

PLANNING AND ZONING COMMISSION
October 23, 2013 MEETING PACKET
TABLE OF CONTENTS

Page #	Description
1	Agenda
3-5	Draft Minutes of the September 25, 2013 Planning and Zoning Commission Meeting
7-74	Highway 50 Access Control Plan
7	Memo from Steve Westbay
9-64	<i>U.S. 50 Access Study</i> , (Stolfus and Associates, November 2013)
65-79	Intergovernmental Agreement
81-82	Draft Resolution No. 12, Series 2013
83-92	Work Session Materials – LDC and Proposed Zoning Map
83	Memo from Staff
85-88	Letter from Butch Clark
89-94	E-mails with Lisa Lynch
95-97	E-mails with Russ Forrest
98-100	E-mails with Matt Ebbott

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**AGENDA
CITY OF GUNNISON
PLANNING & ZONING COMMISSION
REGULAR MEETING
Rev 10/17/2013**

DATE: WEDNESDAY, OCTOBER 23, 2013
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. OVERVIEW OF THE HIGHWAY ACCESS CONTROL PLAN**
- V. CONSIDERATION OF THE SEPTEMBER 25, 2013 MEETING MINUTES**
- VI. COUNCIL UPDATE**
- VII. COMMISSIONER COMMENTS**
- VIII. PLANNING STAFF UPDATE**
- IX. ADJOURN TO WORK SESSION**

WORK SESSION

**REVIEW OF COMMENTS RECEIVED ON LDC UPDATE AND PROPOSED ZONING
MAP**

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.

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**DRAFT MINUTES SEPTEMBER 25, 2013
CITY OF GUNNISON PLANNING AND ZONING COMMISSION
REGULAR MEETING**

7:00PM

Page 1 of 3

MEMBERS	PRESENT	ABSENT	EXCUSED
Erik Niemeyer	X		
Erich Ferchau	X		
Andy Tocke	X		
Bob Beda	X		
Greg Larson	X		
Stephanie White	X		
Councilor Stu Ferguson	X		

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

I. CALL TO ORDER AT 7:00 PM BY CHAIR GREG LARSON

II. PLEDGE OF ALLEGIANCE TO THE FLAG

III. UNSCHEDULED CITIZENS.

IV. CONSIDERATION OF THE AUGUST 28, 2013 MEETING MINUTES. Commissioner Beda moved and Commissioner Tocke seconded to approve the August 28, 2013 meeting minutes as corrected.

Roll Call Yes: Niemeyer, Ferchau, Tocke, Larson, Beda, White, Ferguson
Roll Call No:
Roll Call Abstain:
Motion carried

V. ACTION TO EXCUSE COMMISSIONERS NIEMEYER AND WHITE FROM THE SEPTEMBER 11, 2013 PLANNING AND ZONING COMMISSION MEETING. Councilor Ferguson moved and Commissioner Ferchau seconded to excuse Commissioners Niemeyer and White from the September 11th meeting.

Roll Call Yes: Niemeyer, Ferchau, Tocke, Larson, Beda, White, Ferguson
Roll Call No:
Roll Call Abstain:
Motion carried

VI. OVERVIEW OF PROCESS TO REVISE THE CITY OF GUNNISON MASTER PLAN. Director Westbay gave an overview of the process to revise the *City of Gunnison Master Plan* and the points in the memo to P&Z. He stated that City Council is discussing the draft budget for 2014 which includes an \$80,000 capital expenditure line item for public outreach for economic development that may include a highway corridor planning project and the *Master Plan* update.

Some of the changes in the community since adoption of the *2007 Master Plan* include:

- West Gunnison Sanitation District was dissolved with adoption of the *West Gunnison Neighborhood Plan (Plan)*. The West Gunnison Neighborhood includes odd parcels and large

tracts of vacant land and the *Plan* addresses future development of those parcels. Some have since been developed, such as the Habitat for Humanity project and Meadows Vista South.

- The *VanTuyl Ranch Management Plan* was completed before the Ranch was annexed. It was zoned in conformance with the *Management Plan*.
- The *Non-Motorized Transportation Plan* was adopted this year.

Councilor Ferguson stated that updating the *Master Plan* is a huge Council priority. He said Council is wavering back and forth on whether economic development should be only the CBD or include the entire business corridor. It is important to balance all needs. Council wants to reach the broad community for outreach and input to tie in economic development and the *Master Plan*.

Commissioner Niemeyer asked what kind of measuring tool we have to determine what we got right and what we got wrong in the *2007 Master Plan*.

Director Westbay said he would like to call it a “Comprehensive Plan” and stated the existing plan doesn’t really have any built in measuring tools.

Commissioner Niemeyer stated perhaps there should be more studies or consultants to help assess the current plan and help with a new plan. He stated it is important to build in measuring tools in the updated plan.

Councilor Ferguson said the plan is based around broad statements. He said it is very tempting to over plan and then we may have to change the plan when it doesn’t occur. The previous plan’s strength was that it was vague at times. Better input from a cross-section of people will result in a better plan.

Commissioner Beda said the economy plays a role. The best laid plans can’t predict which way the world is going to go.

Chair Larson said spending time reviewing the current plan would be helpful.

Directed Westbay said he would like to discuss how the previous plan was created and the process to update the plan. He stated it is important to have the whole community involved.

Commissioner Ferchau stated updating the *Master Plan* is an exciting thing to undertake. Since the plan is more future-oriented it allows us to be more creative. He stated he is really excited about the update and would like P&Z members to think about the process, goals, driving factors and expected end results to share for discussion.

Commissioner Beda said one measuring tool is to look at processed applications (Conditional Use, Subdivisions, etc.) for compliance with the Master Plan.

Director Westbay gave an overview of the schedule for approval of the draft *LDC*.

VII. COUNCIL UPDATE. Councilor Ferguson updated the Commission on recent Council business:

- the first reading of the Marijuana Ordinance passed 4 to 1; and
- budget review continues.

VIII. COMMISSIONER COMMENTS

- Commissioner Ferchau stated that the County is in the process of land use changes related to the Gunnison Sage-grouse that will affect everyone that owns property in the county. Discussion of the proposed changes followed.

IX. PLANNING UPDATE. Director Westbay updated the Commission on recent activity in the Community Development Office.

- there will be a public hearing for the Sage-grouse on Monday, October 7th, which he will attend;
- staff has been working on public outreach for the updated LDC and Zoning Map;
- staff has been working on a grant application with the Colorado Division of Parks and Wildlife for the Colorado Water Conservation Board;
- he recently attended a training session on stormwater flood management;
- he will be attending a training session in Vail next week; and
- departments are working on their 2014 budgets. A discussion of sales tax followed.

X. ADJOURN. Chair Larson adjourned to a Work Session at approximately 8:04 pm.

Greg Larson, Chair

Attest:

Andie Ruggera, Secretary

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MEMORANDUM

TO: City Council
FROM: Steve Westbay
DATE: October 22, 2013
RE: Highway 50 Access Control Plan

The adoption phase of the Access Control Plan (ACP) has been reached. The process requested by the Colorado Department of Transportation (CDOT) is the formal adoption of an Intergovernmental Agreement (IGA). Since the IGA is a contractual document, the final plan and IGA are being presented to Council during a regular meeting with the City Attorney present. The Council packet contains a PDF file with the following three related documents:

- U.S. 50 Highway 50 Access Study (Stolfus and Associates, November 2013). The study provides background information and an overview of the project.
- The draft Intergovernmental Agreement (November 2013). This document stipulates that terms and conditions placed upon the various access points within the study area boundary. It also elaborates upon the responsibilities of the parties and means for amending terms placed upon specific access locations.
- The third document is a draft Resolution. CDOT has requested that the IGA be adopted by a resolution.

This project was initiated approximately one year ago at the request of Gunnison Valley Properties LLC in order to fulfill a related obligation contained in the *Gunnison Rising Annexation Agreement* (2010). The process has been a combination of traffic engineering analyses and public outreach. The intent of the plan is to address the future configuration and contemplated vehicle turning movements of the intersections when traffic volumes are projected to be much more significant and access points become very dangerous and nonfunctional.

Required access changes under the terms of the IGA only occur when there is a land use change that increases traffic volume by 25 percent, there is an increased number of traffic accidents occurring at given access point, operational functions associated with the highway's level of service capacity has substantially deteriorated, or highway maintenance requirements are being jeopardized by a given access use.

Additional details of the ACP and IGA will be provided at the October 22nd Council meeting, but if you have any questions prior the meeting, please feel free to contact me.

cc: Planning and Zoning Commission

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CITY OF GUNNISON U.S. HIGHWAY 50 ACCESS STUDY

**US 50A: R.P. 157.934 (SH 135A)
to R.P. 161.199**



November 2013



**CITY OF GUNNISON
U.S. HIGHWAY 50
ACCESS STUDY**

US 50A: R.P. 157.394 (SH 135A) to R.P. 161.199

November, 2013

Prepared for:

City of Gunnison
201 West Virginia Avenue
Gunnison, CO 81230
Steve Westbay, Director of Community Development

Colorado Department of Transportation
Region 3 – Traffic and Safety
222 South 6th Street, Room 100
Grand Junction, Colorado 81501
Dan Roussin, Permit Unit Manager

In cooperation with:

Gunnison County
195 Basin Park Drive
Gunnison, Colorado 81230
Marlene Crosby, Director of Public Works

Prepared by:

Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 101W
Greenwood Village, Colorado 80111
Michelle Hansen, P.E., Project Manager

SAI Reference No. 12026/12030

TABLE OF CONTENTS

Executive Summary i

1.0 Introduction..... 1

 1.1 Project Background..... 1

 1.2 Project Coordination 3

 1.3 Public Involvement..... 3

2.0 Access Management – Benefits, Principles & Techniques 5

 2.1 Access Management Benefits..... 5

 2.2 Guiding Principles 6

 2.3 Techniques 6

 2.3.1 Principle: Limit the number of direct access points to major roadways..... 6

 2.3.2 Principle: Minimize locations where vehicles merge, split, or cross..... 8

 2.3.3 Principle: Provide a supporting local street network & circulation system.... 9

3.0 Existing Conditions..... 10

 3.1 Land Use Characteristics 10

 3.2 Roadway Characteristics 10

 3.3 Right-of-Way 11

 3.4 Access Category 12

 3.5 Existing Access Inventory 12

 3.6 Crash History 14

4.0 EXISTING TRAFFIC CONDITIONS 15

 4.1 Existing Traffic Operations 15

5.0 FUTURE TRAFFIC CONDITIONS 18

 5.1 Background Traffic Growth 18

 5.2 Planned Development..... 18

 5.3 Future Traffic Operations 21

6.0 Access Plan Development and Evaluation..... 23

6.1 Process 23

6.1.1 Step One – Methodology & Compatibility Index 23

6.1.2 Step Two – Development of the Access Plan..... 23

6.1.3 Step Three – Refine the Access Plan..... 24

6.1.4 Step Four – Evaluation 24

6.2 Evaluation Results 24

7.0 Plan Recommendations 26

7.1 Access Plan 27

7.2 Other Recommended Improvements 34

8.0 Implementation 36

9.0 List of Acronyms 38

10.0 Glossary 39

LIST OF FIGURES

Figure 1. Vicinity Map2

Figure 2. Existing Traffic Volumes and Intersection Configurations 16

Figure 3. Future Traffic Demands and Intersection Configurations without ACP..... 19

Figure 4. Future Traffic Demands and Intersection Configurations with ACP.....20

Figure 5A. US 50 Access Exhibit 1 of 528

Figure 5B. US 50 Access Exhibit 2 of 529

Figure 5C. US 50 Access Exhibit 3 of 530

Figure 5D. US 50 Access Exhibit 4 of 531

Figure 5E. US 50 Access Exhibit 5 of 532

LIST OF TABLES

Table 1 Eastbound Speed Limits 10

Table 2 Westbound Speed Limits 10

Table 3 Right-of-Way (ROW) Summary 11

Table 4. Level-of-Service Criteria 15

Table 5. Existing Levels-of-Service..... 17

Table 6. Future Intersection Comparison.....21

Table 7. Future Highway Comparison22

Table 8 Compatibility Evaluation Summary25

TECHNICAL APPENDIX (Bound Separately)

- APPENDIX A - PUBLIC OUTREACH
- APPENDIX B - EXISTING ACCESS INVENTORY
- APPENDIX C - CRASH HISTORY
- APPENDIX D - TRAFFIC METHODOLOGY, DATA AND ANALYSIS
- APPENDIX E - ACCESS PLAN METHODOLOGY AND EVALUATION PROCESS
- APPENDIX F - INTERGOVERNMENTAL AGREEMENT
- APPENDIX G - CONCEPTUAL ROADWAY LAYOUT (ADAMS ST TO UTE LANE)

EXECUTIVE SUMMARY

Background and Purpose

United States Highway 50 (US 50), known locally in Gunnison as Tomichi Avenue, is an important regional and local transportation route for Colorado's Gunnison Valley and the State of Colorado. Beginning in Grand Junction, US 50 provides a continuous east-west route through Colorado to the Kansas border. The Gunnison Valley Transportation Planning Region (TPR) has identified US 50 from Montrose to Sargents, as a high priority corridor in the 2035 Regional Transportation Plan (2035 RTP).

In 2009, the City of Gunnison approved Gunnison Rising, a 633-acre planned unit development (PUD) annexation located east of the City along US 50. Through the annexation process, transportation elements, including access to US 50, were identified as critical elements of the Gunnison Rising PUD by the City and CDOT. As part of the annexation agreement, the City required Gunnison Rising to complete an Access Plan prior to construction.

In support of the City's previous planning efforts with Gunnison Rising, to advance the goals from the 2035 RTP, and to address anticipated growth in the area, the City and CDOT have partnered to develop an Access Plan for US 50 in cooperation with Gunnison County between the intersection of SH 135 (Main Street)(RP 157.394) and the private access located at RP 161.199 (west of the Industrial Park Drive intersection).

The purpose of this study effort is to coordinate development and growth anticipated in the area with transportation needs for the local community and the traveling public. The goals for the project are as follows:

- Identify locations and level of access for existing and future highway intersections that balance state and local transportation planning objectives.
- Provide a plan that is adoptable by all entities through a respectful and collaborative partnership.
- Provide safe and efficient access to and from US 50 for businesses and residents.
- Provide safe, effective, and efficient travel for traffic on US 50.
- Support economic viability of the project area. Maintain compatibility with the intent of previous local planning efforts.
- Allow for phased implementation of improvements.
- Support the accommodation of alternative modes, including City and County trail systems.
- Maintain compatibility with existing and proposed off-highway circulation routes.

This report summarizes the study process and analyses, findings and recommendations for access modifications within the US 50 corridor.

Study Area

The study area encompasses approximately 3.8 miles of State Highway that falls under a combination of City of Gunnison and Gunnison County jurisdiction. Land use within the westernmost ½ mile of the project is urban and commercial in nature. East of the developed edge of the City, land uses are predominantly agricultural and rural residential.

There are currently 66 access points on US 50 within the study area. The access points are classified as follows:

- 2 signalized public road intersections
- 21 unsignalized public road intersections
- 2 unsignalized private road intersections
- 22 business access points
- 4 residential access points
- 15 field access points

Coordination and Public Involvement

Although the City of Gunnison and CDOT Region 3 partnered to initiate this study, the process was a cooperative effort between the City, Gunnison County, and CDOT. In addition, input from corridor stakeholders, including property owners, tenants, potential developers and the general public, was a critical element of the project. Multiple techniques were used to engage stakeholders including: two advertised public open houses; one-on-one meetings with interested stakeholders; public presentations with City Council and Board of County Commissioners (BOCC); and project information posted on the City's website. Exhibits presenting access management principles, the study process, and the recommended Access Plan were displayed at Open Houses and on the City's website. Representatives from the City, CDOT, and consultant team were available for questions and discussion at public outreach events.

Development of the Plan

In preparation for this study, the existing physical and operational characteristics of US 50 were established. The project team also developed a compatibility index to evaluate how the plan met the project objectives. Next, future physical and operational characteristics were projected for a 20-year planning period based on anticipated development in the area. Using this information, a draft Access Plan was developed and evaluated. The Access Plan considered access points in logical groupings, State Highway Access Code guidance, and alternative local routes. Based on input from the project team, agency representatives, and the public, the draft plan was refined and evaluated using criteria identified in the compatibility index. The evaluation resulted in a favorable rating overall; therefore, adoption of the Access Plan by the three entities is recommended.

Access Plan

Figures 5A-5E found in Section 7 of this report, illustrate the recommended Access Plan graphically. Technical Appendix F contains the specific recommendations for each individual access point. In general, the Access Plan limits full movement access to major intersections. Access for parcels between major intersections is either limited or relocated to an alternate route/cross street. In addition, highway access is reduced to one location per ownership unless additional access points are needed to address out-of-direction travel or improve operations. Where feasible, access is shared between adjacent properties. $\frac{3}{4}$ movement intersections are identified at key minor public road intersections where providing the left-turn movement to the major road improves operations and/or circulation.

With consideration for pedestrian and business access in the established commercial area, out-of-direction travel created by restricting movements at right-in/right-out access points is limited to a maximum distance of four blocks (2 blocks each way) between SH 135 (Main Street) and

Adams Street. East of Adams Street, out of direction travel was generally limited to a maximum distance of one mile (½ mile each way). Out-of-direction travel was limited by providing full movement intersections at necessary intervals.

Major intersections that are identified as full movement intersections with a traffic signal or the potential for warranting a traffic signal or other traffic control measure in the future are as follows:

- SH 135 (Main Street)
- Colorado Street
- Adams Street
- Access B (Access #68 and #69)
- Access D (Access #71 and #72)
- Ute Lane (West)
- Ute Lane (East)
- Access #55 and #56
- Future Tomichi Gravel Pit (Access #60 and #61)

In support of the recommended access modifications, development of a local street network that serves the proposed Gunnison Rising development, similar to the street network illustrated in Figures 5A-5C, is also recommended. The local street system should provide logical, continuous connections to existing City Streets and should create circulation opportunities to provide alternatives that support restricted turning movements on US 50. In addition, the Plan also considered alternative modes, including the following: compatibility with the City of Gunnison's Non-Motorized Transportation Plan; incorporating pedestrian crossings at major intersections; and compatibility with the Gunnison Valley Rural Transportation Authority routes.

Implementation

The improvements recommended in the Access Study represent a long-range plan that will be implemented over time as traffic and safety needs arise and as funding becomes available. Construction of the recommended improvements may be completed using public and/or private funding. The following cases, or any combination, will trigger construction:

1. A property develops, redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more. (Private Funding)
2. The City and/or County obtain funding to complete improvements to a segment of the US 50 corridor or a local route. (Public Funding)
3. State and/or Federal Funds are obtained to complete improvements to a segment of the US 50 corridor as identified in the Statewide Transportation Improvement Program (STIP). (Public Funding)
4. A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with the Access Plan. Public funding from any combination of agencies may be obtained to construct improvements. (Public Funding)

To provide for continued commitment to the access modifications recommended by this study, we recommend that the City, County, and CDOT adopt an Access Control Plan through the execution of an Intergovernmental Agreement (IGA). An Access Control Plan identifies access locations and levels of access by reference point for US 50, within the project limits. Due to the long-range nature of the plan and the potential for conditions to change over time, the IGA defines a process to complete plan modifications. The Access Control Plan should be included in future transportation and land use planning efforts that may involve US 50.

1.0 INTRODUCTION

1.1 Project Background

United States Highway 50 (US 50), known locally in Gunnison as Tomichi Avenue, is an important regional and local transportation route for Colorado's Gunnison Valley and the State of Colorado. Beginning in Grand Junction, US 50 provides a continuous east-west route through Colorado to the Kansas border. Through Gunnison County, US 50 provides one of few east-west routes in the entire county; providing critical access for both the City's and County's tourism and educational economies.

The City of Gunnison, the Colorado Department of Transportation (CDOT) and Gunnison County recognize that good mobility and safe access along US 50 are essential to the on-going vitality of the City and the region. In 2009, the City of Gunnison approved Gunnison Rising, a 633-acre planned unit development (PUD) annexation located east of the City along US 50. Gunnison Rising is a master-planned, mixed-use community that includes residential, light industrial, and commercial land uses. Through the annexation process, transportation elements, including access to US 50, were identified as critical elements of the Gunnison Rising PUD by the City and CDOT. As part of the annexation agreement, the City required Gunnison Rising to complete an Access Plan prior to construction.

On a broader scale, the Gunnison Valley Transportation Planning Region (TPR) has identified US 50 from Montrose to Sargents, as a high priority corridor in the 2035 Regional Transportation Plan (2035 RTP). Two of the major goals for this segment of US 50 in the 2035 RTP are to:

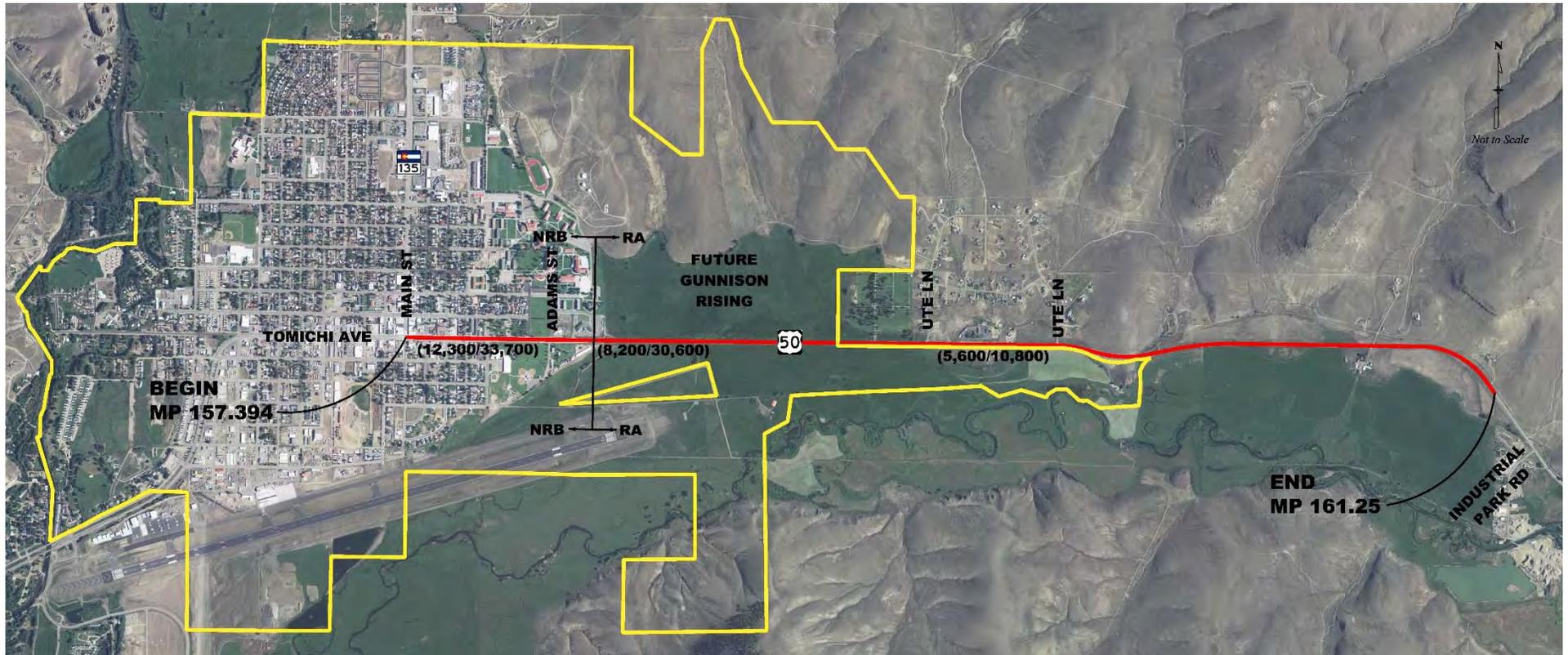
- Reduce fatalities, injuries and property damage crash rate.
- Increase travel reliability and improve mobility.

In support of the City's previous planning efforts with Gunnison Rising, to advance the goals from the 2035 RTP, and to address anticipated growth in the area, the City and CDOT have partnered to develop an Access Plan for US 50 in cooperation with Gunnison County between the intersection of SH 135 (Main Street)(RP 157.394) and the private access located at RP 161.199 (west of the Industrial Park Drive intersection). The limits of the study area span approximately 3.8 miles of State Highway. Limits of the project are defined by reference point (RP) as defined by CDOT Highway Segment Descriptions based on a beginning point at SH 135 (RP 157.394). The study limits are illustrated on the Vicinity Map in Figure 1.

The purpose of this study effort is to coordinate development and growth anticipated in the area with transportation needs for the local community and the traveling public. The goals for the project are as follows:

- Identify locations and level of access for existing and future highway intersections that balance state and local transportation planning objectives.
- Provide a plan that is adoptable by all entities through a respectful and collaborative partnership.
- Provide safe and efficient access to and from US 50 for businesses and residents.
- Provide safe, effective, and efficient travel for traffic on US 50.
- Support economic viability of the project area.

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- LEGEND**
- = Project Limits
 - = City Limits
 - NRB** = Access Category, Non-Rural Arterial
 - RA** = Access Category, Regional Highway
 - (x,xxx/x,xxx)** = (Existing ADT/Projected ADT)

Figure 1. Vicinity Map

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- Maintain compatibility with the intent of previous local planning efforts.
- Allow for phased implementation of improvements.
- Support the accommodation of alternative modes, including City and County trail systems.
- Maintain compatibility with existing and proposed off-highway circulation routes.

This report summarizes the study process and analyses, findings and recommendations for access modifications within the US 50 corridor.

1.2 Project Coordination

The project area falls within the boundaries of both the City of Gunnison and Gunnison County with a majority of the project within the City's jurisdiction. Operations and maintenance of US 50 are managed by CDOT – Region 3. Although the City initiated this project in partnership with CDOT, the process was a cooperative effort between all three entities.

The primary project team for development of the Access Plan consisted of representatives from City Community Development Staff, County Public Works Staff, and CDOT – Region 3, Traffic and Safety Departments. Input from other departments within the City and County was collected by project team staff representatives. Coordination with local elected officials and project stakeholders, including property owners, tenants, developers and the general public is described in the next section.

1.3 Public Involvement

Input from corridor stakeholders, including property owners, tenants, potential developers and the general public, was a critical element of the project. Multiple techniques were used to engage stakeholders including: two advertised public open houses; one-on-one meetings with interested stakeholders; public presentations with City Council and Board of County Commissioners (BOCC); and project information posted on the City's website.

Two advertised public open houses were held at the Fred R. Field Western Heritage Center at the Gunnison County Fairgrounds to present and discuss the recommended Draft Access Plan for US 50, review access management principles and techniques, and gather public input on the draft plans. The first meeting was held on April 3, 2013 and the second meeting was held on August 21, 2013. In conjunction with the April, 2013 Open House, an Agency Staff Open House was held for review and comment by City, County, and CDOT staff. Attendees included staff from the County Planning Department, City Building Department, and emergency services representatives from multiple agencies.

Corridor property owners, local government representatives, potential developers and other interested parties who contacted the project team prior to the Open Houses were invited to attend the Open House by first class mail and e-mail, when provided. 118 post cards were mailed for the April, 2013 Open House, and 122 post cards and 35 e-mails were sent for the August, 2013 Open House. City Community Development staff also walked door to door on Tomichi Avenue between Main Street and Adams Street to discuss the project with business owners and personally invite business owners to the April, 2013 Open House. In addition, to inform the general public of the Open Houses, an advertisement was placed in two issues of the Gunnison Country Shopper, and a legal public notice was posted in two issues of the Gunnison Country Times, the City's and County's legal notice paper.

Exhibits presenting access management principles, the study process, and the recommended draft Access Plan were displayed at both Public Open Houses. The exhibits were also available for review on the City's website. Representatives from the City, CDOT, and consultant team were available for questions and discussion at both Open Houses. Approximately 15 people and 7 people signed in at the April, 2013 and August, 2013 Open Houses, respectively.

Following the April, 2013 Public Open House, the project team held a series of one-on-one meetings with corridor property owners. Face-to-face meetings were held at the Gunnison County Blackstock Building on April 24 and 25, 2013. Approximately ten (10) interested parties participated in the one-on-one meetings, including property owners, business owners, and public agency representatives. City, CDOT, and consultant team representatives participated in these meetings. In addition, the project was discussed with several property owners via e-mail and telephone at various times during access plan development. Specifically, meetings, conference calls, and phone and e-mail correspondence with the Gunnison Rising representatives were held throughout the project. These meetings and telephone calls gathered data, discussed access issues for both individual properties and the entire corridor, and provided opportunities for participants to ask questions and to share input for plan development.

Public comments were accepted at all public outreach events and via e-mail throughout the project. Open House sign-in sheets and comment sheets, as well as a list of one-on-one meeting participants can be found in Technical Appendix A.

The team updated and engaged the City Council and the BOCC on project progress and development on multiple occasions. All of these meetings were open to the public. Presentations were made at joint City Council and BOCC meetings held on March 5, 2013 and June 18, 2013.

Final presentations to both City Council and BOCC are anticipated for plan adoption at separate regularly scheduled City Council and BOCC meetings on November 5, 2013.

2.0 ACCESS MANAGEMENT – BENEFITS, PRINCIPLES & TECHNIQUES

As defined by the *Access Management Manual, TRB, 2003*, “Access management is the systematic control of the location, spacing, design, and operation of driveway median openings, and street connections to a roadway.” Access management along Colorado State Highways is generally administered by CDOT on a case by case basis, as prescribed by the *State of Colorado State Highway Access Code, latest edition*. Per Section 2.12 of the Access Code, CDOT or a local authority may develop an Access Control Plan for a segment of highway that defines access locations, level of access and traffic control for future conditions. Developing an Access Control Plan provides CDOT and the local authorities with the opportunity to develop a single transportation plan that considers multiple access points along a segment of highway as a network rather than as individual access points. Corridor-specific issues such as intersection spacing, traffic movements, circulation, land use, topography, alternative access opportunities, and other local planning documents may be considered in developing an Access Control Plan. The Plan does not define capacity improvements, off-network improvements, or funding sources for access improvements, although local governments often consider off-network improvements for their communities in conjunction with an Access Control Plan. The Plan is a long-range planning document that identifies access conditions that will be implemented as highway and land-use characteristics change. Access Control Plans for State Highways are adopted by CDOT and the local authorities.

2.1 Access Management Benefits

Access management provides the means to balance good mobility along the highway with local access needs of businesses and residents. Implementation of access management principles and techniques on State and local transportation networks can provide the following long-term benefits for highway users, communities, and businesses:

- Safety
 - Fewer decision points and potential for conflicts for motorists, cyclists, and pedestrians results in a reduced number of accidents.
 - Safe access to businesses is provided.
- Increased ability to accommodate traffic demands
 - Limiting full movement access within a corridor favors through movements and strategically identifies locations for vehicles to enter and exit the corridor.
 - Reduces congestion, thereby discouraging thru traffic from seeking alternative local routes to avoid congestion.
 - Improved operations on the highway also provides increased opportunities to reduce delay on the local street system.
- Preserves property values and the economic viability of abutting development
 - A more efficient roadway system captures a broader market area.
 - A more predictable and consistent development environment is created.
 - Well-defined driveways with suitable spacing make it easier for customers to enter and exit businesses safely, thereby encouraging customers to patronize corridor businesses.

- Encourages use and development of local streets
 - Alternative local routes allow traffic to access local amenities conveniently without using the highway, thereby providing both convenient local access and circulation and reduced volumes on the highway.
- Enhanced Corridor Appearance
 - Businesses are easily located
 - Well-defined access points with suitable spacing provides more opportunities for streetscaping/landscaping.

2.2 Guiding Principles

Access management centers around limiting and consolidating access along major roadways and focusing access for development on a supporting local street network and circulation system. The following guiding principles to access management were applied in the development of the Access Control Plan for US 50:

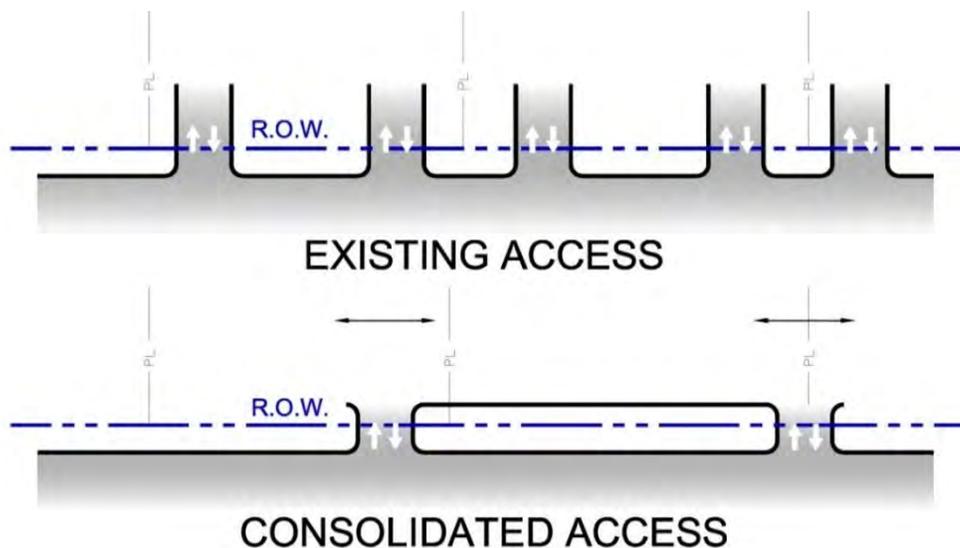
- Limit the number of direct access points to major roadways
- Locate signals and intersections to favor through movements
- Minimize the number of locations where vehicles merge, split, or cross
- Remove turning vehicles from through traffic lanes
- Provide a supporting local street network and circulation system

2.3 Techniques

Several access management techniques, illustrated below, may be used to achieve the principles outlined above and to realize the benefits of access management along US 50.

2.3.1 Principle: Limit the number of direct access points to major roadways

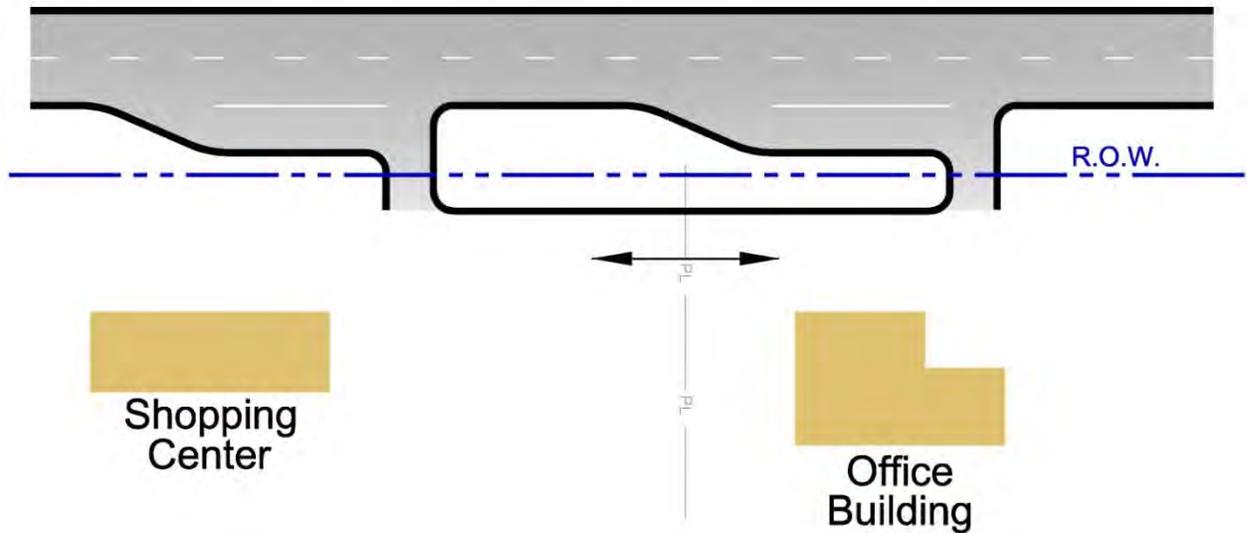
a. Technique: Consolidate Access



Consolidate access points by:

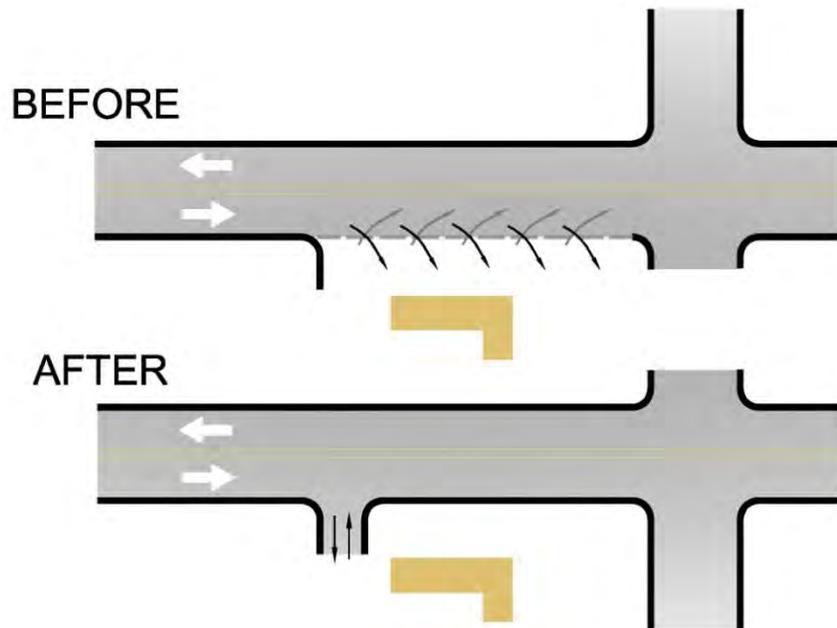
- Reducing the number of access points that serve a single property
- Providing joint access for multiple properties at or near a property line

b. Technique: Connect Adjacent Properties



Connect adjacent properties to provide circulation between properties and increase access opportunities for multiple properties.

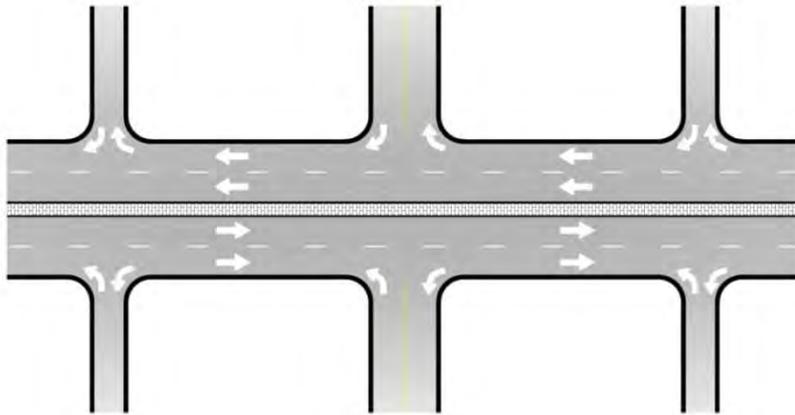
c. Technique: Define Driveways



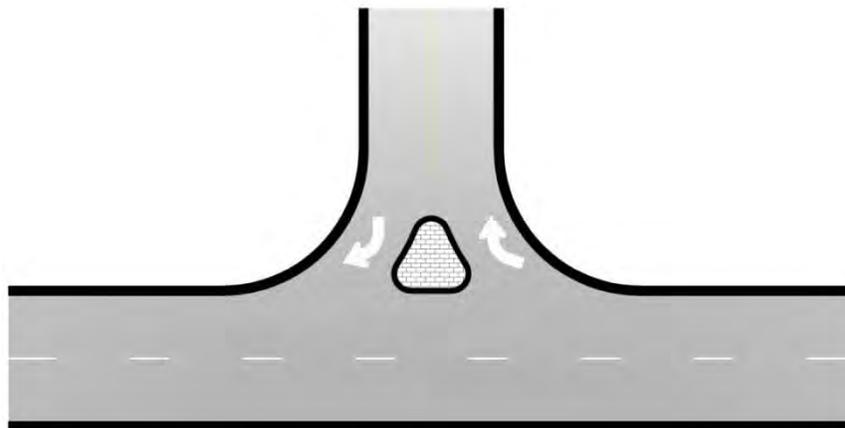
Define driveways to provide clear identification of entrance and exit locations.

2.3.2 Principle: Minimize locations where vehicles merge, split, or cross

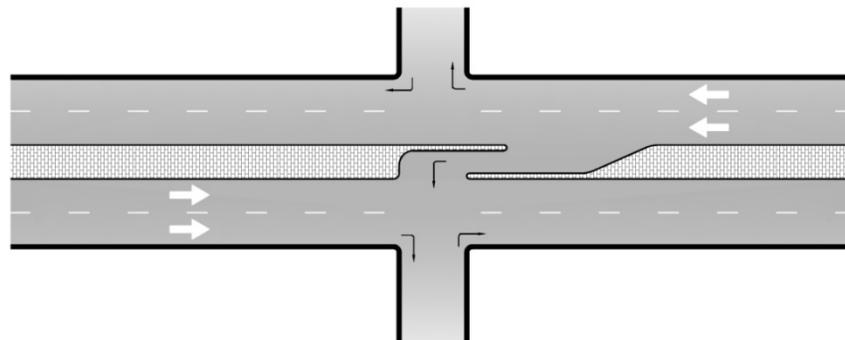
a. Technique: Install Medians and Islands



Right-in/right-out with raised median eliminates left turn movements between major intersections throughout a corridor.



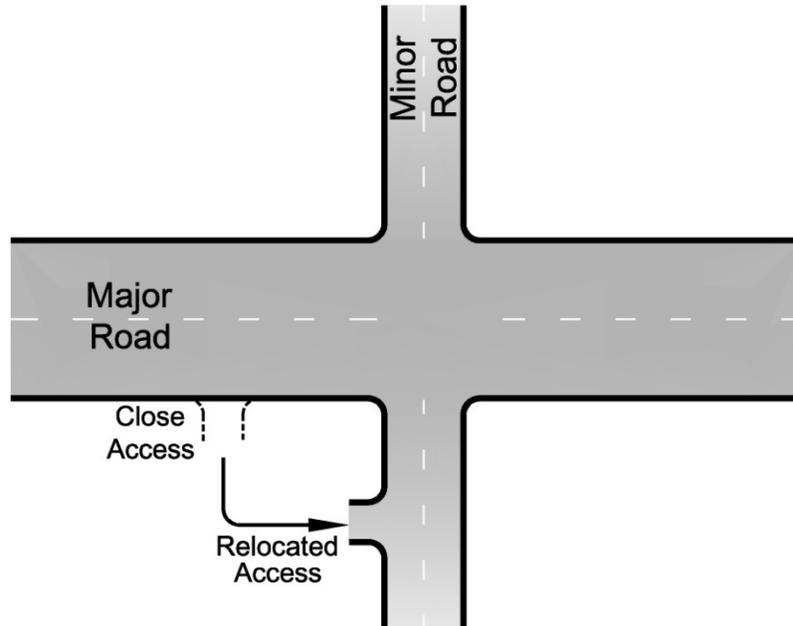
Right-in/right-out with channelizing island eliminates left turn movements at specific locations.



Directional median opening or a ¾ movement limits left turn movements to one direction at strategic locations where increased access is beneficial for safety or operational reasons.

2.3.3 Principle: Provide a supporting local street network & circulation system

a. Technique: Provide Cross Street Access



Relocate access to a side street to:

- Reduce the number of direct access points to the major roadway.
- Provide safe and easy access to a minor roadway intersection with the major roadway.
- Provide opportunities to use an alternate local route, thereby avoiding use of the major roadway completely.

3.0 EXISTING CONDITIONS

3.1 Land Use Characteristics

The study area encompasses approximately 3.8 miles of State Highway. Land adjacent to the defined highway segment falls under a combination of City of Gunnison and Gunnison County jurisdiction. The westernmost 1.5 mile segment of State Highway in the study area falls within Gunnison City limits and the easternmost 1.3 mile segment of State Highway falls within Gunnison County. The remaining 1 mile of State Highway between these two segments falls under both jurisdictions, with land on the south in City limits and land on the north in the County.

Land use within the westernmost ½ mile of the project between SH 135 (Main Street) and Adams Street is urban and commercial in nature. East of the developed edge of the City, land uses are predominantly agricultural and rural residential with some industrial uses. Significant destinations/uses within the study’s influence area include the Gunnison – Crested Butte Regional Airport, Western State Colorado University, and the Gunnison Cemetery. Tomichi Heights is a developed residential neighborhood located in Gunnison County, north of US 50 between East Ute Lane and West Ute Lane. A large area owned by the Bureau of Land Management (BLM) is also located in the County north of US 50. Popular trails including the Contour Trail, Colorado Trail, and Cemetery Trail are located north of US 50. South of US 50, Tomichi Creek runs parallel to the highway.

3.2 Roadway Characteristics

The posted speed limit on US 50 ranges from 35 mph in the developed segment of the study area to 65 mph in the rural segment of the study area. Approximate locations of speed limit changes within the study area are summarized in Table 1 and Table 2.

TABLE 1 EASTBOUND SPEED LIMITS

Approximate Reference Point	Approximate Location	Eastbound Speed Limits (MPH)
157.394 - 158.11	SH 135 (Main Street) to box culvert crossing east of the Holiday Inn parcel	35
158.11 – 158.37	Box culvert crossing east of the Holiday Inn parcel to location approximately ½ mile east of Adams Street	55
158.37-161.199	Location approximately ½ mile east of Adams Street to end of study area	65

TABLE 2 WESTBOUND SPEED LIMITS

Approximate Reference Point	Approximate Location	Westbound Speed Limits (MPH)
161.199 - 158.35	East of study area to location approximately ½ mile east of Adams Street	65
158.35 – 158.07	Location approximately ½ mile east of Adams Street to east edge of Holiday Inn parcel	55
158.07 - 157.92	East edge of Holiday Inn parcel to Adams Street	40
157.92 – 157.394	Adams Street to SH 135 (Main Street)	35

The horizontal alignment of US 50 is generally straight with the exception of a large curve at the eastern end of the study limits and a set of reverse curves just east of Ute Lane (East). The highway profile along US 50 is generally gradual. There is a slight increase in the profile grade through the highway segment with the reverse curves due to the natural topography surrounding US 50 through this area. Steep cut slopes on either side of US 50 through this segment create sight distance challenges.

There are three basic roadway cross-sections present within the study area. Within the developed area in the City from SH 135 to Adams Street, US 50 includes four 12' through lanes with a two-way left turn lane and parking lanes on both sides. Curb, gutter and sidewalk exist through this section with the exception of the segment between Teller Street and Adams Street, where no sidewalk exists on the south side of US 50. The segment of US 50 between the cemetery and Ute Lane East includes two 12' through lanes with shoulders and a two-way left turn lane. The remainder of the corridor within the study limits consists of two undivided 12' through lanes with shoulders. Shoulder widths vary from 6 to 12 feet. The only right turn deceleration lane in the corridor is present at the Holiday Inn.

Guardrail protects slopes near box culvert crossings at two separate locations: approximate RP 158.10 east of the Holiday Inn site and approximate RP 160.03 at the Tomichi Ranch site. Pedestrian crossings are marked and signed at the following locations: both sides at SH 135, west side at Iowa Street, and east side at Teller Street. The following access points have configurations that may create operational or safety challenges:

- Adams Street (intersections are slightly offset)
- Access # 53 (residential access) (skewed with sight distance challenges created by nearby hillside and highway curves)

3.3 Right-of-Way

The right-of-way (ROW) width through the US 50 corridor within the study limits can be characterized by three different segments varying in width from 120' to approximately 300' at the widest point. Table 3 summarizes ROW widths and features by segment.

TABLE 3 RIGHT-OF-WAY (ROW) SUMMARY

Segment Description	Approximate Reference Point	Width	Notable Features
SH 135 to Holiday Inn	157.394 – 158.07	120'	Developed business area. ROW is generally centered on the US 50 centerline.
Holiday Inn to Ute Lane (East)	158.07 - 159.67	150'	Currently ranchland and residential. Gunnison Rising PUD surrounds this segment. ROW is offset to the north with about 100' north and 50' south of the US 50 centerline.
Ute Lane (East) to End of Study Limits	159.67 - 161.199	Varies (150'-300')	Ranchland and residential. ROW widens at horizontal curves. Short segments of steep terrain exist near the curves.

3.4 Access Category

Section Three of the *State of Colorado State Highway Access Code, latest edition*, establishes a system of eight highway categories for the purpose of defining the level of access for a highway segment based on the intended function of that segment. The Colorado Transportation Commission assigns a category to each state highway segment within Colorado. US 50 from the intersection of SH 135 to a location approximately 6537 feet west of Ute Lane (CR 72) (just east of the Holiday Inn access) (RP 157.394 to RP 158.000) is categorized as Non-Rural Arterial (NR-B). US 50 east of these limits and within the study area (RP 158.00 to RP 161.25) is categorized as Regional Highway (R-A). Access category limits are shown on Figure 1.

According to Section 3.11 of the Access Code, the major access control characteristics of a highway segment for Category NR-B are as follows:

- Provides service to through traffic movements while allowing more direct access to occur;
- Capacity for moderate speeds and moderate to high traffic volumes;
- “One access shall be granted to each parcel, if it does not create safety or operational problems;”
- Accesses will provide, as a minimum, right turns only;
- One-half mile spacing for full movement intersections or minimum 30% efficiency for signal progression;
- Three-quarter movements may be permitted if operations at adjacent full movement intersections are improved and design standards are met.

According to Section 3.8, the major access control characteristics of a highway segment for Category R-A are as follows:

- Through traffic movements take precedence over direct access needs;
- Capacity for medium to high speed and medium to high traffic volumes;
- “One access shall be granted per parcel of land if reasonable access cannot be obtained from the local street or road system;”
- One-half mile spacing for full movement intersections or minimum 35% efficiency for signal progression.

3.5 Existing Access Inventory

There are currently 66 access points on US 50 within the study area. All existing access points are full movement. There are four one-way access points. Many access points were developed prior to adoption of the *State Highway Access Code* in 1998 and do not have access permits filed with CDOT. Three (3) access points on US 50 have permits on file with CDOT. Approximately 70% of the existing access points are located within City limits. Of those, approximately 45% provide public road access, 40% provide direct business access, and the remaining 15% are field access points located along the newly annexed segment of US 50. Within Gunnison County, a majority of access points are field or residential accesses.

For the purposes of identifying the location of access points for this plan, all access points are defined by the approximate Department reference point (in thousandths of a mile) along US 50 based on CDOT Highway Segment Description Milepost for the SH 135 intersection at US 50 RP 157.394. All access points are located at the approximate centerline of the access (+/- 50 feet). A complete inventory of existing access points is provided in Technical Appendix B.

The following provides a description of the accesses by type:

Public Road Signalized (PRS) – Full movement, signal-controlled intersection providing direct access to a publicly owned roadway. The only PRS access within the study area is the highway to highway connection at the intersection of SH 135 (Main Street).

Public Road Unsignalized (PRU) – Full movement, stop-controlled intersection providing direct access to a publicly owned roadway. The PRU access points in the study area include all alleys and the following public streets:

- Iowa Street
- Taylor Street
- Colorado Street
- Teller Street
- Loveland Street
- Adams Street
- Ute Lane (West)
- Ute Lane (East)

Private Road Unsignalized (PVRU) – Unsignalized full movement intersection providing direct access to one or more private properties. These roadways are maintained privately. The cemetery access and the access at RP 160.755 that provides access to multiple residential sites are designated as PVRU access points.

Business Access (BA) – Full or partial movement highway access points serving businesses within the study area. These types of access points are typically used multiple times daily by a variety of traffic types. There are a total of 22 BA points in the study area.

Residential Access (RA) – Full or partial movement private highway access points used on a regular basis by limited traffic. These types of access points include single-family private driveways. There are 4 RA points in the study area, all located within the County.

Field Access (FA) – Full or partial movement access points that provide direct access from the highway to agricultural land. These types of access points are typically not well-defined and are used infrequently. There are 15 FA points in the study area.

According to these classifications, the access points are distributed as follows:

- 2 signalized public road intersections
- 21 unsignalized public road intersections
- 2 unsignalized private road intersections
- 22 business access points
- 4 residential access points
- 15 field access points

3.6 Crash History

Crash data for US 50 was compiled from the CDOT data base for the period of January 1, 2007 to December 31, 2011 between Milepost (MP) 157.39 and MP 161.25. In addition, CDOT conducted a Safety Assessment for the study area in December, 2012 based on data for the same period. A total of 46 accidents occurred on US 50 during that five year period; 22 accidents (48%) were access-related. Of these reported crashes, 3 (6.5%) had at least one injury, none were fatal, and the remaining 43 crashes (93.5%) resulted in property damage only. The most common accident types in the study section are wild animal, broadside, and rear end accounting for 22% (10 accidents), 17 % (8 accidents), and 13% (6 accidents), respectively.

Results of the Safety Assessment show that this segment of US 50 is performing well with only minor non-patterned accidents occurring at access points. Of the accidents occurring, there is a cluster of accidents at the intersection of SH 135 and the intersection of Iowa St; however, the analysis of the accident history did not reveal a discernible pattern to remedy. A detailed accident summary report and a detailed list of crashes by milepost are included in Technical Appendix C.

4.0 EXISTING TRAFFIC CONDITIONS

Daily traffic counts were collected at eight locations within the study area between Saturday, August 25th and Tuesday, August 28th, 2012. This data, along with that from CDOT Automatic Traffic Recorders (ATRs) was compared with a more comprehensive set of traffic data collected two years prior. The results and conclusion of the data comparison are discussed in the *Base Year Traffic Data and Historical Trend Analysis* memorandum included in the appendices. The memorandum concluded that 2010 weekday turning movement counts at eleven locations along US 50 can be assumed to approximate existing (2012) conditions. Existing traffic and intersection lane configurations are presented in Figure 2.

4.1 Existing Traffic Operations

Level-of-service (LOS) analyses were conducted at all intersections where turning movement counts were collected. Analyses were carried out using the methods described in the *Highway Capacity Manual 2010 (HCM2010)* published by the Transportation Research Board of the National Academies. LOS is a measure of the quality of traffic flow and is defined by a letter grade ranging from A (uninterrupted flow) to F (heavily congested conditions). Table 4 provides LOS criteria for signalized and unsignalized intersections. LOS D is generally considered acceptable (though not always attainable) for peak period conditions in urban areas.

TABLE 4. LEVEL-OF-SERVICE CRITERIA

Level of Service (LOS)	Average Delay		Traffic Characteristics
	Signalized Intersection (seconds/vehicle)	Unsignalized Intersection (seconds/vehicle)	
A	≤ 10	0 – 10	Free Flow / Insignificant Delays
B	> 10 – 20	> 10 - 15	Stable Flow / Minimal Delays
C	> 20 – 35	>15 - 25	Stable Flow / Acceptable Delays
D	> 35 – 55	>25 - 35	Approaching Unstable / Tolerable Delays
E	> 55 – 80	> 35 - 50	Unstable Flow / Significant Delays
F	> 80	> 50	Forced Flow / Excessive Delays

Source: *Highway Capacity Manual 2010*

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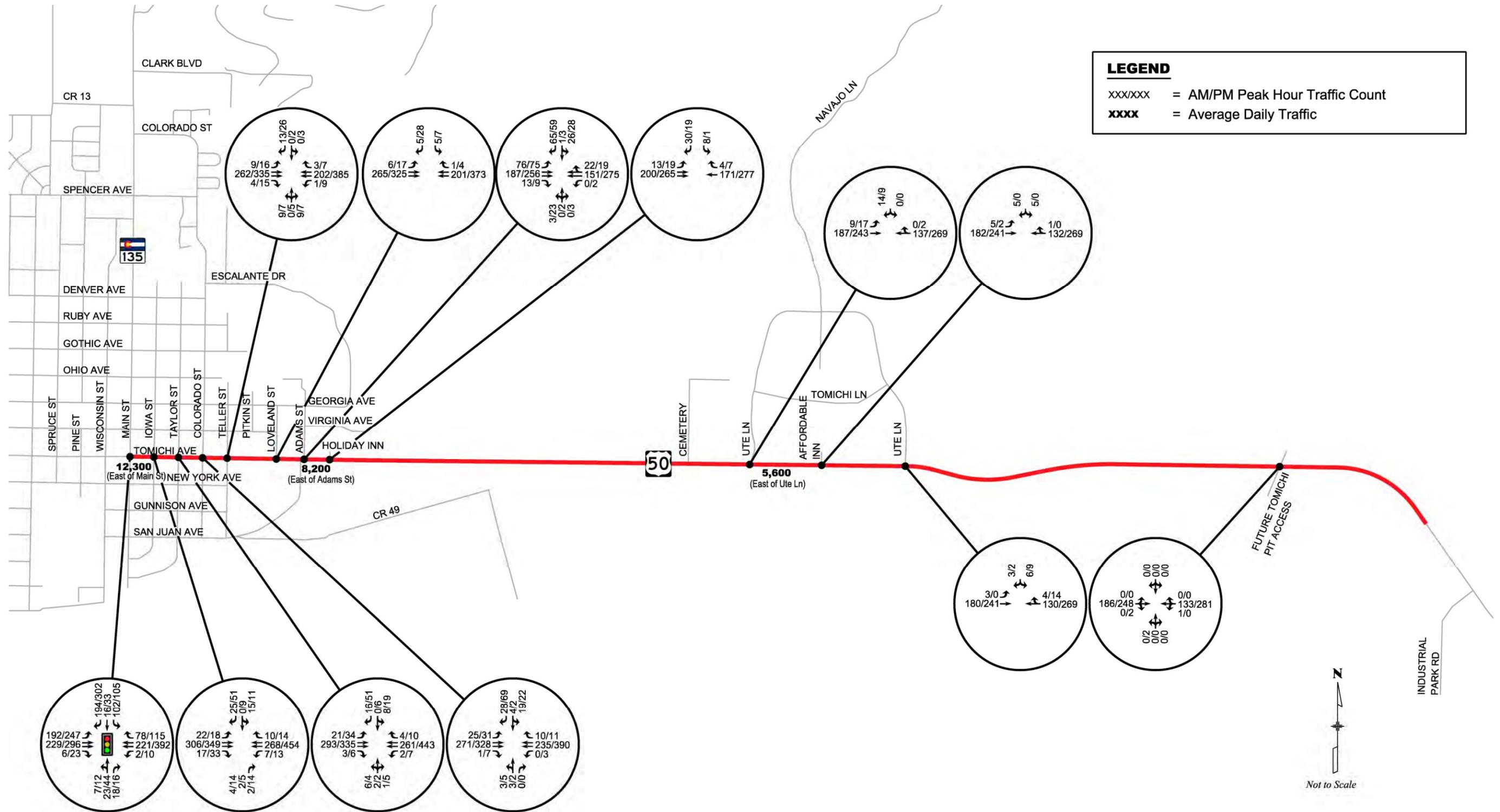


Figure 2. Existing Traffic Volumes and Intersection Configurations

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For signalized intersections, LOS is reported for the intersection as a whole. At unsignalized intersections, the LOS for the worst performing movement are reported. Typically, left-turn or through traffic from the stop-controlled approach will be the worst performing movement. Existing intersection geometry and optimized traffic signal timing plans were used for the analyses. The results reported in Table 5 indicate that traffic conditions are good (LOS C or better) at all intersections along US 50 in the study area.

TABLE 5. EXISTING LEVELS-OF-SERVICE

US 50 Intersection	A.M. Peak Hour	P.M. Peak Hour
	LOS	LOS
SH 135 (Main St)	B	B
Iowa St	B	C
Taylor St	B	C
Colorado St	B	C
Teller St	B	B
Loveland St	B	B
Adams St	B	C
Holiday Inn d/w	B	B
Ute Ln West	A	A
Affordable Inn d/w	A	A
Ute Ln East	B	B
Future Tomichi Pit Access	A	B

5.0 FUTURE TRAFFIC CONDITIONS

5.1 Background Traffic Growth

For the purposes of this study, background traffic was defined as all traffic not otherwise generated by planned developments located within the study area. Typically, background traffic is estimated by applying a growth factor to existing traffic volumes. The growth factor is usually based on historical trends and is often expressed as an annually compounded growth rate. Given the past ten years of traffic data reported by the ATRs, the *Base Year Traffic Data and Historical Trend Analysis* memorandum included in the appendices concluded that no growth in background highway traffic is a justifiable assumption.

West Gunnison is a development planned west of the study area. A detailed traffic impact analysis has not been conducted and so growth from the project was accounted for in background traffic. Given current land use assumptions, West Gunnison was estimated to generate 10,000 new external trips per weekday. The destination of these trips was estimated using existing traffic demands in Gunnison. As a result, the impacts of West Gunnison were approximated by increasing existing traffic demands in the study area by 25%. With a horizon year of 2035, this equates to an annual compound growth rate of 1.0%.

5.2 Planned Development

Planned developments specifically accounted for in these analyses were limited to the Gunnison Rising project and the Tomichi gravel pit at the east end of the study area. Gunnison Rising is a multi-use development, planned east of the City on both sides of US 50, and is projected to generate nearly 30,000 weekday trips over six proposed US 50 access points as of June 2012. Land use changes from the *Gunnison Rising - "Authentically Colorado" Master Plan Level Updated Traffic Impact Analysis* were incorporated into a revised *Build-Out Site-Generated Traffic* figure provided by the City of Gunnison, which is included in the Appendices.

Gunnison Rising project trip projections along with Tomichi Pit traffic projections were added to background traffic at proposed access locations in order to develop 2032 traffic analysis scenarios. For the purposes of this study, site generated traffic was then reassigned based on the Gunnison Rising access configuration developed by the US 50 Access Study team. At existing intersections and driveways, access control measures were accounted for by redistributing traffic over the local street network to full-movement intersections. Except where redistribution via an alternative route was not possible, u-turns were not assumed.

The locations and configuration of four future access points were determined by the US 50 Access Study team. Projected traffic demands at those future intersections and at existing intersections without Access Control Plan (ACP) implementation are shown in Figure 3. Traffic demands and intersection configurations at US 50 with the implementation of the ACP are shown in Figure 4. In both scenarios, peak hour signal warrant evaluations described in the *Manual on Uniform Traffic Control Devices (MUTCD)* were used as a planning tool to determine locations where a traffic signal would likely be needed in the future.

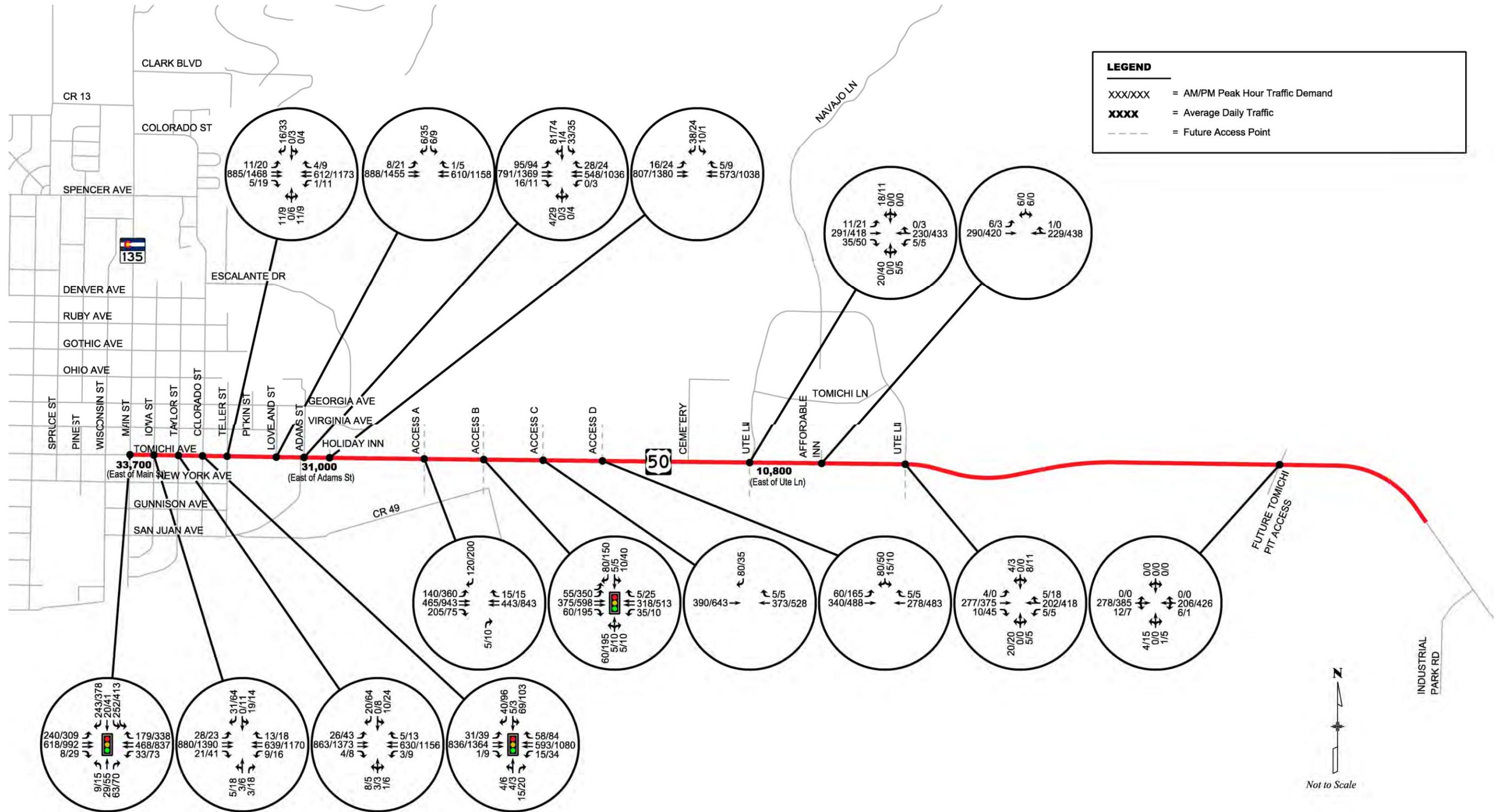


Figure 3. Future Traffic Demands and Intersection Configurations without ACP

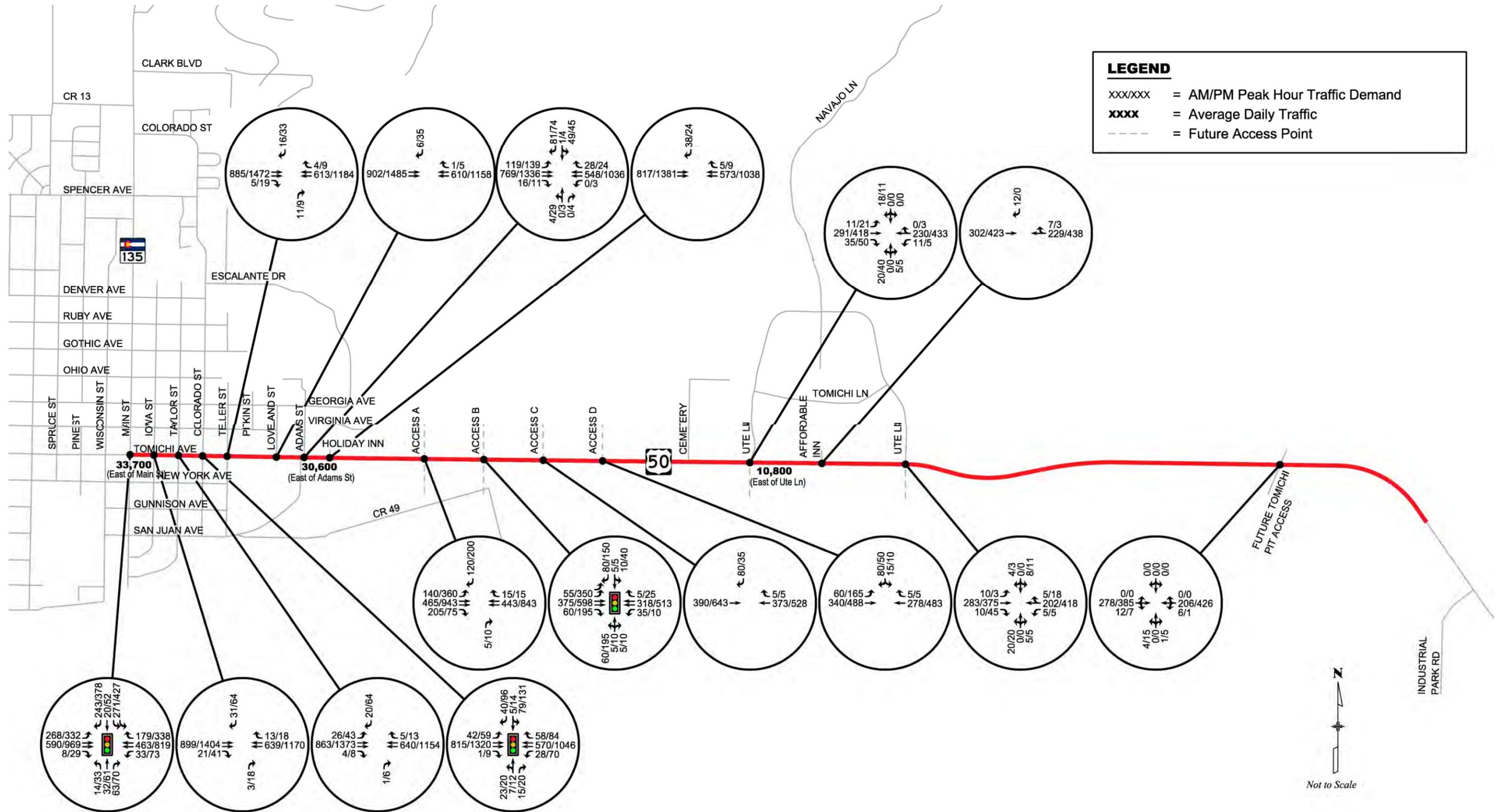


Figure 4. Future Traffic Demands and Intersection Configurations with ACP

5.3 Future Traffic Operations

Traffic operations for each intersection and major access along US 50 were evaluated using methods described in the *HCM2010*. Corridor traffic models were prepared for the no action (without ACP) and the build (with ACP) scenarios under typical weekday morning and afternoon peak hour conditions. The models reflect proposed traffic, geometric and access conditions as appropriate. It was assumed that future traffic signal cycle lengths would be consistent across all intersections and would be the shortest cycle capable of providing LOS D. The models were used to evaluate the effects of the proposed access control measures on traffic operations throughout the study area. Table 6 shows a comparison of level-of-service results for future scenarios with and without the ACP.

TABLE 6. FUTURE INTERSECTION COMPARISON

US 50 Intersection	without ACP		with ACP	
	LOS		LOS	
	A.M.	P.M.	A.M.	P.M.
SH 135 (Main St)	C	D	C	D
Iowa St	E	F	B	C
Taylor St	E	F	B	C
Colorado St	B	C	B	D
Teller St	D	F	B	C
Loveland St	D	F	B	B
Adams St	F	F	F	F
Holiday Inn d/w	C	F	B	B
Access A	-	-	B	C
Access B	-	-	A	B
Access C	-	-	B	B
Access D	-	-	B	B
Ute Ln West	B	C	B	C
Affordable Inn d/w	B	A	A	A
Ute Ln East	B	C	B	C
Future Tomichi Pit Access	B	C	B	C

The table shows that at unsignalized intersections with the ACP, LOS improves as minor street left-turn and through traffic consolidate at full movement access points. Adams Street shows failing operations in both scenarios and was evaluated for future signal warrants. Minor street traffic was not high enough to warrant a signal at this location, but it can be assumed that drivers will find reasonable alternate access to the highway if excessive delays develop.

In addition to intersection operations, traffic operations along the highway were evaluated using the urban streets analysis methodology described in the *HCM2010*. This methodology takes into account posted speed limits, intersection traffic demands, lane configurations, and the number of driveways between signalized intersections. Predicted travel speed and LOS are reported in Table 7 for each travel direction between traffic signals along the study corridor. At signalized intersections in both analysis scenarios, signal timing optimized without the ACP was used.

TABLE 7. FUTURE HIGHWAY COMPARISON

US 50 Highway Segment	Direction	without ACP		with ACP	
		LOS		LOS	
		A.M.	P.M.	A.M.	P.M.
SH 135 to Colorado St	EB	C	C	B	B
	WB	D	E	D	E
Colorado St to Access B	EB	A	B	A	A
	WB	A	A	A	A

The ACP is shown to improve or maintain LOS along all highway segments considered. Although signal timing is the same for both scenarios, the ACP consolidates more minor street traffic at the signalized intersections. Depending on future timing plans, this could lead to longer side-street green times, thus delaying highway traffic in some segments. However, given the improvements in LOS, the ACP provides an overall benefit to highway traffic operations.

6.0 ACCESS PLAN DEVELOPMENT AND EVALUATION

Using traffic volume forecasts developed for the study; input from the City, County, and CDOT; input from the public outreach program; and guidance from the State Highway Access Code, an Access Plan was developed for the project. This Plan considers access points in logical groupings, as well as circulation opportunities via the existing and potential future local street system.

6.1 Process

The Access Plan was developed using a 4-step process:

6.1.1 Step One – Methodology & Compatibility Index

A traffic methodology and access plan methodology were established at the beginning of the project to define the purpose, approach, and assumptions used to develop the Plan. In addition, a compatibility index was developed to provide a logical means for determining whether the Access Plan meets the established project goals. The index identified a set of evaluation criteria that correspond with each project objective, as listed in Section 1.1. A simple rating system that identifies the plan as favorable, neutral or unfavorable with respect to each criterion was defined. Each of the three ratings under each criterion was then defined to assist in the evaluation. The traffic methodology memo can be found in Technical Appendix D and the access plan methodology memo and compatibility index can be found in Technical Appendix E.

6.1.2 Step Two – Development of the Access Plan

The existing inventory of access points was reviewed with existing parcel and ownership information. This review determined which parcels adjacent to US 50 lacked access to the highway, which parcels had multiple accesses to consider for consolidation, and which parcels had access or potential access to an existing or proposed local road. In addition, the Gunnison Rising PUD and associated traffic study were reviewed and compared to existing conditions. This review identified potential local street networks, major traffic generators, and projected traffic patterns for future development in the area.

Access solutions were developed by applying access management principles and techniques discussed in Section 2. Major full movement intersections were located based on traffic projections, City and County planning documents, anticipated growth patterns, and analysis of functional intersection areas. Functional intersection area was analyzed using American Association of State Highway and Transportation Officials (AASHTO) guidance on deceleration and taper lengths and existing speed limits to ensure that proposed improvements will meet current design standards on opening day upon construction. Access for parcels in between major intersections was either limited (right-in/right-out or $\frac{3}{4}$ movement) or provided via a local road. In cases where multiple access points serve a single ownership, access was reduced to one per ownership. For parcels with a significant length of frontage on US 50, evaluation of out-of-direction travel and traffic projections were used to identify the need for additional access points. Shared access between parcels was developed, wherever feasible.

6.1.3 Step Three – Refine the Access Plan

A draft access plan was presented to an internal review team consisting of City, County, and CDOT representatives. Based on comments received from the team, the draft plan was refined and presented at the first Public Open House. Public comment was reviewed and the Plan was modified, as appropriate. Improvements considered cost prohibitive, with unmanageable physical constraints, with significant traffic operational deficiencies, inconsistent with overall community expectations, or not appearing to provide a reasonable level of access, were revised. In some cases, access conditions were defined to allow phased implementation of long-term solutions.

6.1.4 Step Four – Evaluation

Following the public outreach process, the refined Access Plan was evaluated using the compatibility index described in Step One to determine whether project objectives were met.

6.2 Evaluation Results

The results of the evaluation, by objective, are listed in Table 8. Overall, the Access Plan rates favorably. Plan adoption by the three entities is recommended. Details of the Plan evaluation can be found in Technical Appendix E. A graphical representation of the Access Plan is located in Section 7.

TABLE 8 COMPATIBILITY EVALUATION SUMMARY

Project Goal	Evaluation Criteria	Rating
Identify locations and level of access for existing and future highway intersections that balance state and local transportation planning objectives	Function of the Highway (Access Control Plan Code Requirements)	Neutral
	Function of Local Transportation System	Favorable
	Availability of Off-Highway Circulation Routes	Favorable
	Connectivity of Off-Highway Circulation Routes	Favorable
Provide a plan that is adoptable by all entities through a respectful and collaborative partnership	Project Team/Staff Support	Favorable
	Value-added Over Access Permit Process	Favorable
	Physical Constraints	Favorable
	Funding Opportunities	Neutral
Provide safe and efficient access to and from US 50 for businesses and residents	Intersection Sight Distance	Favorable
	Intersection Level of Service (LOS)	Favorable
	Conformance with State Highway Access Code Auxiliary Lane Requirements	Favorable
	Out of Direction Travel Distance	Unfavorable
	Intersection Crash Risk	Favorable
Provide safe, effective and efficient travel for traffic on US 50	Highway Segment LOS	Favorable
	Functional Intersection Area	Neutral
	Number of Access Points	Favorable
Support economic viability of the project area	Business Market Area	Favorable
	Serviceability to Developments and Properties within the Study Area	Favorable
Maintain compatibility with the intent of previous local planning efforts	Adopted Local Planning Documents	Favorable
	Local Character	Neutral
Allow for phased implementation of improvements	Public Support	Favorable
	Phasing Opportunities	Neutral
Support the accommodation of alternative modes, including City and County trail systems	Pedestrian/Bicycle Access	Favorable
	Compatibility with Local Trail Plans	Neutral
	Transit Opportunities	Neutral

7.0 PLAN RECOMMENDATIONS

This section presents details of the recommended Access Plan for US 50. The Plan has been developed with considerable participation from the City of Gunnison, CDOT, Gunnison County, and the public. After evaluating both existing and future conditions, the Plan defines how each access will function in the future. In general, the Access Plan limits full movement access to major intersections. Access for parcels between major intersections is either limited or relocated to an alternate route/cross street. In addition, highway access is reduced to one location per ownership unless additional access points are needed to address out-of-direction travel or improve operations. Where feasible, access is shared between adjacent properties. $\frac{3}{4}$ movement intersections are identified at key minor public road intersections where providing the left-turn movement to the major road improves operations and/or circulation.

With consideration for pedestrian and business access in the established commercial area, out-of-direction travel created by restricting movements at right-in/right-out access points is limited to a maximum distance of four blocks (2 blocks each way) between SH 135 (Main Street) and Adams Street. East of Adams Street, out of direction travel was generally limited to a maximum distance of one mile ($\frac{1}{2}$ mile each way). Out-of-direction travel was limited by providing full movement intersections at necessary intervals. West of Adams Street, restricted left-turn movements can be easily re-routed using the existing local street system. Similarly, if a local street network is provided within the Gunnison Rising PUD annexation area similar to the proposed street network illustrated in Figures 5A-5C, restricted left-turn movements can circulate using the proposed street network.

Traffic control measures that may be used to achieve proposed conditions include raised medians, driveway channelizing islands at limited access points, directional median openings at $\frac{3}{4}$ movement access points, and signage and striping. To avoid turn movement violations and potential enforcement issues, eventual installation of a raised median or other positive traffic control measure is recommended. Based on the existing cross-section on US 50 west of Adams Street, a raised median could be installed within the existing roadway width. Depending on the desired median width, minor reallocation of roadway width may be required. As development occurs between Adams Street and Ute Lane, widening to accommodate auxiliary lanes and raised medians will be required. A conceptual layout of US 50 for this segment based on Access Plan recommendations and auxiliary lane needs is included in Appendix G. Based on conceptual exhibits from Gunnison Rising, we've assumed that 4 through lanes will be extended just east of Access B. We've also assumed curb and gutter and a detached sidewalk on the north side. The conceptual layout suggests that the roadway footprint will fit within existing US 50 ROW.

The narratives in this section are intended to serve as a summary of the key features of the Access Plan. The figures are intended to provide a graphical representation of the Access Plan. A detailed explanation of each access in the study area, by reference point, is presented in the Access Control Plan Table, Exhibit A of the Intergovernmental Agreement (IGA). Reference these exhibits in Technical Appendix F for specific access configurations and conditions.

Recognizing that this plan is a long-term planning document and not a detailed engineering design, reference point designations are intended to be approximate. As more detailed information is available, these designations may be modified (generally within 0.05 miles of the specified reference point designation) without formal amendment of the Plan.

7.1 Access Plan

Key features of the Access Plan are summarized by major intersection below and illustrated in Figures 5A-5E. Auxiliary lanes shall be provided at access points as prescribed by the State Highway Access Code. Full movement intersections with potential for future signalization or other traffic control have been identified as part of the Access Plan; however, the type of traffic control is not specified. Traffic control will be evaluated on a case-by-case basis as future conditions warrant. Potential traffic control may include stop signs, traffic signals, roundabouts, interchanges, or other traffic control recognized by the MUTCD. Traffic signals may be implemented at intersections if and when warranted per current MUTCD standards and when funding is available. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

SH 135 (Main Street) to Colorado Street

A full movement signalized intersection will remain at SH 135 (Main Street). Due to long-term operational and safety concerns resulting from the close spacing between Iowa Street and Main Street, Iowa Street will be limited to right-in/right-out when safety or operational issues develop or when a public project is funded. Similarly, the south leg of Taylor Street and all public alleys will be limited to right-in/right-out when safety or operational issues develop or when a public project is funded. The alleys at Access #3 and #4 are designated as right-in only based on the existing one-way configuration. Based on traffic patterns, left-turn volumes, and emergency services access, a $\frac{3}{4}$ movement left-in will be provided at the north leg of Taylor Street. Direct access to individual parcels in this segment shall be closed and relocated to the local street system upon redevelopment. Access to individual parcels may be restricted to right-in/right-out prior to redevelopment if safety or operational issues develop or a public project is funded.

Pedestrian Access

The existing pedestrian crossing located at Iowa Street may remain regardless of the level of vehicular access provided at Iowa Street. If safety issues related to the pedestrian crossing develop, potential safety improvements should be considered. Refer to Section 7.2 for further discussion.

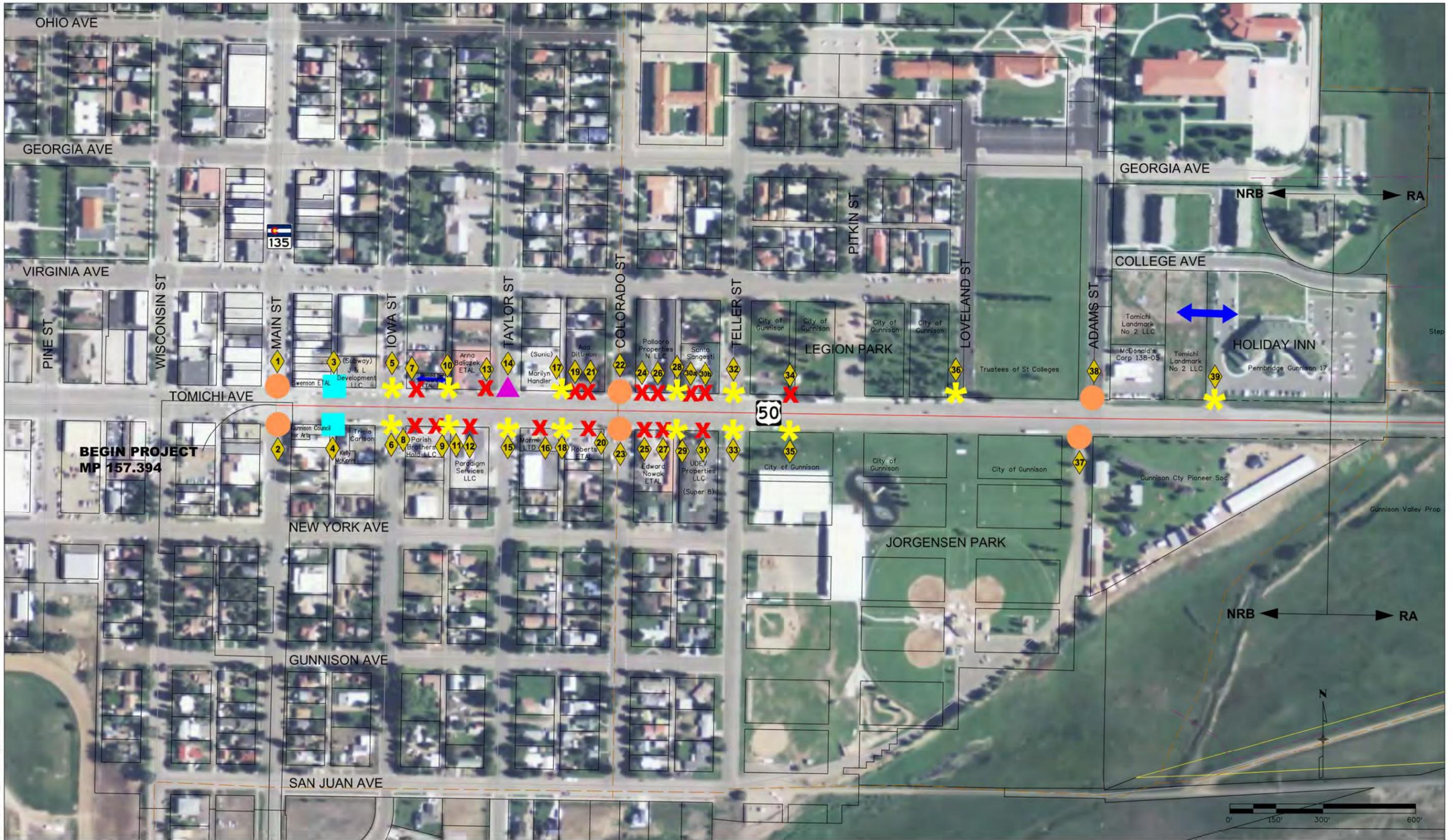
Colorado Street to Adams Street

A full movement intersection with potential for signalization or other traffic control will remain at Colorado Street. Due to operational and safety concerns resulting from the close spacing between Teller Street and Colorado Street and between Loveland Street and Adams Street, Teller Street and Loveland Street will be limited to right-in/right-out when safety or operational issues develop or when a public project is funded. Similarly, all public alleys will be limited to right-in/right-out. Direct access to individual parcels in this segment shall be closed and relocated to the local street system upon redevelopment except for Access #35. For the purposes of park maintenance, Access #35 will remain open with vehicular movements limited to right-in/right-out. Prior to redevelopment, access to individual parcels may be restricted to right-in/right-out if safety or operational issues develop or a public project is funded.

Pedestrian Access

The existing pedestrian crossing located at Teller Street may remain regardless of the level of vehicular access provided at Teller Street. If safety issues related to the pedestrian crossing develop, potential safety improvements should be considered. Refer to Section 7.2 for further discussion.

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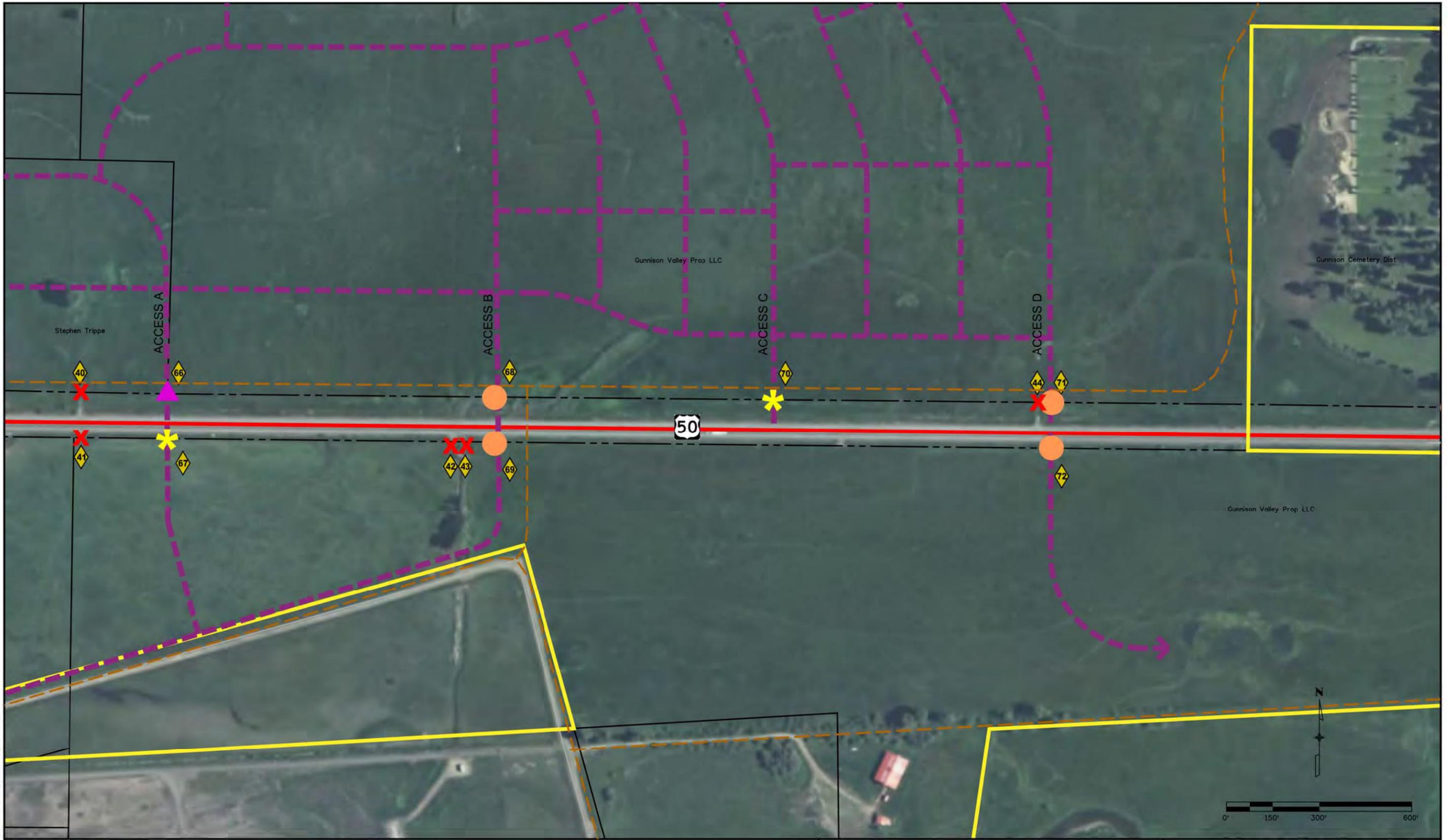
LEGEND:	Right-In, Right-Out	City Boundary
Access Point	3/4 Movement Left-In	Parcel Line
Full Movement	Close Existing Access Point	Proposed Street Network
Right-In	Cross Access for Shared Access Point	Trail Network



US 50 ACCESS EXHIBIT
1 OF 5

FIGURE 5A

PAGE 28

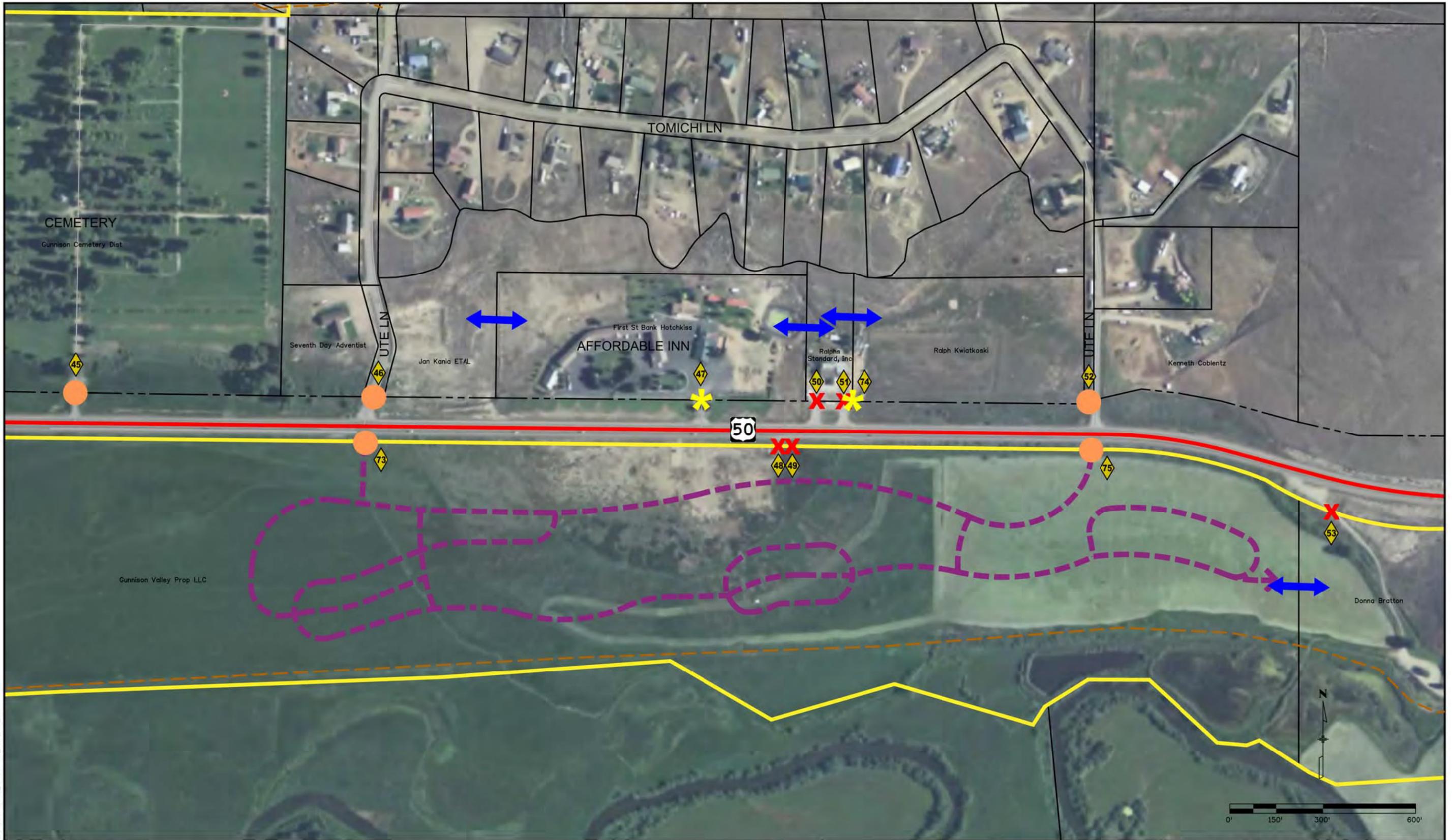


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	Access Point		Right-In, Right-Out		City Boundary
	Full Movement		3/4 Movement Left-In		Parcel Line
	Right-In		Close Existing Access Point		Proposed Street Network
	Cross Access for Shared Access Point		Trail Network		



**US 50 ACCESS EXHIBIT
2 OF 5**



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	Access Point		Right-In, Right-Out		City Boundary
	Full Movement		3/4 Movement Left-In		Parcel Line
	Right-In		Close Existing Access Point		Proposed Street Network
			Cross Access for Shared Access Point		Trail Network



**US 50 ACCESS EXHIBIT
3 OF 5**



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LEGEND:	
	Access Point
	Full Movement
	Right-In
	Right-In, Right-Out
	3/4 Movement Left-In
	Close Existing Access Point
	Cross Access for Shared Access Point
	City Boundary
	Parcel Line
	Proposed Street Network
	Trail Network



**US 50 ACCESS EXHIBIT
4 OF 5**



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LEGEND:	Right-In, Right-Out	City Boundary
Access Point	3/4 Movement Left-In	Parcel Line
Full Movement	Close Existing Access Point	Proposed Street Network
Right-In	Cross Access for Shared Access Point	Trail Network



**US 50 ACCESS EXHIBIT
5 OF 5**

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Adams Street to Access B (Access # 68/69)

A full movement intersection with potential for signalization or other traffic control will remain at Adams Street. Adams Street is slightly offset at US 50. Traffic demand on the south leg is low, reducing the risk of conflicts created by the offset configuration. However, the City should look for opportunities to improve or eliminate the offset configuration. If redevelopment should occur on the northwest or southeast corners of the intersection, improving the offset should be pursued by the City through the land development process.

A conditional unsignalized full movement intersection will be provided at Access A upon redevelopment. When any of the conditions listed in the Access Control Plan Table (Exhibit A in the IGA) are met, the north leg of Access A will be restricted to $\frac{3}{4}$ movement left-in and the south leg of Access A will be restricted to right-in/right-out. Figure 5C reflects the long-term access condition.

The location of Access A was selected based on ultimate access configurations at Access A and Access B, required auxiliary lane lengths at Access A and Access B, and existing parcel information. Access A is located at the property line between the Trippe and Gunnison Valley Prop LLC properties on the north side of US 50.

Given projected traffic volumes, and in an effort to minimize the space between Access A and Access B, a double-left turn lane was assumed at Access B. In planning for future development of this area, the City should consider ROW implications for the local street system to accommodate a second receiving lane at Access B. In addition, a local street connection between Access A and Access B on both sides of the highway is beneficial for providing circulation options to address restricted left turn movements on US 50.

The Holiday Inn access (Access # 39) will be restricted to right-in/right-out. If the Tomichi Landmark No 2 LLC property, located west of the Holiday Inn, redevelops, access shall either be provided via the local street system or shall be shared at Access #39. If shared, cross-access agreements between the properties are required. Field access points in this segment shall be closed upon redevelopment.

Pedestrian Access

An existing box culvert is located east of the Holiday Inn parcel at approximate RP 158.10. Based on the City's Non-Motorized Transportation Plan, the box culvert will serve as a future grade separated pedestrian crossing. A grade-separated pedestrian access at this location is compatible with the proposed access configuration in this segment.

Access B (Access # 68/69) to Access D (Access #71/72)

A full movement intersection with potential for signalization or other traffic control will be provided at Access B upon redevelopment. Based on the spacing and required auxiliary lane lengths between intersections, a right-in/right-out access will be provided to serve development to the north at Access C. A local street connection between Access C and Access B and/or Access D is beneficial for addressing restricted left turn movements at Access C. The field access at Access #44 will be closed when Access D is constructed.

Access D (Access #71/72) to Ute Lane (West)

A full movement intersection with potential for signalization or other traffic control will be provided at Access D upon redevelopment. Based on the land use, traffic demands and associated traffic control, and unlikelihood of redevelopment occurring, an unsignalized full movement intersection is retained at the cemetery (Access #45).

Ute Lane (West) to Ute Lane (East)

A full movement intersection with potential for signalization or other traffic control will remain at Ute Lane (West). A fourth leg to the south will be provided upon redevelopment. Field access points to the south will be closed upon redevelopment. Access for other parcels in this segment shall be reduced to one location per ownership, shared where feasible and shall be limited to right-in/right-out or relocated to alternative routes/cross streets. Cross-access for properties with shared access is required as properties redevelop.

Ute Lane (East) to End of Project

A full movement intersection with potential for signalization or other traffic control will remain at Ute Lane (East). A fourth leg to the south will be provided upon redevelopment.

A full movement intersection with potential for signalization or other traffic control will be provided at Access #60 and #61 upon redevelopment. This access point will serve a potential future gravel pit currently in the County's planning process (or other future development) on the south and will continue to serve multiple residential properties to the north. If redevelopment occurs on the north, cross-access is required between properties. As properties redevelop and access points are reconstructed, opportunities to provide perpendicular access points directly across US 50 should be considered in determining the final location and alignment of proposed access points.

To address out-of-direction travel and long-term access for the Manning parcel, a full movement intersection with potential for signalization or other traffic control will be provided at Access #55 and #56 upon redevelopment. This location was selected based on intersection spacing, intersection sight distance, and existing access to public lands on the south.

Access #53 will be closed upon redevelopment and/or when alternate access to Ute Lane is provided. Access # 64 will be retained as a full movement unsignalized access. Field access points in this segment shall be closed upon redevelopment.

7.2 Other Recommended Improvements

In support of the recommended access modifications, development of a local street network that serves the proposed Gunnison Rising development is also recommended. The local street system should provide logical, continuous connections to existing City Streets and should create circulation opportunities to provide alternatives that support restricted turning movements on US 50. The proposed street network illustrated in Figures 5A-5C accomplishes both of these goals. The local connections and internal circulation routes proposed will benefit operations on US 50 by reducing local dependence on the highway. In addition, increased options for access to local amenities will benefit the community. The City has already recognized the importance of a local street system through the Gunnison Rising annexation process.

In support of alternate modes, the Plan also considered pedestrian/ bicycle access, including compatibility with the City of Gunnison's Non-Motorized Transportation Plan adopted in April, 2013. Full movement intersections with potential for signalization identified in the Access Plan are compatible with existing and future extensions of pedestrian, bicycle, and trail facilities as proposed in the Non-Motorized Transportation Plan. Major pedestrian/bicycle nodes on US 50 include SH 135 (Main Street), Colorado Street, and Access B. The Access Plan is also compatible with the proposed grade-separated crossing located at the existing box culvert east of the Holiday Inn parcel.

In addition, pedestrian crossings are incorporated at all major intersections. At-grade pedestrian crossings should be included with intersection improvements constructed within the City Limits. There are two existing pedestrian crossings in the corridor located at Iowa Street and Teller Street. As traffic volumes increase and opportunities to cross the highway decrease, the City should consider potential safety improvements at these crossings based on the level of use, type of users, and available infrastructure in the area. Improvements may include signage, striping, median refuge, corner bulb-outs, warning beacons, rectangular rapid flash beacons (RRFB), pedestrian hybrid beacons, or re-routing to another crossing location.

Transit operations and opportunities were also considered during the development of the Plan. The Gunnison Valley Rural Transportation Authority (RTA) provides free bus service between Gunnison and Mt. Crested Butte. The bus route follows US 50 from Spruce Street (located west of the study area) to Colorado Street with stops at both intersections. Full movement intersections in the Access Plan are consistent with the existing route and stops. Additionally, the Access Plan does not preclude further development of local transit service.

8.0 IMPLEMENTATION

The improvements recommended in the Access Study represent a long-range plan to implement over time as growth occurs, as traffic and safety needs arise, and as funding becomes available. Construction of the improvements recommended may be completed using public and/or private funding. The following cases will trigger construction.

1. A property develops, redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more. In this case, limited improvements at the specific access point may be required by CDOT. As part of the City's development review process, additional transportation improvements may also be necessary to address specific traffic-related impacts created by the development. These improvements will be compatible with the Access Plan. If a property does not redevelop, the property owner will not be required to construct access modifications. (Private Funding).
2. The City and/or County obtain funding to complete improvements to a segment of the US 50 corridor or a local route. (Public Funding)
3. State and/or Federal Funding are obtained to complete improvements to a segment of the US 50 corridor. Typically, a project will be identified in the Statewide Transportation Improvement Program (STIP) to obtain funding. (Public Funding)
4. A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with the Access Plan. Depending on the extent and type of safety or operational issue, improvements may address a segment of the US 50 corridor or a local route, or may be limited to an isolated location or access point. Public funding from any combination of agencies may be obtained to construct improvements. (Public Funding)
5. Any combination of 1, 2, 3, or 4.

Under case 1, a property owner must follow the access permit process as defined by Section 2 of the *State of Colorado State Highway Access Code, latest edition*. CDOT will remain the issuing authority for US 50. In short, the process requires property owners to submit an application for an access permit. Once the access permit is issued, construction plans for permitted improvements must be developed and submitted to CDOT for review. A Notice to Proceed will be issued following acceptance of the Construction Documents by CDOT, thereby allowing the applicant to proceed with construction. As determined by the CDOT Permit Unit, access permits may allow for construction of interim conditions and define requirements for future conditions that match the Access Control Plan depending upon individual circumstances specific to each permit.

Under case 2, the City and/or County may obtain funds either through local government budgeting, application for grant monies, or other potential funding sources. Once funding is available the City and/or County will work through the CDOT planning process to develop a highway improvement project. The project will follow the process and procedures for design, construction, and management detailed in CDOT's Local Agency Manual. If a City/County project is developed off of the State Highway System, for instance, completion of an alternate local route that does not intersect with US 50, CDOT will not be involved in the project. The City and/or County will administer the project according to City and/or County standards and procedures.

Under case 3, a project receiving State and/or Federal funds must be identified in the STIP. In Colorado, six years of transportation projects and their funding sources must be identified in the STIP. The STIP is updated every four years through a continuing, comprehensive and cooperative process involving the CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Metropolitan Planning Organizations (MPOs), Transportation Planning Regions (TPRs), and City and County Governments. Projects within the study area in Gunnison and Gunnison County are established in the STIP by the request of the Gunnison Valley TPR. The STIP was most recently updated and adopted in May, 2011, but may be amended as needed in accordance with the STIP Amendment Guidelines. Currently, the STIP includes a resurfacing project within the study area scheduled for Fiscal Year 2014. The Gunnison Valley TPR 2035 Regional Transportation Plan, adopted in January 2008, identifies US 50 Montrose to Sargents as a high priority corridor, indicating potential for future projects on US 50 to be added to the STIP; however, State funding is extremely limited at this time and no other future projects have been identified. Similar to case 2, once funding is available, a project will follow CDOT's relevant process and procedures.

Under case 4, any agency may identify a safety or operational issue along the corridor through a crash pattern, complaints, observation or other manner. A single agency or partnership of agencies may obtain funding to implement access management techniques that are consistent with the Plan and specifically address the issue. Depending on who the lead agency is for the project, the project may be administered through the local agency process as described in case 2 or through CDOT's process as described in case 3.

Detailed engineering drawings of exact roadway alignments and access improvements will be required as project funding is identified. Details related to storm drainage, utilities, landscaping, environmental issues, pedestrian/bicycle facilities, roadway sections, and other topographic features will be considered during this design process. Environmental evaluations appropriate to the size, type, and funding of the project will be completed as part of the design phase.

To provide for continued commitment to the access modifications recommended by this study, we recommend that the City, County, and CDOT adopt an Access Control Plan. The Access Control Plan identifies access locations and levels of access by reference point for US 50, within the project limits. In addition, the Access Control Plan should be included in future transportation and land use planning efforts that may involve US 50.

In order to formalize an Access Control Plan, an Intergovernmental Agreement (IGA) must be developed and adopted by CDOT, the City of Gunnison and Gunnison County. An Access Control Plan Table that specifically defines proposed conditions for individual access points will serve as Exhibit A to the IGA. In recognition of the plan's long-range nature and the potential for conditions to change over time, a critical element of the IGA is the definition of a process for plan modifications. Exhibit B to the IGA defines this process, which basically requires mutual agreement of the IGA parties on modifications to the plan. For the US 50 corridor, the process for administration of the plan shall be as described in the *State of Colorado State Highway Access Code, latest edition*. Copies of the proposed IGA, Exhibit A, and Exhibit B are presented in Technical Appendix F.

9.0 LIST OF ACRONYMS

AASHTO = American Association of State Highway and Transportation Officials

ACP = Access Control Plan

ADT = Average Daily Traffic Volume (vehicles/day)

BA = Business Access

BOCC = Gunnison County Board of County Commissioners

CDOT = Colorado Department of Transportation

FHWA = Federal Highway Administration

FTA = Federal Transit Administration

HCM2010 = Highway Capacity Manual, 2010

IGA = Intergovernmental Agreement

LOS = Level of Service

MP = Milepost

MPO = Metropolitan Planning Organization

MPH = Miles Per Hour

MUTCD = Manual on Uniform Traffic Control Devices

NR-B = Non-Rural Arterial

PRS = Public Road Signalized

PRU = Public Road Unsignalized

PVRU = Private Road Unsignalized

R-A = Regional Highway

RA = Residential Access

RP = Reference Point

ROW = Right-of-Way

RRFB = Rectangular Rapid Flashing Beacon

RTA = Rural Transportation Authority

RTP = Regional Transportation Plan

STIP = Statewide Transportation Improvement Program

TPR = Transportation Planning Region

10.0 GLOSSARY

$\frac{3}{4}$ Movement Access - An access that is configured to accommodate partial movements (i.e. left-turn in or out, right-turn in, and right-turn out)

Access – Any driveway or other point of entry and/or exit such as a street, road or highway that connects to the general street system

Access Category – means one of eight categories described in Section Three of the State Highway Access Code, and determines the degree to which access to a state highway is controlled

Access Plan, Access Control Plan – A plan which designates access locations and levels of access for the purpose of bringing those portions of roadway included in the planning area into conformance with the highway functional classification to the extent feasible

Access Management – Systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections to a roadway

Access Permit – Means by which access improvements are reviewed, approved and constructed in accordance with the State Highway Access Code

Average Daily Traffic Volume (ADT) – The total 24-hour volume of vehicular traffic at a particular location measured in vehicles per day

Driveway – An access that is not a public street, road, or highway

Full Movement Access – An access without turn restrictions

Functional Intersection Area – The area beyond the physical intersection of two controlled access facilities that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards

Intergovernmental Agreement (IGA) – A legally-binding agreement between two or more governmental agencies

Issuing Authority – The entity responsible for issuing access permits for a segment of state highway. The board of county commissioners, the governing body of a municipality, or the department of transportation may be the Issuing Authority.

Level-of-Service (LOS) – An indication of the quality of traffic flow as measured by vehicle delays or travel speeds. Level-of-service grades range from LOS A (ideal traffic flow) to LOS F (heavily congested conditions). LOS D is typically considered an acceptable traffic condition during peak demand periods in urbanized locations.

Median – That portion of a highway separating opposing traffic flows

Right-in, Right-out – An access that is configured to accommodate only right-turns in and right-turns out

Right-of-way (ROW) – The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel

State Highway Access Code – A manual containing the access regulations that apply to state highways within Colorado

Turning Movement Count – A tally of the number of vehicles turning left, right, or traveling through an intersection

**INTERGOVERNMENTAL AGREEMENT
AMONG
THE CITY OF GUNNISON,
THE COUNTY OF GUNNISON,
AND
THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION**

THIS AGREEMENT (hereinafter referred to as the "Agreement") is entered into effective as of the date defined below by and among the City of Gunnison and the County of Gunnison (hereinafter referred to collectively as the "City and County"), and the State of Colorado, Department of Transportation (hereinafter referred to as the "Department"), said parties being referred to collectively herein as the "Agencies."

RECITALS:

WHEREAS, The Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and Sections 29-1-201, et. seq., C.R.S., to enter into contracts with each other for the performance of functions that they are authorized by law to perform on their own; and

WHEREAS, Each Agency is authorized by Section 43-2-147(1)(a), C.R.S., to regulate access to public highways within its jurisdiction; and

WHEREAS, The coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic without compromising pedestrian and alternative modes of transportation circulation, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals, and to protect the public health, safety and welfare; and

WHEREAS, The Agencies desire to provide for the coordinated regulation of vehicular access for the section of United States Highway 50, Tomichi Avenue, between State Highway 135 (RP 157.394) and the private access located at RP 161.199 (hereinafter referred to as the "Segment"), which is within the jurisdiction of the Agencies; and

WHEREAS, The Agencies desire to collaborate to assure all transportation modes including pedestrian, bicycle, and mass transit are given sufficient consideration and adequate funding support with each transportation improvement project that affects access within the identified project limits; and

WHEREAS, The Agencies are authorized pursuant to Section 2.12 of the 2002 State Highway Access Code, 2 C.C.R. 601-1 (the "Access Code") to achieve such objective by written agreement among themselves adopting and implementing a comprehensive and mutually acceptable highway access control plan for the Segment for the purposes recited above; and

WHEREAS, The development of this Access Control Plan adheres to the requirements of the Access Code, Section 2.12.

NOW THEREFORE, for and in consideration of the mutual promises and undertakings herein contained, the Agencies agree as follows:

1. The Access Control Plan dated, 2013 for the Segment (hereinafter referred to as the “Access Control Plan”) is attached hereto as Exhibit A and incorporated herein.
2. The Agencies shall regulate access to the Segment in compliance with the Access Control Plan, the Highway Access Law, section 43-2-147, C.R.S., (the “Access Law”) and the applicable sections of the Access Code. Vehicular access to the Segment shall be permitted when such access is in compliance with the Access Control Plan, the Access Law and the applicable sections of the Access Code.
3. Accesses that were in existence in compliance with the Access Law prior to the effective date of this Agreement may continue in existence until such time as a change in the access is required by the Access Control Plan or in the course of highway reconstruction. When closure, modification, or relocation of access is necessary or required, the Agency(ies) having jurisdiction shall utilize appropriate legal process to effect such action.
4. Actions taken by any Agency with regard to transportation planning and traffic operations within the areas described in the Access Control Plan shall be in conformity with this Agreement. Per Section 2.12 (3) of the Access Code, design waivers may be approved if agreed upon by the Agencies.
5. Parcels of real property created after the effective date of this Agreement that adjoin the Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conform to the provisions of this Agreement.
6. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies concerning regulating vehicular access to the segments. This agreement may be amended or terminated only in writing executed by the Agencies with express authorization from their respective governing bodies or legally designated officials. To the extent the Access Control Plan, attached as Exhibit A to this Agreement, is modified by a change, closure, relocation, consolidation or addition of an access, the Agencies may amend the attached Exhibit A so long as the amendment to the Access Control Plan is executed in writing and amended in accord with the Access Law and Access Code. The Access Control Plan Amendment Process has been included in Exhibit B. This Agreement is based upon and is intended to be consistent with the Access Law and the Access Code as now or hereafter constituted. An amendment to either the Access Law or the Access Code that becomes effective after the effective date of this Agreement and that conflicts irreconcilably with an express provision of this Agreement may be grounds for revision of this Agreement.

7. This Agreement does not create any current financial obligation for any Agency. Any future financial obligation of any Agency shall be subject to the execution of an appropriate encumbrance document, where required. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith, however, notwithstanding any provision of this Agreement, no Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body or director. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available as provided by law.
8. Should any one or more sections or provisions of this Agreement be judicially determined to be invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Agreement, the intention being that the various provisions hereof are severable.
9. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies and constitutes the whole agreement between them with respect to the subject matter of this instrument. No additional or different oral representation, promise or agreement shall be binding on either Agency. This Agreement may be amended or terminated only in writing executed by the Agencies on express authorization from their respective governing bodies or legally designated officials.
10. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.
11. No portion of this Agreement shall be deemed to constitute a waiver of any immunities the parties or their officers or employees may possess, nor shall any portion of this Agreement be deemed to have created a duty of care that did not previously exist with respect to any person not a party to this Agreement.
12. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned parties that any entity other than the undersigned parties receiving services or benefits under this Agreement shall be an incidental beneficiary only.
13. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one original Agreement. Facsimile signature shall be as effective as an original signature.
14. Effective Date. The Effective Date of this Agreement shall be the date of the last party to sign.

IN WITNESS WHEREOF, the Agencies have executed this Agreement effective as of the day and year last above written.

City of Gunnison, Colorado

ATTEST:

Mayor, City of Gunnison

City Clerk

APPROVED AS TO FORM:

City Attorney

Date

County of Gunnison, Colorado

ATTEST:

Commissioner, County of Gunnison

County Clerk

Date

APPROVED AS TO FORM:

County Attorney

Date

**State of Colorado
Department of Transportation**

Chief Engineer

Date

CONCUR:

Regional Transportation Director

Date

“EXHIBIT – A”
UNITED STATES HIGHWAY 50
ACCESS CONTROL PLAN
(RP 157.394 – RP 161.199)
_____ (date)

**City of Gunnison, Gunnison County, and the State of Colorado Department of
Transportation**

I. PURPOSE

The purpose of this Access Control Plan (ACP) is to provide the Agencies with a comprehensive roadway access control plan for the pertinent segment of United States Highway 50 between State Highway 135 (RP 157.394) and the private access located at RP 161.199.

II. AUTHORITY

The development of this Access Control Plan was completed pursuant to the requirements of the Access Code, Section 2.12, and adopted by the attached Agreement.

III. RESPONSIBILITIES

It is the responsibility of each of the Agencies to this Agreement to ensure that vehicular access to the Segments shall only be in conformance with this Agreement. The cost of access improvements, closures and modifications shall be determined pursuant to section 43-2-147(6)(b) C.R.S., the Agreement, and this Access Control Plan. All access construction shall be consistent with the design criteria and specifications of the Access Code.

IV. EXISTING AND FUTURE ACCESS

- A. The attached table provides a listing of each existing and future access point in the Segment. For each access point the following information is provided: location, description of the current access status, and the future configuration or condition for change (Access Plan). All access points are defined by the approximate Department reference point (in thousandths of a mile) along United States Highway 50 based on CDOT Highway Segment Description Milepost for State Highway 135 at US 50 RP 157.394. All access points are located at the approximate centerline of the access (+/- 50 feet unless otherwise noted in the Access Control Plan and associated tables.

- B. All highway design and construction will be based on the assumption that the Segments will have a sufficient cross section to accommodate all travel lanes and sufficient right-of-way to accommodate longitudinal installation of utilities.

V. ACCESS MODIFICATION

Any proposed access modification including but not limited to an addition must be in compliance with this Agreement and the current Access Code design standards unless the Agency or Agencies having jurisdiction approves a design waiver under the waiver subsection of the Code. Any access described in this section, which requires changes or closure as part of this Agreement or if significant public safety concerns develop, including but not limited to, when traffic operations have deteriorated, a documented accident history pattern has occurred, or when

consistent complaints are received, may be closed, relocated, or consolidated, or turning movements may be restricted, or the access may be brought into conformance with this Access Control Plan, when a formal written request documenting reasons for the change is presented by the Agency(ies) having jurisdiction, with Department concurrence, or in the opinion of the Department, any of the following conditions occur:

- a. The access is determined to be detrimental to the public's health, safety and welfare;
- b. the access has developed an accident history that in the opinion of the Agency(ies) having jurisdiction or the Department is correctable by restricting the access;
- c. the access restrictions are necessitated by a change in road or traffic conditions;
- d. there is an approved (by the Agency(ies) having jurisdiction) change in the use of the property that would result in a change in the type of access operation;
- e. a highway reconstruction project provides the opportunity to make highway and access improvements in support of this Access Control Plan; or
- f. the existing development does not allow for the proposed street and road network.

Access construction shall be consistent with the design and specifications of the current State Highway Access Code.

**DRAFT
EXHIBIT A
ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 50
REFERENCE POINT 157.394 TO REFERENCE POINT 161.199
November 5, 2013**

Reference Points (RP) defined per CDOT Highway Segment Description beginning at SH 135 (Main Street) 157.394.

Access ID No.	Reference Point	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{2,6}	Condition ^{3,4,6}
1	157.394	LT	SH 135 (North Main Street)	Signalized Full Movement	Signalized full movement intersection or other traffic control recognized by the MUTCD	
2	157.394	RT	South Main Street	Signalized Full Movement	Signalized full movement intersection or other traffic control recognized by the MUTCD	
3	157.429	LT	Alley	One-way Full Movement (Entrance)	Right-In	When safety or operational issues occur or when a public project is funded.
4	157.429	RT	Alley	One-way Full Movement (Entrance)	Right-In	When safety or operational issues occur or when a public project is funded.
5	157.464	LT	North Iowa Street	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
6	157.464	RT	South Iowa Street	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
7	157.480	LT	Discount Liquor	Unsignalized Full Movement	Close Access - access available via Access 5	When property redevelops. Access may be limited if safety or operational issues occur.
8	157.480	RT	Conoco	Unsignalized Full Movement	Close Access - access available via Access 6 or 11	When property redevelops. Access may be limited if safety or operational issues occur.
9	157.494	RT	Conoco	Unsignalized Full Movement	Close Access - access available via Access 6 or 11	When property redevelops. Access may be limited if safety or operational issues occur.
10	157.498	LT	Alley ⁵	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
11	157.498	RT	Alley ⁵	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
12	157.509	RT	Phillips 66	Unsignalized Full Movement	Close Access - access available via Access 11 or 15	When property redevelops. Access may be limited if safety or operational issues occur.
13	157.509	LT	ABC Motel	Unsignalized Full Movement	Close Access - access available via Access 10 or 14	When property redevelops. Access may be limited if safety or operational issues occur.
14	157.532	LT	North Taylor Street	Unsignalized Full Movement	3/4 Movement (left in allowed)	When safety or operational issues occur or when a public project is funded.
15	157.532	RT	South Taylor Street	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
16	157.553	RT	Elkhorn Building (Black Canyon Chiropractic, 5B's BBQ, In Touch Massage, Blue Iguana)	Unsignalized Full Movement	Close Access - access available via Access 15 or 18	When property redevelops. Access may be limited if safety or operational issues occur.
17	157.567	LT	Alley ⁵	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.

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6 MUTCD - Manual on Uniform Traffic Control Devices

Access ID No.	Reference Point	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{2,6}	Condition ^{3,4,6}
18	157.567	RT	Alley ⁵	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
19	157.575	LT	Swiss Inn Motel	Unsignalized Full Movement	Close Access - access available via Access 17 or 22	When property redevelops. Access may be limited if safety or operational issues occur.
20	157.583	RT	Tic Toc Diner	Unsignalized Full Movement	Close Access - access available via Access 18 or 23	When property redevelops. Access may be limited if safety or operational issues occur.
21	157.583	LT	Swiss Inn Motel	Unsignalized Full Movement	Close Access - access available via Access 17 or 22	When property redevelops. Access may be limited if safety or operational issues occur.
22	157.601	LT	North Colorado Street	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
23	157.601	RT	South Colorado Street	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
24	157.617	LT	Quality Inn	Unsignalized Full Movement	Close Access - access available via Access 22 or 28	When property redevelops. Access may be limited if safety or operational issues occur.
25	157.625	RT	Western Motel	One-way Full Movement (Exit)	Close Access - access available via Access 23 or 29a	When property redevelops. Access may be limited if safety or operational issues occur.
26	157.625	LT	Quality Inn	Unsignalized Full Movement	Close Access - access available via Access 22 or 28	When property redevelops. Access may be limited if safety or operational issues occur.
27	157.630	RT	Western Motel	One-way Full Movement (Entrance)	Close Access - access available via Access 23 or 29a	When property redevelops. Access may be limited if safety or operational issues occur.
28	157.636	LT	Alley ⁵	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
29	157.636	RT	Alley ⁵	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
30a	157.645	LT	The Seasons Inn	Unsignalized Full Movement	Close Access - access available via Access 28 or 32	When property redevelops. Access may be limited if safety or operational issues occur.
30b	157.651	LT	The Seasons Inn	Unsignalized Full Movement	Close Access - access available via Access 28 or 32	When property redevelops. Access may be limited if safety or operational issues occur.
31	157.651	RT	Super 8	Unsignalized Full Movement	Close Access - access available via Access 29a or 33	When property redevelops. Access may be limited if safety or operational issues occur.
32	157.671	LT	North Teller Street	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
33	157.671	RT	South Teller Street	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
34	157.704	LT	American Legion Memorial Park	Unsignalized Full Movement	Close Access - access available via Access 32	When property redevelops or when a public project is funded.
35	157.704	RT	Jorgensen Park	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.
36	157.814	LT	North Loveland Street	Unsignalized Full Movement	Right-In, Right-Out	When safety or operational issues occur or when a public project is funded.

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Access ID No.	Reference Point	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{2,6}	Condition ^{3,4,6}
37	157.891	RT	South Adams Street	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
38	157.897	LT	North Adams Street	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
39	157.974	LT	Holiday Inn	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops or when safety or operational issues develop or when a public project is funded. Cross access agreement with Tomichi Landmark No. 2 LLC is required upon redevelopment.
40	158.161	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 66	When property redevelops and Access 66 is constructed
41	158.161	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 67	When property redevelops and Access 67 is constructed
66	158.212	LT	North Access A	None	Conditional unsignalized full movement intersection at the property line. Limited to 3/4 movement (left-in allowed) when conditions met.	Unsignalized full movement intersection implemented when either Trippe or Gunnison Valley Prop, LLC properties redevelop. Cross-access is required between properties. Access will be limited to 3/4 movement (left-in) when one of the following occurs: 1) Access 68 is constructed 2) traffic signal is warranted at access, or 3) operational or safety issues develop.
67	158.212	RT	South Access A	None	Conditional unsignalized full movement intersection. Limited to Right-In, Right-Out when conditions met.	Unsignalized full movement intersection implemented when property redevelops. Access will be limited to Right-In, Right-Out when one of the following occurs: 1) Access 68 is constructed 2) traffic signal is warranted at access, or 3) operational or safety issues develop.
42	158.384	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 67 or 69	When property redevelops and Access 67 or Access 69 is constructed
43	158.389	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 67 or 69	When property redevelops and Access 67 or Access 69 is constructed
68	158.414	LT	North Access B	None	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

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Access ID No.	Reference Point	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{2,6}	Condition ^{3,4,6}
69	158.414	RT	South Access B	None	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
70	158.584	LT	Access C	None	Right-In, Right-Out	When property redevelops
44	158.744	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 71	When property redevelops and Access 71 is constructed
71	158.754	LT	North Access D	None	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
72	158.754	RT	South Access D	None	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
45	159.060	LT	Gunnison Cemetery	Unsignalized Full Movement	Unsignalized full movement intersection	
46	159.238	LT	North Ute Lane (West)	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
73	159.238	RT	South Ute Lane (West)	None	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreement required between Gunnison Valley Prop, LLC and Donna Bratton properties upon redevelopment.

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Access ID No.	Reference Point	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{2,6}	Condition ^{3,4,6}
47	159.443	LT	Affordable Inn El Pueblo Bonito	Unsignalized Full Movement	Right-In, Right-Out	When property redevelops or when safety or operational issues develop or when a public project is funded. U-turns must be accommodated for the design vehicle at Ute Lane (West) and Ute Lane (East) or alternate access to either Ute Lane (West) or Ute Lane (East) must be available prior to restricting access. Cross access agreements with Jan Kania ETAL property and Ralph's Standard, Inc. property is required when redevelopment occurs.
48	159.479	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 73 or 75	When property redevelops and Access 73 or 75 is constructed
49	159.483	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 73 or 75	When property redevelops and Access 73 or 75 is constructed
50	159.501	LT	Tomichi Tire & Towing	Unsignalized Full Movement	Close Access - access to be relocated to property line (74)	When property redevelops or when access is available at Access 74. Cross access agreement with Ralph Kwiatkoski property and First St Bank Hotchkiss property when redevelopment occurs. Existing access may be limited to right-in/right-out if safety or operational issues occur or if a public project is funded. U-turns must be accommodated for the design vehicle at Ute Lane (West) and Ute Lane (East) or alternate access to either Ute Lane (West) or Ute Lane (East) must be available prior to restricting access.
51	159.518	LT	Tomichi Tire & Towing	Unsignalized Full Movement	Close Access - access to be relocated to property line (74)	When property redevelops or when access is available at Access 74. Cross access agreement with Ralph Kwiatkoski property and First St Bank Hotchkiss property when redevelopment occurs. Existing access may be limited to right-in/right-out if safety or operational issues occur or if a public project is funded. U-turns must be accommodated for the design vehicle at Ute Lane (West) and Ute Lane (East) or alternate access to either Ute Lane (West) or Ute Lane (East) must be available prior to restricting access.
74	159.524	LT		None	Shared Right-In, Right-Out at property line	When either Ralphs Standard, Inc. or Ralph Kwiatkoski property redevelops. U-turns must be accommodated for the design vehicle at Ute Lane (West) and Ute Lane (East) or alternate access to either Ute Lane (West) or Ute Lane (East) must be available prior to restricting access. Cross access agreement required when either Ralphs Standard, Inc. or Ralph Kwiatkoski property redevelops.
52	159.672	LT	North Ute Lane (East)	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

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Access ID No.	Reference Point	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{2,6}	Condition ^{3,4,6}
75	159.672	RT	South Ute Lane (East)	None	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreement required between Gunnison Valley Prop, LLC and Donna Bratton properties upon redevelopment.
53	159.799	RT	Private Drive	Unsignalized Full Movement	Close Access - access available via Access 75	When property redevelops and/or alternative access to Access 75 or Access 56 is provided. Access may be limited if safety or operational issues develop. Cross access agreement with Gunnison Rising Prop LLC properties required upon redevelopment.
54	160.024	LT	Tomichi Ranch	Unsignalized Full Movement	Close Access - access available via Access 55	When property redevelops and Access 55 is constructed
55	160.174	LT	Tomichi Ranch	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements between Manning and Fry properties required upon redevelopment.
56	160.174	RT	Field Access	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreement with Donna Bratton property required upon redevelopment.
57	160.416	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 56	When property redevelops and Access 56 is constructed
58	160.416	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 55	When property redevelops and Access 55 is constructed
59	160.572	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 60	When property redevelops and Access 60 is constructed

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Access ID No.	Reference Point	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{2,6}	Condition ^{3,4,6}
60	160.755	RT	Private Drive (Potential Future Tomichi Pit)	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreement with Donna Bratton property required upon redevelopment.
61	160.755	LT	Private Drive	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by the MUTCD) in the future.	Unsignalized full movement intersection implemented when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross access agreements required between Fry, Dierks, Delahay and BLM when any property redevelops.
62	161.024	LT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 64	When property redevelops
63	161.024	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 60	When property redevelops
64	161.199	LT	Private Drive	Unsignalized Full Movement	Unsignalized full movement intersection	Cross access agreement with BLM required upon redevelopment.
65	161.199	RT	Field Access	Unsignalized Full Movement	Close Access - access available via Access 60	When property redevelops

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**EXHIBIT B: UNITED STATES HIGHWAY 50 ACCESS CONTROL PLAN
AMENDMENT PROCESS**

1. Any request for amendment of the Access Control Plan must be submitted to and agreed upon by the affected jurisdictions; the Colorado Department of Transportation staff and/or the County/City of the Intergovernmental Agreement depending on the property location. The amendment request shall include:
 - Description of changes requested of the Access Control Plan
 - Justification for Amendment
 - Traffic Impact Study or analysis, depending upon the magnitude of the change requested. Either party to the Access Control Plan can request this supporting documentation.
2. The Department shall review the submittal for completeness and for consistency with the access objectives, principles, and strategies described in the *City of Gunnison U.S. Highway 50 Access Study* (Stolfus & Associates, Inc., November, 2013) report for this corridor and the State Highway Access Code.
3. Once the appropriate local government approves the request for the amendment with an ordinance or resolution, the amendment and all accompanying documentation shall be submitted to **CDOT** for final review and approval.

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RESOLUTION NO. 12
Series 2013

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GUNNISON, COLORADO
AUTHORIZING THE CITY TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT
WITH THE GUNNISON COUNTY BOARD OF COUNTY COMMISSIONERS AND THE
COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)
REGARDING THE UNITED STATES HIGHWAY 50 ACCESS CONTROL PLAN**

Whereas, United States Highway 50 (Highway) is an important transportation resource for the City of Gunnison and other communities in the region; and

Whereas, future growth and development will generate significant traffic volumes on the Highway along the study area segment; and

Whereas, recognizing the need to plan for future growth along the corridor to maintain the capacity and increase safety, the three agencies contracted an engineering consulting firm to conduct a study and develop a comprehensive roadway access control plan to manage existing and future access points; and

Whereas, the goals of the plan address a broad spectrum of desires, including but not limited to, providing appropriate access to the Highway, while maintaining the safety and efficiency of the Highway and the local transportation system; and

Whereas, the planning for safe and efficient access to and from the Highway helps to promote economic viability by providing efficiencies in the transportation system function; and

Whereas, the adopted plan will provide landowners who develop their property adjacent to the Highway with a predictable known location, configuration and conditions for their access, as well as the location of future traffic signals on the Highway; and

Whereas, entering into an Intergovernmental Agreement helps to ensure the future enhancement of the community's health, safety and welfare.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GUNNISON, COLORADO, THAT:

1. The attached Intergovernmental Agreement Among the City of Gunnison, the County of Gunnison and the State of Colorado Department of Transportation will provide for the coordinated regulation of vehicular access for the section of United States Highway 50 between State Highway 135 (Reference Point 157.394) to the private access located at Reference Point 161.199.
2. The Agreement is authorized and approved for signature by the Mayor.

INTRODUCED, READ PASSED AND ADOPTED at the special meeting of the City Council of the City of Gunnison held this 5th day of November, 2013.

City of Gunnison Mayor

City Clerk Gail A Davidson

MEMORANDUM

TO: Planning and Zoning Commission
FROM: Community Development Staff
DATE: October 23, 2013
RE: Work Session on LDC and Proposed Zoning Map

As you know the public scoping process for the *LDC* update and Zoning Map revision was initiated in mid-September. Invitations to two open houses were mailed to the owners of 220 properties affected by the proposed zoning changes and to 61 realtors, appraisers, and contractors to provide an opportunity to comment on the *LDC* update. Notices for the open houses were also run in the newspaper, posted on the City's website and on the City's Facebook page.

Approximately 16 community members contacted staff directly regarding aspects of the *LDC* and Zoning Map updates prior to the open houses. Most of the comments were in relation to the proposed Zoning Map changes. Most of the comments received were in support of the proposed change after the effects of the proposal were explained. Peter Kiepper, owner of Lazy K/Diamond K, had requested to keep the existing PUD Commercial zoning. Therefore, staff is recommending retaining the PUD C designation on this property.

Lisa Lynch has also contacted staff several times regarding her concerns about the proposed B1 District on West Denver Avenue. While there is interest to designate this area as B1, it was the intent to find consensus to the proposed rezoning. Therefore, staff recommends that the neighborhood segment remains as R2. Please note that in the future a property owner wishing to rezone their property could pursue a map amendment application.

The first open house was held on October 2nd with nine people attending the function. Discussion was mostly focused on the proposed zoning changes and no opposing comments were received.

The second open house was hosted by the P&Z during a work session on October 9th with eight community members in attendance. Butch Clark presented comments and handed out a letter (see attached) and Matt Venturo asked the Commission to revise the standards (setback requirements) for corner lots. Lisa Lynch, property owner at 619 North Iowa requested further clarification of the proposed B1 zoning change to her property (see above).

A presentation to the Gunnison Rotary Club was given by Steve Westbay on October 14th. The October 23rd meeting will be to discuss comments gathered through the public scoping process and final changes to both the draft LDC and Zoning Map. Attached, please find the following documents:

- Letter from Butch Clark
- Emails with Lisa Lynch – 619 N. Iowa Street
- Emails with Russ Forrest – County Community Development Director
- Emails with Matthew Ebbott – 206 N. Colorado Street

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Ralph E. Clark III
519 East Georgia Avenue
Gunnison, CO 81230

October 7, 2013

City of Gunnison Planning Commission
City of Gunnison Community Development
City of Gunnison Planning Department
201 West Virginia Ave.
Gunnison, Colorado, 81230

Thank you for the opportunity to listen, learn, and comment on the City of Gunnison's proposed changes to its Land Development Code (LDC) in 2013. I was not able to attend all of the session with the City's Planning Department on October 2, 2013, but staff while I was there, were exceptionally vigilante in trying to be sure to hear and respond to every concern or question that a city resident had regarding the proposed changes. Having read the propose draft, I do have some comments which I was encourage to express in writing.

My comments are both general and specific. Section references are to pages or sections of the proposed revision of the City of Gunnison Land Development Code (LDC), dated 24 September 2013 as was available. Please ask me for more detailed references if needed.

General Comments

- * The revised code should provide setting aside space for generation and routing capability for locally generated electrical power and the heating potential derived from this for the community. Early consultant reports on the Gunnison Rising Project indicated the need to consider "upgrading" the gas line serving the City and beyond. Calling around at the time to Texas, I learned that this would mean construction of a new gas line from far beyond Marshall Pass and down the San Luis Valley. The existing line was placed in the 1960's to my understanding and with limitations on pressure may not be able to serve an increase of a significant demand. A new lateral service pipeline would appear to cost an average in service about \$400 to \$500 per year to customers and much more here for the length of line per mile over a distance reaching far down into the San Luis Valley (see for example the INGAA Foundation report - North American Midstream Infrastructure Through 2035 www.ingaa.org and Keith Edward, Kennebec Journal, March 18, 2013; 5 pages). The cost for new natural gas pipe lines would be shared by all local customers.

To generate electricity to serve local needs and the capture the heat from the process to serve the community enhances local sustainability the coal and shale gas gas is available in the Ohio Creek Valley according to the ExxonMobile Corp.. The Oakridge National Laboratory offers planning assistance guidance for how we can utilize this gas for decentralized power facilities. If nearby, the hot water produced from electrical power generation can be circulated down the City's alleys so as to be tapped by a home's

geothermal devices used to tap ground source heating. This kind of decentralized system is much more energy efficient. Planning for its potential is needed as is needed the identification of space to locate a generation and heating facility.

- * The revised code should require for provision of allotment gardening space at or near by higher density housing within the city. This allows the residents to grow needed healthy food. This need was presented in an informative T.V. movie called “A Place At The Table” that was shown as part of the recent Community Local Foods Potluck Dinner held at WSCU. Allotments have been part of London’s planning efforts for more than 200 years. They are about generally about 10 by 30 yards. Waiting lists to use them are now running at about 1 to 4 years. Those who use these allotments bond with neighbors, have more healthy and active lives, reduce food costs, and have food that they feel is safer and better. This practice has costs to users of an average rent of about 50 English Pounds per year. See the report “A Lot to Lose: London’s Disappearing Allotments”, October 2006, Greater London Authority, London, United Kingdom, 35 pages; on the web. In London many people living in apartments and high density units would greatly relish the opportunity to have an allotment. The allotment space should be a part of the housing complex or reachable within about a 15 minute walk. In London many of these allotments are not viewable from the street.

- * The City in this Code revision should address how to best prepare for boom-and-bust situations related to natural resource developments with the Upper Gunnison Basin. Very useful information sources are available from web access to the Center of the American West at the University of Colorado and the Headwaters Economics Research Institute in Bozeman, Montana. Headwaters Economics maintains summaries of current information on the City and County of Gunnison. Across the county, recent experience with boom and bust suggest the need for planning to achieve qualities of sustainability and resiliency particularly to cope with economic changes.

- * Given that “tiny” houses are becoming increasingly popular, attention should be given to providing for housing under 480 square feet in some part of the City.

Particular comments -

- p. 1-1; sec. 1.3A2 Add after “... future inhabitant of the city” the words “... to enhance the broad aspects of the city’s sustainability as a community...”
- p. 1-2; sec. 1.3A8 Add ... “and encourage use of decentralized electrical power and heating production”
- p. 1-9; sec 1.8.3,B and sec. 1.9 Street alignment of new structures should be East - West when extending existing streets and in the grid pattern of the Gunnison Rising annexation. This enhances opportunities for passive solar design.

- p. 2-2; sec. 2.2D Does the city need a new business development district that could out-draw the existing Main Street? Gunnison Rising retail development should focus on serving residents within walking distance.
- p. 2-9; sec. 3.11 Other Use Categories Would “conditional” for solar voltaic apply to roof top solar panels on commercial buildings and garages?
- p2-10; sec. 2.5A The list for considerations should include creation and restoration of “brownfield” sites and abandoned sites to useful conditions and benefit to the community.
- p2-12; sec. 2.5 and sec. 3-11D Solar access requirements are needed and good. The drawings are useful. Consideration is needed for placement of solar parabolic trough heating systems. The 22.5 foot-tall hypothetical wall may not be sufficient to protect solar use opportunities in some districts. This should be carefully studies and adjusted. The basic orientation of blocks and buildings should be east - west to particularly promote and enable passive solar usage and minimize shadowing of solar devices.

- p3-3; sec. 3C Consideration should be given to sea shipping container based housing and housing designs that enable recycling of housing materials.
- p3-7; sec. 3.3I6a Mobile home parks should have a provision to require allotments.
- p3-20; sec. 3.8f What is “outdoor overnight storage” of vehicles at an RV park?
- p3-22; sec 3.83b It might be useful to add to the Examples section the processing and utilization of industrial hemp.
- p3.25; sec 3-10E1 Provision should be made for creating the local monitoring capability of composition, volume, and opacity of emissions. There are significant inversions around and in the City. The area should not become a non-attainment air quality zone.

- p4-9; sec 4.2C Cul-de-sacs and dead ends should be discourage and a grid street layout encouraged, as apposed to the conceptual design of Gunnison Rising.
- p4-79; sec. 4-10E3 Provision for a safe and coherent pedestrian walkway system at the location of multiple building site development is an excellent feature.
- p4-85; sec. 4-10N Provision should be made for seting up an endowment fund for achieving the stated objectives which is funded at the time of initial occupation or ownership change.

- p5-1; sec. 5-1 and 5-11 Stormwater management planning should come before site development planning. Ponds, drainage routes, wetlands and flow amounts can determine the location of land uses and transportation design.

- p9-8; sec. 9-8 The Decision making table for making wavers is very useful and offers good reference guidance.

- p12-1; sec. 12-1 The expressed purposes of the Subdivision Standards should include encouragement of creative energy efficient and materials recycling technologies.

- p12-21; sec. 12.8F and H Street and lots should be laid out to fit the existing street grid pattern in an east-west manner. This can enhance solar use and allow lower cost of local heating from electrical power production using geothermal technology to tap heat carried down alleys in pipes from electrical power generation.

- p13-1; sec 13.2 There should be incentives expressed for utilizing newer building designs and techniques that are often lower in cost such as earthbag building using local scoria lava rock and other housing designs using local materials such as wattle and daub. This can be done to achieve more affordable housing and a strengthened commitment to care of the housing if the future residents are part of both the design and building.

- p13-4; sec.13.7A Some affordable housing types may not be dispersed acceptably within a traditional subdivision or development. It might be better to allow for a area or a project of affordable housing creativity. However, with an affordable housing project, it is particularly appropriate to provide space for allotments to enable residents and others to grow food.

- p16.1; sec 16 and -p9-8; sec.9.8 Again, the Definitions section and the Decision-Making for Wavers section are particularly useful and offer an excellent reference system.

Respectfully:


Ralph E. Clark III

Andie Ruggera

Subject: FW: Questions regarding open house

From: Steve Westbay
Sent: Tuesday, October 15, 2013 3:02 PM
To: Lisa Lynch
Cc: Andie Ruggera; Pam Cunningham
Subject: RE: Questions regarding open house

Lisa,
I believe that the B-1 district would be very appropriate for the neighborhood because it provides the opportunity for combining uses that are compatible, which leads to more efficient land uses and improves property value. However, the reason for conducting a scoping process was to gain input from citizens potentially affected by the proposed zoning changes.

Since you are still opposed to the proposed zoning change, I will present your concerns to the Planning and Zoning to the best of my ability. I will also recommend that the property on the related segment of Denver Avenue be maintained as an R-2 district because consensus is an important element of the scoping process.

Please feel free to contact me with any other questions.
Steve

From: Lisa Lynch [<mailto:avylynch@yahoo.com>]
Sent: Tuesday, October 15, 2013 1:16 PM
To: Steve Westbay
Cc: Andie Ruggera; Pam Cunningham
Subject: Re: Questions regarding open house

Hi Steve, Andie and Pam,

I appreciate the offer to come in and talk with you, but I don't think I need to. You're giving great explanations to me. I don't necessarily agree but I do understand your explanations. And with that said, of course I have more questions.

I understand the definition of B-1. I don't understand the need, in this situation, for a transitional zone. Is there something distasteful about the neighborhood as it is currently with no transitional area?

Steve, below you made reference to small-scale businesses possibly improving the neighborhood character. Can you please elaborate on that? I'm not understanding why having any of the approved B-1 uses next door to me would be an improvement over having a residence next door.

Can you tell me what the next steps are for the draft LDC?

Thanks all, and have a good day.

Lisa Lynch

From: Andie Ruggera
Sent: Thursday, October 10, 2013 2:37 PM
To: 'Lisa Lynch'; Steve Westbay
Cc: Pam Cunningham
Subject: RE: Questions regarding open house

Hi Lisa:

Thank you for all your comments regarding your property and surrounding neighborhood. Because it is difficult to explain or reply through email, to some of the issues and concerns that you have, Steve and I would like to invite you to meet in person with us. Is there a day and time that may work for you? We take your comments and concerns very seriously and would like to make sure we both fully understand your concerns and what is being proposed.

Sincerely,

Andie

Andie Ruggera

City of Gunnison
Community Development
970-641-8154
PO Box 239
201 West Virginia Avenue
Gunnison Colorado, 81230

On Oct 10, 2013, at 2:03 PM, Lisa Lynch <avylynch@yahoo.com> wrote:

Hi Steve,

I appreciate your detailed response. And sorry I am full of questions. This is very much a devil-you-know vs. devil-you-don't-know situation. I am surrounded by rentals, not always ideal depending who you get. But I moved into the neighborhood knowing what I was getting into. The thought of having businesses or offices move into 621 N. Iowa and 615 N. Iowa concerns me. It would make my house an island. I think it would reduce the amount of families interested in buying my house if I should leave. Families want to live next to other families.

I'm also super concerned about the property to the west of me, the Mt. Ararat apartments, which are currently B1. If a doctor office or business moved onto that property, they need parking. I'm sure they would eye 621 N. Iowa for that. How would having a parking lot immediately next door to me increase my property value? Even worse would be if 615 N. Iowa sold out to be the parking lot.

It's my intention to stay in my house for a long, long time and I don't want to be the residential island surrounded by businesses or even worse, parking.

Lisa

On Oct 10, 2013, at 1:43 PM, Steve Westbay <swestbay@cityofgunnison-co.gov> wrote:

Dear Lisa:

Thank you for taking the time to be involved in this community scoping process. Your opinions and concerns are important in the decision-making process. The following is a summary response to your questions. I would also like to offer the opportunity to meet in person, at your convenience, to have an in-depth conversation regarding your concerns.

Q1: Can a business make a parking lot out of a single site?

The quick answer to this question is that an entire lot cannot be developed as a parking lot. The Principal Use Table (Table 2-3) in the *Land Development Code (LDC)* is the guiding document for types of uses that are allowed on a property. A commercial parking lot as a primary use is not allowed in the B-1 zone district. If someone wanted to open a professional office or medical/dental office it would be allowed as long as the dimensional standards for that use can be met on the site. Let's use your neighbor's house at 621 N. Iowa as our example. If someone wanted to use that house as a medical office, we can calculate the requirements for off-street parking. The home is approximately 900 square feet. Based on that square footage, five parking spaces would be required and could potentially fit on the site.

If a medical facility the size of Gunnison Family Medical Center wanted to come into the neighborhood, in order to comply with all the parking and landscape requirements, they would have to buy your house and both of your neighbors' houses (to the north and south), and tear down and rebuild. While this could potentially happen, it would be very difficult and costly for someone to take that approach. The most likely scenario for the neighborhood would be something like the Main Street Clinic or a title company that would purchase one home and remodel it for their needs.

Three specific provisions of the draft *LDC* regulate on-site parking development:

<image003.jpg>Table 2.5 of the draft *LDC* restricts the maximum parking and access coverage for any given site development in the B-1 district to 15 percent of the total development area. The same table establishes the percent coverage for buildings and structures (40% in B-1) and (landscaping 45% in the B-1 district). These percent coverage standards would apply to any new development or redevelopment in the B-1 district, no matter how many lots were included in the development area.

Table 4.7 of the draft *LDC* establishes the number of parking spaces for a given land use. For example, medical and dental offices are required to have one parking space per 200-square feet of the office area and the total required area for parking could not exceed 15 percent of the development area.

Section 4.6.G of the draft *LDC* requires that all parking lots with greater than four spaces shall provide perimeter landscaping. As noted in the adjacent illustration, parking lots abutting an adjacent private property would be required to provide an eight foot vegetation buffer.

Q2: Why is there a need to rezone my residential property to business?

There are several factors associated with this consideration to rezone the south side of West Denver Street, but before these factors are addressed it is important to understand the intent for the B-1 District.

B-1 DISTRICT PURPOSE. This zone district is established to provide for a transitional area between the commercial and residential zone districts, by allowing for relatively lower intensity commercial uses that are compatible with residential uses and maintain the architectural and urban design character of the existing residential neighborhood. Current areas designated Professional Business (B-1) are transitional neighborhoods located adjacent to the Central Business District (CBD) and Commercial (C) zone district.

West Denver Street is directly adjacent to the hospital and the Meadows Mall and it is logical to consider the zoning change because these adjacent uses exist. As stated above, the intent of the B-1 district is to allow for a mix of residential and professional business uses that are compatible. Ultimately, this proposed zoning change can help foster business development, it can provide professional persons the ability to live and work in the same building and the zoning change can lead to increased property value.

The key is to ensure that development standards are in place to maintain the neighborhood character. Because of the existing lot configuration, only small-scale business would gravitate to the neighborhood and the neighborhood character could be improved. Also, the proposed standards of the draft *LDC* regulate uses, landscaping and other related factors will ensure that the scale and residential character of these properties remain intact.

In conclusion, the City staff is available to personally meet and discuss this matter. I also would like to ensure you that the Planning and Zoning Commission is interested in hearing your opinions and concerns.

Sincerely,
Steve Westbay

From: Lisa Lynch [<mailto:avylynch@yahoo.com>]
Sent: Wednesday, October 09, 2013 9:26 PM
To: Steve Westbay
Subject: Questions regarding open house

Hi Steve,

Thanks for hosting the open house this evening. I have a few questions after the presentation and speaking with a member of the planning commission.

In theory, can a business make a parking lot out of a single lot?

With the amount of vacant rentals in Mountain Meadows Mall, the ongoing construction of the Van Tuyl shopping area, as well as the property of the former High Country gas station, why is there a need to rezone my residential area to business?

The member of the commission I spoke with indicated that it would be unlikely that a doctor's office would pursue developing in my area due to acquisition costs. Then why is the planning commission pursuing this change?

I appreciate your time and response, Steve.

Lisa Lynch
619 N. Iowa Street

On Sep 27, 2013, at 1:24 PM, Steve Westbay <swestbay@cityofgunnison-co.gov> wrote:

Lisa,
At the present time the city gathering general feedback. It would be helpful if you present written comments or attend an open house and personally discuss the change. The planning department staff would also be glad to meet in person and at your convenience, and document your concerns.
Thanks,
Steve

From: Lisa Lynch [<mailto:avylynch@yahoo.com>]
Sent: Friday, September 27, 2013 9:09 AM
To: Steve Westbay
Subject: Re: map?

Good morning Steve,

Thanks for sending me the map. I do have concerns about the proposed change. Is there a specific procedure I need to follow to contest the change?

Lisa Lynch

From: Steve Westbay <swestbay@cityofgunnison-co.gov>
To: Lisa Lynch <avylynch@yahoo.com>
Cc: Andie Ruggera <andie@cityofgunnison-co.gov>; Pam Cunningham <PCunningham@cityofgunnison-co.gov>
Sent: Wednesday, September 25, 2013 4:50 PM
Subject: RE: map?

Hi Lisa,
The attached PDF is the proposed rezoning map. The proposal would rezone your property to a B-1 district which would allow either a residential dwelling or a professional business. The existing B-1 district is located on Main Street between Georgia (south) and Denver (north). If we discover opposition to the proposed change, it would likely remain as an R-2 residential district.

Please feel free to contact me if you have any other questions regarding this matter.

Thanks,
Steve Westbay
City of Gunnison

Community Development Director

970-641-8152

swestbay@cityofgunnison-co.go

From: Lisa Lynch [<mailto:avylynch@yahoo.com>]

Sent: Wednesday, September 25, 2013 4:20 PM

To: Steve Westbay

Subject: map?

Hello Steve,

I recieved a letter from you regarding possible rezoning of property I own. I'm interested in seeing a map of the proposed rezoning, but could not find one on the City of Gunnison website. Do you have a map available?

Lisa Lynch
619 N. Iowa Street

Andie Ruggera

Subject: FW: Rezoning/Courthouse Property
Attachments: DOC011.PDF; Rock Creek Phase 2 Lot Regulation Table Revised 7-17-06.pdf

From: Steve Westbay
Sent: Friday, September 27, 2013 9:45 AM
To: 'Russ Forrest'
Subject: RE: Rezoning/Courthouse Property

Hi Russ,

The attached PDF is the invitation letter sent to the county. The proposed official zoning map adoption would affect four real properties parcels owned by Gunnison County. The zoning map adoption would not change the courthouse PUD zoning.

The following summarizes the county properties and the related zoning district changes:

1416 & 1420 Rock Creek Rd. These are two deed restricted single family dwelling units in the Rock Creek affordable housing project. I believe the county purchased them when the units went into default a few years back. They are managed by the housing authority. The city's letter proposes this development to be R-2 (residential single family & duplex), but the staff is rethinking the district designation. These units are part of a common interest community with single family development on approximately 4,000 SF lots. A single family dwelling unit zoning designation may be more appropriate.

1410 Blaze Trail Units A&B. This is a duplex unit located on Lot 21 of the Rock Creek project. Lot 21 is approximately 5 acres and the existing duplex is the only improvement. The remaining undeveloped area of Lot 21 is zoned as a PUD R-2M by the County several years ago. The zoning was based on the attached Lot development table. The city proposes to rezone the site to the RMU district. The RMU district density allowance is 16 units per acre and it permits mixed dwelling types.

West Gunnison. I believe the county sold this land tract to Habitat for Humanity last year. The assessor records were used to generate the ownership list for the mailings and they have not updated the title conveyance.

Fairgrounds. We discussed the Fairgrounds yesterday and the proposed change is from an R-3 district (multi-family development with 30 units per acre) to a R-2 district (single family/duplex at 14 units per acre).

I would be glad to discuss this matter with you in more detail. It may be easier to have a in person meeting
Steve

From: Russ Forrest [<mailto:RForrest@gunnisoncounty.org>]
Sent: Friday, September 27, 2013 7:50 AM
To: Steve Westbay
Subject: Rezoning/Courthouse Property

Steve to be clear- is the Courthouse property changing from PUD commercial to Commercial? It appears that this is the case when we looked at the proposed action/map on your web site. If so can you direct us to (happy to come over and pick something up) the changes between the PUD approval and what I assume is straight commercial zoning.

Thanks

From: Steve Westbay
Sent: Thursday, September 26, 2013 8:42 AM
To: 'Russ Forrest'
Cc: Ken Coleman (ken@cityofgunnison-co.gov)
Subject: RE: 20130925 - City of Gunnison; Zoning Changes to Gunnison County Properties

Russ,
Along with 233 other property owners in the city, the Board of County Commissioners received an invitation to provide comments on the proposed adoption of a new Official Zoning Map and the draft *Land Development Code* (LDC) update. The Zoning Map update includes proposed changes to several zoning districts, which is consistent with Statutory standards for Official Zoning Map updates. City staff and the Planning and Zoning Commission believe proposed the map amendment changes are appropriate for future land use decisions, but before public hearings occur city is conducting a public scoping process.

The invitation asks community members to attend two open house meetings regarding these matters. It also invites community members to directly contact the city Community Development Department with questions or comments. There are also newspaper advertisements for the next two weeks inviting the community to learn about the proposed amendments and provide comments. At this point in time the emphasis is on public scoping of the proposed LDC and Zoning Map amendments.

The city has been working on these projects for about two years with numerous work sessions opened to the public. The County was notified of the scoping process in the same manner as all other potentially affected community members. The city is inviting the community, to include the BOCC, to participate in the public scoping process. Please feel free to contact if you have any questions.
Steve

From: Russ Forrest [<mailto:RForrest@gunnisoncounty.org>]
Sent: Wednesday, September 25, 2013 6:22 PM
To: Steve Westbay
Subject: Fwd: 20130925 - City of Gunnison; Zoning Changes to Gunnison County Properties

A little heads up would be appreciated.

Sent from my iPhone

Begin forwarded message:

From: Paula Swenson <PSwenson@gunnisoncounty.org>
Date: September 25, 2013 at 4:37:34 PM MDT
To: Bobbie Lucero <BLucero@gunnisoncounty.org>
Cc: Matthew Birnie <MBirnie@gunnisoncounty.org>, Marlene Crosby <MCrosby@gunnisoncounty.org>, Russ Forrest <RForrest@gunnisoncounty.org>, Karl Fulmer <KFulmer@gunnisoncounty.org>, Jonathan Houck <JHouck@gunnisoncounty.org>, "paula@gunnison.com" <paula@gunnison.com>, Phil Chamberland <PChamberland@gunnisoncounty.org>
Subject: Re: 20130925 - City of Gunnison; Zoning Changes to Gunnison County Properties

Is someone doing an analysis of these proposed changes?

P

Sent from my iPad

On Sep 25, 2013, at 4:30 PM, "Bobbie Lucero" <BLucero@gunnisoncounty.org> wrote:

The attached was received in the mail today.

Thanks,

Bobbie Lucero

Gunnison County

Administrative Assistant

200 E. Virginia Ave.

Gunnison, CO 81230

Phone: (970) 641-7600

Fax: (970) - 641-3061

Blucero@gunnisoncounty.org

<20130925 - City of Gunnison; Zoning Changes to Gunnison County Properties.pdf>

Andie Ruggera

From: Matthew Ebbott <mebbott@western.edu>
Sent: Thursday, September 26, 2013 5:22 PM
To: Andie Ruggera
Subject: RE: LDC question

Andie,

You are super awesome! Thank you for getting back to me so quickly and answering my questions so thoroughly. I suppose I'll have to give up my dream of a hospital on my property ;) but other than that, this all seems fine. And thank you for listening about the traffic issues and demonstrating some action. The traffic situation is my number one concern. I noted that the city put one of the speed limit trailers out when the college students were returning this Fall and I think it helped. I think you're doing an excellent job and I appreciate the hard work you're putting into these changes.

Thanks again,

Sincerely,

Matthew H. Ebbott
Recreation and Outdoor Education (ROE), and the Environment and Sustainability Program (ENVS) Gym 222 Western
State Colorado University Gunnison, CO 81231

From: Andie Ruggera [andie@cityofgunnison-co.gov]
Sent: Thursday, September 26, 2013 5:06 PM
To: Matthew Ebbott
Subject: RE: LDC question

Hi Matthew:

Thank you for your inquiry. I have provided the following answers to your questions:

1. The letter said it was "simply a name change" and does not affect land use rights, will it affect property taxes? No, it will not affect property taxes. The Assessors tax on the use and not the zoning. The zone (name) change is still residential.
2. The previous owners operated a Bed and Breakfast on the property, does this new designation change operating a business on the property? For example if we sold it, would someone be able to operate a law office out of the property? A bed and breakfast is conditional in our existing code as well as in the proposed Land Development Code. A home business (residence as the primary use with a home business that could be a law office) is also conditional in both codes. If you sold the property and the buyer wanted solely a law office without living there, it is prohibited in both the existing and proposed codes.
3. Will North Colorado Street continue to be a residential street? We've experienced a HUGE increase in heavy truck traffic due to the Construction on Campus and I was hoping it would be over soon. There are delivery trucks that belong on HWY 135 (Wal Mart, City Market, etc) that are using N. Colorado as a short cut. North Colorado is already busy, and if it becomes the cut through for trucks heading to the north side of Gunnison, or to Crested Butte, the street will become

undesirable as a place to live, and dangerous for Tenderfoot Child Care, meadows park and pedestrians with small children. Colorado Street from Highway 50/Tomichi to Denver Street has always been classified as a major collector street. A major collector street is defined “as a street whose function is to conduct traffic between arterial streets (Tomichi and Main Street) and/or activity centers. It is a principal traffic artery within residential areas and carries relatively high volume. A collector can sustain minor retail or other commercial establishments along its route which will influence the traffic flow.” Colorado has always been a cut through for traffic, however, the increase of traffic you have expressed is most likely due to the new construction at the University. With the new access into the University, after the construction is completed, you may see a slight increase in traffic from a few years ago. There have been many discussions on the possibility of Colorado Street becoming a “bypass” to Crested Butte, however, the street from Denver Avenue back to Highway 135/Main Street limits heavy truck traffic. We have found that the heavy trucks are still using Tomichi Avenue and Main Street to head towards Crested Butte and there are some passenger cars that use Colorado Street as a bypass.

Pedestrian safety is always a concern to the City. When the City updated the Non-Motorized Transportation Plan I discussed with you and your neighbor your concerns with traffic and specifically the intersection of Colorado Street and Virginia Avenue. Your comments were incorporated into the Plan. We included a crossing on the south side of Virginia Avenue across Colorado Street, yellow paint on the curb corners and moving the stop sign (on Virginia – west side of Colorado) closer to Colorado Street for better visibility. I would be happy to talk to Tex Bradford, Public Works Director, to see when we can implement these changes to increase pedestrian safety in this area. Also, a crosswalk was added by Tenderfoot.

4. Does the new designation change what I CAN do on my property? Does it change what I CAN'T do? The proposed land development code does NOT allow one use that you currently have (hospital). Here are the following changes for the proposed RMU (from R2-M) zone:

Accessory Dwelling Units – were conditional and are now permitted – however there is certain criteria that must be met

Townhouses –not addressed in our existing code – are now permitted

Zero lot line dwellings – not addressed in our existing code – are now permitted

Mausoleum, columbarium – not addressed in our existing code – are now conditional

Hospitals – were conditional and are now NOT allowed

Utilities – Major utilities (private) – not addressed in our existing code – are now conditional

Utilities – minor utilities – not addressed in our existing code - are now permitted

Solar Voltaic and Wind Turbines – not addressed in our existing code – are now conditional

Thank you for submitting this email for clarification of the new zoning map and Land Development Code regarding your property. I am happy to discuss any of these items with you in further detail and will get back with you regarding the pedestrian safety elements discussed above.

Sincerely,

Andie

Andie Ruggera
City of Gunnison

Community Development
970-641-8154
PO Box 239
201 West Virginia Avenue
Gunnison Colorado, 81230

From: Matthew Ebbott [mailto:mebbott@western.edu]
Sent: Thursday, September 26, 2013 3:22 PM
To: Andie Ruggera
Subject: LDC question

Hi Andie,

I received a letter about a zoning change to my property and I had a few questions. I won't be able to attend either of the information sessions, so I hope you can answer them via email.

My house at 206 N. Colorado St is being changed from Duplex/Multi-Family Residential (R-2M) to Residential Mixed Use (RMU) and I was wondering a few things:

1. The letter said it was "simply a name change" and does not affect land use rights, will it affect property taxes?
2. The previous owners operated a Bed and Breakfast on the property, does this new designation change operating a business on the property? For example if we sold it, would someone be able to operate a law office out of the property?
3. Will North Colorado Street continue to be a residential street? We've experienced a HUGE increase in heavy truck traffic due to the Construction on Campus and I was hoping it would be over soon. There are delivery trucks that belong on HWY 135 (Wal Mart, City Market, etc) that are using N. Colorado as a short cut. North Colorado is already busy, and if it becomes the cut through for trucks heading to the north side of Gunnison, or to Crested Butte, the street will become undesirable as a place to live, and dangerous for Tenderfoot Child Care, meadows park and pedestrians with small children.
4. Does the new designation change what I CAN do on my property? Does it change what I CAN'T do?

Thank you so much for taking the time to read this, I appreciate that Gunnison is still a small enough town where we can discuss our concerns with City officials.

Sincerely,

Matthew H. Ebbott
Recreation & Outdoor Education (ROE) and the Environment and Sustainability program (ENVS) Gym 222 Western State
Colorado University Gunnison, CO 81231

[cid:image001.jpg@01CEBACC.EFE351B0]