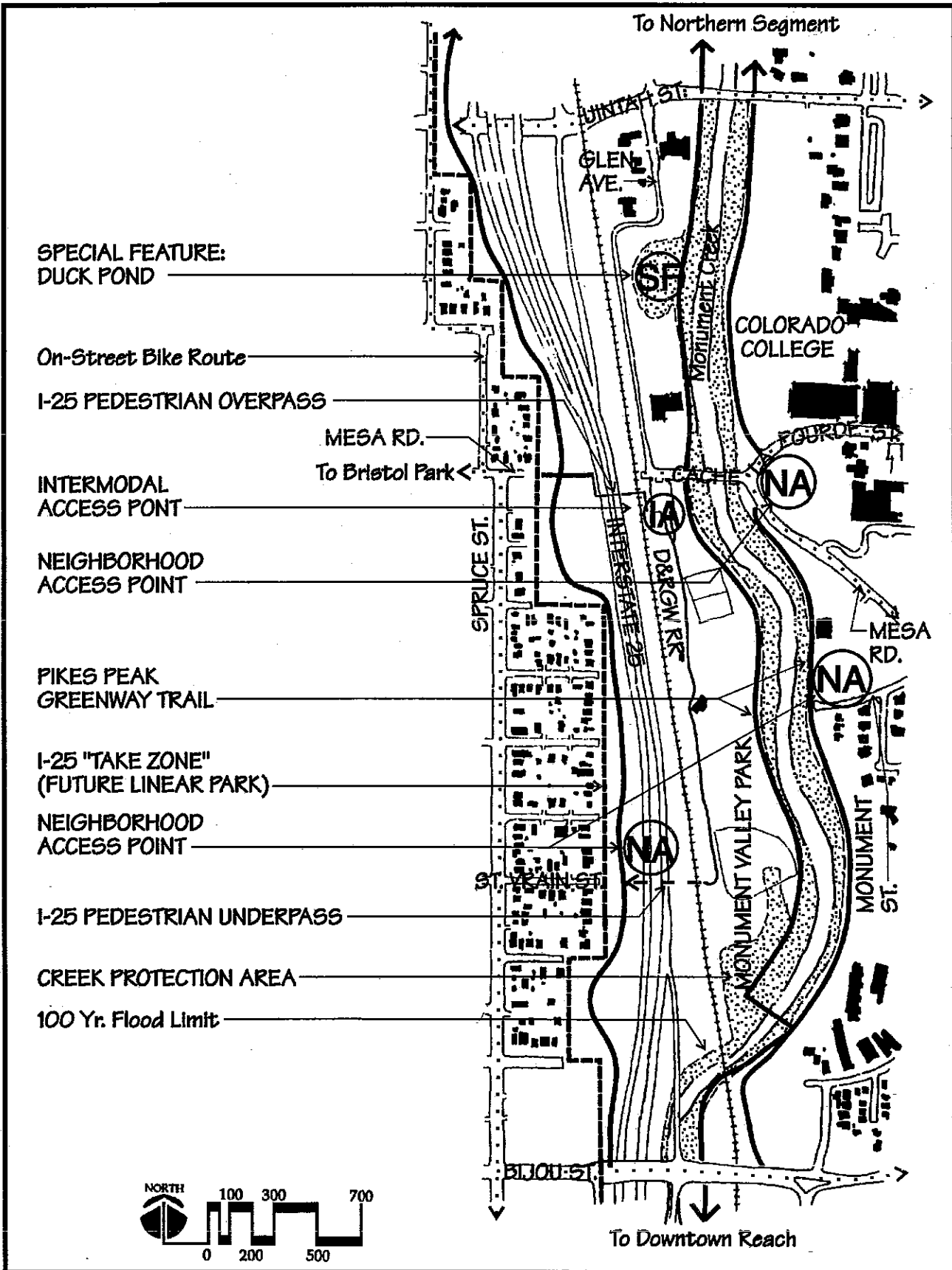
Reach Boundaries

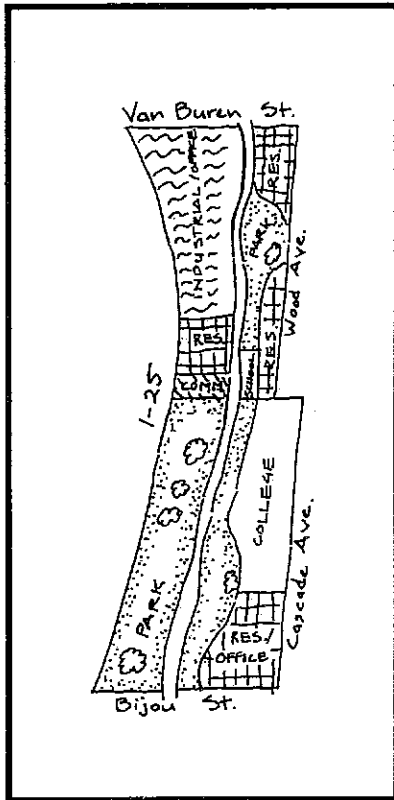


Features

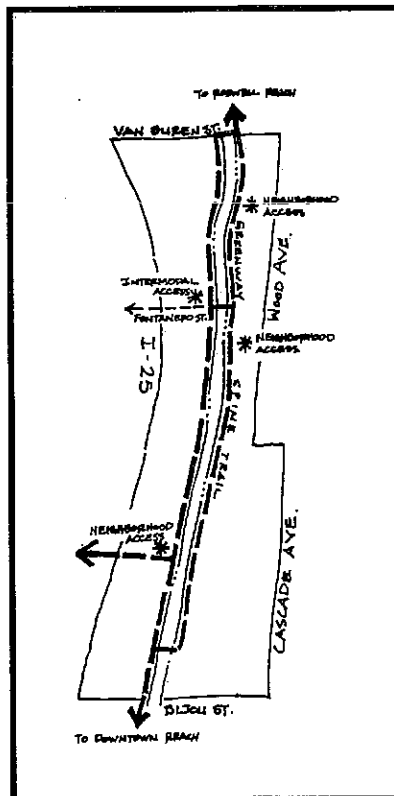
- Monument Valley Park
- I-25 "Take-Zone"
- Historic features







Circulation and Access



## Opportunities and Highlights

- Monument Valley Park with its myriad historic and recreational features is a focal point for the City. The existing trail system could form part of the Greenway.
- Redevelopment of the City Yards could offer an opportunity for aesthetic enhancement of the corridor when viewed both from the park and by thousands of motorists on I-25.
- Park and landscape improvements in the I-25 “take-zone” could offer opportunities to improve the character of the area and provide better links from the west side to the Greenway.
- There are opportunities to link to the west side via an on-street bike route along Fontanero Street, a new underpass or overpass connecting to the Mesa Valley Trail, and other possible pedestrian crossings associated with the proposed I-25 improvements.
- There are opportunities to integrate the landscaping of the “take zone”, I-25, and properties adjacent to the park to create an urban riparian forest theme (using cottonwoods and other indigenous species) that encompasses all of these zones.

## Challenges

- The I-25 highway and the D&RGW Railroad tracks pose a very formidable barrier for accessing Monument Park and the Greenway from the west.
- Riparian vegetation in the channel is limited to a “ribbon” of willow stands that have been periodically cut by the City. While increasing this vegetation may enhance wildlife habitat, it is important that any enhancement be limited to plants that will lay flat during substantial flood flows and not clog the channel.
- The City Yards present a less than complementary view when seen from I-25 as well as from Monument Valley Park. A key challenge will be to landscape or otherwise alter this site to the quality level of the surrounding lands.

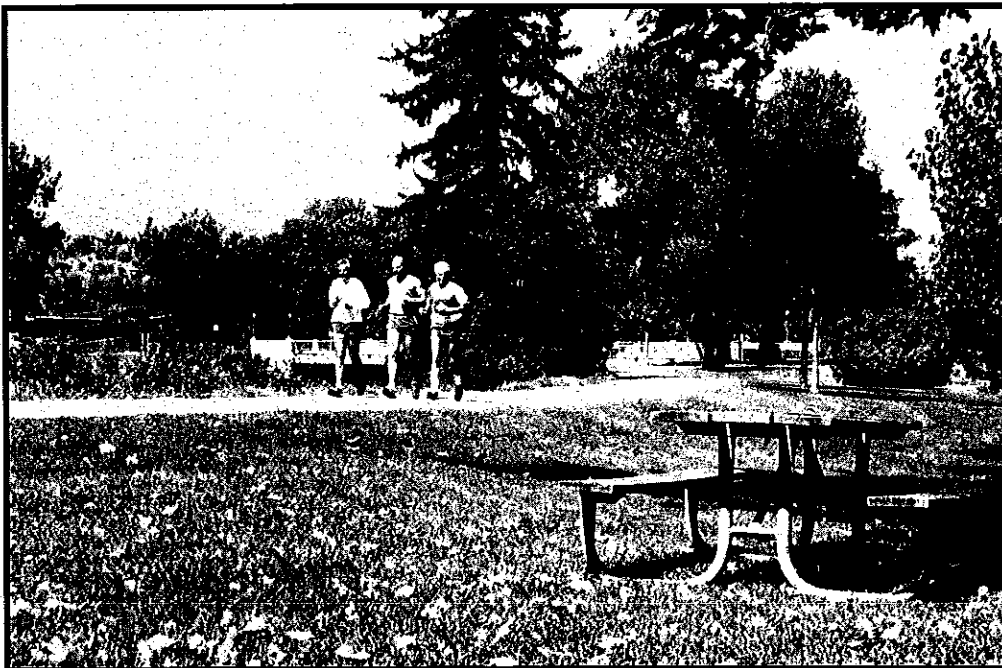
## Recommendations

### RECREATION AND TRAILS

- Maintain and enhance the trails through Monument Valley Park using the existing alignments and surfaces. Work with park users to assure compatible

uses and avoid conflicts, such as between bicyclists and walkers when the trails are heavily used.

- Provide additional informational, directional, and interpretive signs throughout the park.
- Extend the trail north along the west bank adjacent to the City Yards.
- Pursue the opening of the Van Buren Street Bridge to non-motorized traffic to provide a link to the west side.
- Work with CDOT to pursue adequate, safe and attractive pedestrian overpasses or underpasses between the Greenway and the west side of I-25 including connections to the “take zone”
- Provide a pedestrian crossing of Monument Creek in the vicinity of Fontanero Street.
- Investigate the creation of a walking/interpretive trail along the creek channel bottom at appropriate locations within Monument Valley Park.
- Extend the trail north along the east bank within the City-acquired easement to connect to the Roswell Reach.
- Consider creation of one or more “amphitheaters” cut into the stone flat works to provide visual variety to the walls and permit access to the channel bottom.
- Promote the development of a bike path west of I-25 within the proposed linear park.



*Character Photo*



#### **LAND-USE/DEVELOPMENT**

- Monitor the redevelopment of the City Yards and the adjacent lands to the south to assure aesthetic compatibility with the park surroundings. This should include heavy landscape screening that enhances views from both I-25 and Monument Valley Park.
- If such an opportunity arises, consider relocation of the City Yards to a more industrial location and redevelop the site with active recreation including ballfields, a park restaurant and other amenities.
- Promote the preservation and continued adaptive re-use of the Van Briggles Pottery building.

#### **ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY**

- Remedy the degradation of the channel bottom with the placement of riffle drops and vegetation enhancement as recommended by the Monument Creek Drainage Basin Planning Study.
- Allow small emergent wetlands at the base of the stone flatwork and willow stands to expand without alteration or cutting unless flooding problems develop.

## 8. DOWNTOWN REACH

### Overview

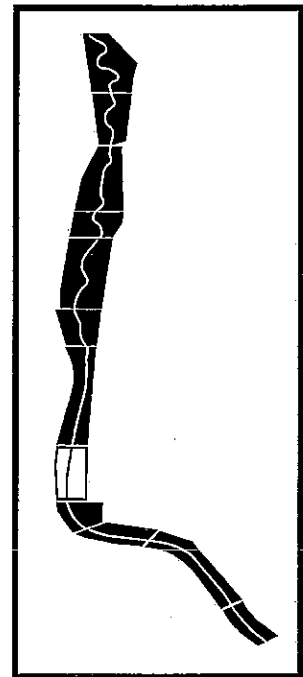
The Downtown Reach extends from Bijou Street to the confluence with Fountain Creek. This area is urban and industrial with a relatively narrow riparian zone. There is presently a gravel trail extending from Monument Valley Park, passing beneath Bijou on the east side of the creek, crossing on a low-water bridge back to the west side and running south to Bear Creek.

I-25 flanks the west side of the creek. The D&RGW Railroad yards, light industry, office uses and a small residential enclave occupy the east bank. Several streets cross this reach on elevated viaducts including Bijou, Colorado Avenue and Cimmaron Street. The elevated streets and the barriers formed by I-25 to the west and the railroad yards on the east tend to somewhat isolate this reach even though the heart of Downtown is only a 5-minute walk away. There are, however, several views into the corridor from the northbound lane of I-25 and the cross streets but they are not presently aesthetically pleasing.

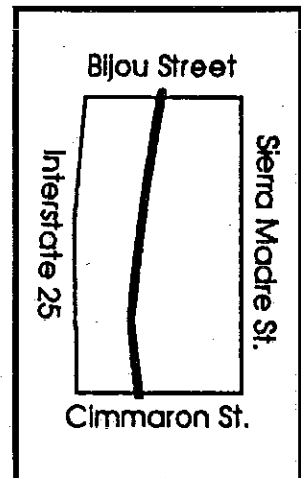
*The Downtown Action Plan* proposes pedestrian crossings of the railroad at Vermijo Street and just north of the Depot. That *Plan* also recommends a "Confluence Park" in this reach and envisions a "Park Ring" around the central portion of the city that would incorporate this reach of Pikes Peak Greenway along the western edge. The *Plan* also calls for the development of a trail along the east side of the creek, and the redevelopment of the creek front land north of Colorado Avenue into an "Artisans District".



Reach Location

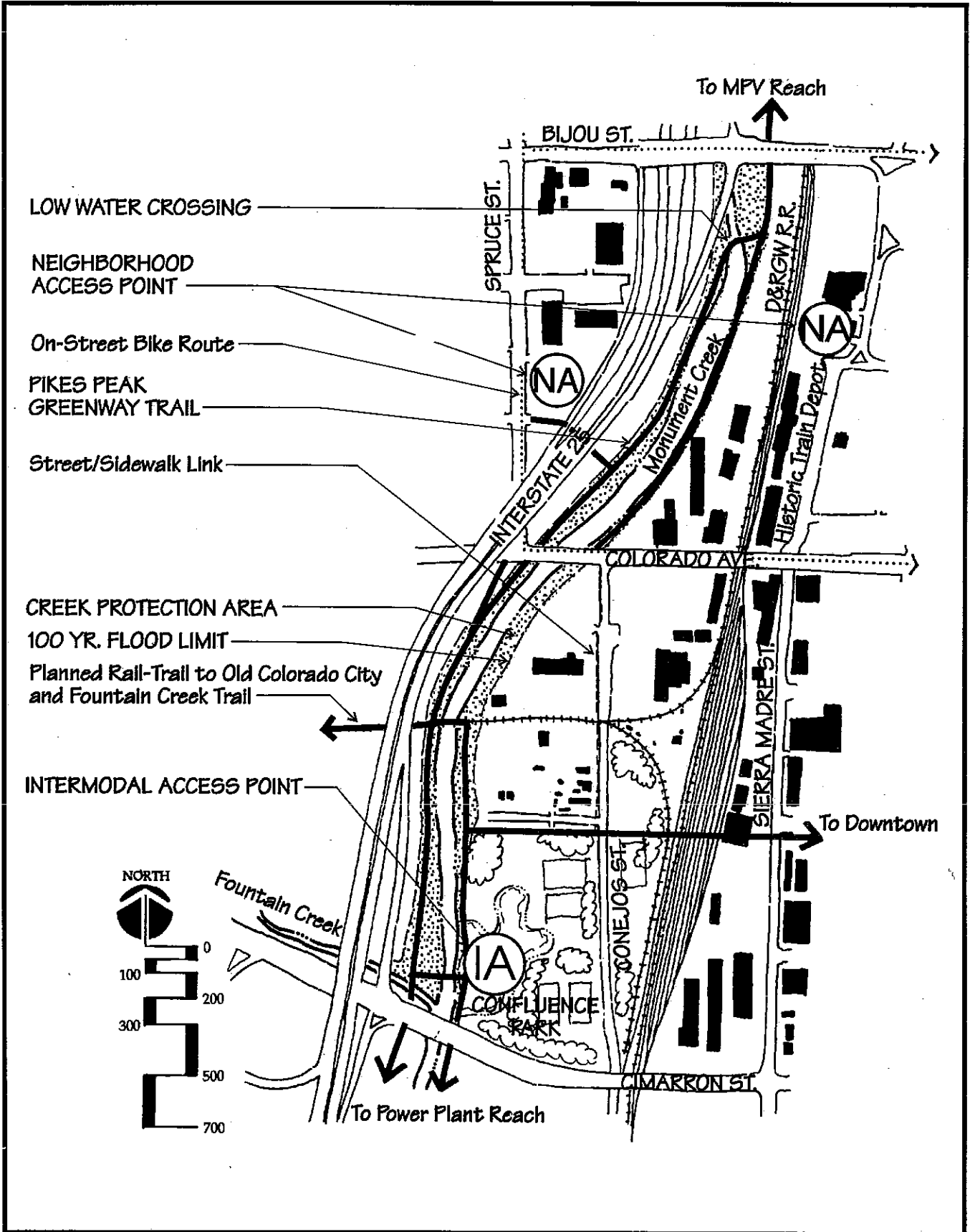


Reach Boundaries



Features

- Confluence of Monument and Fountain Creeks
- Downtown
- Confluence Park



## Opportunities and Highlights

- The recommendations of the *Downtown Action Plan*, in combination with those of the *Pikes Peak Greenway Master Plan*, can lead to a number of highly beneficial improvements to this region of the city and the Monument/Fountain Creek Corridor. These include the “Park Ring”, Confluence Park, the Artisans District, and non-motorized links between the Greenway Corridor and Downtown.
- The Denver & Rio Grande Western Railroad Depot, Antlers Park, and the Trestle Building south of Colorado Avenue are historically and aesthetically significant.
- An existing, abandoned railroad line and bridge across Monument Creek provide an opportunity for a light rail/trolley link and trail connection to Old Colorado City and Westside neighborhoods. (Please see the *Midland/Fountain Creek Corridor Plan*).

## Challenges

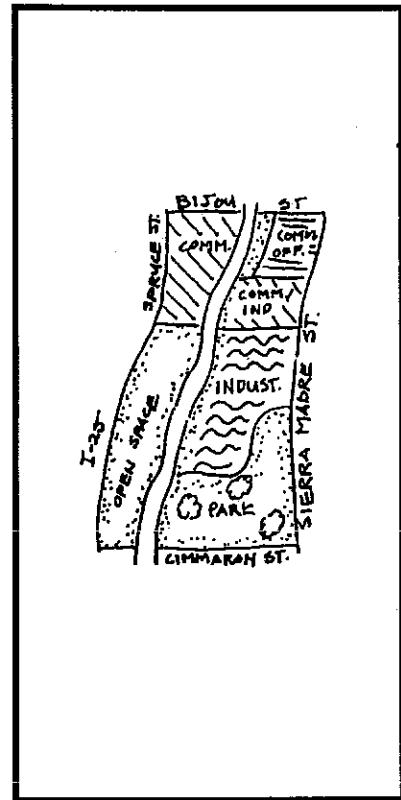
- The barriers formed by I-25, the railroad yards and the elevated cross streets limit access—especially non-motorized—between the Greenway Corridor, Downtown and Westside neighborhoods.
- The area presently has a somewhat disjointed character that exerts a negative aesthetic and environmental influence on the creek corridor.
- The planned reconstruction of the I-25/Bijou Street access ramps and the Colorado Avenue Viaduct will impact the creek corridor.
- The railroad yards, tracks, and varied ownership make land assembly for redevelopment, especially redevelopment featuring the creek, a challenge.

## Recommendations

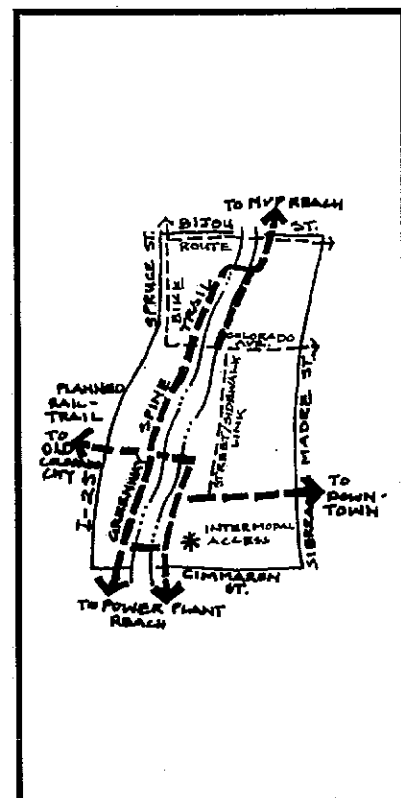
### RECREATION AND TRAILS

- Maintain and improve the existing trail alignment on the west side of the creek. Replace the low water crossing with an attractive pedestrian span and provide new pedestrian spans at Fountain Creek and the railroad spur crossing to Old Colorado City.
- Provide adequate non-motorized links to the Downtown area and the Westside neighborhoods.

Land Use Concept



Circulation and Access



- Pursue possibilities for the development of a park (Confluence Park) on the east bank opposite the confluence with Fountain Creek. The park should feature play fields, an intermodal access point and a vegetated buffer zone along the creek edge.
- Develop trail segments on the east side of the creek from the Confluence to the railroad spur crossing and from Colorado Avenue to the pedestrian crossing south of Bijou Street. These trail segments might be constructed in conjunction with new east bank development and could be a paved pedestrian promenade.
- Provide a sidewalk connection along Conejos Street between the Confluence Park and Colorado Avenue linking the two trail segments on the east side of the creek.
- Provide adequate informational, directional, and interpretive signage along the Trail Corridor.

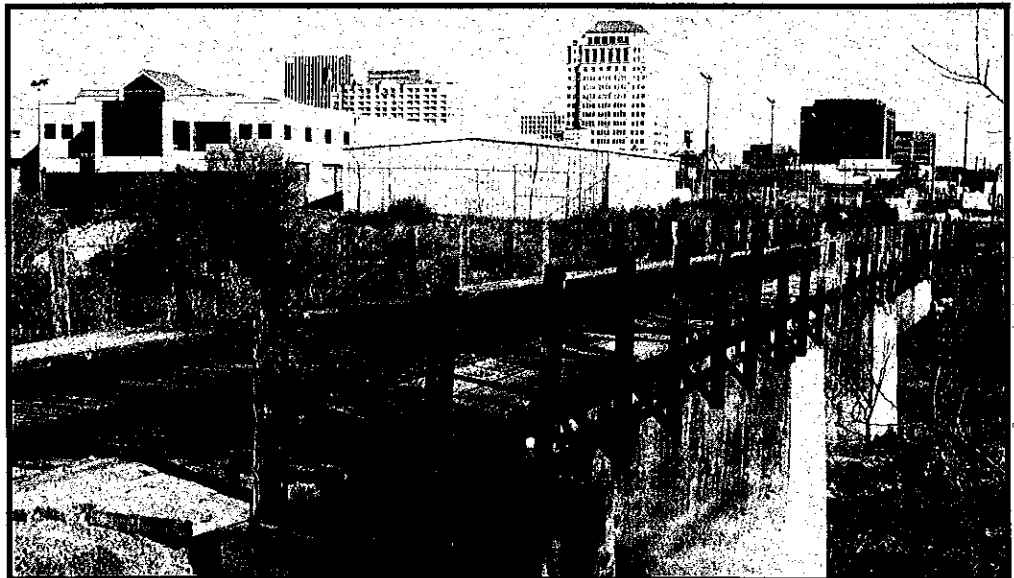
#### LAND-USE/DEVELOPMENT

- Pursue the recommendations of the *Downtown Action Plan* to provide recreational amenities and other improvements within and adjacent to the creek corridor.

#### ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY

- Assure that re-construction of I-25, the I-25/Bijou Street interchange and Colorado Avenue is carried out in a way that enhances the creek corridor including attractive structures, adequate room for trails, access improvements, and provision of vegetated landscaped buffer zones between new improvements and the stream edge.
- Enhance the stream bottom and banks with erosion control structures, bank revegetation, and wetland enhancement as recommended by the *Monument Creek Drainage Basin Planning Study*.

Character Photo



## 9. POWER PLANT REACH

### Overview

The Power Plant Reach runs from the confluence of Monument and Fountain Creeks to an imaginary line extended south from the end of Conejos Street to I-25. Along this reach the Greenway Corridor is dominated by the presence of the Drake Power Plant on the east and I-25 on the west.

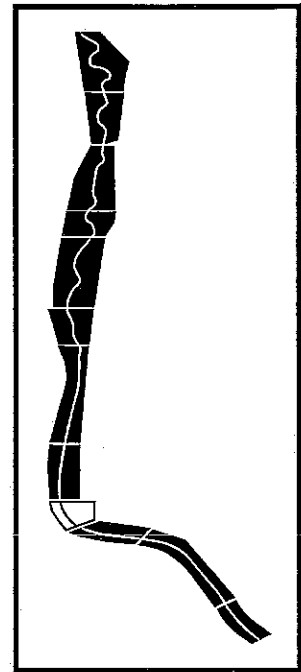
The portion of the reach nearest the confluence is characterized by a severely degraded stream bed which has exposed the foundations of the Cimarron Street viaduct and a major utility crossing just north of the confluence. However, the 100-year flood remains within the channel and does not threaten any private or public property. The land on the east side of the creek is owned by the City and on the west by the Colorado Department of Transportation (CDOT).

Much of the trail system throughout the reach has already been built. From the confluence, the crushed stone trail continues south on the west side of the creek to the confluence of Bear Creek where it will connect to the Bear Creek Trail. A pedestrian crossing connects the west side trail to east bank where the trail continues south.

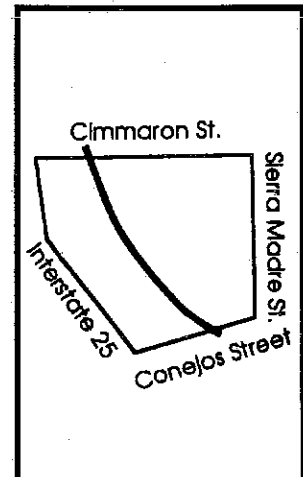
### Character Photo



Reach Location

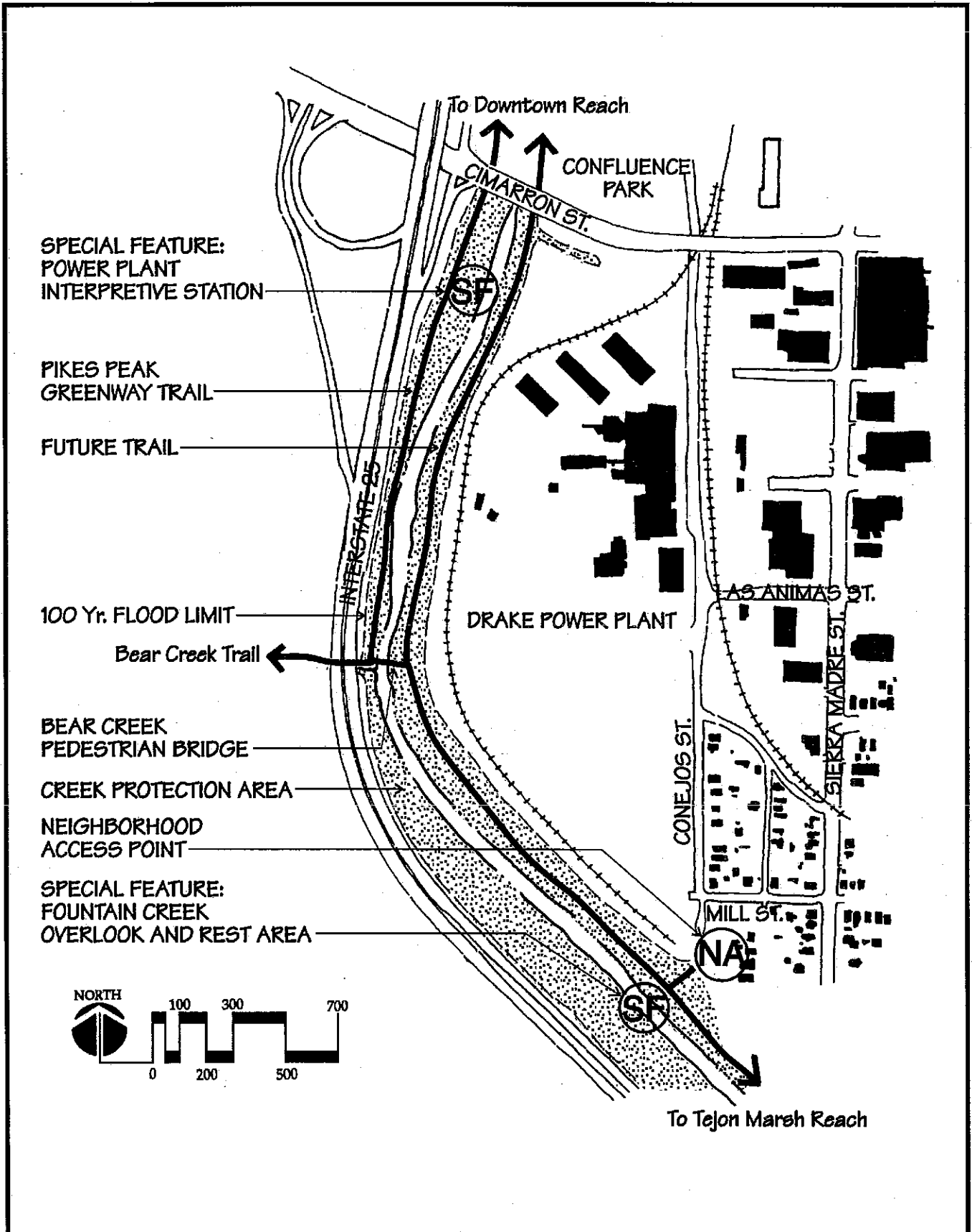


Reach Boundaries



Features

- Drake Power Plant
- Bear Creek confluence
- Existing trail



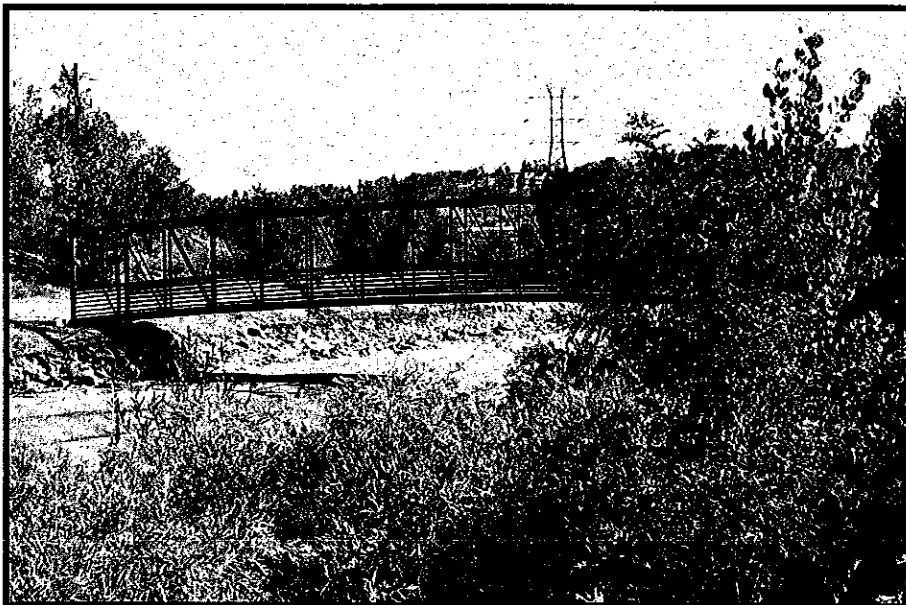
## Opportunities and Highlights

- This reach is also included in the *Downtown Action Plan* “Park Ring.”
- The termination of Conejos Street near Mill Street would provide a good location for a “neighborhood access” to the corridor, serving adjacent neighborhoods.
- Property on both sides of the creek is in public ownership.
- Riparian vegetation is well established along the corridor throughout the reach including cottonwood and shrub willow stands adjacent to the channel.

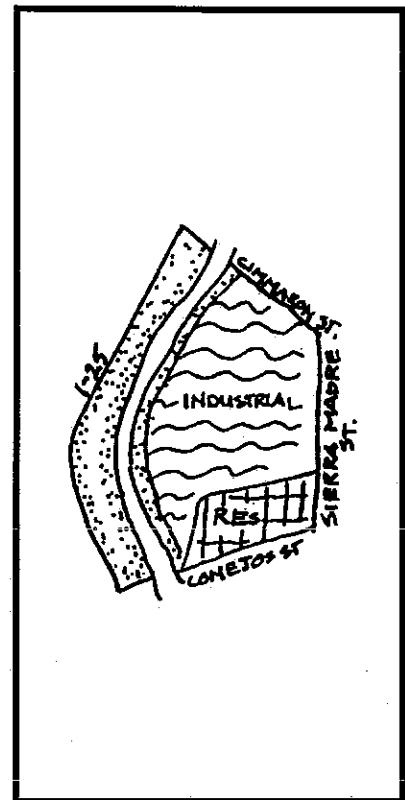
## Challenges

- The Power Plant exerts a significant visual and environmental influence on the character of the creek corridor.
- A large rip-rapped slope between the trail and the power plant remains unvegetated and aesthetically unpleasing both from the trail and when viewed from the highway.
- Streambed degradation may cause the water table to drop and threaten riparian vegetation.
- The Greenway Trail along this reach is generally isolated from public view and the area has historically been occupied by transients.

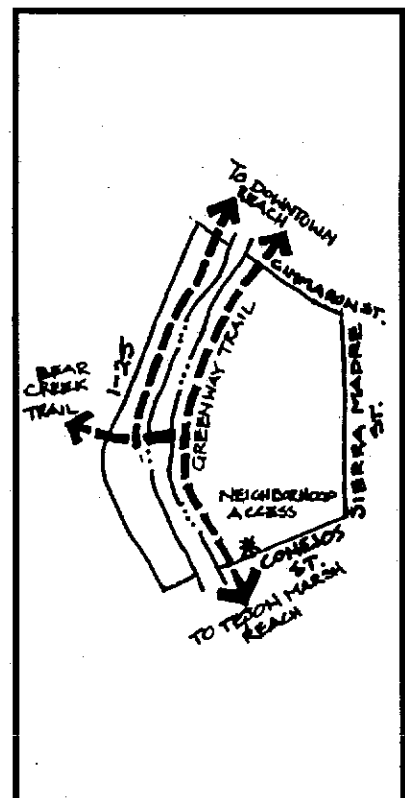
### Character Photo



### Land Use Concept



Circulation and Access





## *Recommendations*

### **RECREATION AND TRAILS**

- Maintain and enhance the existing trails and improve the link to the Bear Creek Trail.
- Develop a neighborhood access point to the Greenway Trail at the end of Conejos Street.
- Develop a rest area on the creek bank near the Conejos Street neighborhood access.
- Provide adequate informational, directional, and interpretive signs throughout and along trail. Provide special interpretive signage that describes the function of the Drake Power Plant.
- Because this area is isolated from public view, special provisions for safe trail use should be pursued.

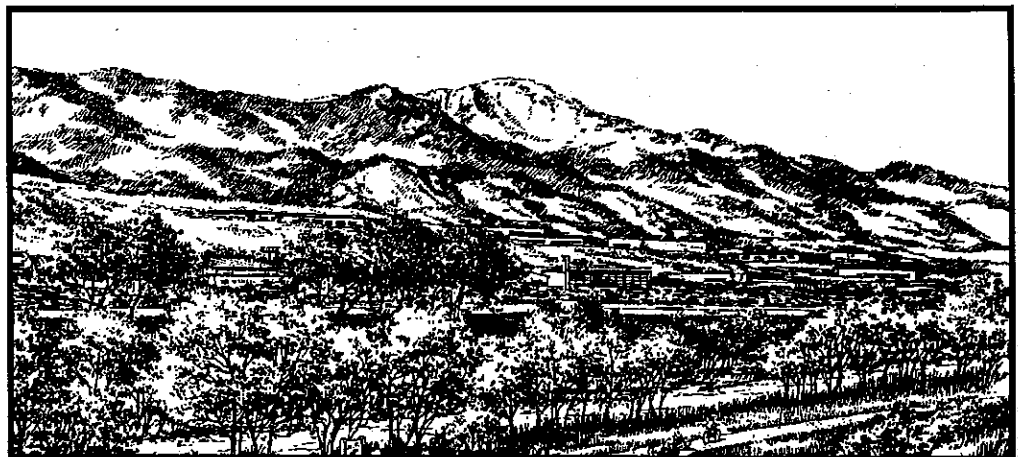
### **LAND-USE/DEVELOPMENT**

- No recommendations for the section.

### **ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY**

- Provide riffle drop structures, vegetation enhancement, and bank stabilization as recommended by the *Fountain Creek Drainage Basin Planning Study*.
- Promote more landscaping along the east side of I-25 including tree plantings with an “urban riparian forest theme”—enhancing, featuring and expanding the existing cottonwood/willow forest along the stream.
- Landscape the berm along the west edge of the Drake Power Plant, again expressing the “urban riparian forest theme”.

*Perspective of View to Northwest*



# 10. TEJON MARSH REACH

## Overview

The Tejon Marsh Reach extends from the end of Conejos Street to the confluence with Shooks Run Creek. The dominating natural feature along this reach is the Tejon Marsh which is in the process of being restored and utilized for outdoor education and wildlife viewing.

Again, I-25 creates a formidable barrier along the west and south sides but does afford motorists a view of the creek and marsh. The east bank is dominated by business development including warehouses, light industry, and other activities. Much of this area is prone to flooding during a 100-year flood event with water over-topping the bank and inundating properties north to Las Vegas Street. Dorchester Park, an existing city park, fronts the corridor at Nevada Avenue.

An existing recycled asphalt millings trail extends from the north to Dorchester Park. The trail offers wildlife viewing blinds, interpretive signage and other trail amenities at the Tejon Marsh. An attractive boardwalk runs over the wetlands to the north of the Tejon Marsh.

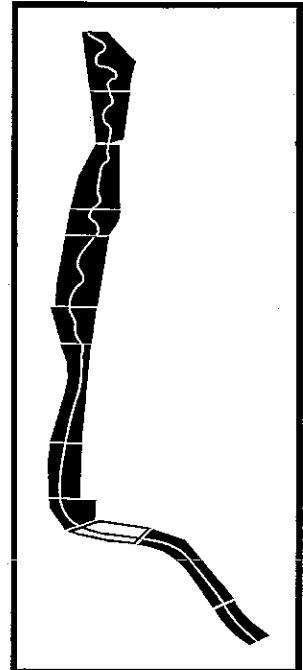
## Opportunities and Highlights

- Again, the *Downtown Action Plan* includes this reach as part of the "Park Ring."

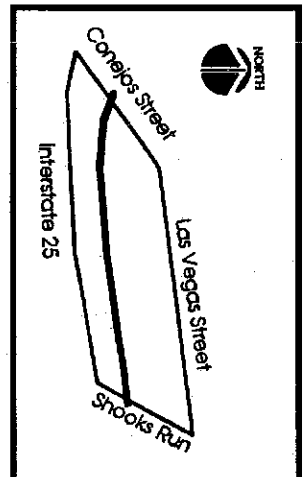
Photo of Tejon Marsh Volunteer Project



Reach Location

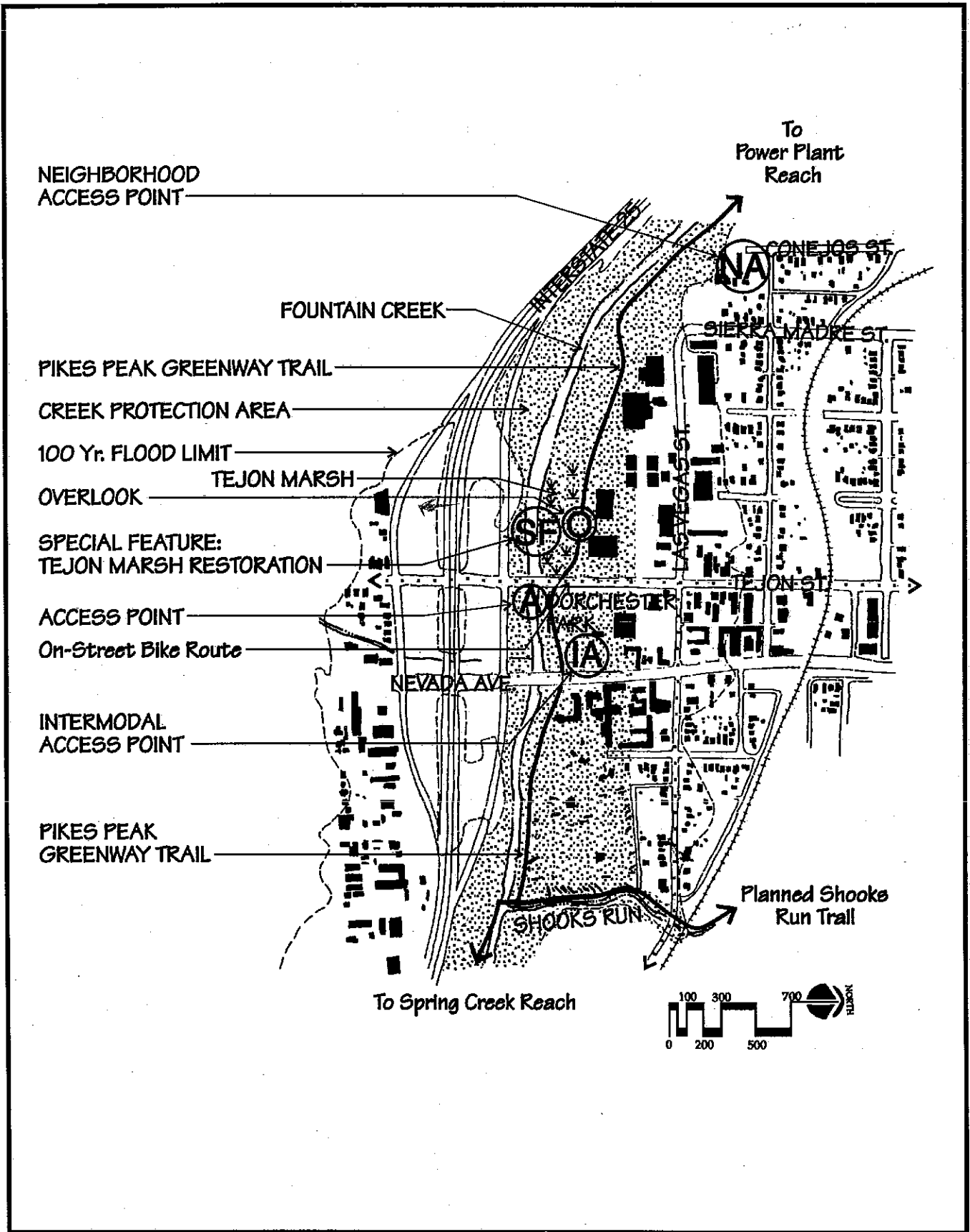


Reach Boundaries



Features

- Tejon Marsh
- Dorchester Park
- Overbank flooding
- Existing trail
- Shooks Run



- Dorchester Park has existing parking and picnic facilities and provides an excellent opportunity for a primary “intermodal access” to the Greenway as well as a park activity node along the corridor.
- The Tejon Marsh provides a unique opportunity for an urban wetland education and interpretive attraction.
- There are significant stands of cottonwood, willow and other riparian vegetation throughout the reach.

## Challenges

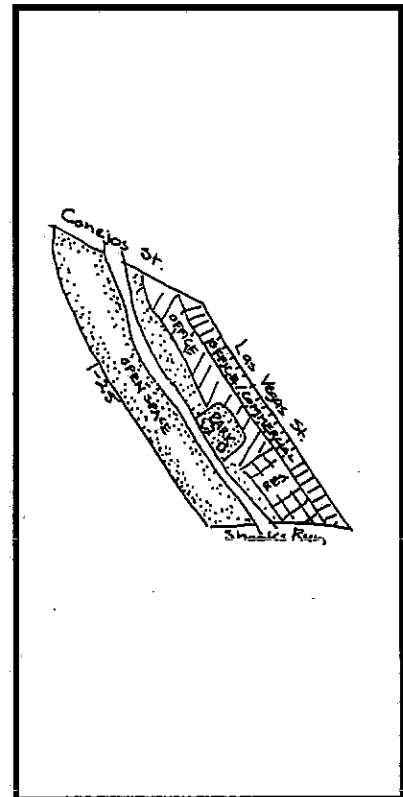
- Commercial and light industrial uses isolate the creek corridor somewhat from nearby residential areas.
- Stream bed degradation may threaten the water table and the continued health of both the Tejon Marsh and riparian vegetation.
- The view to the southwest from the Tejon Marsh is dominated by the I-25/ Nevada Street interchange and power lines.
- Overbank flooding needs to be addressed without compromising the integrity of the Tejon Marsh.

## Recommendations

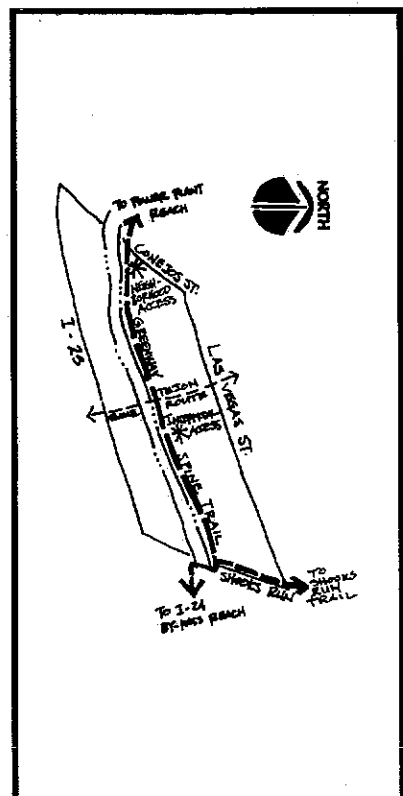
### RECREATION AND TRAILS

- Continue to maintain existing trails and extend the Greenway Trail south to Shooks Run Creek while enhancing the connections and providing interpretive signage and trail amenities at the Tejon Marsh and Dorchester Park.
- Develop Dorchester Park as an Intermodal Access to the Greenway.
- Install an underpass beneath Nevada Avenue.
- Consider acquisition of the campground east of Nevada for use as a park or other recreation related development.
- Enhance the landscaping on the south side of Fountain Creek between the highway and the creek. Utilize the “urban riparian forest” theme as described in previous reaches.

Land Use Concept



Circulation and Access



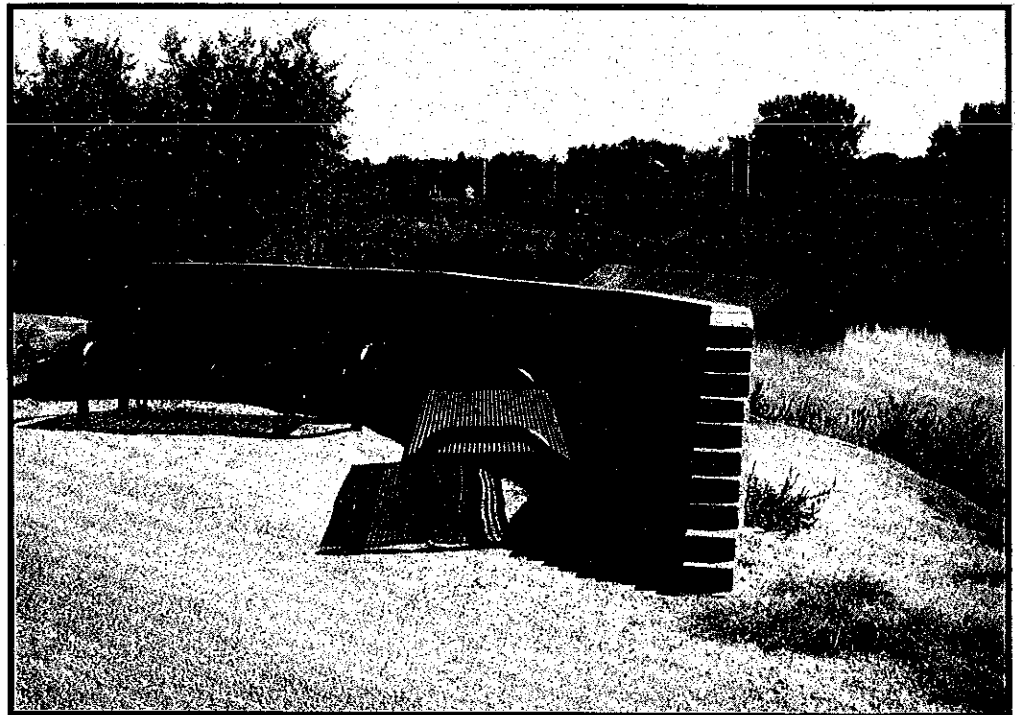
#### LAND-USE/DEVELOPMENT

- Consider redevelopment of the uplands on the north bank with mixed uses including residential, office and commercial uses per the *Downtown Action Plan*. However, this kind of development may not be economically viable for some time and any structures must be appropriately flood protected.

#### ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY

- Provide riffle drop structures, vegetation enhancement, and bank stabilization as recommended by the *Fountain Creek Drainage Basin Planning Study*.
- Continue the efforts by volunteer groups and the City to clean-up, conserve, and interpret the natural ecosystems at the Tejon Marsh and at the confluence with Shooks Run Creek.
- Clean up rubble and debris and restore stream banks and bottom in the vicinity of the Confluence with Shooks Run.

Character Photo



# 11. SPRING CREEK REACH

## Overview

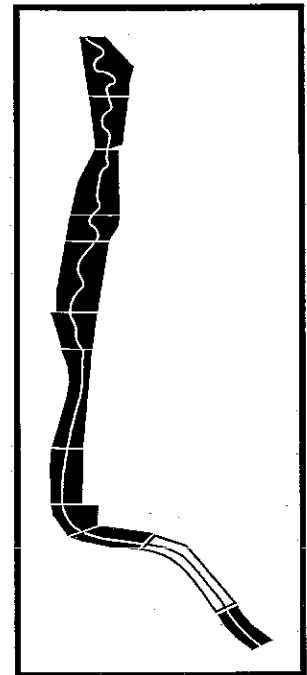
The Spring Creek Reach extends from Shooks Run Creek to Circle Drive. The dominating features of this reach are the City Wastewater Treatment Plant, the Highway 24 Bypass and Spring Creek. Other features of interest include an interpretive trail on the northeast side of the creek that was developed by the City Wastewater Department and the old Clover Ditch and head gate on the southeast bank south of the U.S. 24 Bypass.

The character transitions from urban on the north to a more rural feel on the south. Cottonwood forest, wildlife and other natural features are much more abundant in many areas. The northeast side of creek between Shooks Run and the treatment plant is predominantly used for junk storage. In contrast, the southeast side of the creek has a remnant gallery cottonwood forest. Extensive ledge outcrops in the stream bed with some gravel covering, provide a relatively stable channel bed that is not down-cutting as rapidly as other portions of the Monument/Fountain Creek Corridor. There are, however, several high, vertical, actively eroding banks on the southwest bank upstream of the Spring Creek Confluence. Significant portions of the stream bottom and banks, especially on the east side, have been disturbed by rubble dumping and other human activities.

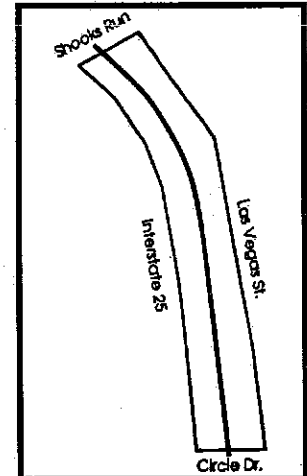
Character Photo



Reach Location

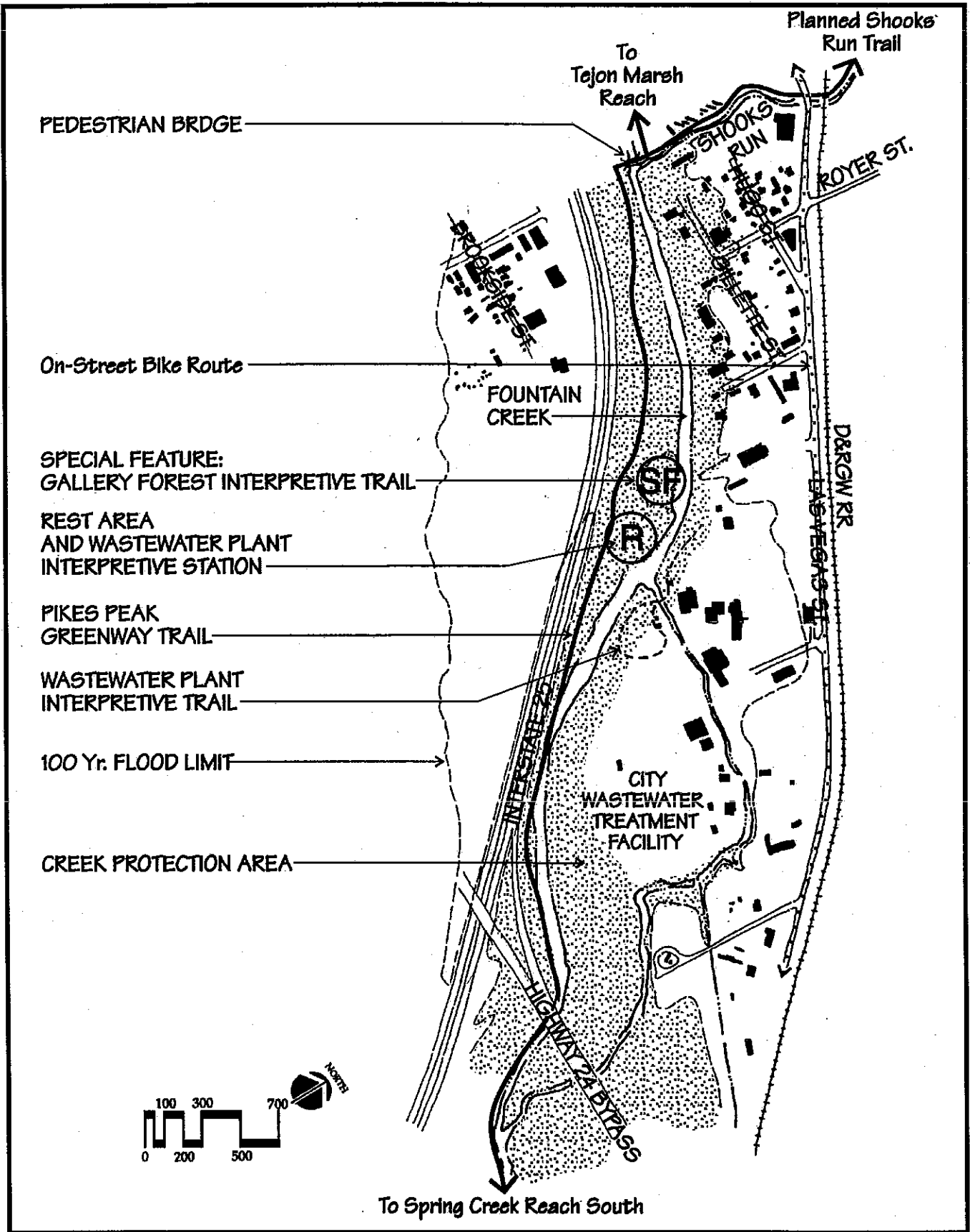


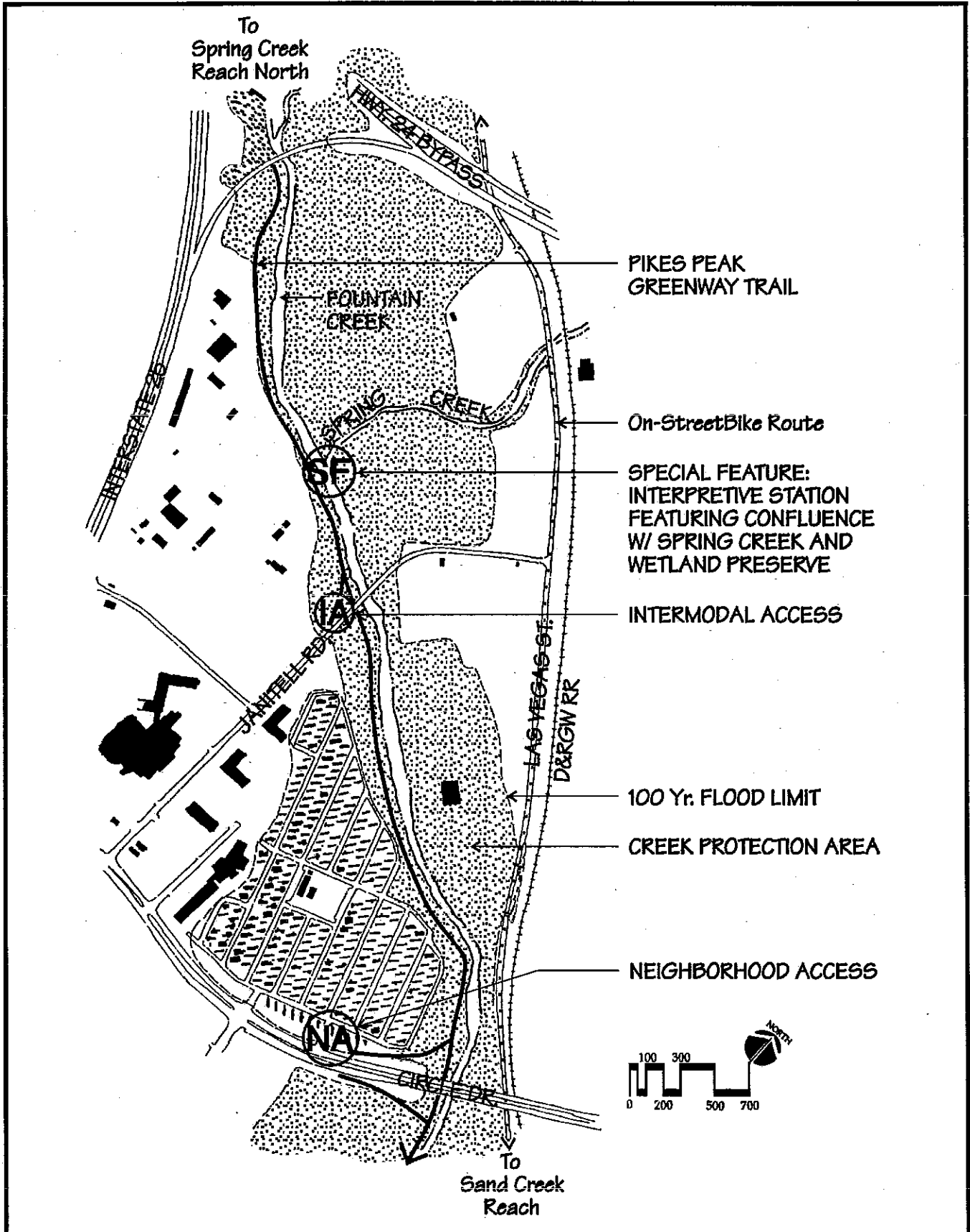
Reach Boundaries



Features

- City Wastewater Plant
- Cottonwood Gallery Forest
- Spring Creek







## *Opportunities and Highlights*

- The City Wastewater Department is in the process of constructing a sewer line maintenance road from Shooks Run south that could be used as the Greenway Trail.
- The Colorado Department of Transportation (CDOT) owns much of the land in the northern portion of the reach and has constructed a trail segment along the northbound exit ramp from the Highway 24 Bypass to I-25.
- South from Highway 24 Bypass, the existing Clover Ditch grade may provide for an optimal trail alignment.
- This reach has some of the best remnant stands of cottonwood forest in the City.
- The confluence of Spring Creek remains in a somewhat natural state and could be preserved and enhanced as valuable riparian/wetland habitat area.

## *Challenges*

- A pedestrian crossing of Fountain Creek will be necessary at Shooks Run Creek to route the trail on the south side of Fountain Creek where land is in public ownership.
- Private properties east of Shooks Run Creek, presently used for junk storage, are aesthetically unpleasant and may also be leaching contaminants into the creek.
- High tension electric lines run through the cottonwood forest and maintenance crews cut vegetation beneath the lines degrading some of the vegetation and wildlife habitat.

*Character Photo*



- Several drainage outfalls existing along the creek and excessive bank erosion near Spring Creek pose trail design and engineering challenges.
- Portions of the stream banks, especially north of Highway 24, have been degraded and are in need of restoration and revegetation.

## Recommendations

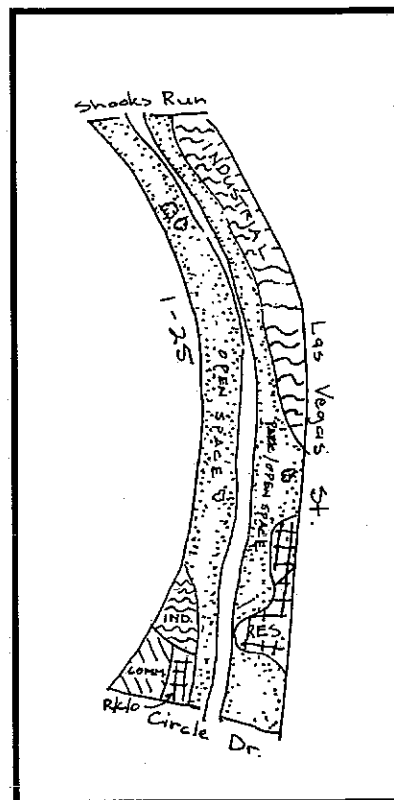
### RECREATION AND TRAILS

- Continue the Greenway Trail along the southwest side of the creek from Shooks Run Creek south, with a pedestrian crossing of Fountain Creek at Shooks Run. Acquire trail easements where necessary.
- Provide a rest area with interpretive and educational opportunities in the cottonwood gallery forest for trail users.
- Continue the trail south of the wastewater plant utilizing the existing CDOT trail segment and the Clover Ditch berm.
- Provide a ramp and an intermodal access point at Janitell Road.
- Provide informational, directional, and interpretive signs along the trail.
- Consider a future pedestrian crossing to the Wastewater Treatment Plant interpretive area.

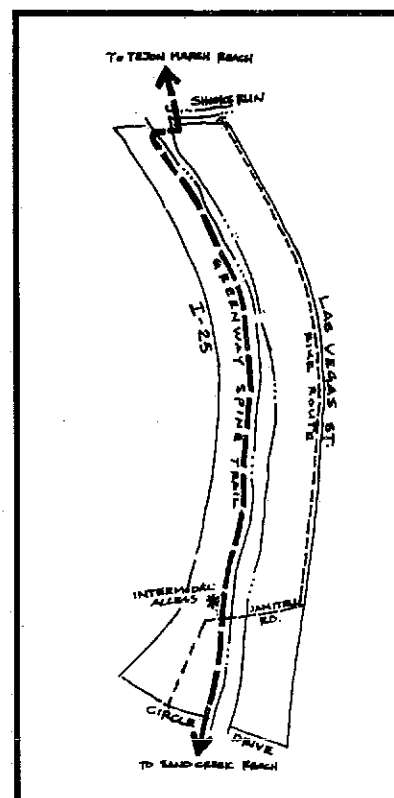
### LAND-USE/DEVELOPMENT

- The uplands northwest of the wastewater plant are probably best suited for light industrial development. However, any new development along the creek edge should include adequate landscape buffer zones to protect riparian habitat and water quality and, where appropriate employee access to the Greenway.
- The uplands south of the Highway 24 Bypass should ideally remain in open space or agricultural use. These areas could also be developed with medium to high density residential uses that are clustered back away from the creek with a wide dedicated open space strip adjacent to the creek.
- Other options include a nature center/interpretive park or specialty agriculture such as a nursery that raises wetland and riparian plants. The nursery might be accomplished through tax incentives or perhaps a public/private or non-profit enterprise.

Land Use Concept



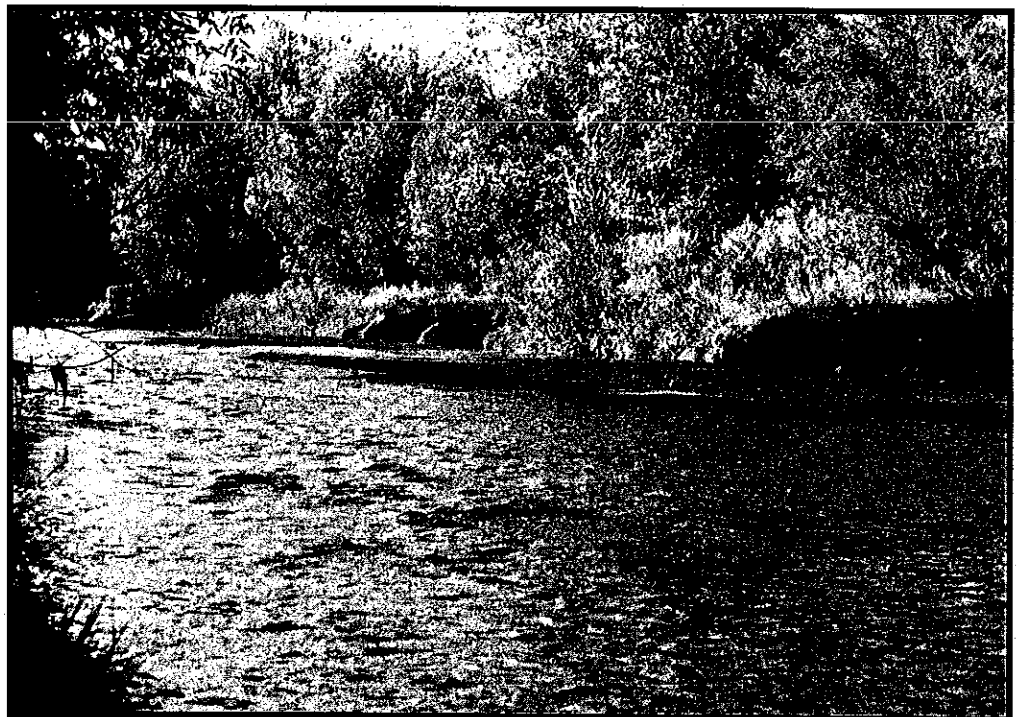
Circulation and Access



## ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY

- Provide riffle drop structures, vegetation enhancement, and bank stabilization as recommended by the *Fountain Creek Drainage Basin Planning Study*.
- Acquire necessary access for trail development and the conservation of significant natural resources in the riparian zone especially near the confluence with Spring Creek.
- Pursue special wetland and stream bank enhancement projects, perhaps using volunteers at the Shooks Run and Spring Creek confluences with Fountain Creek.
- Work with present and future property owners to develop aesthetic and environmental buffers between development and the creek.
- Formulate and implement a policy of minimizing maintenance impacts on riparian as well as upland vegetation beneath the high tension power lines. Consider the use of lower growing species which will not interfere with the lines.
- Enforce existing dumping and land use regulations and work with private property owners to clean up the northeast bank south of Shooks Run.
- Enhance the riparian vegetation in the vicinity of the Highway 24 Bypass to screen the highway from the trail. Pursue the "urban riparian forest" concept described in the above reaches.

*Sand Creek Reach Character  
Photo*



## 12. SAND CREEK REACH

### Overview

The Sand Creek Reach extends from Circle Drive to the confluence with Sand Creek. This is the southernmost of the project segments. The dominating features include abundant natural riparian vegetation and the low, flat floodplain on the west side of the creek. The east side of the creek has a narrow bench bordered by a high bluff. Much of this reach is rural in character with some development on the west fringe of the floodplain. Harrison High School also sits to the west of the corridor near Janitell Road and Circle Drive. The El Paso County Jail is the only development on the east side.

The channel bed has a degrading sand and gravel bed with relatively stable banks. There is a significant exposed rock outcrop on the east bank with several isolated eroding banks. The land is mostly privately owned. There is casual use of the creek corridor by the high school cross-country running team, but no developed recreational facilities.

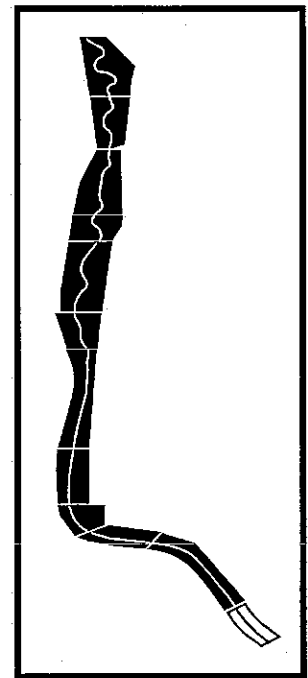
### Opportunities and Highlights

- There is an existing informal trail along the west side of the creek which is now utilized by the high school cross-country team that offers Greenway Trail development potential.
- There is significant riparian vegetation along the creek corridor and in the vicinity of the confluence with Sand Creek providing opportunities for wildlife viewing and habitat interpretation.
- Future extension of the trail could provide access to El Paso County's Fountain Creek Regional Park, five miles to the south.

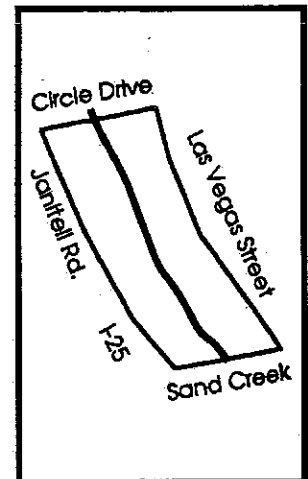
### Challenges

- Most of the land is in private ownership and will require easement acquisition for trail development.
- Access to the area is somewhat limited especially on the east side because of the steep bluff and the county jail.

Reach Location

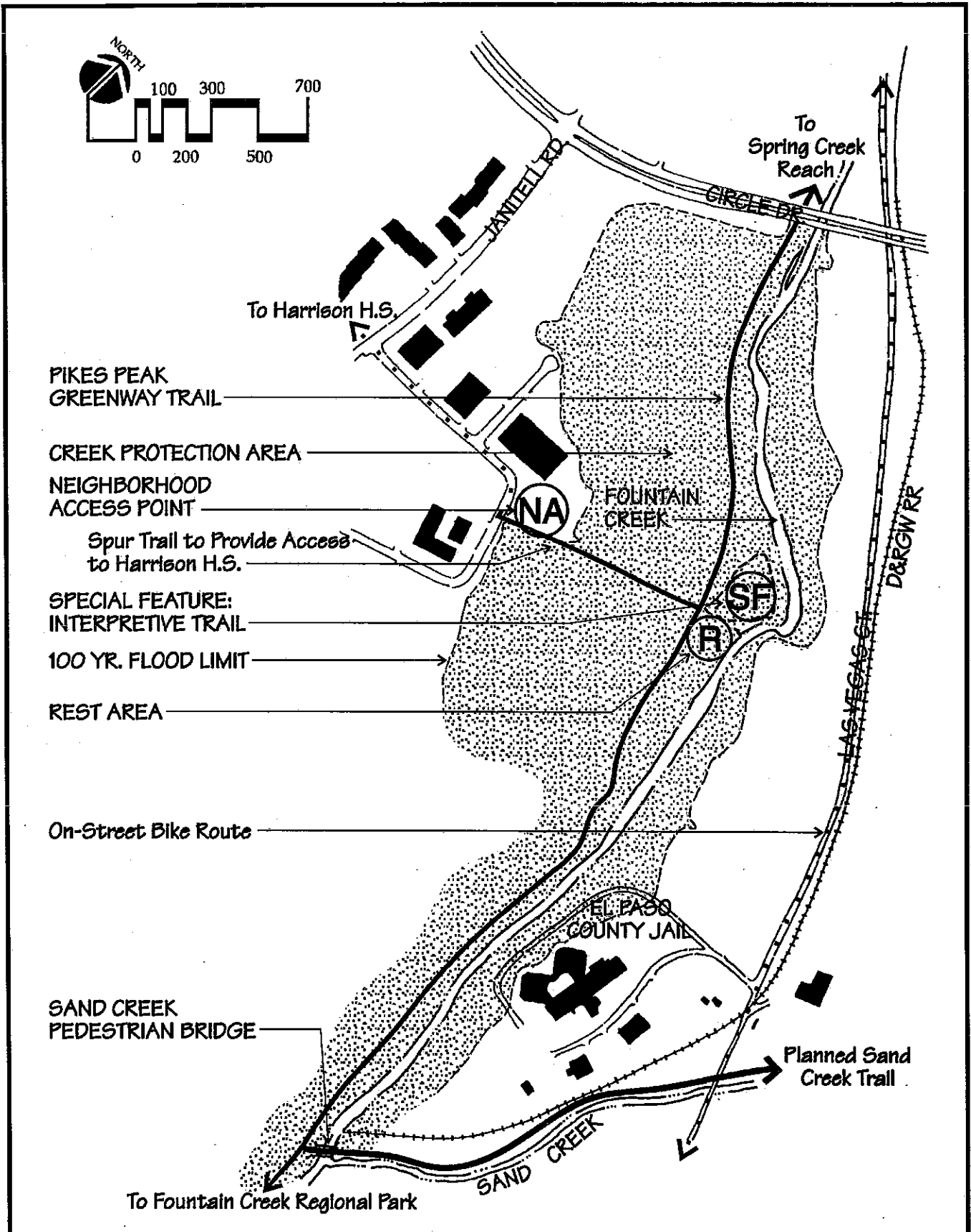


Reach Boundaries



Features

- Sand Creek Confluence
- Harrison High School
- Wide floodplain



## Recommendations

### RECREATION AND TRAILS

- Develop the trail along the west bank including a soft surface or shoulder amenable to runners with a spur trail connection to Harrison High School.
- Provide a rest area with interpretive and educational signage near the intersection with the spur trail to the high school.
- Provide adequate informational, directional, and interpretive signs along the trail.
- Provide an intermodal access point at or near Harrison High School.
- Provide a pedestrian crossing in the vicinity of Sand Creek and connect to the future trail planned along Sand Creek.
- Ultimately, extend the trail south to the Fountain Creek Regional Park and Pueblo.

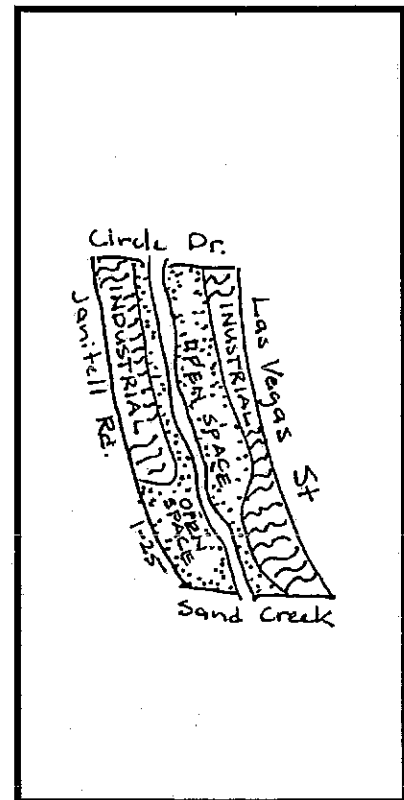
### LAND-USE/DEVELOPMENT

- Acquire necessary land for trail development and the conservation of the significant natural resources in the riparian zone.
- Preserve the west bank as a riparian preserve; poor access presently limits development opportunities.
- Consider office park or light industrial development on the west edge of the floodplain and work with developers, perhaps through density incentives to preserve all or most of the low lands on the east bank.

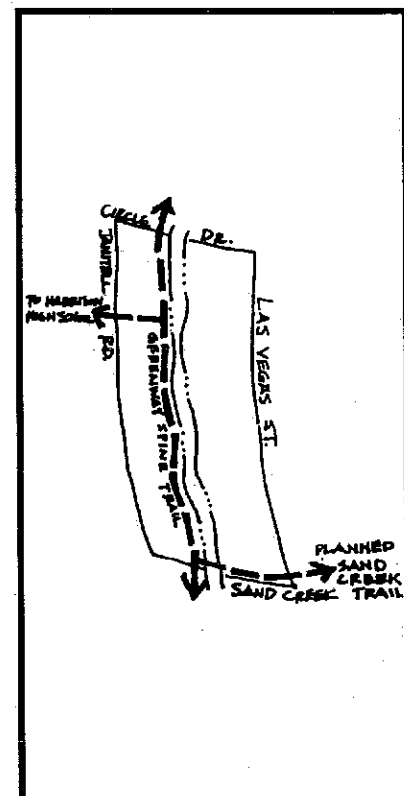
### ENVIRONMENT/CHANNEL GEOMORPHOLOGY/HYDROLOGY

- Provide riffle drop structures, vegetation enhancement, and bank stabilization per the *Fountain Creek Drainage Basin Planning Study*.
- Formulate and implement a policy for riparian vegetation conservation in association with maintenance of the power lines. Consider low growing species to avoid trees entanglement with the lines.
- Work with present and future property owners to establish an aesthetic and environmental buffer between development and the creek, along with adequate education concerning the extent of the floodplain on the west side of the creek.

### Land Use Concept



### Circulation and Access



## V. IMPLEMENTATION — MAKING IT HAPPEN

**I**MPLEMENTATION IS AN INTEGRAL COMPONENT OF THIS *PLAN*. Without an effective and practical implementation process the *Plan* has little chance of becoming a reality. For this *Plan*, implementation means more than building the recommended amenities. It has a comprehensive scope describing how people in the community can work together to protect, enhance and enjoy the Pikes Peak Greenway. It strives to elicit the support and cooperation of City agencies, adjacent property owners, community non-profits, area business leaders, citizen volunteers and many other participants.

Raising funds and garnering resources are essential steps. However, getting all of the diverse interests and professional disciplines to work together effectively now and over the long term is the true key to the successful realization of the *Plan's* vision. This section lays out an organization strategy for achieving these ends.

### *Overall Implementation Guidelines*

- A multi-year improvement program should be developed that includes a financially constrained annual element.
- All proposed public and private projects affecting the Greenway Corridor should be reviewed for consistency with the *Plan's* recommendations.
- The implementation process should place a strong emphasis on public/private partnerships.
- To the maximum extent practical, private property owner compliance with the *Plan's* recommendations should be achieved through education, cooperation, and incentive rather than by regulation.
- A Greenway Development Team composed of appropriate City Department representatives should be formed to manage and oversee *Plan* implementation.
- An effective program for long-term stewardship of the corridor should be developed.

### *Components of Implementation*

#### **BUILT PUBLIC IMPROVEMENTS AND AMENITIES**

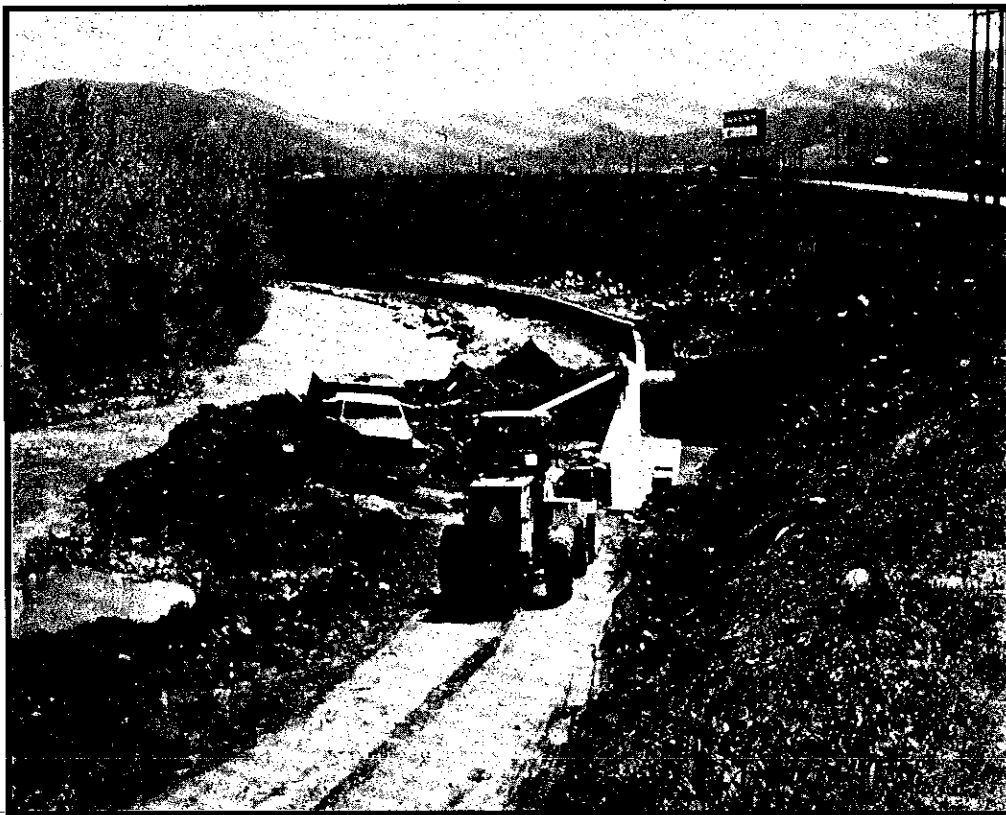
This component of implementation includes specific capital projects such as the Greenway Trail, parks, rest areas, signage, revegetation, bank restoration, wetland projects and other physical improvements requiring funding, possible land or right-of-way acquisition, and even volunteer labor. Also included, by reference, are the drainage/

creek channel projects recommended by the *Monument and Fountain Creek Drainage Basin Planning Studies*, and the landscape and non-motorized access improvements associated with the I-25 Project. Although the implementation of these separate projects is not directly addressed by this *Plan*, they are key to the future development of the Greenway Corridor and must be coordinated as part of the overall project completion effort.

The implementation of built public improvements and amenities will be led by the City of Colorado Springs Capital Improvement Program Office working in partnership with the Palmer Foundation. Day-to-day staff leadership and coordination will come from the proposed Greenway Development Team, composed of representatives of appropriate City Departments and Divisions.

The chart on the next page describes the roles and responsibilities of the respective groups and agencies in implementing the Built Public Improvements and Amenities component.

Note that the Palmer Foundation is shown as the lead private sector partner. The Palmer Foundation has offered to provide a number of important services including: fund-raising; promoting public awareness and support for the project; monitoring of activities; and coordinating the activities of other participating non-profits and community groups (See Page 72). While the Palmer Foundation has presently assumed this role, a different entity might do this in the future depending on the priorities, objectives and mission of the Palmer Foundation.

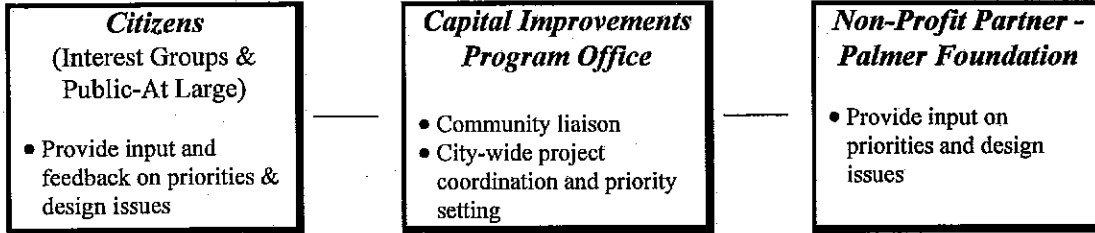


*Youth Sports Complex channel improvements, Spring 1994*

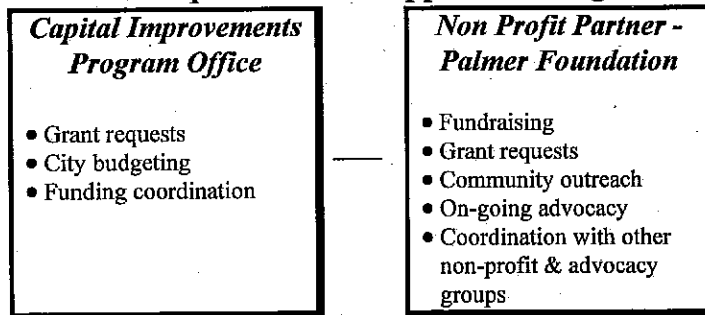


**PIKES PEAK GREENWAY  
IMPLEMENTING BUILT PUBLIC IMPROVEMENTS AND AMENITIES  
ORGANIZATION AND RESPONSIBILITIES**

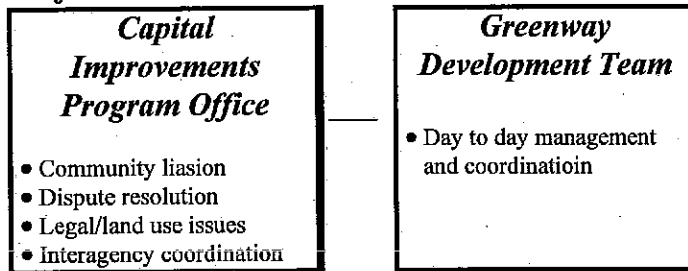
**Project Selection and Definition:**



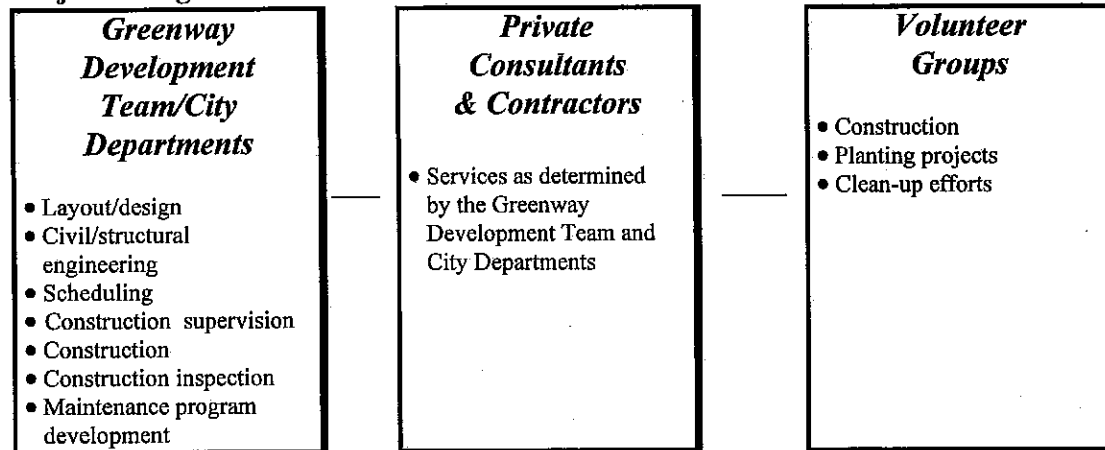
**Resource Acquisition and Support Building:**



**Project Coordination:**



**Project Design and Construction:**



The proper physical design of built improvements and amenities is extremely important. It is essential that they both serve their intended function and be aesthetically compatible within the overall context of the corridor. All improvements should be designed as recommended by the Design Guidelines, found in Appendix A of this *Plan*.

**PIKES PEAK GREENWAY  
RECOMMENDED INTERACTION OF NON-PROFITS AND CITIZEN GROUPS  
ORGANIZATION AND RESPONSIBILITIES**

**Lead Private Organization:**

<p><b><i>The Palmer Foundation</i></b></p> <ul style="list-style-type: none"> <li>• Fundraising</li> <li>• Community Outreach</li> <li>• On-Going Monitoring/Advocacy</li> <li>• Coordination of Other Non-Profits &amp; Advocacy Groups</li> </ul>
---

**Key Community Partners:**

<p><b><i>Trails Advocacy &amp; Fundraising</i></b></p> <p>Pikes Peak Area Trails Coalition</p>	<p><b><i>Urban Design</i></b></p> <p>Partnership for Community Design</p>	<p><b><i>Direct Community Participation</i></b></p> <p>Volunteers For Outdoor Colorado</p> <p>Garden Clubs School Groups</p> <p>Trade Groups &amp; Businesses</p>	<p><b><i>Advocacy</i></b></p> <p>Neighborhood Associations</p> <p>Environmental Groups</p> <p>Recreational User Groups</p>	<p><b><i>Adjacent Property Owners</i></b></p> <p>Businesses</p> <p>Residents</p> <p>Public Utilities</p>
--	---	---	--	--

## LAND DEVELOPMENT AND USE

The development and use of public and private properties within the Greenway Corridor directly impact the corridor's character and its ability to serve the *Plan's* multiple objectives. Therefore, it is essential that all public and private development proposals and other projects within the corridor be reviewed for consistency with the *Plan's* recommendations. Further, illegal and other harmful uses of property inside the corridor must be stopped or mitigated. Examples of such uses are the unapproved filling of floodplains and the dumping of trash and rubble along the creek banks.

The following sections recommend processes and procedures for addressing the development and use of properties within the corridor. Regardless of the methods used, good communication with property owners is essential. The key is to make adjacent land owners partners rather than adversaries. This could be achieved through the distribution of a summary plan to land owners, briefings for business owners and residents, and possibly the use of newsletters. One-on-one meetings with key land owners should also be pursued. Finally, all land owners, business people and residents within the corridor should be invited to participate in decision-making throughout the implementation process.

### *Land Development Review*

All land development proposals, public or private, should be reviewed for consistency with the *Plan*. Compliance with the *Plan* can be achieved either voluntarily or through regulatory measures. This *Plan* places a strong emphasis on education, voluntary cooperation and the use of incentives to accomplish its objectives. These measures should always be pursued prior to the use of regulatory actions.

It is important that property owners understand what the *Plan* objectives are and how they can be complied with when preparing a development proposal. To assist in this understanding, land development guidelines have been prepared as Appendix B to this *Plan*. These guidelines are intended for use both by property owners in formulating their plans and by City staff when reviewing these proposals as part of the City's land development review process.

A key recommendation affecting land development is the establishment of a Creek Protection Area. This is a defined area around the creek where development could impact stormwater conveyance, water quality, wetlands or other significant vegetation, wildlife habitat and corridor aesthetics (See Page 14). In general, it is recommended that no development take place within the Creek Protection Area. However, in some locations, depending on the nature of the development and the characteristics of the land parcel, limited development may be possible without adversely impacting the creek environment. Included in the *Land Development Guidelines* are "performance" review criteria that provide the basis for determining whether, and the degree to which, development should take place within the Creek Protection Area.

Another key recommendation is to require a site development plan for all development proposals within or adjacent to the Creek Protection Area or adjacent to Interstate 25 within the *Master Plan* boundaries. This step in the development process would assure the opportunity to review proposals for compliance with the *Plan*. It would also provide the opportunity for a property owner and City staff to discuss design and layout alternatives that might be mutually beneficial.

Incentives can also play an important role in addressing private property development issues. Many of these are tools that can be applied during the preparation of a development plan. They include:

- Density bonuses that allow increased development density on upland portions of lots in return for preserving a buffer strip along the creek.
- Federal, state and local tax deductions for donating property or development rights.
- Flexibility in a lot layout to allow an economic return on a property while not building in sensitive areas.
- Where appropriate, allow developers in other parts of the city to shift required open space and trail provisions to the Greenway Corridor.

### *Public Works Projects*

Many public works projects are not normally subject to the City's land development review process. These include: flood control projects, bridges over the creeks, utility lines, parks and other similar infrastructure improvements. It is important that these projects also comply with the recommendations of this *Plan*. Public works proposals that would affect the corridor need to be reviewed with the Greenway Development Team or through the City's Design Review Process. Of special concern are the issues of public safety; impacts on wetlands, wildlife habitat and other significant vegetation; impacts on the Creek Protection Area; adequate clearance for trails; and aesthetic compatibility. Setting a good example on the public side will also help in encouraging private land owners to adhere to the *Plan*.

### *Illegal and Harmful Property Use*

Efforts to improve and revitalize the Greenway Corridor through the investment of public and private resources would be severely undermined if illegal and other harmful actions within the corridor are not stopped or mitigated. For example, overbank dumping, in violation of city ordinances, and sometimes federal law, has been a main contributor to the degradation of Monument Creek. These actions are costly both to the public by their impact on the creek environment and to individuals by detracting from the value of adjacent properties whose owners do not dump.

It is recommended that existing city ordinances be reviewed for their ability to regulate activities within the corridor that are harmful to public safety or to the creek environment. Where appropriate, existing ordinances should be modified, or new ordinances written, to provide that ability. Most important, all existing laws and regulations that protect the character and integrity of the Greenway Corridor must be enforced. However, as a matter of policy, every effort should first be made to seek voluntary compliance with laws and regulations through education and direct communication with offenders.

### COMMUNITY OUTREACH

Building public support for the Greenway system and installing a sense of the recreation and environmental value of the Monument/Fountain Creek Corridor is an important component of implementation. City agencies and the Palmer Foundation all have roles to play in this vital communications effort. The following list describes some recommended community outreach actions:

- Distribute copies of the *Pikes Peak Greenway Plan* and *Drainage Basin Studies* to key interested public agencies, community groups, business leaders, and other key players.
- Produce an attractive *executive summary of the Plan* and distribute it broadly in the community especially to adjacent property owners.
- Have an *on-going speaking program* that involves both City staff and Palmer Foundation representatives. The program should utilize slides and other visual aids and should be offered to community groups, neighborhood associations, business groups and other potentially interested parties.
- Implement *visible high-impact demonstration projects* each year on a continuing basis. This is probably one of the most important community outreach steps since it demonstrates the value and credibility of the Greenway Project. Promote maximum public exposure for each project.
- Have at least one *volunteer participation project* each year in the tradition of the Tejon Marsh Wetland Project. Again promote maximum public exposure for these projects. This could also include an annual stream clean up day — ideally on Earth Day, Arbor Day or other time when it is likely to get good media coverage.
- Continue to *meet one-on-one* with key agency heads, elected officials, property owners and other opinion leaders to explain the project and elicit support. This could be spearheaded by the Palmer Foundation but should also involve City staff.
- Pursue *storm sewer stencil programs* and other creative public relations campaigns. Along this line the Palmer Foundation should attempt to secure the donated services of a local public relations firm.

## LONG TERM STEWARDSHIP

The Pikes Peak Greenway will last for generations after its completion if it is well maintained and protected from adverse influences and impacts. Key to its longevity is the development of a comprehensive, long-term management and maintenance program for the corridor. Such a program can be found in Appendix C to this *Plan*.

Also important to long-term stewardship is the protection of the Greenway from adverse influences and impacts. The procedures recommended with respect to land use and development in the previous section will play a key role in this regard. In addition, less obvious sources of adverse impacts should be considered. This implies that, ultimately, to be truly successful, the *Plan* look beyond just the creeks and adjacent properties to consider what happens up in the watershed. Oil poured down a sewer grate or poor grading and storm drainage practices upstream will send down pollutants and excess sediment. Inadequate storm drainage provisions in the watershed can lead to erosion of the stream channel and destructive flood flows. To this end, those that implement this *Plan* must consider the “bigger picture.” This can range from City-wide policies that manage erosion and run-off to simple public education such as stencils on curbs next to sewer grates telling people that what gets dumped into them ultimately ends up in the streams.

## FINDING THE MONEY AND RESOURCES

Completing the Greenway will call for substantial community resources in the form of funding, staff time, and volunteer labor. While recent public spending limits make project implementation more challenging, there are a number of new funding opportunities. Appendix E to this *Plan* details a number of funding directions. Several approaches to garnering resources are outlined here, including:

- Use of federal ISTEA (Intermodal Surface Transportation Efficiency Act of 1991) funds. This program requires a 20% local match.
- Use of state funding including direct lottery moneys, funding under the State Trails program and Great Outdoors (GO) Colorado funds.
- Commit local funding. This will be a continuing challenge in view of the new spending limits. However, with the availability of ISTEA and other similar funding sources, a relatively small local investment can leverage much larger shares of outside dollars. One source of local funds should continue to be the City's Bicycle Excise Tax.
- Raise money in the private sector including foundation and corporate grants. The Palmer Foundation will be a vital resource for securing these funds.
- Pursue agency joint ventures such as teaming up on flood hazard reduction projects as well as road or utility projects (for example, a floodway maintenance road that doubles as a trail).

- Use in-kind labor. This approach has already been quite successful with City crews and private construction companies building substantial segments of the trail. This is likely to become an increasingly important resource.
- Use Volunteer labor. With the presence of a Volunteers for Outdoor Colorado chapter in Colorado Springs there are new opportunities for successful volunteer projects in trail building, habitat restoration and other improvements.
- Projects by adjacent land owners. Some trail and habitat work might be accomplished by private land owners either voluntarily or in conjunction with the land development process.
- Create “adopt-a-trail” and “adopt-a-creek” programs as a way to promote citizen involvement and garner community resources. Under these programs individuals, neighborhood groups, civic organizations or businesses support the improvement and/or care of specific segments of the trail or creek.

#### **PHASING AND DEMONSTRATION PROJECTS**

The Pikes Peak Greenway is an ambitious project that will take years to complete. But it is also a project that can be accomplished incrementally. The Greenway vision can become a reality step-by-step as funding becomes available, as individual volunteer projects are undertaken and as private land development in the corridor proceeds.

Excitingly, construction of many of the Greenway improvements have already been completed and project momentum is running strong. With Monument Valley Park as the long-standing anchor, accomplishments over the past five years have included the installation of several miles of the Greenway trail; numerous volunteer clean-up, planting and construction projects, including the restoration and improvement of the Tejon wetland; and the planning and design of the Youth Sports Complex, scheduled for completion in 1994.

Future Greenway implementation efforts must continue to build upon this momentum. The first priority should be the completion of the trail system from City limit to City limit. This will bring more people to the Greenway Corridor and help build public awareness and support. It is also important, however, to pursue trail amenity and creek enhancement projects in addition to trail construction, in order to meet the multiple objectives of the *Plan*.

Appendix D of the *Plan* provides the recommended phasing for completion of the Greenway Trail, along with suggested demonstration projects. Consistent with the multi-objective theme of the *Plan*, it is suggested that demonstration projects address as many components of the plan as possible. Ideally, the following should be undertaken each year, depending on the funds and human resources available and the magnitude of the projects:

- Complete or enhance a Greenway Trail *segment*.
- Complete a *wetland* or *riparian forest* restoration or enhancement project.
- Complete a *bank clean-up/restoration* project.
- Encourage completion of *private sector projects* that support the Greenway, such as setting aside open space, providing landscaping, building trail segments or restoring degraded creek banks. It is suggested that annual Friend of the Greenway Awards be given to the property owners who best exemplify the spirit of the *Greenway Plan*.

As a general rule, all projects should have the ability to stand on their own. That is, they should tie into the rest of the Greenway, be accessible, and make sense as independent projects pending completion of the rest of the Greenway.

The Pikes Peak Greenway will not happen overnight. It will be a challenging, even daunting task given fiscal constraints. But there is widespread community support for the project and strong momentum has been building over recent years. Maintaining this momentum and sustaining the community commitment to the *Plan* will be the keys to the future success of the Pikes Peak Greenway.



*Character Photo*



# ACKNOWLEDGMENTS

## **PLANNING DEVELOPEMNT AND FINANCE DEPARTMENT**

*David Nickerson, Director*  
*Fred Van Antwerp, Comprehensive Planning Manager*  
*Craig Blewitt, Project Manager*  
*Sharon Robinson, Senior Secretary*  
*Denise Sherwood, Graphic Technician*

## **CONSULTANTS**

*Design Team Management: Robert Searns, Urban Edges, Inc.*

*Urban Edges, Inc.*

*Robert Searns, Project Principal*  
*Rick Wilson, Project Manager*  
*Andy Baur, Project Landscape Architect*

*Thomas and Thomas*

*Parry Thomas, Principal*  
*Leslie Thomas, Principal*

*Eric Olgeirson, PhD., Plant Ecologist*

## **AUTHORS**

*Craig Blewitt, Robert Searns, Rick Wilson*  
*Editor: Fred Van Antwerp*

## **LAND USE CHARETTE PARTICIPANTS**

*Craig Blewitt, Les Gruen, Johnny Johnson, David Litzelman, James Mayerl,*  
*Andrew McElhaney, Charles Miller, Terry Putman, Gary Rapp, Jim Rees, Robert Searns,*  
*Parry Thomas, Rick Wilson*

## **ILLUSTRATIONS**

*Andy Baur, Julio Jimenez, Michael Maloney, Jamie McCluskie, Mike Sanchez, Rick Wilson*

## **PHOTOGRAPHS**

*Craig Blewitt, Robert Searns, Denise Sherwood, Rick Wilson, James Wulliman*

## **DOCUMENT PRODUCTION**

*Design and Layout: Denise Sherwood, Rick Wilson*  
*Desktop Publishing: Denise Sherwood*  
*Paper: The Pikes Peak Greenway Master Plan is printed on recycled paper.*  
*Printing: Office Services, City of Colorado Springs*  
*Type Styles: Gattineau, Switzerland, Technical and Times New Roman*