PLANNING AND ZONING COMMISSION
OCTOBER 10, 2012 MEETING PACKET
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5-25	Conditional Use Application 12-6 for a Temporary Commercial Activity (Food Service Trailer) in the Commercial (C) Zone district and in the Central Business District (CBD). 5-11 Staff Report 13-25 Application Contents
26-91	*Draft Pedestrian and Non-Motorized Transportation Plan* (for those using a hard-copy, please bring your copy of the plan from previous meetings). If you need a new copy, please contact the Community Development Office.

Work Session Materials--*Land Development Code*:

92-102	Section 8. Variances and Development Standard Waivers

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AGENDA
CITY OF GUNNISON
PLANNING & ZONING COMMISSION
REGULAR MEETING
Rev 10/4/2012

DATE: **WEDNESDAY, OCTOBER 10, 2012**
TIME: **7:00 P.M.**
PLACE: **CITY HALL, COUNCIL CHAMBERS, 201 WEST VIRGINIA AVE.**

7:00pm

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE TO THE FLAG

III. UNSCHEDULED CITIZENS

IV. EXCUSE COMMISSIONER LARSON

V. CONSIDERATION OF THE SEPTEMBER 26, 2012 MEETING MINUTES

VI. PUBLIC HEARING AND POSSIBLE ACTION, CONDITIONAL USE APPLICATION CU 12-6, submitted by Dan and Michele Pilon to operate a food service within a trailer as a temporary commercial activity in the Commercial (C) Zone district and the Central Business District (CBD).

VII. PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION PLAN

VIII. COUNCIL UPDATE

IX. COMMISSIONER COMMENTS

X. PLANNING STAFF UPDATE

XI. ADJOURN TO WORK SESSION

WORK SESSION

DISCUSSION OF THE DRAFT LAND DEVELOPMENT CODE
Section 8 – Variances and Development Standard Waivers

TO COMPLY WITH ADA REGULATIONS, PEOPLE WITH SPECIAL NEEDS ARE REQUESTED TO CONTACT THE CITY OF GUNNISON COMMUNITY DEVELOPMENT DEPARTMENT AT 641.8090

This agenda is subject to change, including the addition or deletion of items at any time. Regular Meetings and Special Meetings are recorded and action can be taken. Minutes are on the City website at www.cityofgunnison-co.gov. Work sessions are not recorded and formal action cannot be taken. For further information, contact the Community Development Department at 641-8090.

ALL PLANNING & ZONING COMMISSION MEETINGS ARE USUALLY BROADCAST LIVE ON LOCAL CABLE CHANNEL 15

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DRAFT MINUTES SEPTEMBER 26, 2012 7:00PM
CITY OF GUNNISON PLANNING AND ZONING COMMISSION REGULAR MEETING

MEMBERS	PRESENT	ABSENT	EXCUSED
Carolyn Riggs, Chair	X		
Erik Niemeyer	X		
Erich Ferchau	X		
Andy Tocke	X		
Bob Beda			X
Greg Larson	X		
Councilor Ellen Harriman	X		

OTHERS PRESENT: Community Development Director Steve Westbay and Planner Andie Ruggera.

I. CALL TO ORDER AT 7:03 PM BY CHAIR CAROLYN RIGGS

II. PLEDGE OF ALLEGIANCE TO THE FLAG

III. UNSCHEDULED CITIZENS. There were none

IV. CONSIDERATION OF THE SEPTEMBER 12, 2012 MEETING MINUTES. Commissioner Larson moved and Commissioner Niemeyer seconded to approve the September 12, 2012 meeting minutes as amended.
Roll Call Yes: Andy, Ellen, Erik and Greg
Roll Call No:
Roll Call Abstain: Erich and Carolyn
Motion carried

V. EXCUSE COMMISIONERS BEDA AND FERCHAU
Commissioner Larson moved to excuse Commissioner Ferchau from the September 12, 2012 regular meeting and Commissioner Beda from the September 26, 2012 meeting. Commissioner Andy Tocke seconded the motion.
Roll Call Yes: Erik, Erich, Carolyn, Ellen, Andy and Greg
Roll Call No:
Roll Call Abstain:
Motion carried

VI. MAJOR CHANGE TO A PUD
Director Westbay stated he talked to City Attorney Kathy Fogo regarding the proposed application. In his staff report, the recommendation to the Planning and Zoning Commission regarding the application was going to be a remand back to the applicant. The applicants' proposal included two changes to the Gunnison Rising PUD that are in direct conflict with provisions within the *Annexation Agreement*. The applicants requested that the application be pulled at this time and it is anticipated an application will be resubmitted before the end of the year.

VII. PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION PLAN
Director Westbay gave an overview on the *Pedestrian and Non-Motorized Transportation Plan* and how the document is structured. Planner Ruggera provided a summary on Bicycle Friendly America's involvement in the creation of the plan and the Bicycle Friendly Communities designation.

Discussion continued regarding the approval process, existing and proposed extension sidewalk maps and cost estimates for implementation. Discussion of the plan is continued to the October 10, 2012 regular meeting.

VIII. COUNCIL UPDATE. Councilor Harriman updated the Commission on recent Council business. The Council:

- had the WSCU State and Local Politics/Policy class sit in on the Council meeting;
- approved the Taylor Canyon Mountain Parks Conveyance Documents;
- discussed the fiber/internet connections and approved approximately $70,000 for the placement of an internet network.

IX. COMMISSIONER COMMENTS. There were none.

X. PLANNING STAFF UPDATE. Director Westbay updated the Commission on recent activity in the Community Development Department:

- the Highway Access Control Plan meeting is scheduled for October 15th;
- the Habitat for Humanity project is moving forward with an anticipated ground breaking next spring;
- staff has been working on the Major Change to a PUD application;
- staff is working on a Conditional Use application scheduled for October 10, 2012;
- staff has continued working on the *Annexation Agreement* for the VanTuyl Ranch and met with the Library Board and will be providing an update to City Council on the proposed street alignment;
- a developer is planning to develop commercial retail on North Main Street; and
- Household Hazardous Waste Day is on Saturday, September 29.

XI. ADJOURN TO WORK SESSION. Chair Riggs adjourned the meeting to a work session at 7:55 p.m.

_____
Carolyn Riggs, Chair

Attest:

_____
Andie Ruggera, Secretary

STAFF REPORT
CONDITIONAL USE
Dan and Michele Pilon – The Big Burrito

TO: Planning and Zoning Commission
FROM: Community Development Staff
DATE: October 10, 2012
RE: Conditional Use Application CU 12-6, Temporary Commercial Activity

CODE PROVISIONS
The City's *Land Development Code (LDC)*, Section 15.70.030 states that a temporary commercial activity requires a Conditional Use permit to operate in the Commercial (C) Zone district and in the Central Business District (CBD). Conditional Uses are those land uses that are generally compatible with the permitted uses in a district zone, but require site-specific review of their location, intensity, density, configuration and operating characteristics. Conditions may be imposed in order to ensure compatibility of the uses at a particular location and mitigate potentially adverse impacts.

The *LDC* Section 15. 130.020 D specifies that Conditional Use applications be reviewed by the City of Gunnison Planning and Zoning Commission (Commission) at a Public Hearing after 15 days public notice. The Commission may approve, approve with conditions, deny or remand the application back to the applicant with instructions for modification.

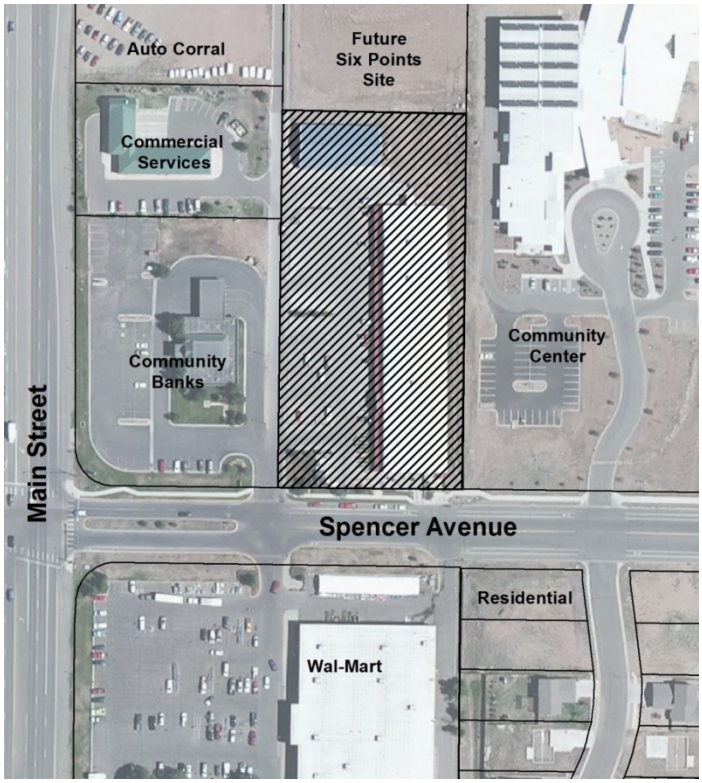
APPLICATION
The applicants, Dan and Michele Pilon, propose the operation of a food service trailer (The Big Burrito) as a temporary commercial activity at three alternative locations. The proposed locations are 1000 North Main Street (True Value), 811 North Main Street (Mountain Mutts) and 301 West Tomichi Avenue (north of Safeway) located within the Commercial Zone district and the Central Business District. The legal description of 1000 North Main Street is Lots 5 through 7, Gunnison Center Phase 1C, City and County of Gunnison. The site at 811 North Main Street is legally described as Lot D, Block 2, Mountain View Addition 1 (reception #572902). The legal description of 301 West Tomichi Avenue is Lots 21 through 24, Block 147, West Gunnison Amended, City and County of Gunnison. The applicant's narrative states:

> *The Big Burrito is a family operated business owned by 20 year Gunnison residents, Dan and Michele Pilon. We are a mobile food vendor, preparing gourmet burritos from the freshest ingredients daily.*
>
> *Our mission is to provide gourmet burritos that will fill you up at a reasonable price. We hope the community will come to rely on us for a great start before work, skiing, kayaking, and so on, or an easy lunch to take home on a lazy day.*
>
> *Chef Michele, while feeding the students of Western State College, earned her National Restaurant Association ServeSafe certification which is accredited by the American National Standards Institute (ANSI) – Conference for Food Protection (CFP). We will be utilizing a 6 x 12 custom built food vending trailer. By the time of opening the trailer will have passed all Health Department inspections and be completely insured including liability.*

STAFF REPORT
CONDITIONAL USE
Dan and Michele Pilon – The Big Burrito

We intend to operate for breakfast and lunch at the locations submitted. We hope to decide on one location when we find out which location works best for our customers and us. We will be open from 7:00-3:00, 7 days a week until we decide which 5 or 6 days work best for our family. We will be participating in the Farmers Market and other special events in Gunnison County. We intend to be open year round and look forward to serving Gunnison County.

SITE ASSESSMENT – 1000 NORTH MAIN STREET



The proposed site is located in the Commercial Zone district. The existing retail center includes True Value, Sears and Time Warner Cable to the north. The site is surrounded by commercial uses including the Community Center to the east, Wal-Mart and City Market to the south, Community Banks, Alexander Orthodontics, and Gunny Lube to the west and undeveloped lots and the Auto Corral to the north.

The food service trailer use is accessory to the primary use of the retail sales and cable companies. Lucky Dog (food service trailer) was granted a Conditional Use permit (May, 2012) on this site and on occasion is operating within the parking lot. The accessory use of the food service trailer is considered to have a low impact on the surrounding neighborhood. The applicant is proposing the food service trailer within the southern portion of the True Value parking lot utilizing one parking space for the trailer and one space for customers, which is the same area as Lucky Dog.

PARKING AND ACCESS

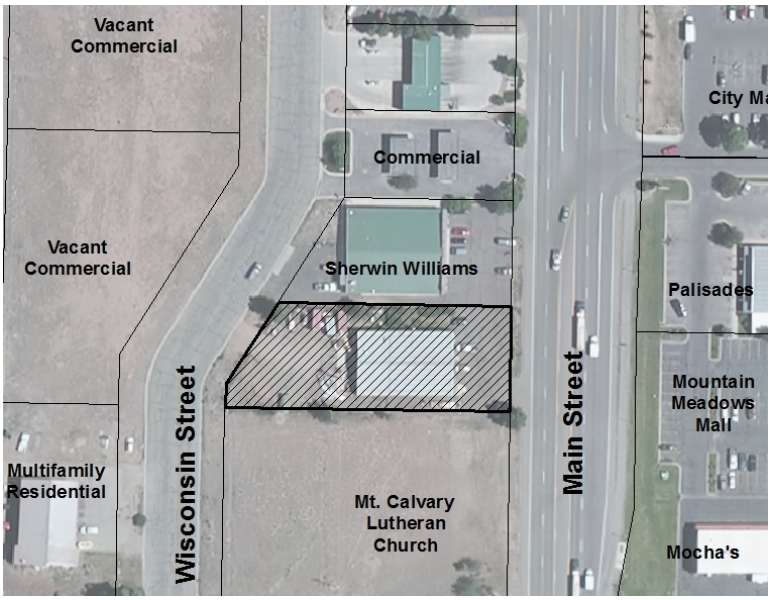
The site is currently used for commercial uses and meets the requirements of the *LDC* in regard to the dimensional standards, landscaping and off-street parking. The *LDC* requires one off-street parking space (one space per 200 square feet) for the proposed food service trailer and one space is proposed for placement of the trailer. The *LDC* requires 98 off-street parking spaces for the existing uses and 100 parking spaces are available. The site will accommodate off-street parking requirements for existing uses and the proposed food trailer.

Access is gained from Spencer Avenue. The site was developed for commercial uses with a private drive that runs north to south and exits onto Colorado Street.

STAFF REPORT
CONDITIONAL USE
Dan and Michele Pilon – The Big Burrito

SITE ASSESSMENT – 811 NORTH MAIN STREET

The proposed site is located in the Commercial district. The site is surrounded by commercial retail to the north and across Main Street to the east, the Mt. Calvary Lutheran Church and multifamily residential is to the south, and vacant commercial land is to the west.



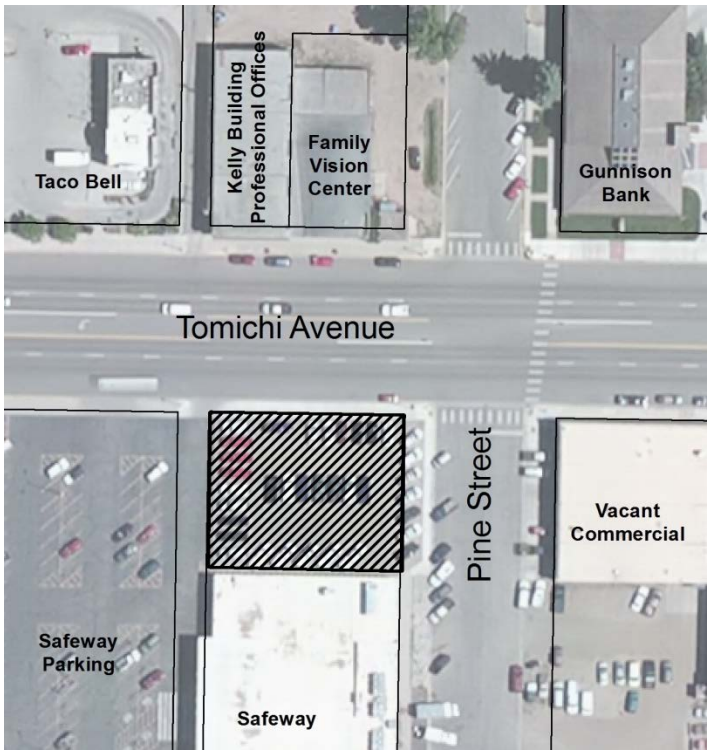
The site is currently used by Mountain Mutts. The food trailer location is proposed at the southeast corner of the existing building.

PARKING AND ACCESS

The site is currently used for commercial retail (Mountain Mutts) and meets the requirements of the *LDC* in regard to the dimensional standards, landscaping and off-street parking. The *LDC* requires one off-street parking space (one space per 200 square feet) for the proposed food service trailer and one space is proposed for placement of the trailer. The *LDC* requires 17 off-street parking spaces for the existing uses and adequate parking spaces are available utilizing both street frontage parking areas. The site will accommodate off-street parking requirements for existing uses and the proposed food trailer. Customer Access for both uses is gained from Main Street with some customer and employee parking accessed from Wisconsin Street.

SITE ASSESSMENT – 301 WEST TOMICHI AVENUE

The subject site is located in the Central Business District fronting Tomichi Avenue. Surrounding Commercial uses include Safeway and vacant commercial south of Tomichi Avenue; and Taco Bell, professional offices, Family Vision Center and The Gunnison Bank to the north.



The site was used by John Roberts Motor Works for vehicle display until the business moved to their new location on Highway 50. The site is vacant with a gravel base. Lucky Dog (food service trailer) was granted a Conditional Use permit (May, 2012) on this site and on occasion is operating within the lot. Lucky Dog's food service trailer is the primary use on this site. Placement of the proposed food service trailer is on either the

northwest or northeast corner of the property, which is the same area as Lucky Dog.

The *LDC* does not require parking or landscaping in the Central Business District. The site provides ample space for the placement of both food service trailers. Access is gained off Pine Street and the alley adjacent to the Safeway parking lot.

DEPARTMENTAL COMMENTS:
Building Official: No issue.
Fire Marshal: A fire extinguisher will be needed on the food service trailer.
Parks and Recreation Department: No issue.
Police Department: No issue.
Public Works Director: No issue.
City Engineer: No issue.
Water and Sewer Superintendent: No issue.
Electric Superintendent: No issue.

STAFF OBSERVATIONS

1. The applicant is requesting approval to operate a temporary commercial activity of a food service trailer, The Big Burrito, in the Commercial zone district and the Central Business District which requires conditional use approval based on the City's *Land Development Code*.
2. The proposed use is compatible with the surrounding neighborhood at all three locations.
3. The Big Burrito is proposed at two locations that is occasionally occupied by Colorado Lucky Dog (food service trailer), that was given Conditional Use approval in May of 2012.
4. The hours of operation are Monday through Sunday 7 a.m. to 3 p.m.
5. The Big Burrito is proposing to alternate between locations until they determine the optimal location for their customers and themselves. The Big Burrito will also provide service at special events.
6. The applicant has obtained State and City sales tax licenses.
7. The applicant will obtain a permit through the Colorado Department of Public Health and Environment before operating the food service trailer.

REVIEW STANDARDS
The LDC (Chapter 15.70.040 C.) sites review standards applicable to temporary commercial uses and activities:

C. Temporary Commercial Uses and Activities. Temporary commercial uses and activities shall be allowed only when:

   1. Use Allowed. The commercial use itself is allowed or is approved as a Conditional Use in the zone district.

   2. Parking. Adequate parking is provided for the use, as determined by the community development director.

3. Health and Safety Codes. The use complies with all applicable health and safety codes and a permit for the use is obtained from the building official.

4. Location. The use is situated such that it does not block any required access or egress from the site and is not located on any required parking.

No Conflict: The food service trailer use is allowed in the Commercial Zone district and the Central Business District. The food trailer complies with health and safety codes and will be licensed by the Colorado Department of Public Health and Environment.

The *LDC* (Chapter 15.130.050) contains seven specific standards that must be met for a Conditional Use application to be approved:

A. Consistency with Master Plan. The use shall be consistent with the City of Gunnison Master Plan.

No Conflict:
Chapter 7, Economics, Goal: A diversified local economy will support the economic and employment needs of residents and account for social character, land use patterns and global economic and global energy concerns.

B. Conformance to Code. The use shall conform to all other applicable provisions of this Land Development Code including but not limited to:

a. Zone District Standards: The purpose of this zone district in which it is located, the dimensional standards of that zone district and any standards applicable to the particular use, all as specified in Article 7, Use and Dimensional Standards.

No Conflict: The purpose of the Commercial Zone district is to provide for commercial and service businesses in a pattern that allows ease of access by both vehicles and pedestrians.

The purpose of the Central Business District is to provide for the business and civic functions that make up the City's core. The CBD has a strong pedestrian character and provides for concentrated commercial activity.

b. Site Development Standards: Parking, landscaping, sign and improvements standards.

No Conflict: The food service trailer is proposed at three locations: two in the Commercial Zone district and the other in the CBD. The locations at 1000 North Main Street (True Value) and 811 North Main Street (Mountain Mutts) have sufficient on-site parking, pedestrian access and landscaping. The site at 301 West Tomichi Avenue is located in the CBD and although the *LDC* does not require off-street parking or landscaping in this Zone district, adequate off-street parking exists on the site.

A food service trailer (Lucky Dog) was granted Conditional Use approval at 1000 North Main Street and 301 West Tomichi Avenue. It is unlikely that the food service trailers will be on the same site at the same time, however, if that should occur the sites meet development standard requirements of the *LDC*.

C. Use Appropriate and Compatible. The use shall be appropriate to its proposed location and be compatible with the character of neighboring uses, or enhance the mixture of complementary uses and activities in the immediate vicinity.

No Conflict: A food service trailer is compatible with all three neighborhood locations and is complementary to the surrounding vicinities. Another food service trailer (Lucky Dog) was granted Conditional Use approval at two of the three locations, 1000 North Main Street and 301 West Tomichi Avenue.

D. Traffic. The use shall not cause undue traffic congestion, dangerous traffic conditions or incompatible service delivery, parking or loading problems. Necessary mitigating measures shall be proposed by the applicant.

No Conflict: All sites provide adequate parking for existing businesses and the food service use. Traffic generated by the food service trailer should be minimal.

E. Nuisance. The operating characteristics of the use shall not create a nuisance and the impacts of the use on surrounding properties shall be minimized with respect to noise, odors, vibrations, glare, and similar conditions.

No Conflict: A food service trailer will not impact or create a nuisance to surrounding uses.

F. Facilities. There shall be adequate public facilities in place to serve the proposed use, or the applicant shall propose necessary improvements to address service deficiencies which the use would cause.

No Conflict: City water and sewer services will not be needed for this seasonal use.

G. Environment. The use shall not cause significant deteriorations to water resources, wetlands, wildlife habitat, scenic characteristics, or other natural features. As applicable, the proposed use shall mitigate its adverse impacts on the environment.

No Conflict

STAFF REPORT
CONDITIONAL USE
Dan and Michele Pilon – The Big Burrito

ACTION
During the regular Planning and Zoning Commission meeting held on October 10, 2012, Commissioner _____ moved, and Commissioner _____ seconded, and the Commission voted to APPROVE Conditional Use Application CU 12-6, submitted by Dan and Michele Pilon for the operation of a seasonal food service trailer at 1000 North Main Street, 811 North Main Street and 301 West Tomichi Avenue, based on the following findings of fact:

FINDINGS OF FACT:
1. The Planning and Zoning Commission finds that the record of this action includes the application contents on file with the City of Gunnison; all comments entered into the Public Hearing record; and provisions of the *City of Gunnison Land Development Code* and the *City of Gunnison Master Plan*.

2. The Planning and Zoning Commission finds that this Conditional Use application is for a temporary commercial activity of a food service trailer in the Commercial district and in the Central Business District.

3. The Planning and Zoning Commission finds that two of the three sites (1000 North Main Street and 301 West Tomichi Avenue) are locations where another food service trailer (Lucky Dog) is operating under Conditional Use approval that was granted in May, 2012.

4. The Planning and Zoning Commission finds that the hours of operation are Monday through Sunday 7 a.m. to 3 p.m. but hours may change as needs of the business change through time.

5. The Planning and Zoning Commission finds that the food service trailer will alternate between locations, to determine the optimal location for the customer and business, and will participate with planned summer events.

6. The Planning and Zoning Commission finds that the food service trailer use is compatible with neighborhood uses at all three locations.

7. The Planning and Zoning Commission finds that the food service trailer is operated under a License to Operate a Retail Food Establishment by the Colorado Department of Public Health and Environment.

8. The Planning and Zoning Commission finds that the applicant has State and City sales tax licenses.

9. The Planning and Zoning Commission finds that a food service trailer will not be a detriment to the community's health, safety and welfare.

CONDITION:
1. The applicant must provide Community Development staff written confirmation that a State food service has been issued prior to commencing operation.

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Application Fact Sheet
City of Gunnison Land Development Code
Minimum Application Contents
In Accordance With 15.120.030 C.

City of Gunnison
P.O. Box 239
Gunnison, CO 81230
(970)641-8090

Applicant Name(s): Michele and Dan Pilon

Phone #: 970-964-8515 **Fax #:** _____ **E-Mail:** Obigburrito@Gmail.com

Mailing Address: P.O. box 393

City: Gunnison **State:** Co. **Zip:** 81230

Summary of Request:
Conditional Use

Disclosure of Ownership- Please provide one of the following:

☒ Assessor Parcel Info ☐ Mortgage ☐ Deed ☐ Judgments
☐ Liens ☐ Contract ☐ Easement Agreement ☐ Other Agreements

Legal Description

Site Address of Property: SEE ATTACHED Zoning _____
Block: _____ Lot(s): _____ Addition: _____

Attachments: ~~☐ Vicinity Map (8.5"X11")~~ ☐ Written Narrative/Description of Proposal
☐ Names, Addresses and Map of Adjoining Property Owners (From Assessor's Office)
~~☐ Vested Property Rights~~ ☐ Letter/Authorization of Agent (from Owner if not applicant)
☐ Site Plan (11"x17") **to scale**, includes dimensions and location of all structures, parking spaces and access, snow storage, landscaping, live cover, utility lines, road/street names, land uses of adjacent properties, setbacks. Includes a table for all dimensional requirements based on 15-7-4. (See attached sample)

YOU ARE REQUIRED TO SUBMIT FOUR (4) COMPLETE COPIES OF YOUR APPLICATION

Signature(s) Dan Pilon Date 9-11-12
Date 9/11/12

For Office Use Only

☐ Conditional Use ☐ Variance ☐ Zoning Amendment
☐ Major Subdivision ☐ Minor Subdivision ☐ Subdivision Exemption
☐ Mobile Home/RV Park ☐ PUD ☐ Vacation
☐ Consolidated Application

6/2011

The Big Burrito

The Big Burrito is a family operated business owned by 20 year Gunnison residents, Dan and Michele Pilon. We are a mobile food vendor, preparing gourmet burritos from the freshest ingredients daily.

Our mission is to provide gourmet burritos that will fill you up at a reasonable price. We hope the community will come to rely on us for a great start before work, skiing, kayaking, and so on , or an easy lunch to take home on a lazy day.

Chef Michele, while feeding the students of Western State College, earned her National Restaurant Association ServeSafe certification which is accredited by the American National Standards Intitute (ANSI) - Confrence for Food Protecion (CFP). We will be utilizing a 6 x 12 custom built food vending trailer. By the time of opening the trailer will have passed all Health Department inspections and be completely insured including liability.

We intend to to operate for breakfast and lunch at the locations submitted. We hope to decide on one location when we find out which location works best for our customers and us. We will be open from 7:00-3:00, 7 days a week until we decide which 5 or 6 days work best for our family. We will be participating in the Farmers Market and other special events in Gunnison county. We intend to be open year round and look forward to serving Gunnison County.

Thank you for your consideration.

Dan Pilon owner/operator

Michele Pilon owner/operator

Certified mailings were sent to the following adjacent property owners:

1000 N. Main Site

A. D&S Land Holdings
320 Leroy Avenue
Gunnison, CO 81230

B. Community Banks of Colorado
127 W. 4th Street
Pueblo, CO 81003-3228

C. William Nehrer
4465 Esta Lane
Soquel, CA 95073-2100

D. Six Points Evaluation & Training
320 S. 14th
Gunnison, CO 81230

E. Steven Landry
1198 N. Main Street
Gunnison, CO 81230

F. West Virginia of Gunnison, LLC
202 E. Tomichi
Gunnison, CO 81230

G. Walmart Real Estate Business Trust
P.O. Box 8050
Bentonville, AR 72712-8055

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811 N. Main Site

A. Bruce Hoffman
P.O. Box 361
Almont, CO 81210

B. Mt. Calvary Lutheran Church
P.O. Box 662
Gunnison, CO 81230

C. Equirent LLC
P.O. Box 1342
Gunnison, CO 81224

D. Klondike LLC
214 S. Colorado
Gunnison, CO 81230

E. Barbra Carroll
810 N. Spruce
Gunnison, CO 81230

F. Lofts of Gunnison, LLC
2902 Traylor Blvd, Ste 206
Rockport, TX 78382-3646

G. Robert Tyler Martineau
P.O. Box 41
Crested Butte, CO 81224

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301 W. Tomichi Site

A. John Roberts Motor Works
212 W. US Highway 50
Gunnison, CO 81230

B & C. Safeway Stores, Inc.
1371 Oakland Blvd., Ste 200
Walnut Creek, CA 94596-8408

D. Patricia Rothe
P.O. Box 1709
Montrose, CO 81402-1709

E. Lazy JK Properties, LLC
P.O. Box 1268
Gunnison, CO 81230

F. Family Vision Center
302 W. Tomichi
Gunnison, CO 81230

G. Gunnison Bank and Trust Company
232 W. Tomichi
Gunnison, CO 81230

H. Oxbow General Partnership
600 W. Ohio Avenue
Gunnison, CO 81230

P00 1521

AUTHORIZATION OF AGENT

I/We, the undersigned owner(s) of the following described real property located in the City of Gunnison, Colorado, hereby authorize the following individual(s):

Dan and Michele Pilon box 393 Gunnison Co 81230 970-964-8513

Name Address Phone

to act in my/our behalf concerning the application for action under the Land Development Code of the City of Gunnison.

Legal description and street address of the property for which application is being made:

811 NORTH MAIN ST.

Type(s) of permit applied for:

1) conditional use 2) _____

3) _____ 4) _____

FIRST OWNER OF RECORD:

BRUCE HOFFMAN

Printed Name of Property Owner

Signature of Property Owner 8-27-12

Date

SECOND OWNER OF RECORD:

_____

Printed Name of Property Owner

_____ _____

Signature of Property Owner Date

rev 12/08

Approved by the City Attorney

WisconsinStreet
17'
90'
21'
60'
53'
proposed parking spot
Main Street
1 inch = 50 feet

Search Sales By Subdivision	Previous Parcel	Next Parcel	Gunnison Home

Owner and Parcel Information

Owner Name	HOFFMAN BRUCE ETAL HOFFMAN DEBBIE	Today's Date	September 11, 2012
Mailing Address	PO BOX 361	Parcel Number	3701-362-06-023
	ALMONT, CO 81210	Account Number	R001521
Location Address	811 N MAIN ST	Mill Levy	44.343
Account Type	Commercial	Tax District	100
Neighborhood	COMMERCIAL HWY 135	Business Name	MOUNTAIN MUTTS
Subdivision	MOUNTAIN VIEW ADDITION 1	Acres	0.58
Econmic Area	Econ Area 1	LEA	COMMERCIAL HWY 135
Zoning	G - C : COMMERCIAL	Parcel Map	Show Parcel Map
Legal Description	LOT D BLK 2, MOUNTAIN VIEW ADDN 1 #572902	Building Photos	Building Images
Parcel Notes	TOTAL PARCEL = 25,133.66 SF		

Generate Neighboring Owner List by Distance

Current Year Assessment Information

Land Value	Building Value	Total Value	Assessed Value
$ 219,920	$ 283,260	$ 503,180	$ 145,930

Prior Year Assessment Information

Year	Actual Value	Assessed Value	Mill Levy	Ad Valorem Taxes
2011	$ 503,180	$ 145,930	44.343	$ 6,470.97
2010	$ 626,760	$ 181,770	40.939	$ 7,441.48
2009	$ 626,760	$ 181,770	39.757	$ 7,238.80
2008	$ 674,820	$ 195,700	41.387	$ 8,110.40
2007	$ 552,740	$ 160,300	36.186	$ 5,812.68
2006	$ 555,090	$ 160,980	43.784	$ 7,060.16

Contact the Treasurer's Office for current property tax amount due. Do not use the figures above to pay outstanding property taxes.

Land Information

Description	Acres	Land Type	Site Access	Electricity	Sewer	Water
MERCHANDISING-LAND	0.58			YES	CENTRAL	CENTRAL

Sales Information

Sale Date	Type of Document	Reception	Vacant or Improved	Grantor Name	Grantee Name	Amount
2007-02-08	WARRANTY DEED - FEE	572902	Improved	DUNCAN ROY	HOFFMAN BRUCE ETAL	$ 575,000
1998-12-08	GEN WARR DEED - FEE	489833	Improved	MONCRIEF TOM O	DUNCAN ROY	$ 350,000
1992-09-04	SPEC WARR DEED - FEE	B000711P000231-1	Vacant	Unknown	Unknown	$ 50,000

Improvement Information Hide Building Details

Description	Built As Description	Actual Year Built	Effective Year Built	Living Area Sq Ft		Sketch
Retail Store	Retail Store	1993	1993	3,780		Show Sketch
Building Quality	**Building Condition**	**Stories**	**Bed Rooms**	**Baths**	**Basement Area**	**Percent Complete**
Low	Average	1	0	0	0	100%

Search Sales By Map Grid	Previous Parcel	Next Parcel	Gunnison Home

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AUTHORIZATION OF AGENT

I/We, the undersigned owner(s) of the following described real property located in the City of Gunnison, Colorado, hereby authorize the following individual(s):

Dan and Michele Pilon box 393 Gunnison Co 81230 970-964-8513

Name Address Phone

to act in my/our behalf concerning the application for action under the Land Development Code of the City of Gunnison.

Legal description and street address of the property for which application is being made:

301 WEST TOMICHI
(SUBJECT to SALE of PROPERTY)

Type(s) of permit applied for:

1) Conditional use 2) _____

3) _____ 4) _____

FIRST OWNER OF RECORD:

JOHN ROBERTS Motor Works Co

Printed Name of Property Owner

Signature of Property Owner

8-21-2012.

Date

SECOND OWNER OF RECORD:

_____

Printed Name of Property Owner

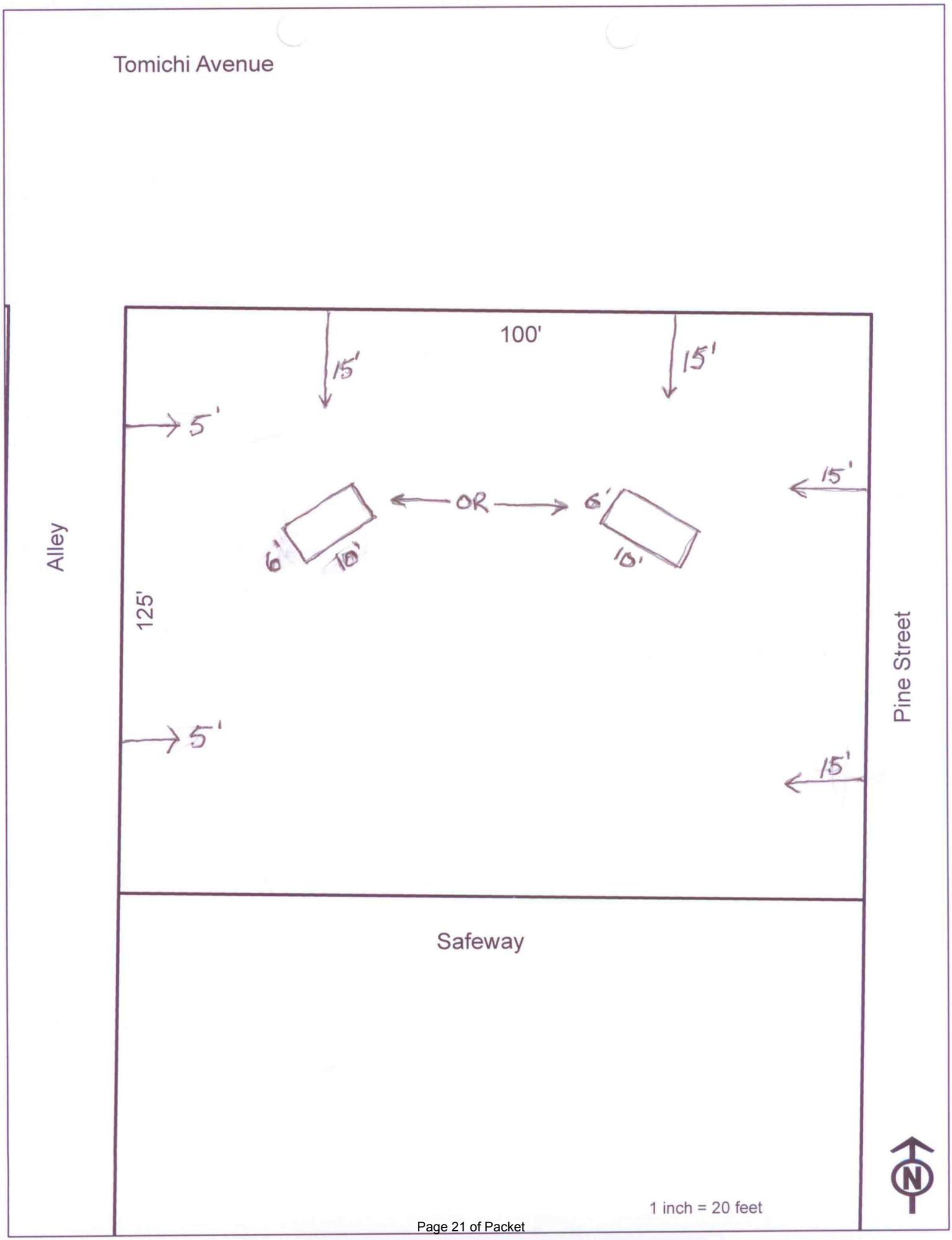
_____

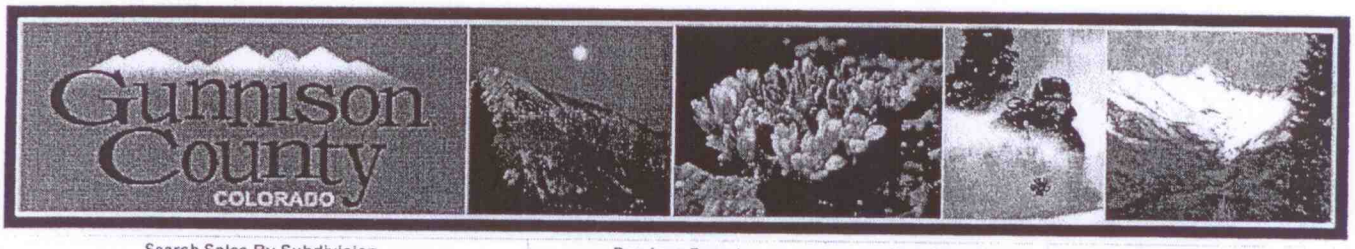
Signature of Property Owner

_____

Date

rev 12/08
Approved by the City Attorney


Tomichi Avenue
100'
15'
15'
5'
15'
OR
6'
10'
6'
10'
Alley
125'
Pine Street
5'
15'
Safeway
1 inch = 20 feet
N



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Owner and Parcel Information

Owner Name	JOHN ROBERTS MOTOR WORKS COMPANY	Today's Date	April 11, 2012
Mailing Address	212 W US HIGHWAY 50	Parcel Number	3787-012-19-001
	GUNNISON, CO 81230-3932	Account Number	R002076
Location Address	301 W TOMICHI AVE	Mill Levy	44.343
Account Type	Vacant	Tax District	100
Neighborhood		Business Name	
Subdivision	WEST GUNNISON	Acres	0.29
Econmic Area	Econ Area 1	LEA	COMMERCIAL CBD
Zoning	G - CBD : CENTRAL BUSINESS	Parcel Map	Show Parcel Map
Legal Description	LOTS 21-24 BLK 147 WEST GUNNISON #539143 #539311	Building Photos	Building Images

Generate Neighboring Owner List by Distance

Current Year Assessment Information

Land Value	Building Value	Total Value	Assessed Value
$ 156,250		$ 156,250	$ 45,310

Prior Year Assessment Information

Year	Actual Value	Assessed Value	Mill Levy	Ad Valorem Taxes
2011	$ 156,250	$ 45,310	44.343	$ 2,009.18
2010	$ 268,750	$ 77,940	40.939	$ 3,190.79
2009	$ 268,750	$ 77,940	39.757	$ 3,098.68
2008	$ 256,250	$ 74,310	41.387	$ 3,075.48
2007	$ 256,250	$ 74,310	36.186	$ 2,689.00
2006	$ 212,500	$ 61,630	43.784	$ 2,698.40

Contact the Treasurer's Office for current property tax amount due. Do not use the figures above to pay outstanding property taxes

Land Information

Description	Acres	Land Type	Site Access	Electricity	Sewer	Water
VACANT COM LOTS	0.29			YES	CENTRAL	CENTRAL

Sales Information

Sale Date	Type of Document	Reception	Vacant or Improved	Grantor Name	Grantee Name	Amount
2004-02-25	GEN WARR DEED - NO FEE	539311		ROBERTS JOHN STANDISH ETAL	JOHN ROBERTS MOTOR WORKS COMPANY	
2004-02-16	GEN WARR DEED - FEE	539143	Vacant	PAULSEN RICHARD D ETAL	ROBERTS JOHN STANDISH ETAL	$ 200,000

Improvement Information

No improvement information associated with this parcel

Building Sketch

NA

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AUTHORIZATION OF AGENT

I/We, the undersigned owner(s) of the following described real property located in the City of Gunnison, Colorado, hereby authorize the following individual(s):

Dan and Michele Pilon box 393 Gunnison Co 81230 970-964-8513

Name Address Phone

to act in my/our behalf concerning the application for action under the Land Development Code of the City of Gunnison.

Legal description and street address of the property for which application is being made:

Gunnison Center phase C1 Lots 5, 6, 7

Type(s) of permit applied for:

1) Conditional use 2) _____

3) _____ 4) _____

FIRST OWNER OF RECORD:

Mike Daniell

Printed Name of Property Owner

M J Daniell 8-8-12

Signature of Property Owner Date

SECOND OWNER OF RECORD:

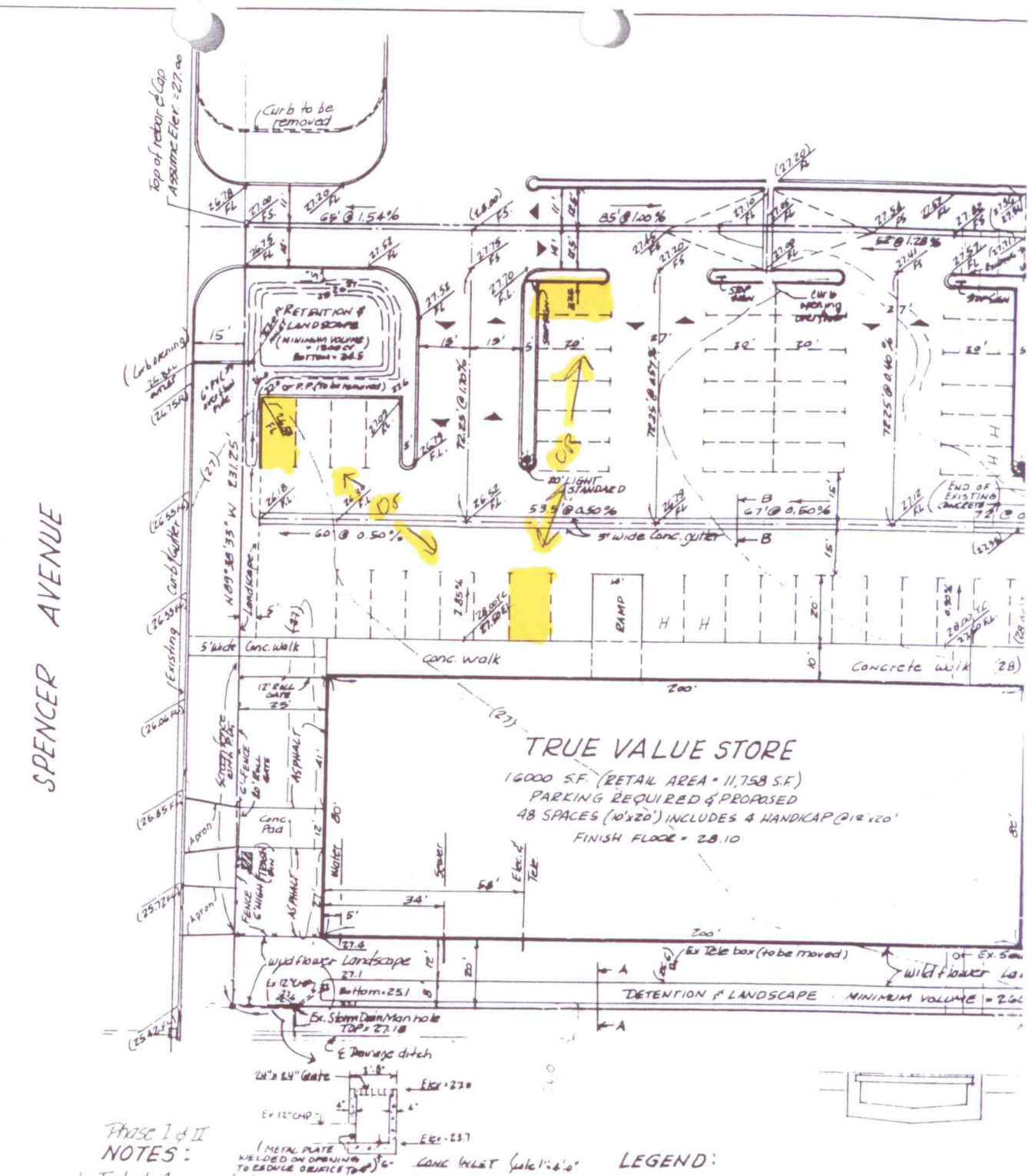
_____

Printed Name of Property Owner

_____ _____

Signature of Property Owner Date

rev 12/08
Approved by the City Attorney



Phase I & II

NOTES:

1. Total Area of Land is 110,038 S.F.

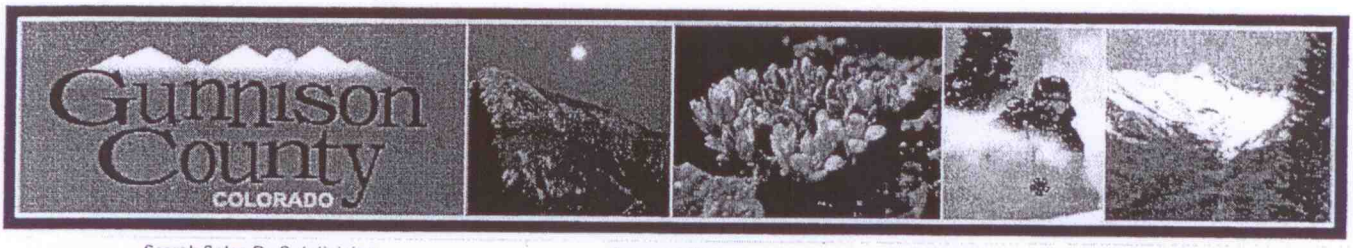
	%	Allowable	Proposed (Phase I & II)
2. Building Area	50%	55,019 S.F.	32,000 S.F.
3. Parking Area	40%	44,015 S.F.	41,052 S.F.
4. Landscape Area	10%	11,004 S.F.	20,400 S.F.
5. Snow Storage Area Required		1,145 S.F.	2,250 S.F.
6. Retention Area Required		3,204 Cu.ft.	5,170 Cu.ft.

7. Parking Spaces are 10'x20' & 9'x20' (Required = 90 proposed = 93)
8. Handicap Parking Spaces are 12'x20' (Required = 6 proposed = 7)
9. Parking Area is Paved with Concrete
10. Drainage Calculations are in conformance with the drainage study submitted for "The Meadows PUD Subdivision." Total: Lot 1, 2, 3, 4, 5, 6, 7 = 0.23 cfs
Allowable discharge from lots 5, 6 & 7 = 0.09 cfs
Allowable discharge from Lot 7 = 0.03 cfs

LEGEND:

1. H – denotes Handicap Parking.
2. F.L. – indicates Flow Line of Curb.
3. (27) – indicates existing Elevations.
4. (27) – indicates existing Contours.
5. 27.00 indicates proposed elevations.
6. --27-- indicates proposed contours.

Revised - 10/5/00
1 - Added overflow ditches
2 - Catch basin for release of 0.32 cfs at SE Corner of Property
3 - Contractor to verify Location and depth of Utilities prior to any excavation



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Owner and Parcel Information

Owner Name	D & S LAND HOLDINGS LLC	Today's Date	April 11, 2012
Mailing Address	320 LEROY AVE	Parcel Number	3701-362-12-009
	GUNNISON, CO 81230-2855	Account Number	R031797
Location Address	1000 N MAIN ST	Mill Levy	44.343
Account Type	Commercial	Tax District	100
Neighborhood	GUNNISON CENTER 1-C	Business Name	TRUE VALUE/ROCKY MOUNTAIN CHOCOLATE FACT
Subdivision	GUNNISON CENTER PHASE IC	Acres	2.53
Econmic Area	Econ Area 1	LEA	COMMERCIAL HWY 135 SERVICE RD
Zoning	NONE	Parcel Map	Show Parcel Map
Legal Description	LOTS 5 - 7 GUNNISON CENTER PHASE IC #503024 #538973	Building Photos	Building Images

Generate Neighboring Owner List by Distance

Current Year Assessment Information

Land Value	Building Value	Total Value	Assessed Value
$ 943,210	$ 1,434,790	$ 2,378,000	$ 689,620

Prior Year Assessment Information

Year	Actual Value	Assessed Value	Mill Levy	Ad Valorem Taxes
2011	$ 2,378,000	$ 689,620	44.343	$ 30,579.82
2010	$ 2,198,170	$ 637,470	40.939	$ 26,097.38
2009	$ 2,168,170	$ 628,770	39.757	$ 25,010.16
2008	$ 3,260,000	$ 945,400	41.387	$ 39,138.24
2007	$ 2,700,000	$ 783,000	36.186	$ 28,345.72
2006	$ 1,831,580	$ 531,160	43.784	$ 23,268.12

Contact the Treasurer's Office for current property tax amount due. Do not use the figures above to pay outstanding property taxes.

Land Information

Description	Acres	Land Type	Site Access	Electricity	Sewer	Water
MERCHANDISING-LAND	2.41			YES	CENTRAL	CENTRAL

Sales Information

Sale Date	Type of Document	Reception	Vacant or Improved	Grantor Name	Grantee Name	Amount
2000-06-22	TREASURERS DEED - FEE	503024	Vacant	GUNNISON CENTER PROPERTIES LLC	D & S LAND HOLDINGS LLC	$ 242,000

Improvement Information

Hide Building Details

Description	Built As Description	Actual Year Built	Effective Year Built		Living Area Sq Ft	Sketch
Retail Store	Retail Store	2000	2000		25,888	Show Sketch
Building Quality	**Building Condition**	**Stories**	**Bed Rooms**	**Baths**	**Basement Area**	**Percent Complete**
Fair	Average	1	0	0	0	100%

Description	Built As Description	Actual Year Built	Effective Year Built		Living Area Sq Ft	Sketch
Commercial	"RETAIL, WAREHOUSE"	2007	2007		5,000	Show Sketch
Building Quality	**Building Condition**	**Stories**	**Bed Rooms**	**Baths**	**Basement Area**	**Percent Complete**
Fair	Average	1	0	0	0	100%

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Pedestrian and Non-Motorized Transportation Plan

Adopted _____

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ACKNOWLEDGEMENT

The following were instrumental in the development of this *Plan*:

Bicycle and Pedestrian Advisory Committee

Members:

Dave Myers, Rock N Roll Sports
Dave Wiens, Gunnison Trails
Ellen Harriman, City Council
Gary Pierson, Western State College
Joellen Fonken, Gunnison Nordic
Jon Nelson, RE1J School District
Debby Phelps, Community at Large

City Staff:

Ken Coleman, City Manager
Dan Ampietro, Director of Parks and Recreation
Steve Westbay, Director of Community Development
Ken Bradford, Director of Public Works
Chris Wilson, Police Captain
Andie Ruggera, Planner

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CITY OF GUNNISON
PEDESTRIAN AND NON-MOTORIZED TRANSPORTATION PLAN

I. INTRODUCTION

Planning is an integral step to creating healthy communities. The City of Gunnison adopted the *Trails Master Plan* on February 12, 2008. It consisted of a conceptual plan for implementing an "Inner Loop" and "Outer Loop" trail system. This *Pedestrian and Non-Motorized Transportation Plan* ("*Plan*") has been prepared to update and expand upon the *Trails Master Plan*.

The ultimate goal for developing the 2008 *Trails Master Plan* and this *Pedestrian and Non-Motorized Transportation Plan* was to create trails, recreational opportunities, and help facilitate development of an efficient multi-modal transportation system. This *Plan* incorporates the *Trails Master Plan* but rather than focusing on the "Inner Loop" and "Outer Loop" it contains recommendations for bikeways and pedestrian routes (Inner Loop) and multi-use trails (Outer Loop). Both plans support the transportation elements of the *City of Gunnison Master Plan (2007)*.

> ***City of Gunnison Master Plan (2007)* Chapter 8 – Transportation**. Gunnison's transportation system will emphasize alternative modes of travel including pedestrian, bicycle, and a well-integrated public transit system. Growth continues to be accommodated through a planned system of streets and trails which contributes to the vitality of the City.

A. PURPOSE

This *Pedestrian and Non-Motorized Transportation Plan* is the conceptual framework for a transportation system that will promote a more healthful lifestyle and provide community members and visitors with efficient, multimodal transportation alternatives to locations within the City as well as convenient access to recreational opportunities beyond the City of Gunnison. The City of Gunnison has adopted the National Complete Streets Coalition philosophy of making the transportation network of the city safer and more accessible for all users—drivers, pedestrians, and bicyclists. This provides more transportation options for people of all ages and abilities.

B. BACKGROUND

In 2006 a survey of registered voters was conducted regarding development of a trails system. The respondents voiced overwhelming support of trails. In 2007 City of Gunnison voters passed a ballot measure approving a 1% sales tax increase to fund a new pool, ice rink, and trail system. One million dollars was dedicated to trail design and construction. A bond issue funded construction of the pool and ice rink and the sales tax revenue repays the bond. The funds were allocated in a staged process for trails; $131,124 was available in 2008 and an average of $128,670 has been available each year thereafter for design and construction and $25,000 for maintenance. Sales tax revenues in excess of the bond requirements, up to $1,000,000, are available for trails construction and $25,000 of the annual 1% sales tax revenues are dedicated to operations and maintenance of trails.

After passage of the ballot measure, Recreation Engineering and Planning Consultants (REP) was retained to develop a phased implementation strategy prioritizing various segments of the trails system based upon the social and economic benefits provided, land availability, and funding.

Relevant excerpts from the REP *Comprehensive Trails Master Plan* were incorporated into the City's *Trails Master Plan*.

In July and August 2007 public meetings were held to provide opportunities for stakeholders and the public to review and comment on various options for trail alignments.

Following the public meetings, REP consultants and City staff conducted fieldwork and research to determine the delineation of the Outer Loop trail (Multi-Use Trails) which, when completed, will connect multiple City-owned parcels, the college, the public schools, outlying subdivisions the VanTuyl Ranch and Gunnison Rising. REP presented the City with a draft report in December 2007. The consultant's recommendations provided basic alignment information and City staff synthesized the information gathered to develop the *Trails Master Plan*.

In June 2008, the City successfully applied for a trails grant from the Great Outdoors Colorado Board (GOCO). The $667,501 grant combined with $420,252 partner match and $342,733 match from the City, was used for construction of the underpasses at the Twin Bridges and North Bridge, the bridge at the Whitewater Park and the County's match for construction of the pedestrian bridge over the Gunnison River on Hwy 135.

The need to update the *Trails Master Plan* has been necessitated by the annexation of Gunnison Rising, the pending annexation of the VanTuyl Ranch, a number of recent improvements to the non-motorized facilities and the necessity to strategically plan for future pedestrian and non-motorized needs of the community. This strategic planning process is being directed by the Bicycle and Pedestrian Advisory Committee (BPAC) at the direction of City Council.

This Plan identifies priorities in the pedestrian facilities, bikeways, and multi-use trails so that projects can be incorporated in the City's capital expenditure plan each year.

The Bicycle and Pedestrian Committee was created by City Council resolution on December 14, 2010. The BPAC includes community stakeholders from local businesses; Gunnison Trails; City Council; Western State College; Gunnison Nordic; RE1J School District; and a Citizen-at-Large. The *Pedestrian and Non-Motorized Transportation Plan* was created with input from the BPAC and City staff.

C. COMMUNITY BENEFITS

The pedestrian and non-motorized transportation system will provide economic, social, access, environmental, and safety benefits to the community and this *Plan* has been developed to optimize those benefits by prioritizing implementation and construction. The City will continue to work with stakeholders and landowners during the implementation phases so that issues regarding easements and impacts to landowners are addressed. It is anticipated that full implementation will be ongoing well into the future although the community benefits are already being recognized.

1. ECONOMIC BENEFITS

The bikeways, pedestrian routes and multi-use trails provide access to the Central Business District and the Commercial zones to the north and west. Research has shown that trails stimulate development of "clean" industries such as coffee shops, bike shops, and bed and breakfasts. The multi-use trail system compliments economic development by creating a

destination amenity for tourist and also attracting businesses wanting to locate in communities with diverse recreational opportunities. Evidence suggests that bicycling and walking projects create 11-14 jobs per $1 million spent, compared to just 7 jobs created per $1 million spent with highway projects. Surveys show that facilities for bicycling and walking attract tourists, event participants, and business. In addition bicycling and walking are affordable investments that save commuters money and in turn equate to more money available for local economies. [1]

> ***City of Gunnison Master Plan*, 2007, Chapter 8 – Transportation.**
> 1.1 Designate, construct and sign bicycle lanes or bicycle routes in appropriate locations within the City, taking into consideration routes to Western State College, the public schools, outlying recreation areas and downtown.

Gunnison is on the Western Express Route of the Adventure Cycling Association's U.S. Bicycle Route System (USBRS). The Western Express Route is a 1,589 mile route from San Francisco, California to Pueblo, Colorado. This could have direct economic impact on tourism in the area.

2. Social Benefits

Pedestrian routes and bikeways enhance the social framework of the City of Gunnison by providing multiple gathering points for families, university students, and community activities, thereby providing an opportunity for people to interact in ways not facilitated by traditional motor vehicle transportation. The system may be used by pedestrians, bicyclists, wheelchair users, skateboarders, roller skaters, and other non-motorized travelers.

3. Access Benefits

Pedestrian routes and bikeways provide an efficient and safe multi-modal transportation option within the city. They provide access to City amenities including the Community Center, parks, and sports fields as well as the university, airport, schools, library, retirement community, bus stops, and residential developments.

> ***City of Gunnison Master Plan (2007)***
> **Chapter 8 - Transportation**
> **Policy 1.** Encourage Multimodal Transportation and Recreation Opportunities. Realizing that a good portion of Gunnison's identity is based on recreation and healthy lifestyles, the City of Gunnison should encourage alternative travel methods.

The multi-use trail system provides access to amenities on the periphery of the city and connects the Tomichi Creek Corridor Trail, the Whitewater Park, Hartman Rocks Recreation Area, BLM lands west of the Gunnison River, north Gunnison neighborhoods, BLM lands east of the City and the Gunnison Rising annexation area. Extensive recreational opportunities exist along the multi-use trail system.

The Gunnison Valley Regional Transportation Authority provides transportation between Gunnison, Crested Butte, and Mt. Crested Butte. There are several bus stops located within the Inner Loop providing access to commuters and skiers. Pedestrian refuges and enhanced ADA accessible bus stops have been developed.

[1] *2012 Benchmarking Report on Bicycling and Walking in the United States*, Alliance for Biking and Walking (2012).

4. Environmental Benefits

Use of the pedestrian routes and bikeways rather than commuting in passenger vehicles reduces the environmental costs associated with oil production, automotive maintenance, and road construction. Studies suggest that most car trips are less than three miles, which is a distance that can be traveled using alternative forms of transportation which minimize vehicular use.[2]

Federal and State agencies involved with listing of the Gunnison sage-Grouse have identified the City's trail system as an essential element for protecting critical habitat. These agencies recognize that the City's system provides a venue for public recreation in a concentrated geographic area which reduces public access pressure on other critical habitat within the Basin.

5. Safety Benefits

Pedestrian routes and bikeways provide routes for school children and others. Many bike routes are designated on existing roadways. Striping, lane dimension, signage, and other design factors will comply with appropriate specifications to promote safe conditions. Safety education for bicyclists and pedestrians and outreach between the City, civic organizations, schools, and the community at large is important for implementing this plan.

Road crossings have been minimized to decrease the number of pedestrian/vehicle interactions. Specific design considerations include underpasses, raised crossings, and alternative alignments.

6. Health Benefits

Use of pedestrian routes, bikeways and multi-use trails provide community members with a healthy alternative to driving. Walking and other non-motorized travel provides low impact, moderate intensity activity that promotes healthful lifestyles. Multi-use trails will also provide key links to a network of trails on Federal lands and access to outdoor recreational opportunities which provides an option for more intense physical activity.

[2] National Bicycle and Pedestrian Clearinghouse

II. PEDESTRIAN FACILITIES

Nearly one-third of the population is unable to drive, including children, people with physical disabilities, seniors, and those unable to afford the cost of owning and operating a vehicle. Walking is the least expensive and broadly accessible form of transportation and recreation. For those who cannot afford other modes of transportation, the ability to walk safely is essential.

> ***City of Gunnison Master Plan (2007)***
> **Chapter 8 - Transportation**
> **Policy 1.6** Require five-foot wide, detached sidewalks, as well as four-foot wide landscaped snow storage buffers on both sides of new streets and retrofit these amenities wherever feasible on existing streets.

A. EXISTING AND PROPOSED PEDESTRIAN FACILITIES

The decision to walk to a destination is affected by the condition of a sidewalk to be used. Sidewalks that are not properly planned, designed, constructed, or maintained are less likely to encourage pedestrian activity. Poor sidewalk conditions can be experienced in several ways, such as the following:

- gaps in sidewalks or discontinuous sidewalks;
- sidewalks that are too narrow to meet minimum requirements and/or ADA;
- uneven surfaces;
- crumbling or poor condition;
- obstacles (benches, lighting, trash receptacles, or sidewalk display of merchandise);
- traffic speed;
- misuse of sidewalks (vehicles parked across).

City staff conducted an inventory of pedestrian facilities to determine existing conditions and identify areas in need of improvement (Figure 1). Most of the city is laid out in a grid pattern that provides the opportunity for safe pedestrian movement. Because the town was developed prior to the infrastructure, unlike new developments that can be found in large metropolitan areas, the existing sidewalks in Gunnison are not continuous throughout the street grid system. This makes improvements challenging because of varying right-of-way widths and private use of the right-of-way where sidewalks do not exist.

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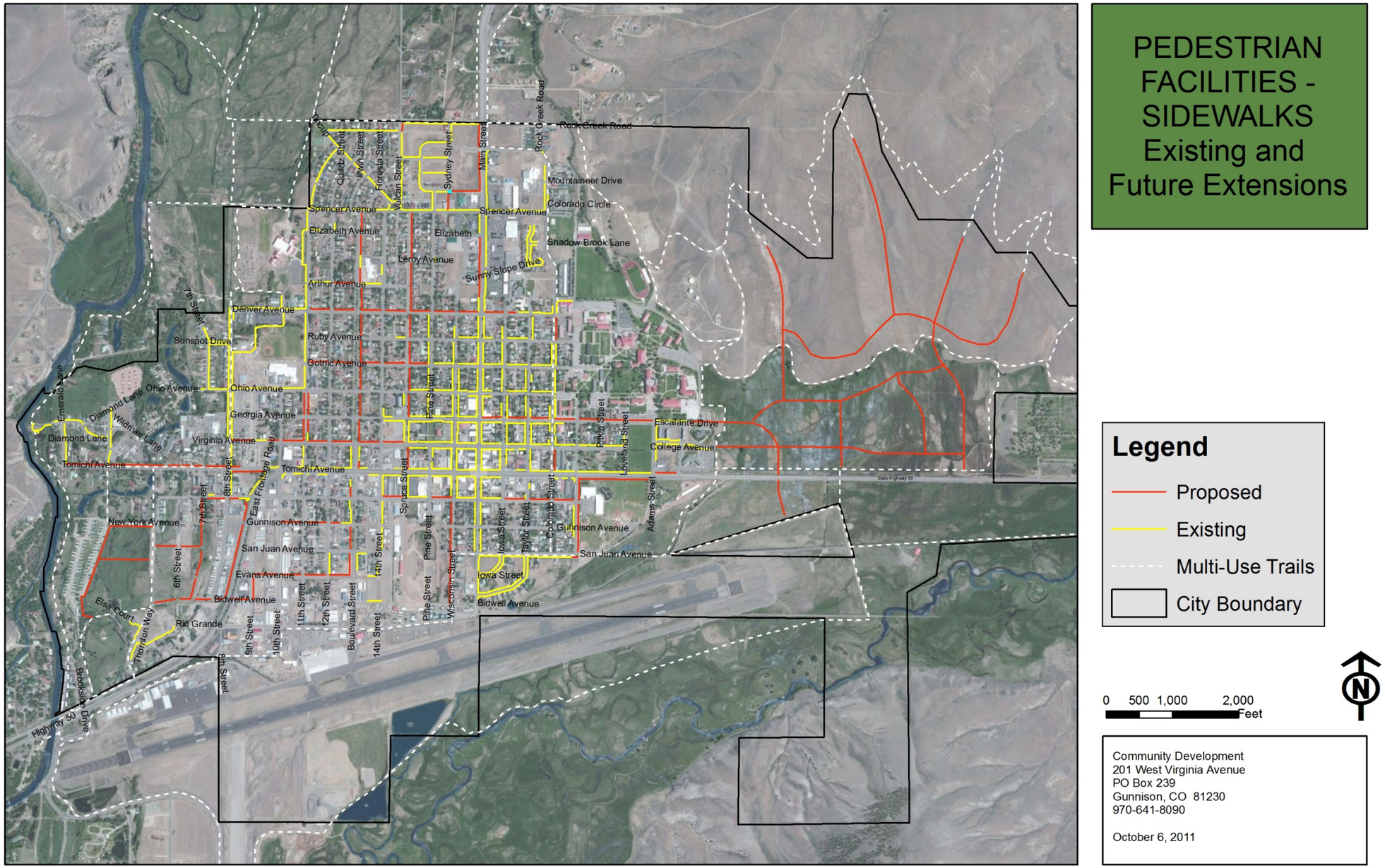

FIGURE 1 MAP OF EXISTING AND FUTURE PEDESTRIAN FACILITIES

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The City's draft *Land Development Code* (Section 4.5 Pedestrian Circulation Facilities) requires all new development and existing development, which increase their gross floor area, to provide pedestrian facilities and access. These new standards are integrated to ensure that new developments account for pedestrian and non-motorized facilities to serve community needs.

In order to identify where new sidewalks and pedestrian facilities are most needed, it is important to understand the areas of the city with the most pedestrian traffic.

1. **Downtown.** The downtown area has the highest level of pedestrian activity. Gunnison is unique in that Main Street is a state highway (Hwy 135). The street is very wide with a 70-foot crossing and it can be difficult for pedestrians to cross the street in the time allotted. Tomichi Avenue is a federal highway (US 50) with a 95-foot pedestrian crossing. At intersections without a traffic light, pedestrian safety becomes a concern with high traffic speed and the crossing distance. Bulb-outs on the first three blocks of North Main Street and center islands on the first two blocks east and west of Main Street on Tomichi Avenue could provide safer pedestrian crossings.

FIGURE 2 DOWNTOWN AREA

2. **Schools.** The Community School (grades 1-8) and High School are located along 11th Street; Lake School (preschool and kindergarten) is located two blocks east of 11th Street on Boulevard. Schools generate a large amount of pedestrian traffic in this vicinity. Sidewalk linkage is missing on the majority of the east side of 11th Street. A portion of the sidewalks on the west side south of the schools is narrow and should be widened. Sidewalks do not exist between Lake School and the Community School. Crosswalks direct pedestrians to the west side of 11th Street.

FIGURE 3 11TH STREET SCHOOL ZONE

It is recommended that sidewalks be completed on both sides of 11th Street between Virginia and Ohio and on the north side of Arthur between Boulevard and 11th. Electronically lit, pole mounted radar speed signs would improve safety at the corner of 11th and Georgia, 11th and Arthur, and on 8th Street. High visibility crosswalks at the intersections of 11th Street and Spencer, Ohio, Arthur, and Virginia are recommended. The intersection of West Tomichi and 11th Street presents dangerous conditions for pedestrians because vehicles are entering town at a high rate of speed with decreased site distance. An overhead traffic signal device at the corner of 11th and West Tomichi would improve safety for pedestrians at this intersection.

3. **Western State Colorado University** is integral to the community and generates a large amount of pedestrian traffic. Linkage between the university and community is inadequate and missing in several sections. There are also sections of sidewalk missing on North Colorado Street and East Denver Avenue that are recommended to be installed.

FIGURE 4 WESTERN STATE COLORADO UNIVERSITY

As part of the *Gunnison Rising Annexation Agreement*, improvements are proposed on Georgia Avenue that will direct pedestrian movement from the downtown area to the university. The agreement includes improvements to the streets and other facilities, but only the sidewalks on the north side of Georgia between Main Street and the Aspinall-Wilson Center are being addressed in this *Plan*. The Georgia Street expansion will be funded by a Real Estate Transfer Assessment when development occurs in Phase IV of Gunnison Rising.

FIGURE 5 MOUNTAIN MEADOWS MALL

4. **Commercial Corridors/Community Center.** North Main Street provides access to large commercial shopping areas, services, the Community Center and neighborhood parks. This portion of Main Street is very wide and crossing the highway at signalized intersections is the safest option for pedestrians.

A paved trail exists on the east side of Main Street / Highway 135 north of Denver Avenue. Lack of adequate space and multiple driveways complicate installation of a sidewalk on the west side of the street. High visibility crosswalks at the corner of Main Street and Denver are recommended. A long-term goal is to install sidewalks on the west side of the street to Elizabeth.

FIGURE 6 TOMICHI AND TELLER CROSSWALK

5. **East Entrance of Town.** There is a great deal of pedestrian activity on East Tomichi Avenue near the City parks and recreation facilities and vehicles are often moving at a high rate of speed as they enter or leave town. The flashing pedestrian crossing signs and crosswalk at Teller and East Tomichi have improved safety but most pedestrian traffic is at mid-block further to the east. An overhead flashing beacon mid-block between Jorgensen Park and Legion Park would improve safety for the large number of people

who use the area, especially children. There are many activities in this area that attract large numbers of people and there are no sidewalks on East Tomichi Avenue on the south side or on the north side from Adams Street to the hotel east of McDonalds. On South Teller Street there are no sidewalks adjacent to the baseball fields on the east side of the street, although the bleachers and dugout are in the right-of-way, which would inhibit installation of five-foot-wide sidewalks. These sidewalk sections are included in the phasing plan for the first five years.

6. **Denver Avenue.** A pedestrian route along the entirety of Denver Avenue would provide a direct link between the university and the schools. Extensions on West Denver are a challenge because of private landscaping and driveways in the right-of-way.

It is recommended that sidewalks be installed on Spruce Street from Tomichi Avenue to Spencer and on Boulevard from Tomichi Avenue to Arthur.

FIGURE 7 EXAMPLE OF PRIVATE USES IN THE RIGHT-OF-WAY ON WEST DENVER STREET

7. **Southeast Residential Connection to Downtown and City Parks.** Many residents on the south side of Tomichi Avenue live in close proximity to the downtown commercial area and to the city parks, but sidewalks are missing. It is recommended that sidewalks be installed on New York Avenue from 14th Street to Wisconsin and from Iowa to Teller Street.

FIGURE 8 EXAMPLE OF PRIVATE USES OF THE RIGHT-OF-WAY ON EAST NEW YORK. NOTICE THE PEDESTRIAN WALKING IN THE STREET.

8. **East/West Connections.** Sidewalks are recommended as part of five year phasing plan for Virginia Street from 8th Street to Spruce on the north side. A sidewalk on the north side of West Tomichi from Highway 50 to Emerald Lane is recommended in the ten-year phasing plan and on Gothic from 11th Street to Pine Street in the 11-to-15 year phase.

FIGURE 9 WEST TOMICHI

9. **North/South Connections**. Sidewalks on North Spruce between Tomichi Avenue and Spencer and on North Boulevard between Tomichi and Spencer are part of the ten-year phasing plan and would provide functional north/south connections.

FIGURE 10 NORTH BOULEVARD

Industrial Zone District and Airport. Many streets in the Industrial zone district have unpaved sections, varying right-of-way widths, and missing sidewalks. To have a north/south route between the airport and Tomichi Avenue, it is recommended that a sidewalk be installed on the west side of Boulevard between Gunnison and Evans. While it would be more favorable to have the sidewalk extend to Rio Grande, the street width narrows between Rio Grande and Evans and installing a sidewalk would be possible, but problematic with some of the existing uses, as can be seen in Figure 11. Long-term recommendations include a sidewalk on South Wisconsin from New York to Bidwell and on the east frontage road from Bidwell to New York.

FIGURE 11 EXAMPLE OF VARYING STREET WIDTHS IN THE INDUSTRIAL ZONE DISTRICT

B. PRIORITIES AND IMPLEMENTATION

Sidewalks are either missing or incomplete in residential areas. To facilitate safe and effective pedestrian connections to the Central Business District, commercial centers, parks and schools, it will be necessary to replace existing sub-standard sections and to install sidewalks where they currently do not exist. The following sidewalk segments are prioritized based on urgency of safety concerns and access:

1. Years One through Five:
West side of Hwy 135 from CR 13 to Spencer
West side of 11th Street between Virginia and Ohio
North side of Arthur between Boulevard and 12th
East side of 100 block of North Colorado and between Ruby and Denver
North side of Denver between Main Street and Taylor
North side of New York from 14th to Wisconsin and Iowa to Teller
East Tomichi adjacent to Jorgensen Park and from McDonalds to the Holiday Inn
South Teller, east side
North side of Virginia from 8th Street to Spruce

2. Years Six through Ten:
East side of 11th Street between Tomichi and Ohio
West Tomichi from Highway 50 to Emerald Lane
West side of North Main between Denver and Elizabeth
East side of North Spruce between Tomichi Avenue and Spencer with the exception of the 200 block
East side of North Boulevard between Tomichi Avenue and Spencer

3. Years Eleven through Fifteen:
West side of South Boulevard between Tomichi and Evans
North side of West Denver Avenue from Main Street to 11th Street
North side of Gothic from 11th Street to Pine
North side of Gunnison Avenue between 10th and Boulevard
East Frontage Road from Bidwell to New York
South Wisconsin from New York to Bidwell

4. Upon Development of Gunnison Rising:
North side of Georgia between Main Street and the Aspinall-Wilson Center
Sidewalks should be included in any development plans

5. West Gunnison Neighborhood:
Sidewalks should be included in any development plans

Figure 12 is a visual depiction of the sidewalk phasing plan.

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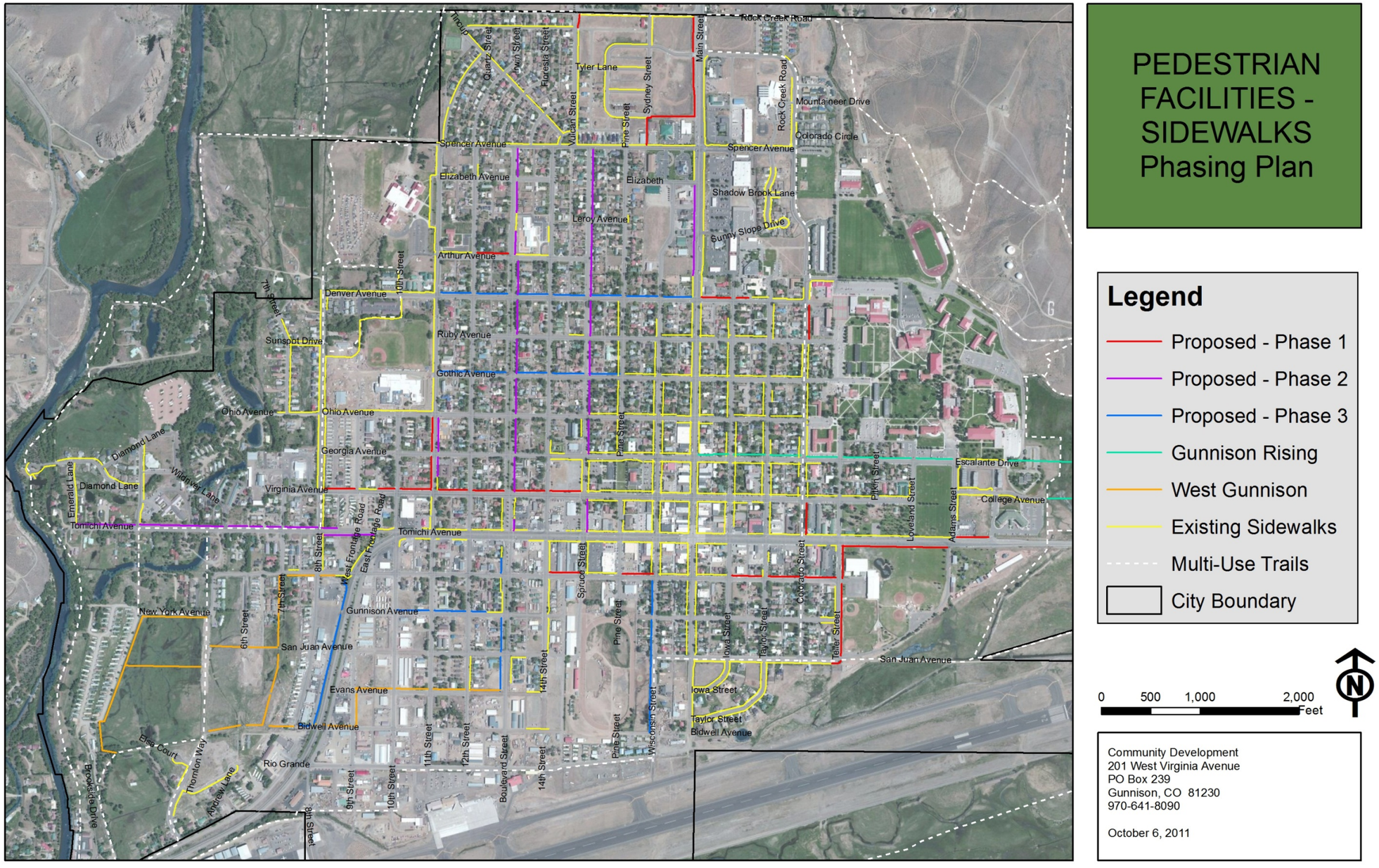

FIGURE 12 SIDEWALK PHASING PLAN

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C. MAINTENANCE PLAN

Where sidewalks do exist, heaving of sidewalk sections in many areas creates tripping hazards. The City owns a grinding machine that is used to correct faulty sections of sidewalk. This reduces the number of sidewalk sections that must be replaced. The City should survey sidewalks annually to correct heaving sidewalks.

D. CAPITAL ALLOCATION, PHASING PLAN AND CONCEPTUAL COST ESTIMATE

The conceptual cost estimate is based on the following assumptions:

Sidewalk Width:	five feet, unless otherwise noted
Sidewalk Depth:	four inches
Subgrade Cost:	$2.00-$2.50 per linear foot
Concrete Cost:	$160-$170 per cubic yard
Form/Finish/Pour:	$1.80 per linear foot
Relocate Irrigation System on East Tomichi:	$6,000

This *Plan* recommends 31,579 lineal feet of sidewalk improvements. Using the cost estimates above, the total estimated cost of installing these sidewalks ranges from $717,712 to $818,185, depending on the cost of subgrade and concrete. Because the City has been allocating $30,000-$50,000 per year for sidewalks it will be necessary to increase the annual allocation to be able to complete the recommended sidewalk sections in fifteen years.
The conceptual cost estimate is contained in Appendix 1.

E. PEDESTRIAN FACILITY DESIGN GUIDELINES

1. **Road Construction Standards.** The *City of Gunnison Land Development Code* (*LDC*) is currently being revised by the Planning and Zoning Commission. The draft *LDC* contains General Road Construction Standards (§4.2) that guide the development of subdivisions and development in the city. The *City of Gunnison Construction Standards* as amended and *Complete Street Standards* are also incorporated by reference. Design and construction shall conform to the typical cross sections portrayed in Figure 13 and Figure 14 and will include sidewalks between four and eight feet wide, depending upon the street type designation.

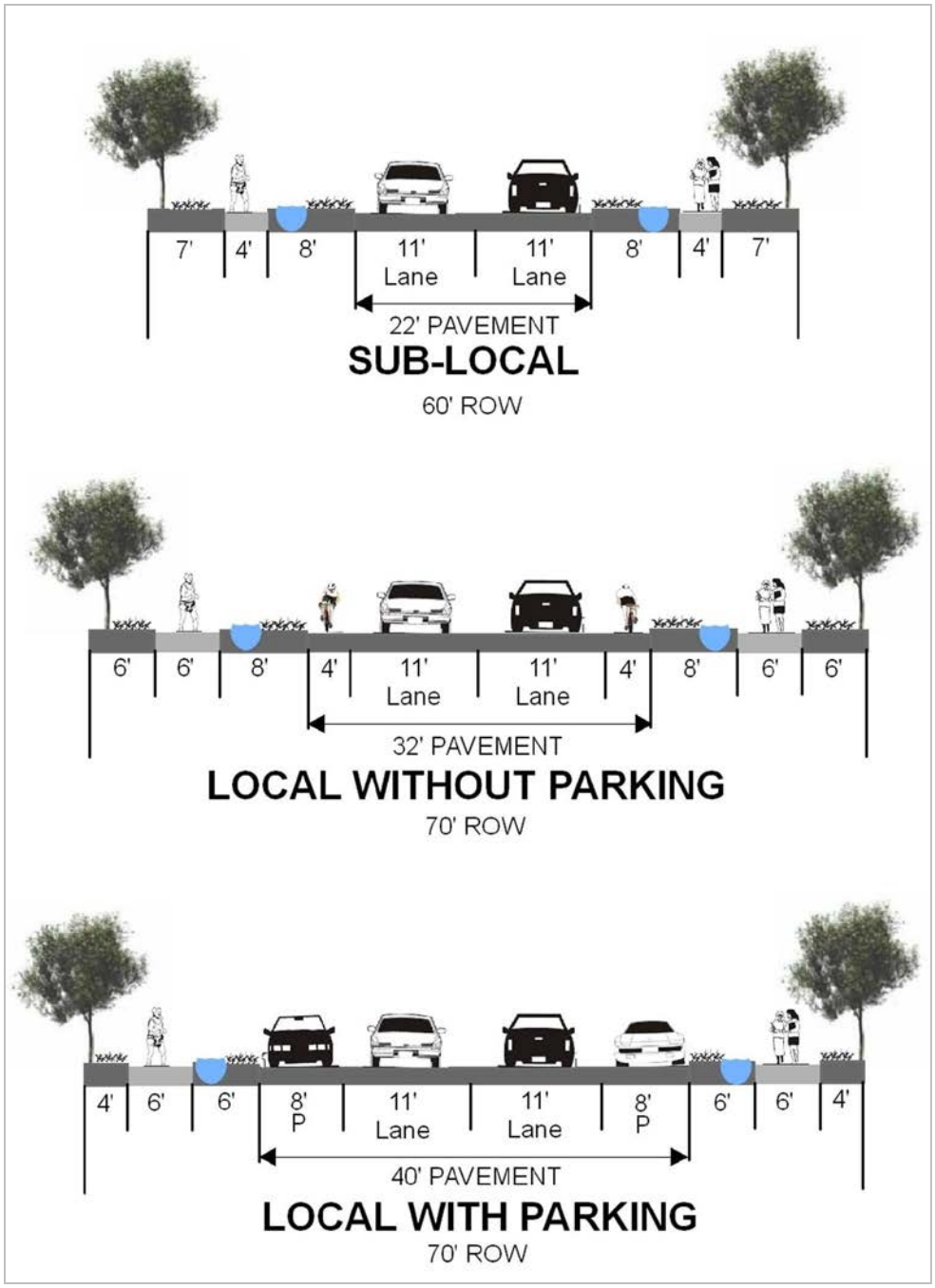

FIGURE 13 ROAD CONSTRUCTION STANDARDS

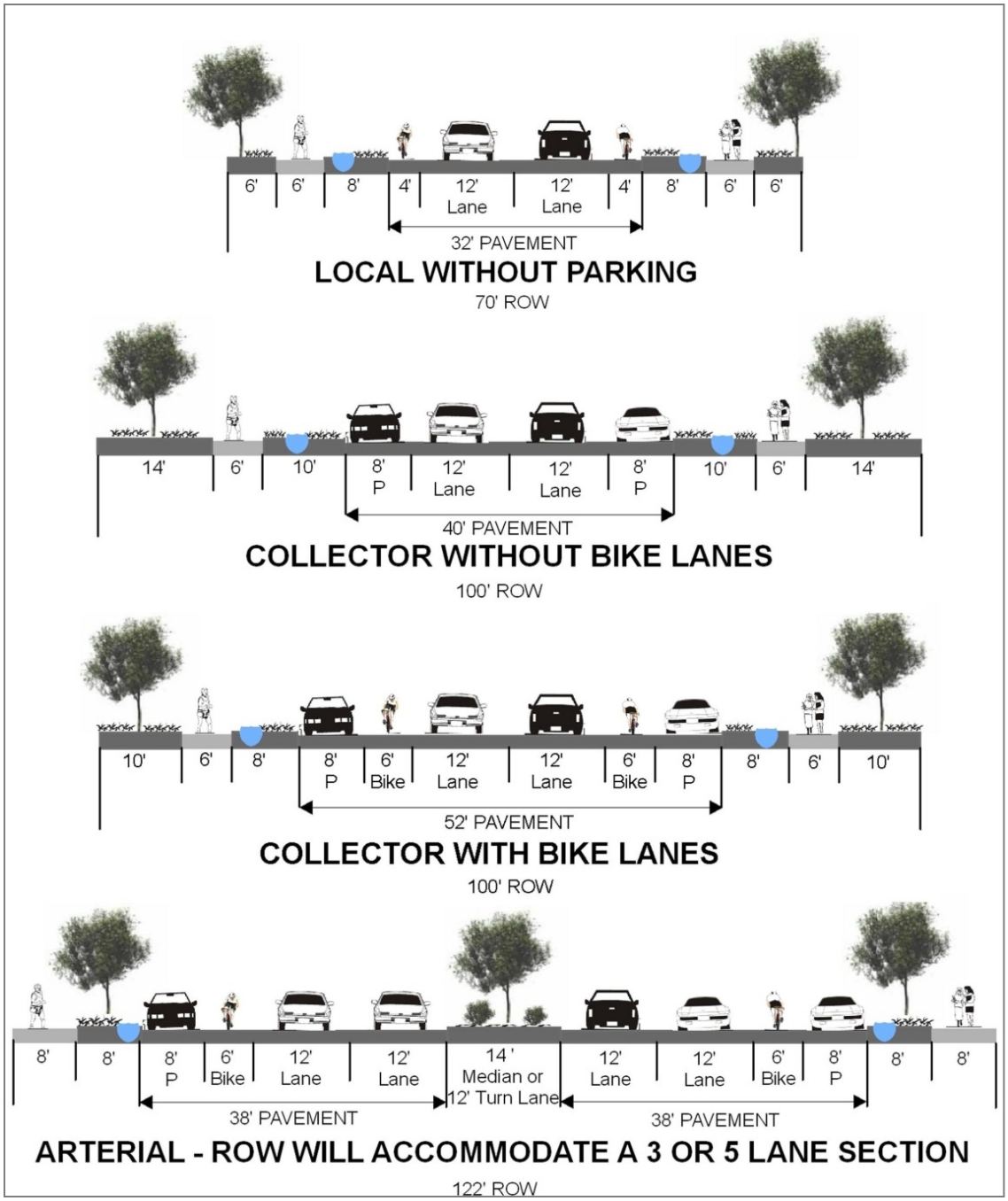

FIGURE 14 ROAD CONSTRUCTION STANDARDS (CONTINUED)

2. **High Visibility Crosswalks.** The *Model Traffic Code* requires vehicles to yield the right-of-way to pedestrians crossing at any intersection, however, at the same time; pedestrians are required to wait until it is safe before attempting to cross. Consequently, motorists and pedestrians share responsibility for safe street crossings. The main function of a marked crosswalk is to channel pedestrians. Crosswalks also prepare drivers for the likelihood of encountering a pedestrian and create an atmosphere of walkability and accessibility for pedestrians. Marked crossings reinforce the location and legitimacy of a crossing.

This section will guide decisions about where marked crosswalks and crosswalks with special treatments, such as flashing beacons and other special features, should be employed; and where crosswalks will not be marked due to safety concerns resulting from volume, speed, or sight distance issues.

a. Pedestrian Treatments at Uncontrolled Intersections and Mid-Block Locations. Crossings should be marked where all of the following occur:
- sufficient demand exists to justify the installation of a crosswalk;
- the location has sufficient sight distance[3] or sight distance will be improved prior to crosswalk marking;
- safety considerations do not preclude a crosswalk; and,
- distance from another designated crosswalk intersection.

b. Crossing Demand Considerations. Uncontrolled and mid-block crossing should be avoided but locations may be identified as candidates for marking if there is a demonstrated need for a crosswalk. Need may be demonstrated by any of the following:
- proximity to existing or proposed pedestrian generators, such as schools or parks;
- existing pedestrian volumes;
- a history of pedestrian-vehicle collisions at the location;
- location of nearest adequately marked or controlled crosswalk; and
- citizen surveys, requests, walking audits, etc.

c. Crossing Treatment Options. A variety of treatments to improve pedestrian mobility, visibility, and safety are recommended. While the strategies reflect Best Management Practices (BMPs) and local priorities, these cannot replace engineering judgment. Each situation is unique and pedestrian safety improvements must be applied on a case-by-case basis. Caution must be used to avoid overuse of crosswalks and crossing treatments which can lead to reduced compliance, effectiveness, and safety.

3. **Marked Crosswalks.** Marked crosswalks may be installed to provide designated pedestrian crossings at signalized intersections and other unsignalized crossing locations in accordance with the crossing treatment identification process.

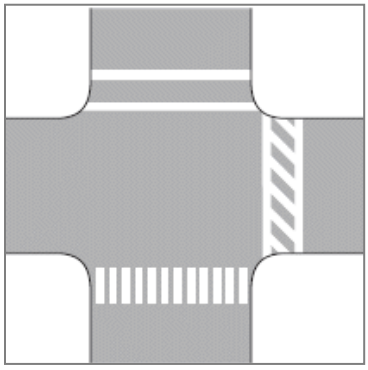

FIGURE 15 MARKED CROSSWALKS

[3] sight distance in feet should be greater than 10 times the speed limit

4. **Curb Extension/Bulb Out.** Also known as a pedestrian bulb-out, this traffic-calming measure consists of an extension of the curb into the street, making the crosswalk shorter.

FIGURE 16 CURB EXTENSION / BULB OUT

F. PEDESTRIAN WAYFINDING

Because pedestrians can approach signs more closely, the sign can contain much more detail than is possible with signs directed at motorists or bicyclists.

There is no national standard for pedestrian wayfinding signs. Pedestrian wayfinding signs are general directional signs or maps. Directional signs are usually simple signs with an arrow indicating direction, a destination name, and sometimes distance to the destination. Maps usually show the pedestrian their location, the surrounding streets and destinations.

1. **High-Visibility Signs.** High-visibility signs may be used to supplement crosswalk markings to increase the visibility of a pedestrian crossing.

FIGURE 17 HIGH-VISIBILITY SIGNS

2. **Overhead Flashing Beacons.** Flashing amber lights are installed on overhead signs in advance of the crosswalk or at the entrance to the crosswalk.

FIGURE 18 OVERHEAD FLASHING BEACON

3. **Rapid Flash Beacon.** The Rapid Flash Beacon is enhanced by replacing the traditional slow flashing incandescent lamps with rapid flashing LED lamps. The beacons may be pushbutton activated or activated with pedestrian detection.

FIGURE 19 RAPID-FLASH BEACON

III. SHARED ROAD FUNCTIONS

Roadways should be useable by not only automobiles, but also non-motorized wheeled transportation and pedestrians. Non-motorized wheeled transportation includes two- and three-wheeled bikes, skateboards, and wheelchairs. For ease of reference "biking" will be used herein. Biking is the primary means of transportation for many residents, a desired means of transportation for many, and a form of recreation for many more. Bicycling in Gunnison accommodates and encourages all ages and all levels of cycling ability. The energy and commitment of the City, as well as local organizations and businesses, are primary forces behind local bicycle efforts. The City continues to develop multi-use trails and bicycle lanes for shared roadway use. Several local bicycle shops provide ongoing support and crucial services to Gunnison's bicyclists and various advocacy, education, and riding organizations enhancing community efforts. Gunnison is becoming a biking destination due to regional and national attention from events such as the Pro Cycling Challenge, the Growler, Ride the Rockies, Colorado Bike Tour, and National Bike Challenge. In May 2012 the League of American Bicyclists designated Gunnison as a Bicycle Friendly Community at the silver level due to its commitment to cycling.

This *Plan* presents information on existing conditions as well as recommendations for improvements that will result in a more efficient and effective bicycle network, with the intent of supporting existing bicyclists and encouraging more people to ride more frequently. The current bicycle network consists of approximately 8.5 miles of bicycle lanes, 18 miles of hard-surfaced, multi-use paths, and many more miles of local-street bicycle routes. Future bike lane projects will take place with new street construction or reconstruction of existing facilities, per the City's *Master Plan*, *Land Development Code* and *Construction Standards*.

Gunnison Master Plan, 2007 – Chapter 8 – Transportation
Policy1. Encourage Multimodal Transportation and Recreation Opportunities

1.1 Designate, construct and sign bicycle lanes or bicycle routes in appropriate locations within the City, taking into consideration routes to Western State College, the public schools, outlying recreation areas and downtown.
1.3 Create multi-use pathways (for example, the VanTuyl River Trail and the Spencer Ave. bicycle extension) that access recreation areas and school areas and that can be used by pedestrians, bicyclists, wheelchair users, skateboarders, roller skaters, and other non-motorized travelers.
1.4 Develop or enhance bicycle and pedestrian crossings, including refuges throughout the City, such as a pedestrian amenity at Spencer and 11th Street, or a pedestrian overpass.

The word "bikeway" will be used in this section to refer to bicycle lanes and signed bike routes. Bikeways provide enormous benefits to both the cycling and non-cycling public. Bikeways attract more bicyclists, resulting in cleaner air, less noise pollution, and overall quality of life benefits. Bikeways use public dollars efficiently by reducing road maintenance costs and enhancing economic development. Bikeways increase the carrying capacity of the transportation system by lessening the demand for motor vehicle capacity. Well-established bicycle facilities improve safety for all users; bicyclists feel they have a secure space on the road and motorists are aware of bicyclists' presence and right to be on the road.

A. EXISTING AND PROPOSED BIKEWAYS

Since it was adopted in 2008, many recommendations from the *Trails Master Plan* have been implemented. These trail segments and bikeways have provided access to recreational amenities for residents of the city, as well as a safe route to the schools and the city core for residents of the outlying neighborhoods. There are a few remaining segments from the *Trails Master Plan* that have yet to be implemented as well as some new trail alignments contemplated as part of this *Plan*.

Gunnison Master Plan (2007), Chapter 8 - Transportation

1.3 Create multi-use pathways (for example, the VanTuyl River Trail and the Spencer Ave. bicycle extension) that access recreation areas and school areas and that can be used by pedestrians, bicyclists, wheelchair users, skateboarders, roller skaters, and other non-motorized travelers.

Gunnison Master Plan (2007), Chapter 10 – Parks and Recreation

Policy 1. Adapt City Parks – action items:

1.2 Update the 1996 Parks, Recreation and Open Space Master Plan, including a well-developed plan for the VanTuyl Ranch.

FIGURE 20 GUNNISON MIDDLE SCHOOL STUDENTS ON A BICYCLE OUTING

The following maps depict the bikeways by quadrant of the city. The bicycle lanes in the northwest quadrant provide connections between the schools, the VanTuyl Ranch, the adjacent neighborhoods, the downtown area and the commercial corridor.

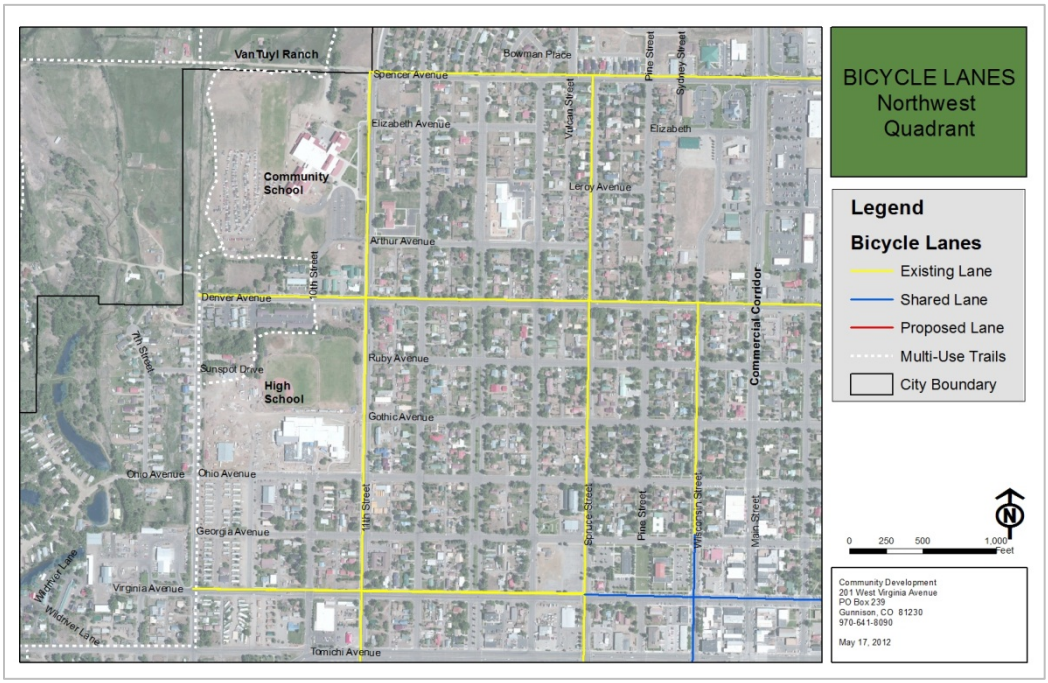

FIGURE 21 NORTHWEST QUADRANT BICYCLE LANES

In the southwest quadrant of the city, bicycle lanes provide connections between the airport, rodeo grounds, West Gunnison Neighborhood, and the downtown commercial corridor.

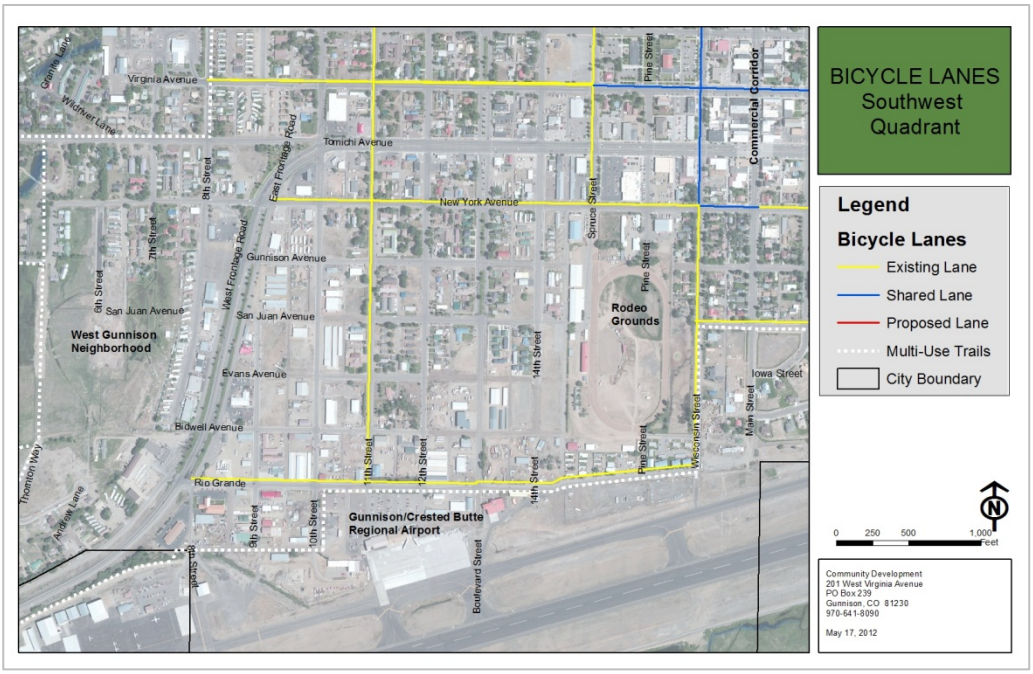

FIGURE 22 SOUTHWEST QUADRANT BICYCLE LANES

In the northeast quadrant of the city, bicycle lanes provide connection between the college, the community center, adjacent neighborhoods, downtown area and the commercial corridor, and multi-use trails north of the city limits.

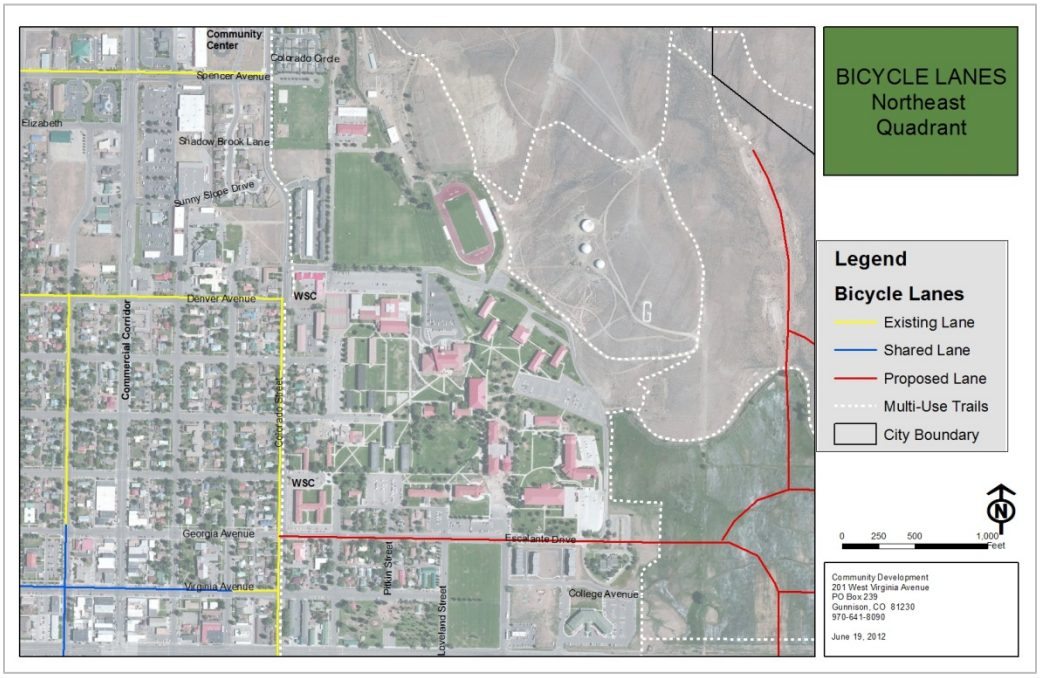

FIGURE 23 NORTHEAST QUADRANT BICYCLE LANES

Connections between the college, adjacent neighborhoods, City parks and multi-use trails to the south of town are provided by the bicycle lanes in the southeast quadrant of town.

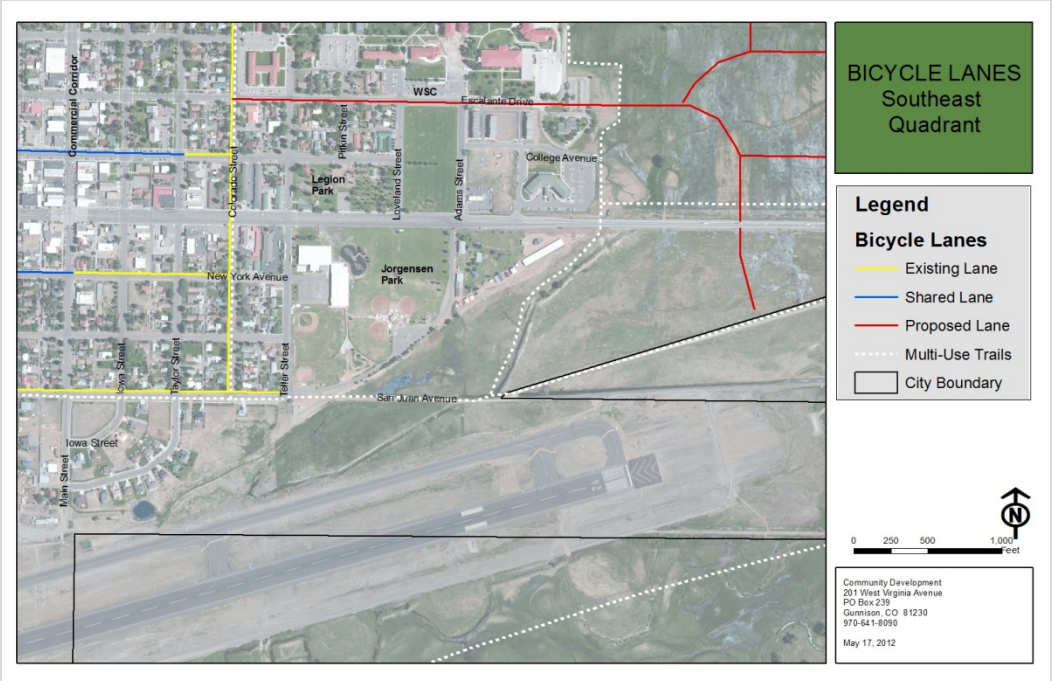

FIGURE 24 SOUTHEAST QUADRANT BICYCLE LANES

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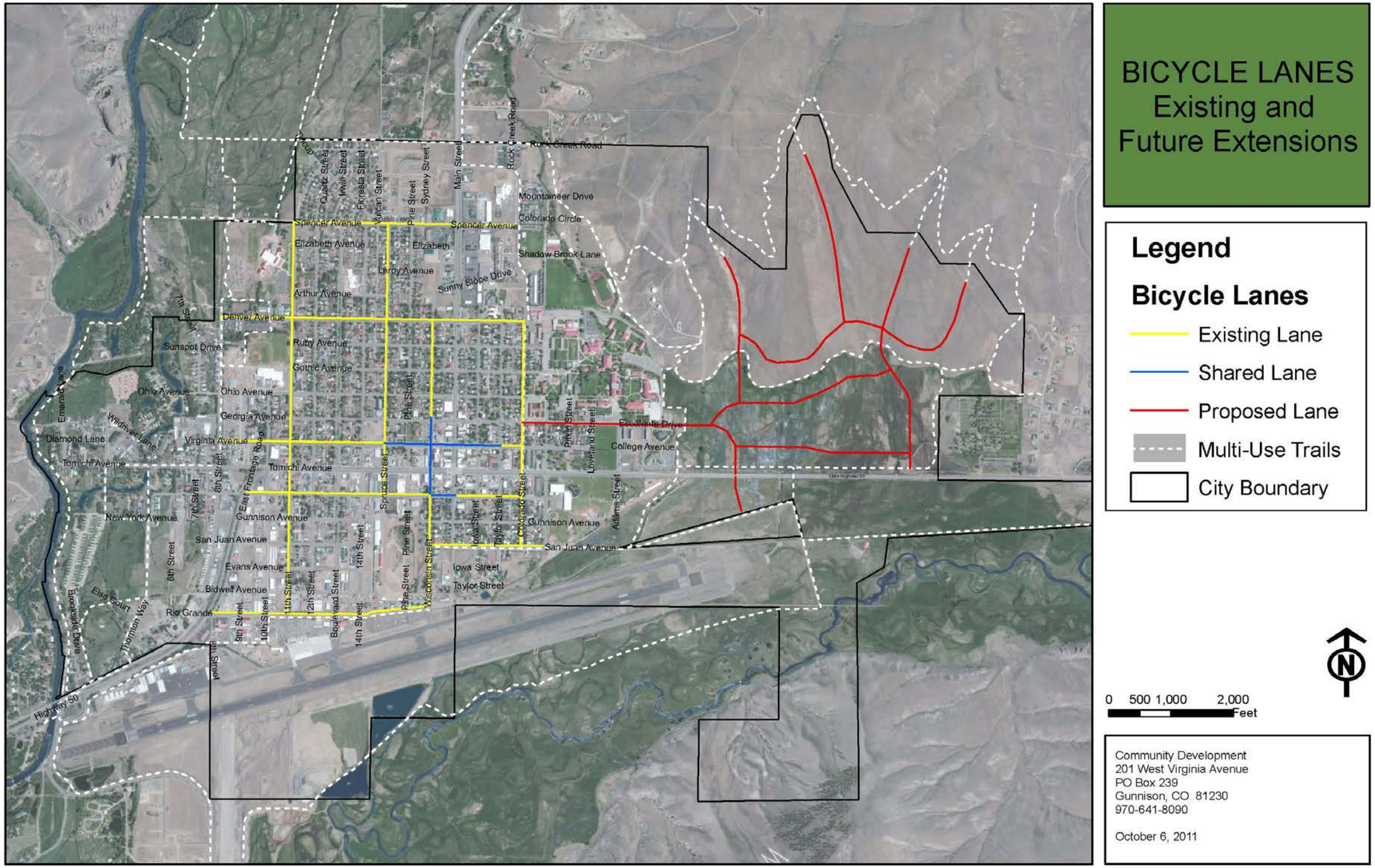

FIGURE 25 EXISTING AND PROPOSED BIKEWAYS

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B. Priorities and Implementation

The bikeway system is in place within the developed portion of the city. Because it is unknown when Gunnison Rising will be developed, bikeways into the area east of the university are conceptual. The developer will be responsible for developing bikeways and multi-use trails.

The League of American Bicyclists suggests that the City ensure that the standards for bike parking conform to the Association of Pedestrian and Bicycle Professionals (APBP) standards: http://www.apbp.org/resource/resmgr/publications/bicycle_parking_guidelines.pdf.

C. Maintenance Plan

The bike lanes are repainted annually. Bikeway designations should be changed, where necessary, when it is time to repaint the bike lanes. Bicycle route signs should be installed on the priority bikeways.

D. Capital Allocation and Phasing Plan

The bike lanes and signage are in place so phasing isn't necessary. The lanes and markings are repainted annually.

E. Conceptual Cost Estimate

The City has 8.5 miles of painted bike lanes and .6 miles of shared bike lanes. The annual cost of re-painting the bike lanes is $8,300 at a rate of 6.5cents per foot. The paved bike lane symbols are about $4,500 per year.

The cost estimate in Appendix 2 is based on a paint cost of 6.5cents per foot for long lines. Each bike lane requires two lines. Bike lane symbols are $10 each. Painting contractors charge a "mobilization" fee to drive their equipment to Gunnison. The mobilization fee is split between the trails budget and the streets budget for painting. The mobilization fee is $200 for lane symbols, and $350 for long line painting.

F. Bikeway Design Guidelines

Design standards are intended to ensure an overall harmony of appearance and function of individual projects as they are undertaken. Design guidelines for each bikeway segment should include compliance with street standards of the draft *Land Development Code*, the *Trails Design Guideline for Portland's Park System (May 2009)*[4], and any other applicable codes as a basis for evaluation and design of trail projects. Trail segments should also include way-finding signage and bicycle parking facilities. The League of American Bicyclists suggests that new and improved bicycle facilities conform to current best practices and guidelines such as the *NACTO Urban Bikeway Design Guide* or the *AASHTO Guide for the Development of Bicycle Facilities*. Wayfinding signage should be installed at strategic locations.

In addition, the following general guidelines should be followed in the development of specific bikeway segments. Bikeways are grouped into two categories: Priority Bikeways and Local-

[4] http://atfiles.org/files/pdf/DesignGuidelinesPortland09.pdf

Service Bikeways. Figure 27 identifies the bikeway designation for the existing bikeways and for future bikeways in Gunnison Rising.

FIGURE 26 PAVEMENT MARKINGS FOR BICYCLE ROUTE

1. **Local Service Bikeways.** Local-Service Bikeways serve as local circulation routes for bicyclists and provide access to adjacent properties and neighborhood centers. With the exception of controlled access roadways and state highways, all streets not classified as Priority Bikeways are considered Local-Service Bikeways.

Design treatments to be considered for Local-Service Bikeways are shared roadways, signed bicycle routes, traffic calming, bicycle lanes, and extra-wide curb lanes.

2. **Priority Bikeways.** Designed to establish direct and convenient bicycle access to all significant destinations within the city, Priority Bikeways are usually found on streets designated as arterials or collectors within the street network. Areas that are served by Priority Bikeways include employment centers, commercial districts, transit stations, schools, institutions, recreational destinations, and local/regional centers.

Design treatments that should be considered for Priority Bikeways include:

- bicycle lanes, extra-wide curb lanes, wide shoulders, bicycle boulevards, and way-finding signs for local street connections;
- on-street motor vehicle parking may be removed on Priority Bikeways to provide bicycle lanes, except where it is essential to serve adjacent land uses; and,
- all destinations along a Priority Bikeway should have sufficient end-of-trip facilities (i.e. bicycle parking) to meet and support bicyclist's needs.

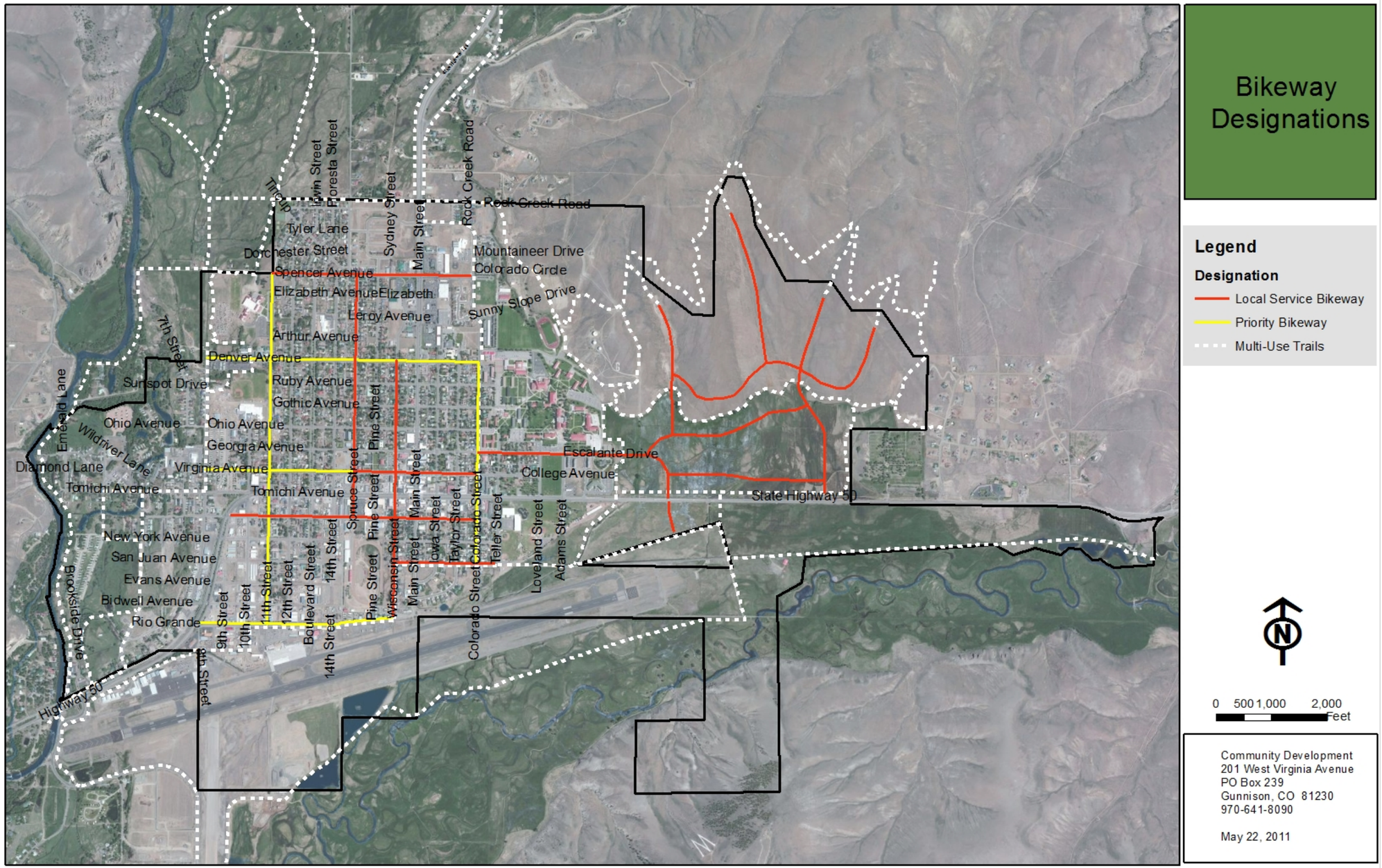

FIGURE 27 BIKEWAY DESIGNATIONS

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The appropriate treatment for a bikeway depends on the street classification, anticipated bicycle destinations, motor vehicle traffic volumes, speeds, and street widths. Design treatments designating bicycle facilities in the City of Gunnison are categorized and defined below.

3. **Bicycle Lane.** A bicycle lane is a portion of the roadway designated by roadway striping and bicycle pavement markings for the exclusive or preferential use of bicycles. Bicycle lanes can be, and have been, implemented by:

- narrowing existing lanes;
- removing a travel lane;
- removing parking, except where it is essential to serve adjacent land uses; and
- shoulder widening.

Bicycle lanes may be implemented through stand-alone bikeway projects, through reconstruction or construction of roadways, and through routine resurfacing of roadways.

Although bicycle lanes may be the preferred alternative, the City's *Land Development Code* requires 6-foot bike lanes and the configuration of some streets makes installation of this standard width very difficult. These circumstances include, but are not limited to:

- harm to the natural environment or character of the natural environment due to additional pavement;
- severe topographical constraints;
- economic or aesthetic necessity of retaining parking on one or both sides of the street;
- existing buildings or development that are adjacent to the public right-of-way; and,
- high levels of traffic congestion that would result from eliminating travel lanes or reducing travel-lane widths.

These circumstances, as well as public opinion, should be evaluated carefully before a decision is made to implement bicycle lanes.

G. Road Sharing Wayfinding

Roadway signs, markings, and signals are governed by the Federal Highway Administration *Manual on Uniform Traffic Control Devices (MUTCD)* (2009). The City of Gunnison will use all federally-accepted traffic cueing signs and will include the City of Gunnison logo for signs designating bicycle routes and directional signs.

1. **Bicycle Route.** A bicycle route is a bikeway upon which signage or pavement markings are placed to indicate nearby destinations or another bikeway. Bike route signs show a symbol and destination and are used on straight sections to inform bicycles that they are on a bicycle route. A separate panel shoeing the destination name can also be used.

Signed connections are used primarily on shared lanes or local, low-volume streets where bicycle lanes are not needed. Some streets that are already signed as bicycle routes can be upgraded with bike lanes or way-finding aids that provide directional information about destinations and

connecting bikeways. Alternative methods, when bicycle lanes are not possible, may include but are not limited to wider outside lanes, wider sidewalks, and shared roadways.

Bicycle route signs may be provided to inform bicyclists of bicycle route direction changes and to confirm distance, direction, and destination.

2. **Street Marking Standards.** The following street marking standards are recommended by the *MUTCD:*

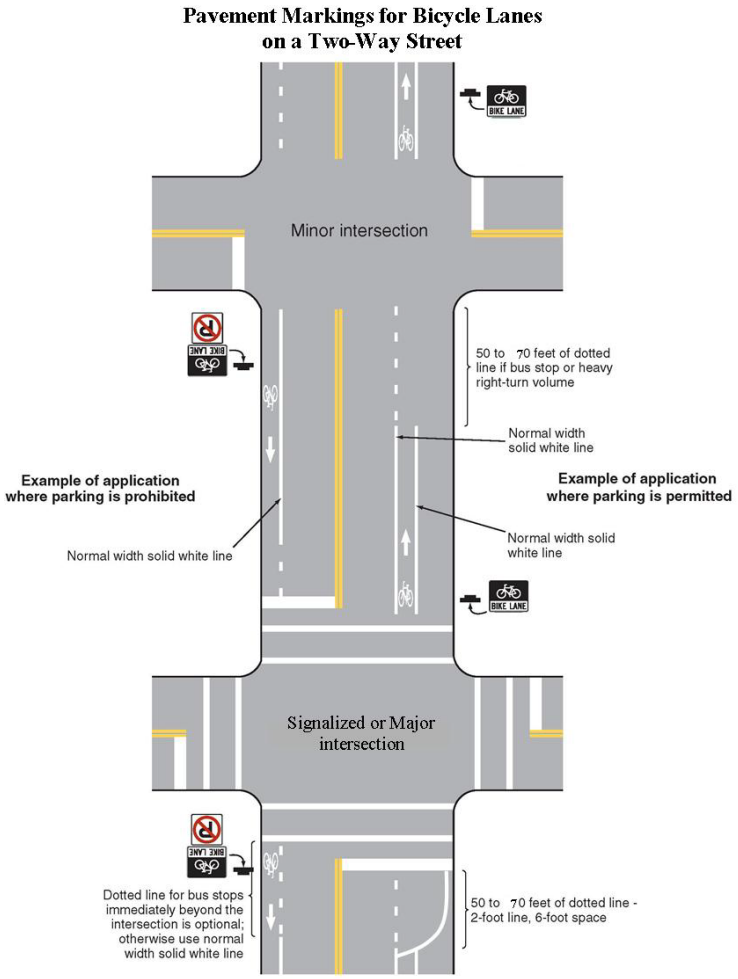

FIGURE 28 PAVEMENT MARKINGS FOR BICYCLE LANES

IV. MULTI-USE TRAIL SYSTEM

A. EXISTING AND PROPOSED SEGMENTS

1. **Existing Multi-Use Trails.** Many trail segments recommended in the *Trails Master Plan* have been implemented and residents and visitors to Gunnison are taking full advantage of the added amenities. The implemented segments are:

a. The **Twin Bridges** multi-use trail includes an underpass allowing bicycles and pedestrians to cross under Highway 50. The underpass was completed in 2010.

FIGURE 29 TWIN BRIDGES UNDERPASS

b. The **Whitewater Park** multi-use trail is a pedestrian / bicycle bridge over the Gunnison River providing access to the Whitewater Park for recreational opportunities. This segment was completed in 2010.

FIGURE 30 WHITEWATER PARK BRIDGE

c. The **West Gunnison Neighborhood** multi-use trail alignment through the West Gunnison Neighborhood utilizes existing roadways to connect the Twin Bridges underpass with the existing Thornton Way trail alignment. The *West Gunnison Neighborhood Plan* contains a Preferred Alternative map which suggests an alignment providing greater access to neighborhood services, employment opportunities and outdoor recreation.

FIGURE 31 THORNTON WAY MULTI-USE TRAIL

d. **The Railroad Grade** multi-use trail is a 12-foot wide trail segment that was completed in 2009 and is a favorite walking and biking trail for community members. It connects the Community Schools to the Gunnison River on the northern boundary of VanTuyl Ranch, providing opportunities for recreation, outdoor education, and physical fitness.

FIGURE 32 THE RAILROAD GRADE MULTI-USE TRAIL

e. **The VanTuyl Ranch** multi-use trail was a recommendation in the *VanTuyl Ranch Management Plan.* Constructed in early 2012, the alignment of the trail through the VanTuyl Ranch skirts the Habitat Protection area to avoid impacts to the riparian habitat and connects to the Colorado Parks and Wildlife (CPW) fishing easement with the northern extension of the Railroad Grade Trail. This multi-use trail is used extensively by community members as well as the Community School for fitness activities.

FIGURE 33 THE VANTUYL RANCH MULTI-USE TRAIL ON THE CPW EASEMENT

f. The **County Road 13** and VanTuyl Village multi-use trail will provide connection to the VanTuyl Ranch from Highway 135. The VanTuyl Village segment will connect County Road 13 to Spencer via Bowman Place. This segment is awaiting permitting from the Colorado Department of Transportation and will probably be implemented in 2013.

FIGURE 34 COUNTY ROAD 13 TRAIL

g. The **North Bridge** multi-use trail was completed in 2010 and consists of an underpass under Highway 135. Gunnison County constructed a pedestrian / bicycle bridge that provides access over the Gunnison River without utilizing the highway. This provides an important linkage to residents of outlying subdivisions as well as bicycling enthusiasts.

FIGURE 35 THE NORTH BRIDGE PEDESTRIAN BRIDGE

2. **Proposed Trail Segments.** The following multi-use trail segments are priorities to provide access to schools and recreation areas.

a. **5th Street Multi-Use Trail.** The *West Gunnison Neighborhood Plan* contains a Preferred Alternative map which suggests a trail alignment from the existing Thornton Way trail to the paved West Tomichi.

FIGURE 36 5TH STREET MULTI-USE TRAIL

b. **Gunnison River Multi-Use Trail** is a long-term goal and will provide a valuable connection between the existing Twin Bridges underpass, through the West Tomichi Riverway, to the VanTuyl Ranch. Acquisition of easements along this segment is necessary for completion. The City will look for opportunities to collaborate with land owners and resolve issues in a mutually beneficial manner.

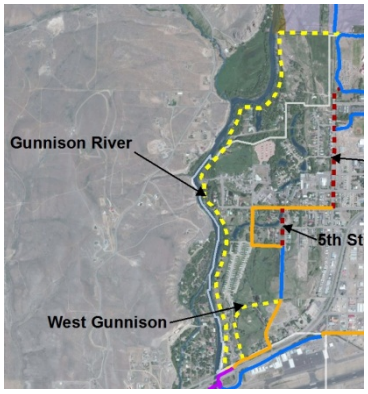

FIGURE 37 GUNNISON RIVER MULTI-USE TRAIL

c. **Access to Public Lands.** The Gunnison Trails and other outdoor enthusiasts hope that someday the VanTuyl Ranch will provide access to federal lands on the west side of the Gunnison River. This segment will require cooperation between the Colorado Division of Parks and Wildlife, the Army Corp of Engineers, and the Bureau of Land Management.

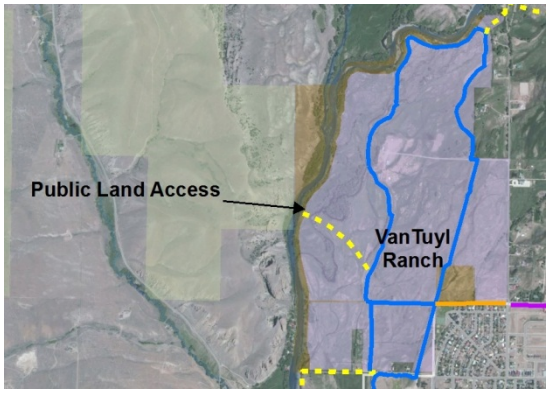

FIGURE 38 ACCESS TO PUBLIC LANDS

d. **Riverwalk Estates Multi-Use Trail**. An easement along the southern boundary of the Riverwalk Estates would allow the trail to connect the Railroad Grade Trail on the VanTuyl Ranch with the North Bridge and bicycle path along Hwy 135; however, private property issues from the north boundary of the VanTuyl Ranch to the property boundary of the Riverwalk Estates have prevented implementation of this alignment. An alternative alignment would be along the west right-of-way of Hwy 135 to County Road 13.

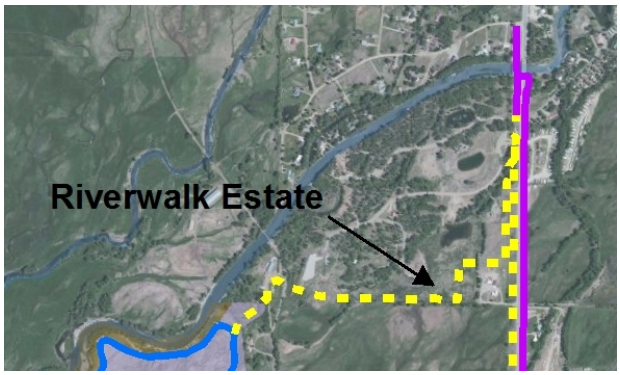

FIGURE 39 RIVERWALK ESTATES MULTI-USE TRAIL

e. **Highway 135 Multi-Use Trail.** This trail alignment on the west right-of-way of Highway 135 will connect the North Bridge to the VanTuyl subdivision and the VanTuyl Ranch. It will also allow an "out and back" loop for riders utilizing the North Bridge underpass.

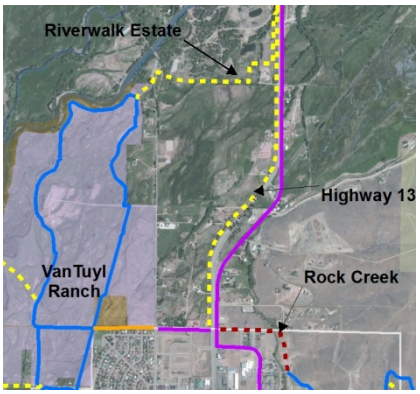

FIGURE 40 HIGHWAY 135 MULTI-USE TRAIL

f. **Rock Creek Multi-Use Trail.** This trail connects the existing paved path along Highway 135 and provides access to the Contour Loop Trail, Colorado Trail spur, and Gunnison Rising. The trail extends to the east along the City boundary crosses the O'Fallon ditch and proceeds south to connect to the road/trail on the east side of Mountaineer Bowl.

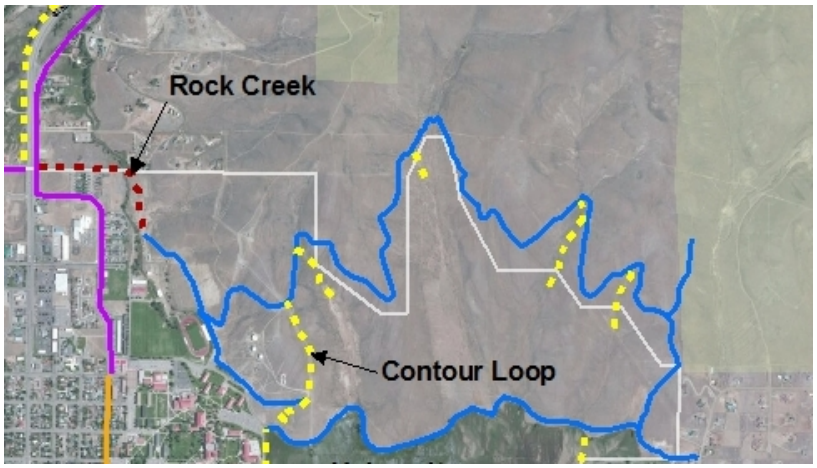

FIGURE 41 ROCK CREEK TRAIL, CONTOUR LOOP TRAIL

g. **The Contour Loop Multi-Use Trail** (Figure 41) follows an existing small path that connects the existing Contour Trail and the south leg of the Contour Loop. The trailhead is at Mountaineer Bowl which connects this segment to the existing trial north of Escalante Drive.

h. **The University Multi-Use Trail** (Figure 42) will connect the system around the university from the south leg of the Contour Loop Trial to the Highway 50 Underpass Segment and follow the property fence line of Western State Colorado University and Gunnison Rising.

FIGURE 42 THE UNIVERSITY MULTI-USE TRAIL AND HIGHWAY FRONTAGE TRAIL

i. **Highway Frontage Multi-Use Trail** extends to the east along Highway 50 and Gunnison Rising. The extension loops to the north to tie into the south leg of the Contour Loop Trail.

j. **The Highway 50 Underpass Multi-Use Trail** consists of an existing box culvert under Highway 50 and will connect to the Airport Maintenance, University and Highway Frontage Multi-Use Trails.

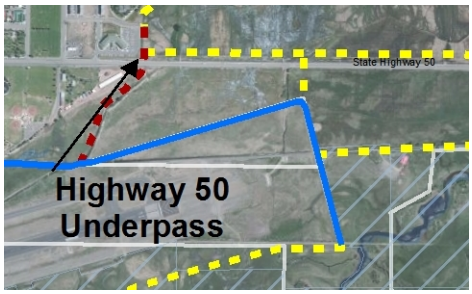

FIGURE 43 HIGHWAY 50 UNDERPASS MULTI-USE TRAIL

k. **Discovery Center Multi-Use Trail.** This segment extends from the Gunnison-Crested Butte Regional Airport to the east along the southern portion of Gunnison Rising. The trail alignment follows the railroad grade and terminates at the eastern boundary of Gunnison Rising.

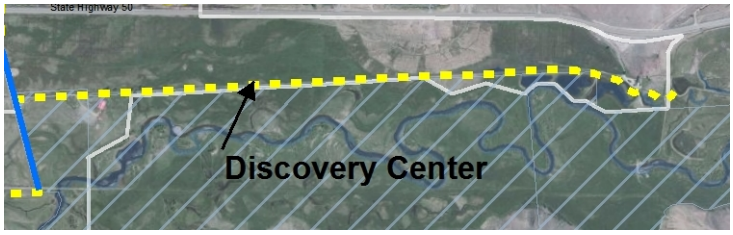

FIGURE 44 DISCOVERY CENTER MULTI-USE TRAIL

l. **The Airport Maintenance Multi-Use Trail.** This large segment is vital for connecting the eastern portion of the City southwest around the airport to Gold Basin Road. Gold Basin Road provides access to Hartman's Recreational Area, the Whitewater Park and the western border of the city. This portion has considerable wetlands and will require careful design. Design will involve many crossings including boardwalks and bridges.

FIGURE 45 AIRPORT MAINTENANCE MULTI-USE TRAIL

m. **Gold Basin Multi-Use Trail.** A detached trail following Gold Basin Road (CR 38) would connect the existing detached trail that terminates at Mergleman Pond, to the painted bike lane on Gold Basin Road. This section will be secluded and pristine and the improvements to this segment will increase safety for users.

FIGURE 46 GOLD BASIN MULTI-USE TRAIL

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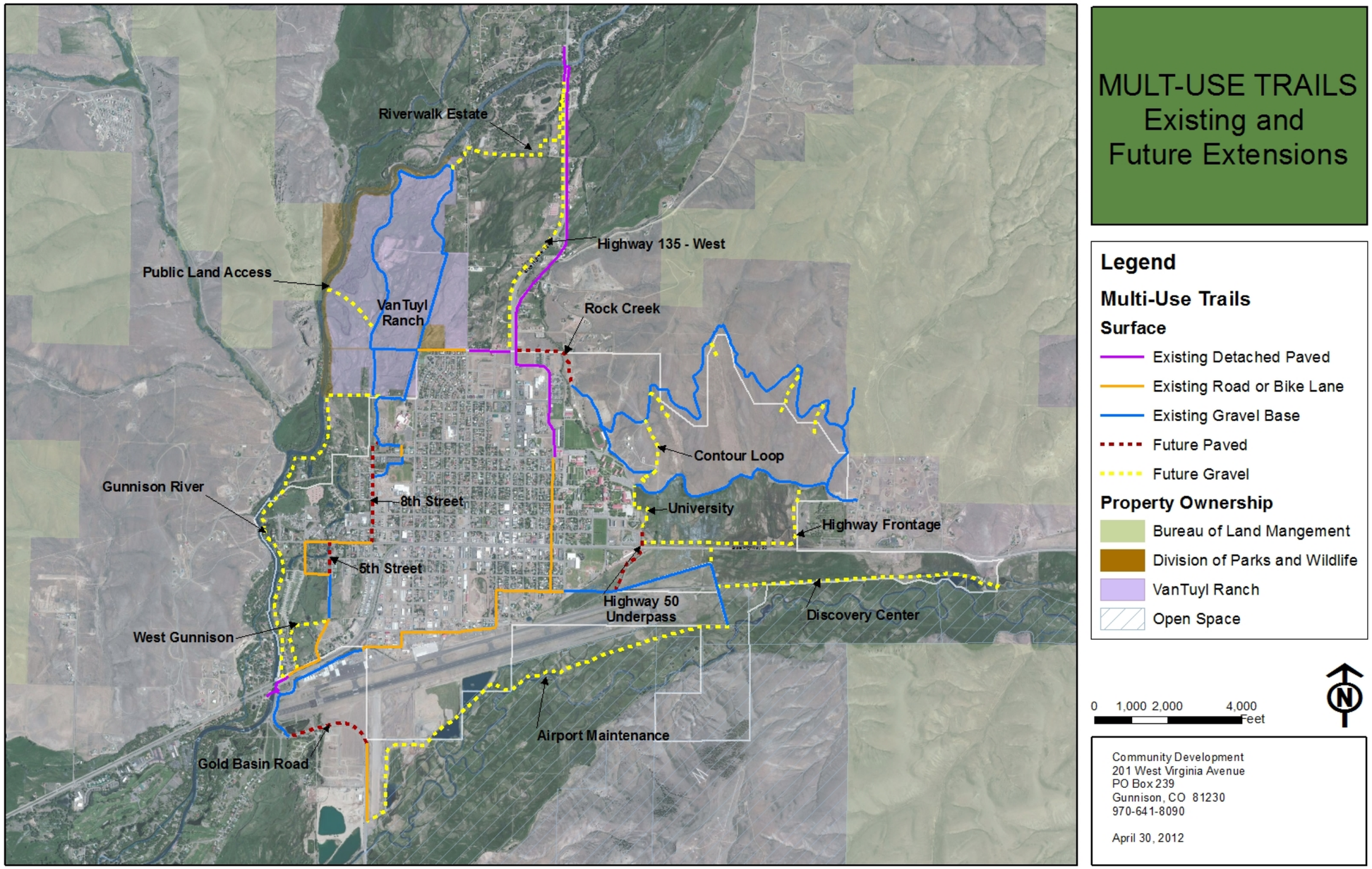

FIGURE 47 MAP OF EXISTING AND PROPOSED MULTI-USE TRAILS

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B. PRIORITIES AND IMPLEMENTATION

Implementation of the *Pedestrian and Non-Motorized Transportation Plan* will require cooperation between the City, County, Western State Colorado University, the RE1J School District, non-profit organizations, state and federal agencies, developers, property owners, and citizens over a number of years. Because the *Plan* involves segments crossing a wide range of terrain, implementation can proceed in various locations simultaneously. Incremental improvements will link the segments ultimately resulting in a completely connected trail system.

> *Gunnison Master Plan, 2007*, Chapter 8 – Transportation: Policy 1. Encourage Multimodal Transportation and Recreation Opportunities
> 1.2 Collaborate with the Gunnison County Trails Commission to, for example:
> a. implement trails policies on the City's perimeter, including improvements to S.H. 135 and U.S. 50 for non-motorized travel;
> b. provide connections to outdoor recreation areas such as Hartman Rocks, Curecanti National Recreation Area, the proposed Gunnison Loop;
> c. install "share the road signs"; and
> d. develop greenways in the Gunnison River floodplain, and the Tomichi Creek corridor.
> 1.7 Develop trailheads where appropriate.
>
> *Gunnison Master Plan, 2007*, Chapter 8 – Transportation: Policy 1. Encourage Multimodal Transportation and Recreation Opportunities. Chapter 10, Parks and Recreation - Goal Community parks and facilities will provide year-round, affordable recreational opportunities for residents and visitors balancing open space with private property rights. The City will collaborate with public and private entities to provide access to public lands.

Total implementation and integration will require:

- cooperation between the City and County to jointly construct trails that benefit everyone;
- adequate staff support to oversee implementation;
- involvement of citizens, volunteers, property owners, and land developers;
- acquisition of public easements as necessary across private property;
- improvements that are designed to respect private property and owners' rights;
- trail corridors and construction as part of the public infrastructure in new developments, prior to construction of homes;
- identification of, and application for, creative funding and financing mechanisms, including:
  - leveraging of existing City funds with grants and cooperative County projects;
  - subdivision improvement agreements that include requirements for land and trail construction;
  - GOCO grants, state trails grants, TE (Federal Travel Enhancement) grantsT-21 (CDOT) grants, and "Safe Route to School" state grants;
  - trails projects that are consistent with this Plan incorporated into public and private capital projects; and,
  - volunteer projects, private foundation grants, and donations.

C. MAINTENANCE PLAN

Although some maintenance is inherent once the trails are constructed, design considerations should minimize maintenance requirements through proper drainage, access, construction, stabilization, and location. Multi-use trails that provide interconnectivity within the City core will have year-round access and will be plowed during the winter months. The *Maintenance Checklist for Greenways and Urban Trails*[5] provides guidelines for maintenance staff. Approximately $20,000 will be allocated annually for maintenance of the trails system.

[5] http://www.americantrails.org/resources/greenways/MaintCheck.html

D. CAPITAL ALLOCATION AND PHASING PLAN

This Phasing Plan was developed based on ease of implementation, staffing limitations, derived benefits, land availability, environmental considerations and public impact. While this phasing plan assigns a timeline for implementation for specific segments there may be "opportunity" projects where land or funding is currently available and should take precedence.

Capital allocation will be determined annually in conjunction with the City's budget cycle. Funding of trails is predicated upon sales tax revenues, the general fund, and future grants. Handling trail facility improvements through the City's budget process allows the City to integrate flexible and realistic management factors into the trail development program.

SHORT TERM (1-5 YEARS)	LONG TERM (6-10 YEARS)
5th Street Trail	Gunnison River Trail
Hwy 135 Trail	Discovery Center Trail
Rock Creek Trail	Contour Loop Trail
University Trail	Airport Maintenance Trail
Highway Frontage Trail	Riverwalk Estates Trail
Highway 50 Underpass Trail	West Gunnison Trail
Gold Basin Road Trail	VanTuyl Ranch Public Access Trail

E. CONCEPTUAL COST ESTIMATE

Cost estimates include construction, crossings, acquisition, landscaping and fencing. A detailed cost estimate for the priority Multi-Use Trails is contained in Appendix 3. A summary of the cost estimates follows:

TRAIL SEGMENT	COST ESTIMATE
5th Street Segment	$364,213
Highway 135 Trail	$171,437
Rock Creek Trail	$ 85,524
University Trail	$154,589
Highway Frontage Trail	$135,207
Highway 50 Underpass	$140,795
Gold Basin Trail	$ 43,560
Gunnison River Trail	$710,466
Discovery Center Trail	$228,622
Contour Loop Trail	$ 40,929
Airport Maintenance Trail	$947,979
Riverwalk Estates	$515,026
West Gunnison Trail	$ 52,976
VanTuyl Ranch Public Access Trail	$208,546

F. MULTI-USE TRAIL DESIGN GUIDELINES

Design standards are intended to ensure an overall harmony of appearance and function of individual projects as they are undertaken. The City of Gunnison will rely on the *Trail Design Guideline for Portland's Park System* (May 2009) and any other applicable codes as a basis for evaluation and design of trail projects.

Multi-use trails are designed to establish efficient, convenient, and comfortable routes for bicycling, walking, and other non-motorized uses. Multi-use trails are often appropriate in corridors not well served by the street system to create short cuts linking urban destinations and origins along continuous greenbelts such as rivers or other scenic corridors, and as elements of a city-wide recreational trail plan that provides access to public lands.

Given specific location constraints, it often takes creativity to implement the most effective transportation system; however, in general Multi-Use Trails should be;

- designed as separate facilities that can be shared with pedestrians and other non-motorized users;
- protected or grade-separated at crossings, rivers, and intersections with major roadways; and
- identified through appropriately placed signage.

G. Multi-Use Trail Wayfinding

Signage for multi-use trails includes directional signs and educational signs. Components include trail maps, distances of segments, information about terrain, interpretive information about flora and fauna of the area and information about respecting wildlife and agricultural animals and managing domestic animals.

Following are examples of signs for use on multi-use trails:

V. STRATEGIES FOR ENCOURAGING NON-MOTORIZED TRANSPORTATION

A. EDUCATION

One of the most effective ways to increase bicycling in a community is to improve the bicycle facilities. Although several recommendations for bicycle facility improvements have been recommended, bikeway improvements cannot be the only facet of a community-wide bicycle plan.

There is also a need for proper education, encouragement, and enforcement in order to address safety, quality, and efficiency of bicycling. Education goes hand-in hand with encouragement to increase cycling; together they improve skills and raise awareness. For example, a Bike to Work day encourages more people to ride for transportation purposes: it also teaches urban-riding skills, the importance of wearing a helmet and the necessity of using lights at night. Teaching children cycling skills and the importance of wearing a helmet builds their confidence as bicyclists and encourages them to ride more often.

Education is an important element in increasing bicycling while also improving safety. People often assume that as cycling increases, so will the number of crashes. This need not be the case as has been demonstrated in other cities. The word "education" has many facets when it comes to bicycling. Bicycle education is concerned with developing safe cycling skills in children, teaching adult bicyclists their rights and responsibilities, and educating motorists on how to safely and effectively share the road with bicyclists.

This section will address several educational components:

- developing safe cycling skills in children;
- teaching adult bicyclists their rights and responsibilities; and,
- teaching motorists how to more effectively share the road with bicyclists.

1. **Youth Bicyclists.** School children are most effectively reached when an action-oriented teaching approach and repetitive practice process are coupled with awards and incentives. Awards and incentives can consist of certificates of completion or bicycle/pedestrian licenses, free or reduced cost bicycle helmets and other accessories (such as bicycle lights or bells), or discount coupons from area bicycle shops.

The following guidelines should be used in education programs:

- Wear a helmet. In a bicycle crash wearing a helmet reduces the risk of serious head injury by up to 85%;
- Obey all traffic laws. Bicyclists have the same rights and consequently the same responsibilities as others users of the roads;
- Look both ways before crossing streets;
- Always ride with the flow of traffic;
- Be predictable, always signal your intentions;
- Be visible, wear light colored, bright, or reflective clothing;
- Always use a front light and rear reflector at night;
- Use the bike map, look for a route that is suitable to your comfort and skill level;
- Very young children should ride with a parent;
- When riding with a group of children, it's strongly advised that an adult ride in both the front and behind to monitor disparate abilities.

2. **Adult Bicyclists.** Adult bicyclists fall into several different categories of riders. Some adults are comfortable riding on busy streets and mixing with traffic while others prefer quieter streets or multi-use paths. There are adults who ride a bicycle only a few times a year and those who ride often, both for transportation and/or recreation.

Each type of adult bicyclist has their own concerns and philosophy about how bicycles fit into the transportation system. The following safe bicycling guidelines should be used by adult bicyclists:

- Be alert. Watch for other users and sudden behavior changes and pay careful attention to potential road hazards such as potholes and gravel;
- Adjust speed to maintain control of the bicycle;
- Obey all traffic laws. Although it is tempting to run through traffic signals and stop signs, do not do it. Bicyclists have the same rights and responsibilities as motorists. Disobeying traffic laws gives bicyclists a bad reputation and is potentially dangerous.
- Always ride with the flow of traffic, ride where motorists and others expect bicyclists, and never ride against traffic;
- Be predictable, signal your turns, do not weave in and out of traffic, and stay as far to the right as possible, except when:
  - traveling the same speed as traffic;
  - avoiding hazardous conditions;
  - preparing to make a left turn;
  - passing another vehicle;
  - the roadway is too narrow for a bicycle and a motor vehicle to travel safely side-by-side;
  - riding alongside another bicyclist in a manner that does not impede the normal flow of traffic.
- Be visible. Wear light-colored, bright, or reflective clothing and always use front and rear lights. Rear reflectors are also advised when cycling at night.
- Wear a helmet.
- Use the bike map. Look for a route that is suited to your comfort and skill levels.
- Stay off sidewalks whenever possible. In Colorado, bicycles are legally classified as vehicles and should behave as such. Unless specifically signed for shared use, as on bridge sidewalks or multi-use paths, sidewalks are primarily intended for pedestrians. In some cases it is appropriate for young or less experienced bicyclists to ride on the sidewalk although bicyclists must always be watchful of pedestrians on the sidewalk. When using sidewalks, bicyclists are required to warn pedestrians audibly when passing (verbally or by bell), yield the right-of-way in conflict situations, and travel at a walking speed at driveways and intersections when a motor vehicle is approaching. Remember, that motorists are not expecting bicyclists to approach them at driveways or approaches.
- Do not drink alcohol and ride.

3. **Motorists.** The main goal in educating motorists is to foster a broad range and general public awareness and respect for bicycling. What would amount to a minor fender bender between two motor vehicles could result in serious injury in a bicyclist/motor vehicle crash. Good driving behavior includes:

- Be alert. Watch for other users and sudden behavior changes, especially at intersections.
- Obey all traffic laws. Driving the speed limit and coming to a full stop at red lights creates a safer environment for all.

- Be predictable. Signal your turns well before an intersection. The law requires use of turn signals in advance of intersections and bicyclists depend on turn signals to judge where to be.
- Be patient. Passing bicyclists just before a stop sign or signal creates an atmosphere of unnecessary hostility.
- Do not honk unless necessarily. Bicyclists can see and hear motor vehicles; honking may cause unnecessary alarm.
- Give room. Bicyclists have to react to hazards that a motorist may not see (e.g., glass, storm grates, dogs, car doors).
- Follow and pass at a safe distance.
- Following appropriate intersection etiquette.

B. ENCOURAGEMENT

Bicycle encouragement includes holding community promotional events and providing information such as maps of recommended bicycling routes. Additional recommendations to foster an increase in alternative modes of transportation include:

- Expand the Safe Routes to School program to include more local partnerships.
- Continue development and implementation of innovative and unique education and encouragement programs, campaigns, and events.
- Continue sponsoring special events such as the Growler, USA Pro Cycling Challenge, and Rage in the Sage.
- Foster relationships between non-profits, advocacy, and community groups that will strengthen public-private partnerships to initiate bicycle programs and infrastructure.
- Work with Western State Colorado University on bicycling education, encouragement, and enforcement programs, as well as coordinating on bicycle maps for both on and off campus.
- Expand coordination with local businesses, initiate an incentive program to improve bicycling facilities, and encourage programs that influence more employees to bike to work.
- For all education and encouragement efforts, it is recommended that continued efforts be made to encourage additional demographics to take up bicycling including but not limited to: senior citizens, minorities, business executives, parents of elementary school children, and university students.
- Support national and state programs such as:
  - Bike to Work Month
  - Ride to School Month
- Increase way-finding signage
- Continue holding the City's bike sale.

Cyclists and pedestrians come in all ages, sizes and backgrounds, and have a variety of origins and destinations. Accommodations for children, seniors, tourists should be included in new trail alignments.

Consideration should be given to adequate bike parking at all destinations. Comb, toast, schoolyard, and other wheel bending racks that provide no support for the bicycle frame are NOT recommended[6]. Some cities have hosted contests for artists to design bicycle racks that double as street art. To encourage children to bicycle more, the City of Loveland, Colorado hosted a competition for children to paint bicycle racks. One way to make the downtown sidewalks more accessible and reduce impediments caused by sandwich board signs, sculptures, and bike racks would be to combine the three into bike rack art that is advertising a business. An option for

[6] *Bicycle Parking Guidelines*, Association of Pedestrian and Bicycle Professionals (2002)

funding the bicycle racks would be to invite businesses to cost share in the racks. The following bike rack sculptures are good examples:

C. ENFORCEMENT

Enforcement is a very important part of the holistic strategy of educating people on how to bicycle and provide an environment in which they want to bicycle. While it is important to educate citizens about safe biking and driving habits, there must be effective enforcement of the rules of the road.

Enforcement measures should complement the other facets of the bike plan, specifically, the Education component. Education initiatives combined with enforcement measures ensure the success of many programs. It is recommended that implementation of enforcement measures not be done in isolation; but rather, be designed in a comprehensive approach utilizing other major components of the plan such as education and encouragement.

Further recommendations include:

- Disseminate current and appropriate bicycling information to and from local enforcement agencies. This is an important aspect in order to maintain consistent City messaging regarding local ordinances and to bridge the gap of understanding between bicyclists and police officers.
- Continue to work closely with local enforcement agencies to create innovative, pro-active education campaigns including enforcement that foster the safety of bicyclists, pedestrians, and motorists.
- Encourage and coordinate official trainings for local enforcement agencies to ensure all City personnel are knowledgeable of current local, regional, and national bicycle policies and ordinances.
- Review and potentially update enforcement techniques for handling special events such as critical masses and other protests to further bridge the communication gap between bicyclists and local enforcement agencies.
- Promote a constructive process to determine what types of behavior require enforcement agency involvement.
- Explore the creation of a Share the Road Safety Class. The class could be offered as an educational activity or for first-time law violators, whether driving, bicycling, or walking, to educate on specific laws related to bicycle and pedestrian safety.
- Bicycle safety tips and laws flyer.

VI. CONCLUSION

In 2009, 40% of trips in the United States were shorter than two miles and 27% were shorter than one mile.[7] Since bicycling can accommodate trips of up to two miles and most people can walk at least one mile, the opportunity to increase non-motorized transportation in the community is very good; as has been seen with the trails on the VanTuyl Ranch, "build it and they will come."

The citizens of Gunnison are committed to an active lifestyle, including walking and biking to their destinations and taking advantage of recreational opportunities that can be accessed by multi-use trails. This commitment was demonstrated by passage of the sales tax increase to fund the trails system. Unfortunately, the cost of completing the trails system, improving the pedestrian system and maintaining the bikeways, combined with other needs for the pool and ice rink, exceed the sales tax revenue that is available.

The total cost to implement this *Pedestrian and Non-Motorized Transportation Plan* will be $4.6 million over fifteen years, plus $13,000 annually for street painting. Implementation will require additional allocations for trails in the capital budget each year. Recognizing the large financial commitment required to fulfill this plan, the goal of the capital phasing is to spread the cost of implementation as evenly as possible over fifteen years, for an average of $310,415 per year.

With so many needs in the City competing for resources, it will be necessary for the City to pursue other funding sources such as grants and donations to fully implement this *Plan*.

Federal Highway Aid Programs[8] are funds that are allocated to the states for distribution to specific projects. Some examples of funding are:

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[7] *NHTS, National Household Travel Survey*, U.S. Department of Transportation and Federal Highway Administration, 2001, 2009.

[8] http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/bp-broch.cfm

- The **Transportation Enhancement (TE)** program is the best known funding source for bicycle and pedestrian infrastructure improvements.
- **Surface Transportation Program (STP)** funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking. TEA-21 added "the modification of public sidewalks to comply with the Americans with Disabilities Act" as an activity that is specifically eligible for the use of these funds.
- **Recreational Trails Program** funds may be used for all kinds of trail projects. Of the funds apportioned to a State, 30 percent must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses (any combination).
- **High Priority Projects and Designated Transportation Enhancement Activities** identified by Section 1602 of TEA-21 include numerous bicycle, pedestrian, trail, and traffic calming projects in communities throughout the country.
- **Safe Routes to School (SRTS)** is the newest federally funded program that is 100% dedicated to funding bicycle and pedestrian capital, education, promotion, and enforcement projects

Other Federal Funding Sources:

- Bureau of Land Management Take it Outside Program: http://www.blm.gov/pgdata/content/wo/en/prog/more/Children_and_Nature.html

State Funding Programs/Sources:

- Colorado State Trails: http://www.parks.state.co.us/Trails/Grants/Pages/Grants.aspx
- Great Outdoors Colorado Board: http://www.goco.org/apply-for-a-grant/

Private Funding Programs/Sources:

- American Trails: http://www.americantrails.org/resources/funding/index.html
- Bikes Belong: http://www.bikesbelong.org/grants/apply-for-a-grant/
- Gates Family Foundation: http://www.gatesfamilyfoundation.org/www/gates.php?section=news&p=foundation_news
- International Mountain Biking Association and CLIF Bar Trail Preservation Grants: http://www.imba.com/resources/grants/2011-imba-clif-bar-grants
- Kodak American Greenways Program: http://www.conservationfund.org/kodak_awards
- National Trails Fund: http://www.americanhiking.org/our-work/national-trails-fund/

APPENDICES

APPENDIX 1 COST ESTIMATE FOR PEDESTRIAN FACILITIES

APPENDIX 2 COST ESTIMATE FOR BIKEWAYS

APPENDIX 3 COST ESTIMATE FOR MULTI-USE TRAILS

APPENDIX 4 TOTAL ANNUAL COST OF IMPLEMENTATION

Rank	Sidewalk Section	Dimensions						Subgrade Cost ($/sq ft)		Total Subgrade Cost		Concrete Cost ($/cubic yard)		Total Concrete Cost		Form/Finish/Pour		Special Finishes			Total Sidewalk Cost	
		Length (feet)	Width (feet)	Area (sq ft)	Depth (feet)	Area (cubic feet)	Area (cubic yards)	Lower	Upper	Lower	Upper	Lower	Upper	Lower	Upper	$/linear ft	Total Form/Finish/Pour	Item Number	Quantity	Cost	Lower	Upper
1	11th Street - Virginia to Ohio west side	681	8	5,448	0.3	1,634.40	60.53	$2.00	$2.50	$10,896	$13,620	$160	$ 170	$9,685	$10,291	$1.80	$1,226	1 3	2 2	$9,010 $400	**$31,217**	**$34,546**
1	Vulcan Street City Open Space	135	5	675	0.3	202.50	7.50	$2.00	$2.50	$1,350	$1,688	$160	$ 170	$1,200	$1,275	$1.80	$243				**$2,793**	**$3,206**
1	County Road 13 to Spencer	1,443	5	7,215	0.3	2,164.50	80.17	$2.00	$2.50	$14,430	$18,038	$160	$ 170	$12,827	$13,628	$1.80	$2,597				**$29,854**	**$34,263**
1	Arthur - Boulevard to 12th - north side	318	5	1,590	0.3	477.00	17.67	$2.00	$2.50	$3,180	$3,975	$160	$ 170	$2,827	$3,003	$1.80	$572	1 3	2 2	$9,010 $400	**$15,989**	**$16,961**
1	North Colorado 100 block and between Ruby and Escalante - east side	661	5	3,305	0.3	991.50	36.72	$2.00	$2.50	$6,610	$8,263	$160	$ 170	$5,876	$6,243	$1.80	$1,190				**$13,675**	**$15,695**
1	South Teller, east side	1,058	5	5,290	0.3	1,587.00	58.78	$2.00	$2.50	$10,580	$13,225	$160	$ 170	$9,404	$9,992	$1.80	$1,904				**$21,889**	**$25,122**
1	East Tomichi adjacent to Jorgensen Park and McDonalds	1,393	5	6,965	0.3	2,089.50	77.39	$2.00	$2.50	$13,930	$17,413	$160	$ 170	$12,382	$13,156	$1.80	$2,507	2 4	1 1	$16,000 $6,000	**$50,820**	**$55,076**
1	New York from 14th to Wisconsin and Iowa to Teller - north side	1,567	5	7,835	0.3	2,350.50	87.06	$2.00	$2.50	$15,670	$19,588	$160	$ 170	$13,929	$14,799	$1.80	$2,821				**$32,419**	**$37,208**
1	Denver Avenue between Main and Taylor	418	5	2,090	0.3	627.00	23.22	$2.00	$2.50	$4,180	$5,225	$160	$ 170	$3,716	$3,948	$1.80	$752				**$8,648**	**$9,925**
1	Virginia from 8th Street to Spruce - north side	2,060	5	10,300	0.3	3,090.00	114.44	$2.00	$2.50	$20,600	$25,750	$160	$ 170	$18,311	$19,456	$1.80	$3,708				**$42,619**	**$48,914**
1 Total		9,734																		$40,820	**$249,924**	**$280,915**
2	11th Street Virginia to Ohio- east side	533	5	2,665	0.3	799.50	29.61	$2.00	$2.50	$5,330	$6,663	$160	$ 170	$4,738	$5,034	$1.80	$959				**$11,027**	**$12,656**
2	West Tomichi from Highway 50 to Emerald Lane	2,918	5	14,590	0.3	4,377.00	162.11	$2.00	$2.50	$29,180	$36,475	$160	$ 170	$25,938	$27,559	$1.80	$5,252				**$60,370**	**$69,286**
2	North Spruce between Tomichi Avenue and Spencer except 200 block - east side	3,133	5	15,665	0.3	4,699.50	174.06	$2.00	$2.50	$31,330	$39,163	$160	$ 170	$27,849	$29,589	$1.80	$5,639				**$64,818**	**$74,391**
2	Hwy 135 after first 100 block to Elizabeth	910	5	4,550	0.3	1,365.00	50.56	$2.00	$2.50	$9,100	$11,375	$160	$ 170	$8,089	$8,594	$1.80	$1,638				**$18,827**	**$21,607**
2	North Boulevard between Tomichi and Spencer East Side	3,009	5	15,045	0.3	4,513.50	167.17	$2.00	$2.50	$30,090	$37,613	$160	$ 170	$26,747	$28,418	$1.80	$5,416				**$62,253**	**$71,447**
2 Total		10,503																		$0	**$217,295**	**$249,388**
3	South Boulevard 100 block and Gunnison and Evans - west side	1,617	5	8,085	0.3	2,425.50	89.83	$2.00	$2.50	$16,170	$20,213	$160	$ 170	$14,373	$15,272	$1.80	$2,911				**$33,454**	**$38,395**
3	Denver Avenue from Main to 11th north side	2,172	5	10,860	0.3	3,258.00	120.67	$2.00	$2.50	$21,720	$27,150	$160	$ 170	$19,307	$20,513	$1.80	$3,910				**$44,936**	**$51,573**
3	Gothic from 11th to Pine on north side	1,549	5	7,745	0.3	2,323.50	86.06	$2.00	$2.50	$15,490	$19,363	$160	$ 170	$13,769	$14,629	$1.80	$2,788				**$32,047**	**$36,780**
3	South Wisconsin from New York to Bidwell	1,483	5	7,415	0.3	2,224.50	82.39	$2.00	$2.50	$14,830	$18,538	$160	$ 170	$13,182	$14,006	$1.80	$2,669				**$30,682**	**$35,213**
3	East Frontage Road from Bidwell to New York in the median	1,462	5	7,310	0.3	2,193.00	81.22	$2.00	$2.50	$14,620	$18,275	$160	$ 170	$12,996	$13,808	$1.80	$2,632				**$30,247**	**$34,714**
3 Total		8,283																		$0	**$171,366**	**$196,675**
4	Georgia Avenue Extension - Main to Aspinall-Wilson Center - north side (Funded by RETA Tax and Gunnison Rising Developer)	2,471	8	19,768	0.3	5,930.40	219.64	$2.00	$2.50	$39,536	$49,420	$160	$ 170	$35,143	$37,340	$1.80	$4,448				**$79,127**	**$91,207**
4 Total		2,471																		$0	**$79,127**	**$91,207**
Grand Total		30,991																			**$717,712**	**$818,185**

Special Finishes		
Item #	Item	Cost (per unit)
1	Solar Powered Pole Mounted Radar Speed Signs	$ 4,505
2	Overhead Beacon (estimated cost)	$ 16,000
3	Signs, poles, mounting brackets	$ 200
4	Move Irrigation System	$ 6,000

Rank	Sidewalk Section	Phasing Plan															
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	unknown
1	11th Street - Virginia to Ohio west side	$ 17,273	$ 17,273														
1	Vulcan Street City Open Space	$ 3,206															
1	County Road 13 to Spencer	$ 34,263															
1	Arthur - Boulevard to 12th - north side		$ 16,961														
1	North Colorado 100 block and between Ruby and Escalante - east side		$ 15,695														
1	South Teller, east side			$ 25,122													
1	East Tomichi adjacent to Jorgensen Park and McDonalds			$ 55,076													
1	New York from 14th to Wisconsin and Iowa to Teller - north side				$ 37,208												
1	Denver Avenue between Main and Taylor				$ 9,925												
1	Virginia from 8th Street to Spruce - north side					$ 48,914											
1 Total		$ 54,742	$ 49,929	$ 80,198	$ 47,133	$ 48,914	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2	11th Street Virginia to Ohio- east side						$ 12,656										
2	West Tomichi from Highway 50 to Emerald Lane						$ 34,643	$ 34,643									
2	North Spruce between Tomichi Avenue and Spencer except 200 block - east side								$ 74,391								
2	Hwy 135 after first 100 block to Elizabeth									$ 71,447							
2	North Boulevard between Tomichi and Spencer East Side										$ 71,447						
2 Total		$ -	$ -	$ -	$ -	$ -	$ 47,299	$ 34,643	$ 74,391	$ 71,447	$ 71,447	$ -	$ -	$ -	$ -	$ -	$ -
3	South Boulevard 100 block and Gunnison and Evans - west side											$ 38,395					
3	Denver Avenue from Main to 11th north side												$ 51,573				
3	Gothic from 11th to Pine on north side													$ 36,780			
3	South Wisconsin from New York to Bidwell														$ 35,213		
3	East Frontage Road from Bidwell to New York in the median															$ 34,714	
3 Total		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 38,395	$ 51,573	$ 36,780	$ 35,213	$ 34,714	$ -
4	Georgia Avenue Extension - Main to Aspinall-Wilson Center - north side (Funded by RETA Tax and Gunnison Rising Developer)																$ 91,207
4 Total		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 91,207
Grand Total		$ 54,742	$ 49,929	$ 80,198	$ 47,133	$ 48,914	$ 47,299	$ 34,643	$ 74,391	$ 71,447	$ 71,447	$ 38,395	$ 51,573	$ 36,780	$ 35,213	$ 34,714	$ 91,207

Appendix 2

Cost Estimate for Bikeway Painting and Markings

Item		# Per Year	Total
Linear Foot of Striping	0.065	152,292	$9,899
Bike Lane and Arrow Symbols	$20	128	$2,560
Bike Lane Arrows	$10	4	$40
Bike Lane Stop Symbols	$10	30	$300
Mobilization for Lane Lines	$175	1	$175
Bike Lane Symbol Mobilization	$100	1	$100
Total Pavement Markings			$13,074

Costruction Cost Estimate for Priority Multi-Use Trails (Based on 2011 Construction Costs)

Priority	Trail Name	Length (miles)	Length (feet)	Trail Width (feet)	Area (sq ft)	Trail Construction Cost ($/sq ft)		Total Construction Cost		Total Cost of Crossings		Acquisition Cost		Total Landscaping and Fencing Cost		Total Trail Cost	
						Lower	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower	Upper	**Lower**	**Upper**
1	5th Street	0.16	843	8	6744	$8.00	$11.00	$53,952	$74,184	$0	$0	$250,000	$287,500	$2,023	$2,529	**$305,975**	**$364,213**
2	Hwy 135 Trail	1.40	7409	8	59272	$2.00	$2.50	$118,544	$148,180	$896	$1,030	$0	$0	$17,782	$22,227	**$137,222**	**$171,437**
3	Rock Creek	0.42	2233	10	22330	$2.00	$2.50	$44,660	$55,825	$20,000	$23,000	$0	$0	$5,359	$6,699	**$70,019**	**$85,524**
4	University	1.04	5500	10	55000	$2.00	$2.50	$110,000	$137,500	$512	$589	$0	$0	$13,200	$16,500	**$123,712**	**$154,589**
5	Highway Frontage	1.09	5737	8	45896	$2.00	$2.50	$91,792	$114,740	$1,344	$1,546	$0	$0	$15,137	$18,921	**$108,273**	**$135,207**
6	Highway 50 Underpass	0.30	1560	8	12480	$2.00	$2.50	$24,960	$31,200	$90,448	$104,015	$0	$0	$4,464	$5,580	**$119,872**	**$140,795**
7	Gold Basin Road	0.46	2420	6	14520	$2.00	$2.50	$29,040	$36,300	$0	$0	$0	$0	$5,808	$7,260	**$34,848**	**$43,560**
8	Discovery Center	1.49	7864	8	62912	$2.00	$2.50	$125,824	$157,280	$896	$1,030	$0	$0	$60,630	$70,312	**$187,350**	**$228,622**
9	Contour Loop	0.41	2172	6	13032	$2.00	$2.50	$26,064	$32,580	$0	$0	$0	$0	$6,679	$8,349	**$32,743**	**$40,929**
10	Airport Maintenance	1.48	7823	6	46938	$2.00	$2.50	$93,876	$117,345	$612,804	$704,725	$0	$0	$110,331	$125,909	**$817,011**	**$947,979**
11	Gunnison River	1.98	10450	6	62700	$2.00	$2.50	$125,400	$156,750	$81,536	$93,766	$300,000	$345,000	$99,798	$114,950	**$606,734**	**$710,466**
12	Riverwalk Estate	1.01	5316	10	53160	$2.00	$2.50	$106,320	$132,900	$1,024	$1,178	$300,000	$345,000	$30,633	$35,948	**$437,977**	**$515,026**
13	West Gunnison	0.40	2102	8	16816	$2.00	$2.50	$33,632	$42,040	$896	$1,030	$0	$0	$8,262	$9,906	**$42,790**	**$52,976**
14	VanTuyl Ranch Public Access	0.32	1704	8	13632	$2.00	$2.50	$27,264	$34,080	$181,344	$208,546	$0	$0	$27,978	$31,840	**$236,586**	**$274,466**
																$3,261,112	$3,865,789

Crossings

Priority	Trail Name	# of Board-walks	Total Length (feet)	Cost / ft	Cost of Boardwalks		# of Bridges	Total Length (feet)	Cost / ft	Cost of Bridges		# of Misc Crossings	Total Length (feet)	Total Cost of Misc Crossings		Total Cost of all Crossings	
				Lower	Lower	Upper			Lower	Lower	Upper			Lower	Upper	Lower	Upper
1	5th Street	0	0	$300	$0	$0	0	0	$1,000	$0	$0	0	14	$0	$0	$0	$0
2	Hwy 135 Trail		0	$300	$0	$0	0	0	$1,000	$0	$0	2	14	$896	$1,030	$896	$1,030
3	Rock Creek	0	0	$300	$0	$0	1	20	$1,000	$20,000	$23,000	0	14	$0	$0	$20,000	$23,000
4	University	0	0	$300	$0	$0	0	0	$1,000	$0	$0	1	16	$512	$589	$512	$589
5	Highway Frontage	0	0	$300	$0	$0	0	0	$1,000	$0	$0	3	14	$1,344	$1,546	$1,344	$1,546
6	Highway 50 Underpass	1	300	$300	$90,000	$103,500	0	0	$1,000	$0	$0	1	14	$448	$515	$90,448	$104,015
7	Gold Basin Road	0	0	$300	$0	$0	0	0	$1,000	$0	$0	0	12	$0	$0	$0	$0
8	Discovery Center	0	0	$300	$0	$0	0	0	$1,000	$0	$0	2	14	$896	$1,030	$896	$1,030
9	Contour Loop	0	0	$300	$0	$0	0	0	$1,000	$0	$0	0	12	$0	$0	$0	$0
10	Airport Maintenance	5	1315	$300	$394,500	$453,675	5	216	$1,000	$216,000	$248,400	6	12	$2,304	$2,650	$612,804	$704,725
11	Gunnison River	0	0	$300	$0	$0	2	80	$1,000	$80,000	$92,000	4	12	$1,536	$1,766	$81,536	$93,766
12	Riverwalk Estate	0	0	$300	$0	$0	0	0	$1,000	$0	$0	2	16	$1,024	$1,178	$1,024	$1,178
13	West Gunnison	0	0	$300	$0	$0	0	0	$1,000	$0	$0	2	14	$896	$1,030	$896	$1,030
14	VanTuyl Ranch Public Access	0	0	$300	$0	$0	1	180	$1,000	$180,000	$207,000	3	14	$1,344	$1,546	$181,344	$208,546

Landscaping

Priority	Trail Name	Landscape Length (feet)	Width of Landscape Area (ft)	Landscape Area (sq ft)	Landscaping Cost ($/sq ft)		Total Landscaping Cost		Fencing Length (feet)	Fencing Cost ($/foot)		Total Fencing Cost		Total Landscaping and Fencing Cost	
					Lower	Upper	Lower	Upper		Lower	Upper	Lower	Upper	Lower	Upper
1	5th Street	843	10	8430	$0.24	$0.30	$2,023	$2,529	0	$7.15	$8.00	$0	$0	$2,023	$2,529
2	Hwy 135 Trail	7409	10	74090	$0.24	$0.30	$17,782	$22,227	0	$7.15	$8.00	$0	$0	$17,782	$22,227
3	Rock Creek	2233	10	22330	$0.24	$0.30	$5,359	$6,699	0	$7.15	$8.00	$0	$0	$5,359	$6,699
4	University	5500	10	55000	$0.24	$0.30	$13,200	$16,500	0	$7.15	$8.00	$0	$0	$13,200	$16,500
5	Highway Frontage	6307	10	63070	$0.24	$0.30	$15,137	$18,921	0	$7.15	$8.00	$0	$0	$15,137	$18,921
6	Highway 50 Underpass	1860	10	18600	$0.24	$0.30	$4,464	$5,580	0	$7.15	$8.00	$0	$0	$4,464	$5,580
7	Gold Basin Road	2420	10	24200	$0.24	$0.30	$5,808	$7,260	0	$7.15	$8.00	$0	$0	$5,808	$7,260
8	Discovery Center	7864	10	78640	$0.24	$0.30	$18,874	$23,592	5840	$7.15	$8.00	$41,756	$46,720	$60,630	$70,312
9	Contour Loop	2783	10	27830	$0.24	$0.30	$6,679	$8,349	0	$7.15	$8.00	$0	$0	$6,679	$8,349
10	Airport Maintenance	7823	10	78230	$0.24	$0.30	$18,775	$23,469	12805	$7.15	$8.00	$91,556	$102,440	$110,331	$125,909
11	Gunnison River	10450	10	104500	$0.24	$0.30	$25,080	$31,350	10450	$7.15	$8.00	$74,718	$83,600	$99,798	$114,950
12	Riverwalk Estate	5316	10	53160	$0.24	$0.30	$12,758	$15,948	2500	$7.15	$8.00	$17,875	$20,000	$30,633	$35,948
13	West Gunnison	2102	10	21020	$0.24	$0.30	$5,045	$6,306	450	$7.15	$8.00	$3,218	$3,600	$8,262	$9,906
14	VanTuyl Ranch Public Access	1704	10	17040	$0.24	$0.30	$4,090	$5,112	3341	$7.15	$8.00	$23,888	$26,728	$27,978	$31,840

Construction Cost Estimates

Road Base with Crusher Fine Surface = $2.00 to $2.50 per Square Foot

Concrete Surface = $8.00 to $11.00 per Square Foot

Resurface with Crusher Fine = $1.50 to $2.00 per Square Foot

Costruction Cost Estimate for Priority Multi-Use Trails (Based on 2011 Construction Costs)

Priority	Trail Name	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Total
1	5th Street	$364,213												$ 364,213
2	Hwy 135 Trail		$171,437											$ 171,437
3	Rock Creek		$85,524											$ 85,524
4	College			$154,589										$ 154,589
5	Highway Frontage				$135,207									$ 135,207
6	Highway 50 Underpass					$140,795								$ 140,795
7	Gold Basin Road					$43,560								$ 43,560
8	Discovery Center						$228,622							$ 228,622
9	Contour/Cemetery Loop							$40,929						$ 40,929
10	Airport Maintenance							$ 473,989	$473,989					$ 947,979
11	Gunnison River									$355,233	$355,233			$ 710,466
12	Riverwalk Estate											$515,026		$ 515,026
13	West Gunnison											$52,976		$ 52,976
14	VanTuyl Ranch Public Access												$274,466	$ 274,466
		$364,213	$256,961	$154,589	$135,207	$ 184,355	$ 228,622	$ 514,918	$ 473,989	$ 355,233	$ 355,233	$ 568,002	$ 274,466	$ 3,865,789

Total Estimated Annual Cost of Implementation

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Sidewalks	$ 54,742	$ 49,929	$ 80,198	$ 47,133	$ 48,914	$ 47,299	$ 34,643	$ 74,391	$ 71,447	$ 71,447	$ 38,395	$ 51,573	$ 36,780	$ 35,213	$ 34,714
Multi-Use Trails	$ 364,213	$ 256,961	$ 154,589	$ 135,207	$ 184,355	$ 228,622	$ 514,918	$ 473,989	$ 355,233	$ 355,233	$ 568,002	$ 274,466			
Total Pavement Markings	$ 13,074	$ 13,074	$ 13,074	$ 13,074	$ 13,074	$ 13,074	$ 13,074	$ 13,074	$ 13,074	$ 13,074	$ 13,074	$ 13,074	$ 13,074	$ 13,074	$ 13,074
Total Annual Cost	$ 432,029	$ 319,964	$ 80,198	$ 195,413	$ 246,343	$ 288,995	$ 562,635	$ 561,455	$ 439,754	$ 439,754	$ 619,471	$ 339,113	$ 49,854	$ 48,287	$ 47,788
Sales Tax Commitment	$100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 49,854	$ 48,287	$ 47,788
Additional Appropriation Needed	$ 332,029	$ 219,964	$ (19,802)	$ 95,413	$ 146,343	$ 188,995	$ 462,635	$ 461,455	$ 339,754	$ 339,754	$ 519,471	$ 239,113			

Section 8. Variances and Development Standard Waivers

§8.1 GENERAL

A. Purpose. This Section defines the procedures and required showing to obtain a variance from the standards of this *LDC*. Variances are authorizations to deviate from the literal terms of this *LDC* that would not be contrary to the public interest in cases where the literal enforcement of the provisions of this *LDC* would result in undue or unnecessary hardship. A variance shall not be granted solely because of the presence of nonconformities in the zone district or adjoining districts.

B. Use Variances Not Authorized. Establishment or expansion of a use otherwise prohibited in a zone district shall not be allowed by variance.

C. Dimensional Standards Variances Authorized. Variance from the dimensional standards of the underlying zone district shall be authorized only for maximum height, minimum floor area, minimum building width, maximum lot coverage, minimum setbacks, maximum setbacks, parking requirements, and minimum landscape area, and buffer width.

D. Sign Variances Authorized. The City of Gunnison Zoning Board of Adjustments and Appeals shall have jurisdiction to hear all applications for variance from the Sign Standards (§4.8). In addition to the application contents in §8.3, the application shall contain the following data:

1. specific citation of the criteria from which the applicant is seeking variance;
2. narrative and/or technical data justifying the reason for not complying with the criteria;
3. narrative and/or technical date explaining the alternative standard being proposed.

E. Stormwater Management Variances Authorized. Variances from the provisions of the Stormwater Management Criteria will be considered on a case-by-case basis. Formal requests for variances from the standards, policies or submittal requirements of these Criteria shall be submitted with appropriate documentation and justification to the Board of Zoning Adjustments and Appeals (Board) through the Director of Community Development. Variance requests will be forwarded to the Board for review and action. In addition to the application contents in §8.3, the application shall contain the following data:

1. a specific citation of the criteria from which the applicant seeks a variance;
2. narrative and/or technical data justifying the reason for not complying with the Criteria;
3. narrative and/or technical data explaining an alternative criteria or standard that is proposed to comply with the intent of the Criteria;
4. supporting documentation, including mapping, technical literature, necessary calculations, etc.

Working Draft

§8.2 PROCEDURES

An applicant requesting a variance shall follow the stages of the City of Gunnison land development process outlined below.

A. Preapplication Conference. Attendance at a preapplication conference is optional, but recommended, for an applicant intending to submit an application for a variance.

B. Submit Application. The applicant shall submit a complete application to the Community Development Director containing those materials listed in §8.3, Application Contents.

C. Staff Review. The Community Development Director shall review the application to determine whether it is complete, as specified in §6.6 A., Completeness Review. The Community Development Director shall forward a report to the board of adjustment which summarizes the application's compliance with the conditions outlined in §8.4, Required Showing. The Community Development Director may solicit the assistance of other agencies and organizations in drafting the report.

D. Public Notice. Public notice that the board of adjustment will conduct a hearing to consider the application for a variance shall be provided as specified in §6.7, Stage 4: Provision of Public Notice.

E. Public Action by Board. The board of adjustment shall hold a public hearing to review the conformance of the application with all applicable provisions of this land development code. The board may approve, approve with conditions, or deny the application or remand it to the applicant with instructions for modification or additional information or action. The board shall deny any application that does not demonstrate the required showing set forth in §8.4, Required Showing.

F. Actions Following Approval. The applicant may apply for a building permit following approval of the variance and the filing and, if applicable, recordation of any documents required by the variance approval.

§8.3 APPLICATION CONTENTS

The development application for a variance shall contain the following information:

A. Minimum Contents. The minimum contents for all applications specified in §6.5 C, Minimum Application Contents.

B. Site Plan. A site plan of the subject property, showing existing and proposed features, buildings, etc., which are relevant to the review of the variance application.

§8.4 REQUIRED SHOWING – DIMENSIONAL STANDARDS VARIANCE

The applicant shall demonstrate the following to the Board before a variance may be authorized:

A. Special Circumstances Exist. There are special circumstances or conditions which are peculiar to the land or building for which the variance is sought that do not apply generally to land or buildings in the neighborhood; and

B. Not Result of Applicant. The special circumstances and conditions have not resulted from any

Working Draft

act of the applicant; and

C. Strict Application Deprives Reasonable Use. The special circumstances and conditions are such that the strict application of the provisions of this *LDC* would deprive the applicant of reasonable use of the land or building; and

D. Variance Is Necessary to Provide Reasonable Use. The granting of the variance is necessary to provide the applicant a reasonable use of the land or building; and

E. Minimum Variance. The granting of the variance is the minimum necessary to make possible the reasonable use of the land or building; and

F. Not Injurious to Neighborhood. The granting of the variance will not be injurious to the neighborhood surrounding the land where the variance is proposed, and is otherwise not detrimental to the public welfare or the environment; and

G. Consistent with *Land Development Code*. The granting of the variance is consistent with the general purposes and intent of this *LDC*.

§8.5 REQUIRED SHOWING – SIGN VARIANCE

A. Variances. In every case in which a request for a variance from the requirements of this Section has been filed, the Board shall not grant a variance unless it specifically finds each and every one of the following conditions to exist:

1. There are special circumstances or conditions, such as the existence of buildings, topography, vegetation, sign structures or other matters or adjacent lots or within the adjacent public right-of-way, which would substantially restrict the effectiveness of the sign in question; provided, however, that such special circumstances or conditions must be particular to the particular business or enterprise to which the applicant desires to draw attention and do not apply generally to all businesses or enterprises.

2. The variance would be in general harmony with the purposes of this Section, and specifically would not be injurious to the neighborhood in which the business or enterprise to which the applicant desires to draw attention is located.

3. The variance is the minimum necessary to permit the applicant to reasonably draw attention to this business or enterprise.

4. The variance would not interfere with site distance requirements for street and driveway intersections or create pedestrian or vehicle movement hazards.

B. No variance for maximum sign area on a lot or building. The Board shall not have any jurisdiction to hear, nor the authority to grant, any variance which increases the maximum permitted sign area on a single lot or building.

C. Conditions. The Board may grant a variance subject to any conditions which it deems necessary or desirable to make the device which is permitted by the variance compatible with the purposes of this Section.

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§8.6 REQUIRED SHOWING – STORMWATER MANAGEMENT VARIANCE

A. Variances. In every case in which a request for a variance from the requirements of this Section has been filed, the Board shall not grant a variance unless it specifically finds each and every one of the following conditions to exist:

1. there is adequate area for construction and long-term maintenance of stormwater management facilities;

2. the variance results in a system of facilities that adequately reduce runoff volumes, slows runoff velocity and provides water quality treatment meeting state and federal water quality standards;

3. the variance will not jeopardize channel stabilization;

4. the variance does not violate state or federal laws; and,

5. the variance is the minimum necessary and does not jeopardize the community's health, safety or welfare.

§8.7 BOARD AUTHORIZED TO IMPOSE CONDITIONS

The Board, in approving the variance, may impose such restrictions and conditions on such approval, and the premises to be developed or used pursuant to such approval, as it determines are required to prevent or minimize adverse effects from the proposed variance on other land in the neighborhood and on the general health, safety, and welfare of the City. All conditions imposed upon any variance shall be set forth in the granting of such variance.

§8.8 EXPIRATION OF APPROVED VARIANCE

A. Time Limit. All variances shall expire 12 months from the date of issuance if no site development permit has been issued to establish the variation authorized, or if the variation does not require a site development permit, unless the variation is established, ongoing, and in operation. Such time period shall not be altered by transfer of ownership.

B. Extension. Upon written request, the Board may grant an extension of the variance for a period not to exceed six months for good cause shown. No request for an extension shall be considered unless a written application requesting the extension is submitted to the Community Development Director prior to the date the variance is to expire. The variance shall be deemed extended until the Board has acted upon the request for extension. Failure to submit an application for an extension within the time limits established by this Section shall render the variance null and void.

§8.9 AMENDMENT OF APPROVED VARIANCE

Amendment of an approved variance shall only be approved by the Board by repetition of the procedures and required showing of this Section.

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§8.10 DEVELOPMENT AND NATURAL RESOURCES PROTECTION STANDARDS WAIVERS

A. Purpose. This Section defines the procedures and required showing to obtain waivers from the standards established in Section 4, Development Standards, and Section 5, Natural Resource Protection Standards. Waivers are authorizations to differ from the literal terms of established standards that would not be contrary to the public interest in cases, where the literal application from the standards are warranted by site factors, or where alternative designs are proposed that meet the purposes of this *LDC*. A waiver shall not be granted solely because the alternative design is more cost effective to implement.

B. Applicability. Waivers may be granted pursuant to the development and natural resource protection list found in Appendix D – Development and Natural Resource Protection Standards Waivers. Waivers shall not be authorized for standards that are subject to a variance review. Where a standard is determined in either Section 4 or Section 5 that is not contained in the list, the Community Development Director may make an administrative determination or at the Director's discretion forward the waiver application to the Planning and Zoning Commission.

C. Decision Making Body and Development Review. The decision making body for waivers of specific standards is assigned in Appendix D – Development and Natural Resource Protection Standards Waivers and pursuant to the following guidelines.

1. Waivers assigned for City Council consideration are related to major and minor subdivision reviews and will be considered in conformance with the subdivision review process. Waivers from subdivision related standards must be submitted at preliminary plan application and pursuant to §11.6.B. 25. Waivers for subdivision related standards are subject to final plat approval.

2. Waivers that are determined by the Planning and Zoning Commission and/or administratively by City staff are related to Site Development Applications. Waivers considered by the Planning and Zoning Commission are acted upon as an agenda item at a regular meeting. The application follows all of the procedures set forth in §8.10.D, with the exception of item 3, Public Notice.

3. Waivers may be approved in conjunction with processing Site Development Applications, Land Use Development applications, to include subdivision applications, as defined in §6.2.A of this *LDC*.

D. Procedures. An applicant requesting a waiver shall follow the stages of the City of Gunnison land development process outlined below.

1. **Preapplication Conference.** Attendance at a preapplication conference is optional, but recommended, for an applicant intending to submit an application for a waiver.

2. **Submit Application.** The applicant shall submit a complete application to the Community Development Director containing those materials listed in §8.10.E, Application Contents.

3. **Staff Review.** The Community Development Director shall review the application to determine whether it is complete, as specified in §6.6.A., Completeness Review. The Community Development Director shall either forward a report to the decision making body or in the case of staff authorized determination, take action on the application after an assessment of relevant review criteria (§8.10.F) has been completed.

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4. **Public Notice.** If a waiver request is part of a subdivision or any other Land Use Development Application as defined in §6.2.A (Development Review Categories), the waiver shall be considered in conjunction with the public hearing and public notice of the decision making body.

5. **Action by Decision Making Body.** The decision making body, as established by Appendix D may approve, approve with conditions, or deny the application or remand it to the applicant with instructions for modification or additional information or action. The decision making body shall deny any application that does not demonstrate compliance with all relevant review criteria set forth in §8.10.F (Review Criteria).

6. **Actions Following Approval.** The applicant may apply for a Site Development Plan in conjunction with, or following approval of the waiver request and the filing and, if applicable, recordation of any documents required by the waiver approval.

E. Additional Application Materials. In addition to the application contents required by Section §6.5.C of this *LDC*, the waiver application shall include the following information.

1. citation of the specific section and subsection containing the standards for which the waiver is being requested, including the specific language of the related standard;

2. definition of alternative(s) being proposed for the waiver, if applicable;

3. citation of the reasons, site conditions or issues with the required standard and how an alternative design meets the purposes of the *LDC*;

4. any engineering or site plan design data that graphically or analytically depicts the alternative standards to be applied, and provides justification for the waiver request.

F. Review Criteria. All waiver applications shall be found to be in compliance with the General Criteria (§8.10.F.1) and the criteria established for the relevant code sections applicable to the waiver request.

1. **General Criteria**

   a. consistent with the *City of Gunnison Master Plan*;

   b. approval of the waiver will not jeopardize the community's health safety and welfare;

   c. the developer is responsible for the all development costs;

   d. no waiver shall be approved that is in conflict with any prevailing State or Federal law or regulation;

   e. granting of a waiver will not diminish the use and enjoyment of an adjacent lot;

   f. other properties with similar physical conditions and constraints will be afforded the same waiver opportunity.

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2. Adequate Public Facilities (§4.1)

a. The design, materials, and construction methods are equal or superior to existing standards.

b. The long term maintenance and facility design-life will not be diminished by approval of the waiver.

c. The level of service provided by the waiver is consistent with existing standards.

3. Road Construction Standards (§4.2)

a. The design, materials, and construction methods are equal or superior to existing standards.

b. The long term maintenance and utility/facility design-life will not be diminished by approval of the waiver.

c. The level of service provided by the waiver is consistent with existing standards.

d. Adequate rights-of-way and easements are established for the installation and maintenance of public utilities and services.

e. Transportation system functions will be efficient and safe.

f. The resulting streetscape will provide adequate light, air area for landscaping and buffers.

g. The development of pedestrian circulation facilities will not be diminished by approval of the waiver.

4. General Site Access (§4.3)

a. Waivers from general site access standards shall not create an unsafe design for the ingress or egress of vehicles and non-motorized transportation functions.

b. Waivers on all highways will not be granted if a State Highway Access Permit is required, unless they are in conjunction with a CDOT permit approval.

c. Waivers shall not be approved if the result requires vehicles to back onto arterial or collector streets.

d. Waivers will not diminish the function of sidewalks, accessways or multi-use trails.

e. Waivers will not result in a situation that precludes access to an adjacent property.

5. Off-Street Parking and Loading (§4.4)

a. Any waiver requesting a reduction of the number of parking spaces shall be based on established demand factors from the Institute of Traffic Engineers or reliable data collected from uses or combination of uses that are comparable with the proposed development.

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b. Waivers shall not be approved that reduce the minimum requirements for disabled accessibility.

c. Waivers that affect the location of parking and reduce the required buffer setback shall only be allowed if an alternative landscape design provides adequate buffering, or the use of the property is significantly diminished without a waiver.

d. Waivers will not diminish the function of sidewalks, accessways or multi-use trails.

6. Pedestrian Circulation Facilities (§4.5)

a. The waiver is needed because the physical characteristics of the property or other circumstances including but not limited to topography, protecting wetlands and/or critical habitat.

b. Alternative design, specifications and layout provide safe, efficient and functional pedestrian circulation.

c. The waiver precludes the extension of major sidewalk systems and multi-use trails designed in the *City of Gunnison Trails Master Plan*.

d. The waiver is not contrary to requirements established by the American with Disabilities Act.

7. Landscaping, Buffer and Screening (§4.6)

a. Alternative design, specifications and layout are set forth in a detailed landscape plan that satisfies the purpose and intent of the landscape, buffering and screening standards.

b. Reductions from the required buffer setbacks shall only be allowed if an alternative landscape design provides adequate buffering, or the use of the property is significantly diminished without a waiver due to rights-of-way width, road section constraints or lot dimensions.

c. Waivers from buffer dimensional standards that protect residential property from non-residential property are not permitted unless it is found that the denial of the waiver would render the property undevelopable.

d. The waiver is necessary for the placement of public utilities, public ditches, or stormwater facilities, and in which case an alternative buffer/landscape plan is proposed that fulfills the requirements to the maximum extent feasible.

e. Waiver from plant species types do not permit or create situations causing the proliferation of noxious weeds.

f. Waivers that preclude required site restoration or revegetation of disturbed areas shall not be granted.

g. Waivers from fences and walls shall not interfere with street or driveway site distance requirements required by the *LDC*.

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h. Fence and wall waivers shall not result in the use of plywood or sheet metal.

i. Waivers from service area screening shall not create a visual detriment to adjacent residential uses or from view of any public street.

8. Outdoor Storage and Display (§4.7)

a. Waivers shall not impede ingress, egress or access for fire and emergency response personnel.

b. Waivers shall not impede access and circulation or reduce the required number of parking spaces.

c. Outdoor displays on the required landscape areas shall not result in the damage of vegetation.

d. Waivers shall not interfere with intersection site distance requirements established in the *LDC*.

e. Waivers shall not permit the display or storage of any feature in the public rights-of-way.

f. Waiver of outdoor storage and display within the front yard setback shall not permit the display or storage of any feature exceeding 15 feet in height.

9. Outdoor Lighting (§4.9)

a. Waivers shall not be granted if it will result in an illumination that interferes with the use or enjoyment of any lot in a residential district.

b. The maximum light trespass shall be 0.5 foot-candles of light at a point 25 feet from the property line of any residential district.

c. Unique security or public safety may warrant approval of a waiver, but mitigating impact to any adjacent residential lots must be provided.

10. Large Scale Retail (§4.10)

a. Any waiver associated with a single building site development plan shall meet the intent statements found in §4.10C of the *LDC*.

b. Any waiver associated with multiple building site development plan shall meet the intent statement found in §4.10 E of the *LDC*.

c. Any waiver associated with building design shall meet the intent statement found in §4.10 K of the *LDC*.

11. Stormwater Management (§5.1)

a. There is adequate area for construction and long-term maintenance of stormwater management facilities.

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b. The waiver results in a system of facilities that adequately reduce runoff volumes, slows runoff velocity and provides water quality treatment meeting State and Federal water quality standards.

c. The waiver will not jeopardize channel stabilization.

d. The waiver does not violate State or Federal laws.

e. The waiver is the minimum necessary and does not jeopardize the community's health, safety or welfare.

12. Slope Protection Standards (§5.2)

a. The application of the ridgeline standards renders the site undevelopable.

b. Application of the ridgeline standard will result in substantial economic hardship and the economic hardship is not created by the applicant or otherwise self imposed.

c. The development conforms to the other development, site design and environmental standards set forth in the *LDC*.

13. Grading and Erosion Control (§5.3)

a. Waivers that increase the limit of natural grade change shall not create unstable slopes or slopes prone to excessive erosion.

b. Waivers that increase the limit of natural grade change shall only occur if it is determined that adequate emergency access is provided.

c. Waivers that increase the limit of natural grade change shall not be in conflict with slope protection standards unless application of grading standards renders the site undevelopable.

d. Wavier from erosion control standards shall only be allowed if alternative construction best management practices are proposed that mitigate erosion and stormwater runoff impacts to the maximum extent feasible.

e. Waivers from the Limits of Disturbance shall include a program for the complete restoration of the disturbed area in a timely manner.

14. Wetland and Stream Corridor Protection (§5.4)

a. Waivers from wetland and stream corridor protection standards shall not be in conflict with wetland protection regulations promulgated by the Army Corps of Engineers and Floodplain Protections Standards adopted by the City.

b. Waivers from ditch setbacks are subject to written approval of all ditch owners.

c. Waivers from buffer and setback areas shall only be approved if it is determined that application of a buffer/setback standard renders the site undevelopable.

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G. Decision Making Body Authorized to Impose Conditions. The decision making body may impose restrictions and conditions on approvals, as determined required to prevent or minimize adverse effects from the proposed waivers on neighboring land and on the general health , safety and welfare of the City. All conditions shall be set forth in the granting of such waiver. A written copy of all administrative waivers will be forwarded to the Planning and Zoning Commission and City Council.

H. Expiration of Approved Waiver

1. **Time Limit**. All waivers shall expire 12 months from the date of waiver approval.

2. **Extension**. Upon written request, the decision making body may grant extension of the waiver for a period of six months for good cause shown. No request for an extension shall be considered unless a written application requesting the extension is submitted to the Community Development Director prior to the date the waiver is to expire.

I. Appeals

1. Waivers that are determined administratively by the Community Development Director may be appealed by the applicant to the Planning and Zoning Commission.

2. Waivers that are determined by the Planning and Zoning Commission may be appealed by the applicant to the City Council.

3. The appeal shall be in the form of a written letter of appeal submitted to the Community Development Director within 30 days of the date the waiver decision was made. The Planning and Zoning Commission or City Council may affirm, modify, reverse or remand the application back to the decision making body with specific directions.

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