

**AGENDA  
CITY OF GUNNISON  
PLANNING & ZONING COMMISSION  
Rev 10/21/2015**

**DATE: WEDNESDAY, OCTOBER 28, 2015  
TIME: 7:00 P.M.  
PLACE: CITY HALL, COUNCIL CHAMBERS, 201 WEST VIRGINIA AVE.**

**REGULAR MEETING**

**7:00pm**

- I. CALL TO ORDER**
  - II. PLEDGE OF ALLEGIANCE TO THE FLAG**
  - III. ACTION ON BUFFER WAIVER REQUEST STAFF REPORT -  
SPORTSMAN'S LIQUOR, 713 WEST TOMICHI AVENUE**
  - IV. UNSCHEDULED CITIZENS**
  - V. CONSIDERATION OF THE OCTOBER 14, 2015 MEETING MINUTES**
  - VI. COUNCIL UPDATE**
  - VII. COMMISSIONER COMMENTS**
  - VIII. PLANNING STAFF UPDATE**
  - IX. ADJOURN TO WORK SESSION**
- WORK SESSION – COMPREHENSIVE PLAN UPDATE – FUTURE PLANNING  
SCENARIO AND VISIONING**

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](http://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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STAFF REPORT  
Sportsman's Liquor – 713 West Tomichi Avenue

TO: Planning and Zoning Commission  
FROM: Community Development Staff  
DATE: October 28, 2015  
RE: Waiver Request – Arterial Street Buffer

CODE PROVISIONS

*City of Gunnison Land Development Code (LDC)*, Section 9.1, Development Standard Waivers, defines the procedures and required showing to obtain waivers from the standards established in Section 4, General Development Standards and Section 5, Natural Resource Protection Standards.

Waivers are authorization to differ from the literal terms of established standards that would not be contrary to the public interest in cases where the literal application from the standards are warranted by site factors or where alternative design are proposed that meet the purposes of the *LDC*.

APPLICATION

The applicant, Sportsman's Liquor, represented by Gary Hartman, is requesting a waiver of nine feet from the minimum buffer requirement of 25 feet. The legal description of the property is Lots 1-2, Block 24, West Gunnison Addition, City and County of Gunnison, Colorado. The applicants' narrative states:

“...We are requesting the City consider a Buffer Waiver for the Tomichi Avenue frontage. We are requesting a waiver from the specific requirements found in *Section 4.6 – Landscaping, Buffer and Screening*.

Sub Section 4.e – Street Frontage Buffers – Requires a 25 foot buffer along the (arterial) street frontage. Due to the existing site configuration being only 50 feet deep along with the location of the existing building and required traffic circulation and parking requirements, this requirement cannot be accommodated.

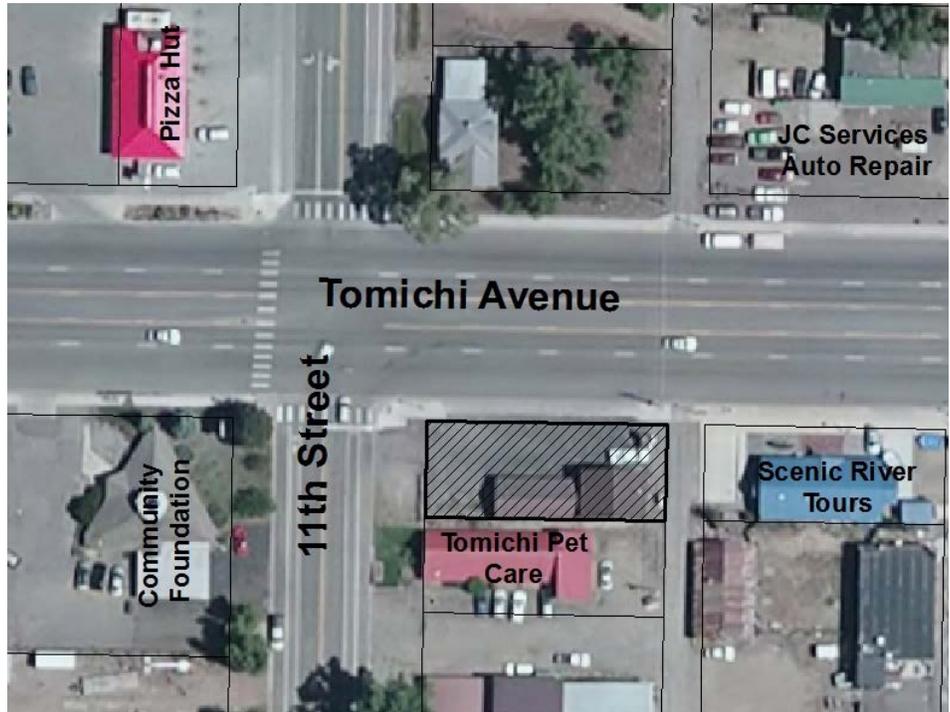
The proponents are proposing a modified Landscape Buffer of 16 feet on the attached Zoning Site Plan. This requested waiver will provide the required sidewalk along Tomichi Avenue and a modified green belt with appropriate planting. The proponents would like to work with the Community Development Department to define and locate the appropriate plantings to enhance the street scape, which is currently not shown. The existing condition provides an asphalt access and parking area along the entire frontage with no green belt along Tomichi Avenue. It is the proponents feeling that this proposed modification will still provide an enhancement to the street frontage that furthers the City goals for beautification of the Tomichi Street frontage and still allow for adequate access to the property for larger RV / Trailer Vehicles that are the businesses primary customer...”

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HISTORY OF SITE AND ASSESSMENT

The property is located within the Commercial zone district on the corner of Tomichi Avenue and 11<sup>th</sup> Street. The Commercial District surrounds the property. Adjacent uses include retail, services and professional offices.

The applicant intends to remodel and add approximately 411 square feet onto the existing structure. The redevelopment of this site requires compliance with the City's *Land Development Code* including street buffer and landscaping requirements.



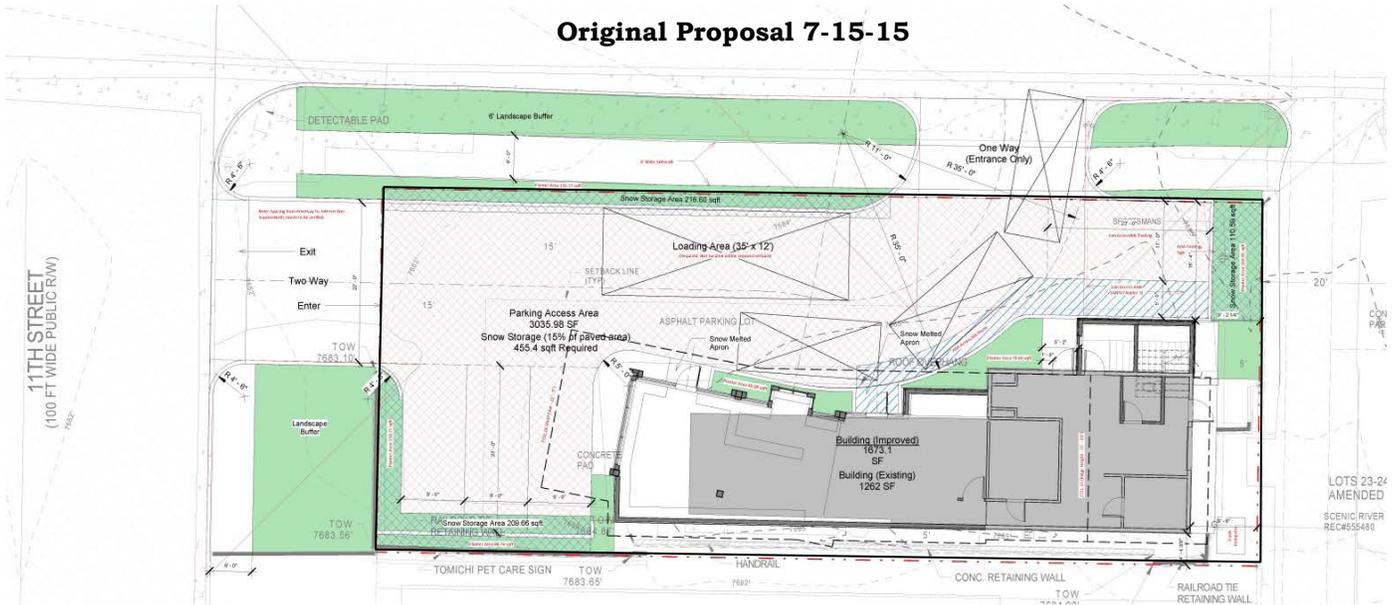
The site currently has an open curb along the majority of the Tomichi Avenue frontage and a 25 foot-wide accessway on 11<sup>th</sup> Street. A 25' buffer, measured from the back edge of the curb, is required along both street frontages. The applicant's proposal meets the buffer requirement on the west property line (11<sup>th</sup> Street). The buffer dimension and associated curb-cut width on Tomichi Avenue is the matter and question at hand.

Basic site constraints that affect the parking configuration, queuing spaces for a drive-through window and on-site landscaping present challenges for site redevelopment.

On July 15, 2015 the applicant presented a waiver request to the Planning and Zoning Commission for a 16' street buffer dimension on the Tomichi Avenue frontage. The access off Tomichi Avenue was reduced from the existing opening of over 100 feet to the required 24 feet dimension – the initial waiver request was approved by the Commission.

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**Original Proposal 7-15-15**

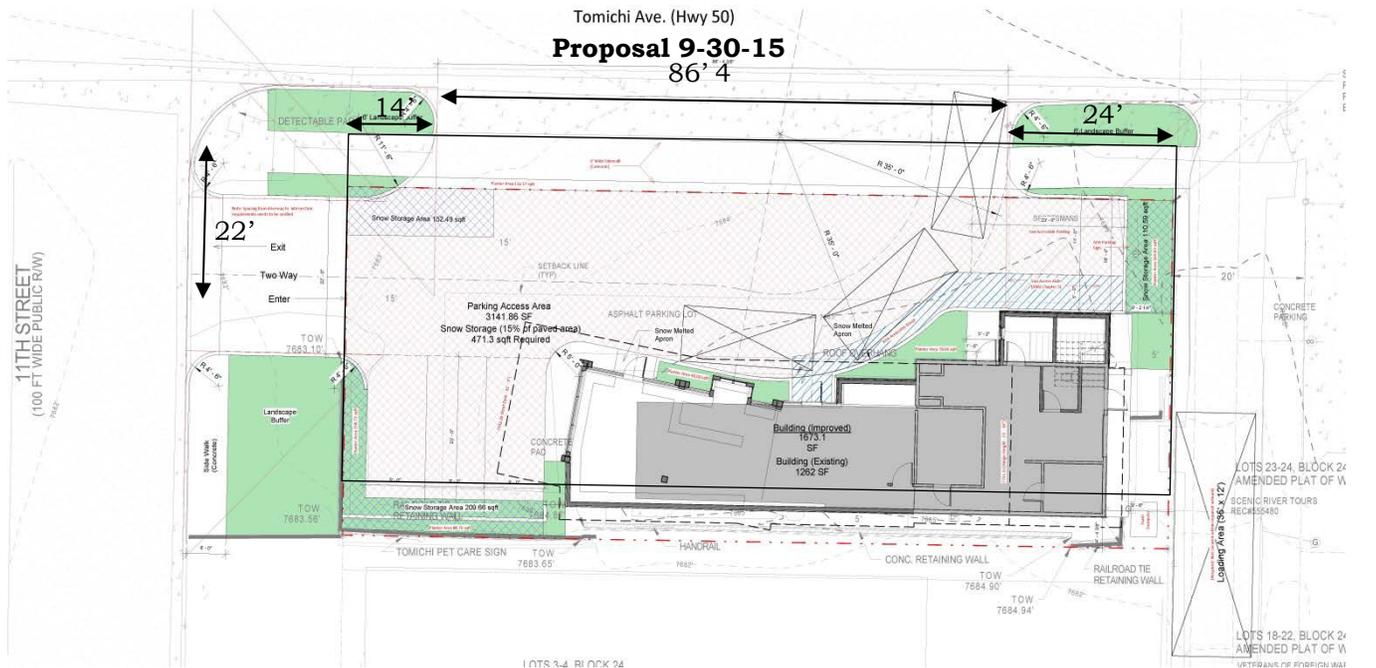


The applicant's revised request proposes an 86 foot wide curb-cut with landscape islands at the alley-side of the Tomichi Avenue frontage.

The applicant is requesting the continued use of the drive-through window. Two queuing spaces are provided on the applicant's property and one space is proposed within the Tomichi Avenue right-of-way. The loading area has been moved off the site and onto the alley right-of-way.

The proposal will be a significant improvement over the existing open curb and asphalt.

Tomichi Ave. (Hwy 50)  
**Proposal 9-30-15**  
86' 4"



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STAFF OBSERVATIONS:

1. The applicant is requesting a waiver to decrease the 25 foot buffer requirement to 16 feet on Tomichi Avenue and propose to maintain an 86' wide curb-cut on this ROW.
2. The applicant intends to redevelop the site, with an addition, utilizing the existing structure.
3. The approved buffer waiver on July 15, 2015 proposed a curb-cut access width of 24 feet which is consistent the standards of the *LDC*. Staff has discussed the access width issue and offered the potential for a 36' width which essentially adds a third lane/aisle for the entrance geometry.
4. One tree per 25 lineal feet and one shrub per 20 lineal feet, in a grouped configuration, are required along the street frontages within the buffer area.
5. On-site landscaping proposed in this latest waiver request does not meet the *LDC* percent coverage standards. It is assumed that slight modifications to the plan would resolve this issue.
6. The existing 100+ ROW curb-cut configuration is not an entitlement benefit of the adjacent property owner. Unrestricted access points along Tomichi exist and future improvements to the highway corridor will need to contemplate the fate of these roadway features.
7. This is a difficult application due to the fact that the property owner is proposing a quality improvement and renovation to an existing business. Their desired outcome is a benefit to the community. Options for alternative design using the *LDC* Waiver provisions have been thoroughly reviewed. The Commission decision regarding this matter should focus on the community needs and benefits.

REVIEW CRITERIA

Section 9.4 (Review Criteria) states that "... *All waiver application approvals shall be found to be in compliance with the General Criteria (A) and the criteria established for the relevant code sections applicable to the waiver request below:*"

**A. General Criteria**

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

**No Conflict:** The request is consistent with the City's Master Plan.

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

**No Conflict:** The redevelopment of this site improves the community's health, safety and welfare.

**3.** there are special circumstances or conditions which are peculiar to the land or building for which the Waiver is sought that is more suitable, functional, or is a better site design;

**No Conflict:** The site is constrained in regard to parcel's width/deep measures, and the fact that it has two street frontages. Staff has contemplated and proposed to the

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applicant an additional 12' aisle width (36' opening) and staff believes that in conjunction with the existing and potential future highway lane geometry, it would be more than sufficient to accommodate the movement of large vehicles. The waiver design provides some street appeal benefit; however, the proposed curb-cut dimension does not ensure the potential development of future non-motorized transportation system facilities.

4. no Waiver shall result in a detriment to City services in terms of service function, general maintenance restrictions, and increased City costs for service and maintenance;

**No Conflict:** This waiver will not be a detriment to the City.

5. the developer is responsible for all development costs unless shared costs are determined by City Council;

**No Conflict.**

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

**No Conflict.**

7. the granting of the Waiver will not be injurious to the neighborhood surrounding the land where the waiver is proposed, and is otherwise not detrimental to the public welfare or the environment;

**No Conflict.** The waiver design enhances the neighborhood and provides safe pedestrian facilities and a landscaped buffer.

8. no Waiver will negatively affect the promulgation of any other development standard of this LDC.

**Possible Conflict.** The waiver design is contrary to the driveway access standards established in the LDC and the intent of buffering standards. Furthermore, the proposal is contrary to Section 4.1.H.5 (Adequate Public Facilities – Pedestrian Circulation) policy. This policy criteria states that “...any development or redevelopment within the City shall meet current standards defined in Section 4.5 (Pedestrian Circulation Facilities) of the LDC.”

**B. Landscaping, Buffer and Screening (§4.6)**

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

**Possible Conflict:** The proposed plan is providing a 16 foot buffer along Tomichi Avenue that is adequate to provide the required landscape and screening requirements. The open access of over 86 feet diminishes the intent of the LDC landscaping and buffering requirements.

2. Reductions from the required buffer setbacks shall only be allowed if an

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alternative landscape design provides adequate buffering, or the use of the property is significantly diminished without a waiver due to rights-of-way width, road section constraints or lot dimensions.

**Possible Conflict:** The proposed plan does not provides some buffering and proposes a large open access of over 86 feet along Tomichi Avenue. Staff contemplated and proposed to the applicant an additional 12' aisle width (36') and staff believes that in conjunction with the existing and potential future highway lane geometry, it would be more than sufficient to accommodate the movement of large vehicles.

Additionally, there is approximately 12' of public ROW between the curb-line and the property boundary. Use of this ROW area is not an entitlement or derived right benefiting the adjacent property owner. Future changes within this portion of the ROW may be contemplated and the reconfiguration or the elimination of curb-cuts on Tomichi may be contemplated. Based on initial conceptual plans for the Highway 50 corridor, parallel parking on the highway will be maintained. Large vehicles will continue to be allowed to park on the highway directly in front of the business.

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

**No Conflict.**

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

**Not Applicable:**

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

**Not Applicable.**

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

**Not Applicable.**

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

**No Applicable.**

8. Fence and wall Waivers shall not result in the use of plywood or sheet metal.

**Not Applicable.**

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

**Not Applicable.**

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**ACTION**

**NOTE TO COMMISSION:** The Commission voted to approve the waiver request at the October 14, 2015 Planning and Zoning Commission meeting based on staff rewriting the staff report as an approval. Since Commissioner's Niemeyer and Tocke were not present for the discussion it would be prudent for them to recuse themselves from the vote to approve the revised staff report for approval of the waiver.

At the Planning and Zoning Commission meeting of October 28, 2015, Commissioner \_\_\_\_\_ moved, and Commissioner \_\_\_\_\_ seconded to APPROVE the request by Sportsman's Liquor, for a waiver of nine feet from the 25 foot Main Street buffer requirement with an open access of over 86 feet at 713 West Tomichi Avenue based on the following findings of fact:

Findings of fact:

1. The Planning and Zoning Commission finds that the record of this action includes the application contents on file with the City of Gunnison; provisions of the *City of Gunnison Land Development Code*; and the *City of Gunnison Master Plan (2007)*.
2. The Planning and Zoning Commission finds that a waiver design was approved on July 15, 2015 granting a buffer width of 16 feet and an access off Tomichi Avenue of 24 feet.
3. The Planning and Zoning Commission finds that the applicant modified their original request and are now requesting a Waiver of nine feet for a total buffer width of 16 feet along the Tomichi Avenue frontage on the northwest and northeast corners leaving an open access of over 86 feet.
4. The Planning and Zoning Commission finds that the site is restricted in regard to the size of the lot, two street frontages, existing placement of the structure and drive-through access and parking requirements and pedestrian facility needs.
5. The Planning and Zoning Commission finds that the application does not diminish the long term health, safety, and welfare of the community.

<b>MEMBERS</b>	<b>PRESENT</b>	<b>ABSENT</b>	<b>EXCUSED</b>
Erik Niemeyer			X
Erich Ferchau	X		
Andy Tocke			X
Bob Beda	X		
Sharon Cave	X		
Greg Larson	X		
Councilor Matt Schwartz	X		

OTHERS PRESENT: Community Development Director Steve Westbay, Planner Andie Ruggera, Planning Technician Michelle Spain

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

**II. PLEDGE OF ALLEGIANCE TO THE FLAG**

**III. BUFFER WAIVER REQUEST- SPORTSMAN’S LIQUOR, 713 WEST TOMICHI AVENUE**

Director Westbay indicated that the applicants wished to start their presentation first.

The applicant, Mr. Kevin Logan’s representatives were introduced, Chuck Cliggett, Attorney at Law, and Gary Hartman, Architect. Mr. Cliggett commenced to introduce various members in the audience. Barbara Breeding was introduced as the prior owner of Sportsman’s Liquor Store from 1973 to 2008. Sue Gaddis was the prior manager of the store for 22 years. AJ Cattles was introduced as the current contractor. Mr. Cattles has 7 employees currently working for him. Tony Jansen, the current manager was then introduced. He stated the current employees are 3 full time and 4 part time. Mr. Jansen described the types of customers that patronize the store. Kevin Logan is the current owner of the liquor store. He and his family have been here for 20 years. This facility is about 50 years old and Mr. Logan wants to update this property. Mr. Cliggett complimented the staff in the Community Development Department and thanked them for their professionalism. Mr. Cliggett did indicate that the City’s Land Development Code was a very good working document. He stated that this request may need to have assistance either as a waiver or variance from the process so listed in the LDC.

Mr. Hartman then proceeded with his presentation. The types of patrons and their vehicles were then projected on screen. He reviewed the site as it currently is in place. He also reviewed various other liquor store locations in the City. Large RVs, vehicles towing boats and trailers, were listed as a large percentage of their clients. Traffic movement and access to the property was discussed. The 5 parking spaces, ADA parking, landscaping, and snow storage are still in place. The site was reviewed and sidewalks were discussed. The owner, Mr. Logan is looking at major upgrades to this business.

Mr. Cliggett then summarized the application. The owner wants to remodel this facility in an attractive manor. The number of RVs, vehicles towing boats, trailers, makes the wide entry a must for this facility. Mr. Cliggett believed that allowing this request is a win-win situation for all involved. Plan B, with the island could cause problems in the winter with snow removal.

Questions: Commissioner Ferchau asked what the down side of Plan B was. Mr. Jansen indicated that it would be traffic. Mr. Hartman indicated that the real issue is access.

Commissioner Ferchau asked about the snow shed off the new area if there could be snow problems with the neighboring adjacent property. Mr. Hartman indicated that they would look at that at design review.

Commissioner Beda indicated that he was aware of the access issues. He had worked in this store for a number of years. He did review High Mountain Liquors current access. It does look like they are using Café Silvestre's access entrance. Commissioner Beda did indicate that this building does need the renovation. The south/west portion of the property was discussed.

Commissioner Cave had no questions.

Councilman Schwartz asked about the parking. The decrease of 2 parking spots was approved in the prior application. There will still be 5 spaces. What about the curb cuts for smaller vehicles and encourage the big rigs on the side streets. Councilman Schwartz had concerns the complete streets project with bike lanes may not be compatible with this proposal.

Commissioner Larson asked about adding the additional sidewalks on 11<sup>th</sup> street. He liked the breaking up of the access area off of Tomichi with the different colors.

Staff: Director Westbay commenced his review.

Staff supports the applicant's concept of this project. They are commended for the work already done on this. The concept of Buffers was reviewed. Consistency in the future must be maintained. The curb cuts are on the public rights of way. CDOT's 20% capacity was discussed. These access points could be changed in the future and this would be a risk for the owner. The staff report was reviewed. The new information was given to staff the prior day and staff's review was not completed.

Commissioner Larson asked if the original application in July would still have the same curb cut design. Director Westbay explained curb cuts, and designs. Commissioner Larson liked the overall design.

Director Westbay asked for direction from the Commission. The owner would like to break ground in December. Director Westbay would like more time to get wording in place on this review. Mr. Cliggett would like to give staff time but the time is short for concrete placement.

Commissioner Ferchau indicated that additional setbacks and landscaping in the code would take more time. Pedestrian safety was the main concern. Visibility issues with landscaping would be detrimental to the safety of this corner. The movement of traffic from the east may make it complicated to enter this way. Commissioner Ferchau did not believe the current proposal would change any entry to this facility. Commissioner Ferchau addressed Councilman Schwartz concerning his disapproval of bike lanes on Highway 50. There are safer access streets for bike traffic than this area. Commissioner Ferchau was not in favor of option B and would be in favor of accepting the proposal presented tonight.

Commissioner Larson also indicated the traffic issues off of 11<sup>th</sup> St.

Commissioner Beda reviewed the parking on Highway 50. Commissioner Beda approved of the proposal presented as option A. Various other business accesses were reviewed.

Commissioner Cave indicated that the bigger opening is safer. More landscaping would hinder this intersection.

Commissioner Larson liked the option A. This is a great improvement to the entire lot. The island could become a nuisance in the winter.

Commissioner Beda indicated that he does not see that many pedestrians using Tomichi going east/west. There are a few using the north/south pedestrian access on 11<sup>th</sup> St.

Councilman Schwartz stated that the 11<sup>th</sup> street cross walk was used by school children. Possible stop lights installed in the future were discussed.

No further comments.

Director Westbay requested that this be tabled until the next meeting. This would give staff time to re-write the review.

Commissioner Ferchau supported this, but would approve with the proper wording.

Commissioners Beda, Ferchau, Larson, Cave would support option A.

Councilman Schwartz would not.

Director Westbay requested a formal vote in two weeks. Building design could commence. Discussion ensued on the approval process. Commissioner Ferchau indicated that the decision had been made and the language was the only item that needed to be addressed.

Commissioner Ferchau made a motion to approve the request as option A, subject to Director Westbay drafting of language that clearly articulates the City's position relative to the proposal. Beda 2<sup>nd</sup>. Vote called.

Roll Call Yes: Cave, Larson Beda, Ferchau.

Roll Call No: Schwartz

Roll Call Abstain:

Motion Passed by Majority.

Attorney Cliggett requested a final copy of the recommendations.

#### **IV. UNSCHEDULED CITIZENS** There were none

#### **V. CONSIDERATION OF THE SEPTEMBER 23, 2015 MEETING MINUTES.**

Commissioner Cave moved and Councilman Schwartz seconded, to approve the September 23, 2015 meeting minutes as presented.

Roll Call Yes: Beda, Ferchau, Larson, Cave, Schwartz.

Roll Call No:

Roll Call Abstain:

Motion carried

**VI. COUNCIL UPDATE.** Councilman Schwartz started his review.

- 9-6-15: Council approved the GOCO grant for a Dog Park for \$40,000.00. The City will contribute \$20,000.00 for this project. Commissioner Ferchau asked about the moving of the park to this location. Van Tuyl park location is still an option in place.
- Electrical, water, sewer increase was approved. Ordinances 13, 14, 15 were passed. The total rate increase will be approximately \$8.00 a month.
- Complete streets presentation by Fox, Tuttle, and Hernandez. Three options were presented. On October 29, 2015, at the Fred Field building starting at 6 pm a meeting is set for the next presentation.
- The survey of sales tax holders was reviewed. The surveys have been mailed out. Does the City want to reduce the vendor fee by 1% and give to the Visitor's Center, or raise the fee for a sales tax license from \$10.00 to \$80.00? This is an annual fee. The fee is for the visitor's center. This survey is going to the sales tax license holders only. Discussion of all options commenced.
- Council signed a letter of support for the RTA 5 A campaign.
- Nuisance ordinances, enforcements, were reviewed by Chief Robinson.
- Design standards for commercial buildings under 50,000 square feet. This will be in the 2016 budget. P & Z will be involved in this process. A joint meeting may need to be arranged.
- TA looking for a letter of support from the City on County wide signage program. Council requested more information on this program.
- Two public hearings on Marijuana Retail Stores. Both passed. We have 11 current sales tax applications for Retail Marijuana Sales that have been applied for. 10-15 % of staff time is used for Retail Marijuana Stores inquiries.
- Council also passed cable resolution and Ordinance 2 C.

Commissioner Ferchau asked about ditch work on the trails area out by WSCU. The Meldrums questioned the use of the ditch water for their Lofts property. Westbay will contact the Meldrums and discuss this. Director Westbay will contact Tex and review this.

**VII. COMMISSIONER COMMENTS.**

Commissioner Cave moved and Commissioner Ferchau seconded, to excuse Commissioners Tocke and Niemeyer from attending the October 14, 2015 meeting.

Roll Call Yes: Beda, Larson, Schwartz, Ferchau, Cave.

Roll Call No:

Roll Call Abstain:

Motion: Carried

**VIII. PLANNING STAFF UPDATE.** Director Westbay started his review.

Ex-parte communication issue. Ron Watson the owner had contacted members on his application. This involved a garage issue in a zoned buffer area. Mr. Watson has now pulled this application and will not proceed at this time. We do not give personal emails or phone numbers out for any reason. The formal procedure was reviewed and discussed. Please bring this type of communication to the Directors' attention and he will discuss this with our attorney.

**IX. ADJOURN TO WORKSESSION. 8:42pm**

Attest:

\_\_\_\_\_  
Greg Larson, Chair

\_\_\_\_\_  
Michelle Spain, Secretary

*Planning and Zoning Commission, October 28, 2015*

I. Visioning Overview

1. Our job is to assess, in a future thinking context, the vision of our community and document that vision. The outcome will be a vision statement, and a specific set of goals and objectives that will direct the community in fulfilling its desired future conditions (goals)
2. The following four questions will be used to complete the assessment tasks
  - Where is the community now?
  - Where is the Community going?
  - Where does the community want to go? (goals or desired future conditions)
  - How does the community reach its destination? (objectives)
3. Review ongoing activities that influence this visioning process
  - *Community Analysis* – community survey
  - *Parks and Recreation Master Plan (2015)*
  - One Valley Prosperity – community values and strategic direction of various entities
  - Better Cities – economic growth initiatives
  - *City Council Strategic Plan*
  - Others – *West Gunnison Neighborhood Plan; Non-Motorized Transportation Plan; Gunnison Rising Annexation Plan*
4. Community values and One Valley Prosperity – should values be assessed in more detail?
  - Secure Community – a safe community.
  - Learning Community- enriching physical, educational and cultural environment.
  - Healthy and active lifestyle – culturally and spiritually accepting, safe and caring community.
  - Good life – vast natural beauty, distinct and non-generic community
  - Connected to nature – value our environment; sustainable ranching, outdoor rec., wildlife
  - Family friendly – families can afford to stay, raise children, pay for college, and earn retirement.
  - Engaged Community – all community members are responsible for maintaining the community’s well-being.
5. Vision Topic Heading – Are there other topics to be assessed in this process?
  - Land Use
  - Transportation
  - Housing
  - Economic Development and Tourism
  - Environment
  - City Services

OTHER POTENTIAL SUBJECT HEADINGS

- Community Resilience / Sustainability
- Social Functions
- Energy Consumption and Usage
- Climate Impacts
- Recreation Facilities

II. Where is the community now and where is the community going?

III. Where does the community want to go in the future?

IV. How does the community obtain its desired future condition?

# The Four Questions for this Visioning Process

1. Where are we now?
2. Where are we going?
3. Where do we want to go in the future?
4. How do we get there?

# Where is the Community now? Where is the Community Going?

## ***POPULATION GROWTH AND DEMOGRAPHICS***

- Population growth over the past 25 years has been approximately 1% annually. The State Demographer estimates the population growth rate for Gunnison County through 2040 will be between 1.0 and 1.5 percent annually. In comparison to other mountain resort communities, especially on the I-70 corridor this growth rate has been fairly slow and will remain in a fairly constant projection in the future.
- The Hispanic population has increased by about 80 percent in the past two decades.
- Gunnison citizens have a significant life expectancy. Gunnison is the youngest population of any municipality in the state of Colorado.
- Family composition is changing nationally. Single parent households will continue to be more prevalent in the future.
- The community is well educated with approximately 37 percent of citizens having a college degree.

# Where is the Community now? Where is the Community Going?

## ***LAND USE, DEVELOPMENT, AND HOUSING***

- In 2007 approximately 75 percent of the municipal land area (pre-Gunnison Rising) was developed.
- Assuming a housing occupancy rate of 2.8 persons and a 1.5 percent annual growth factor, approximately 670 dwelling units may be constructed during the next 20 years.
- Infill development could accommodate approximately 1,440 additional dwelling units (2007 Master Plan).
- With annexation of Gunnison Rising, there is ample space to accommodate future development but fringe development in the 3-Mile area should also be considered as an important topic of discussion.

# Where is the Community now? Where is the Community Going?

## *LAND USE, DEVELOPMENT, AND HOUSING (Continued)*

- Approximately 327 residential dwelling units were constructed since 1995. It is estimated that 87 new non-residential building permits were issued since 1990.
- Presently, 90 percent of the housing stock is occupied and rental housing stock accounts for about 58 percent of the market.
- Between 1990 and 2010 the median contract rent has increased 68 percent and was reported to be approximately \$800 per month.
- The median County-wide housing value between 2000 and 2010 rose 42 percent.

# Where is the Community now? Where is the Community Going?

## ***TRANSPORTATION SYSTEMS***

- The existing city street system, configured in a grid network, is efficient and provides the ability to serve all transportation related needs for non-motorized travel and vehicle circulation.
- Existing peak daily traffic volumes at Tomichi/Main are estimated to be approximately 12,000 trips per day (TPD).
- At full buildout, traffic volumes will be approximately 32,000 to 35,000 TPD (Main/Tomichi).
- Developing non-motorized transportation facilities has been, and will continue to be, a City priority.
- Continued development of the city trail system is linked to non-motorized transportation but it is also tied to community recreational and open space functions.
- The Safe Streets design project, an accompanying outgrowth of early work associated with the Comprehensive Plan process, will be an integral focus of future community character.
- The Gunnison-Crested Butte Regional Airport is a critical transportation facility serving as an element for economic development and affecting a significant land area of the municipal territory.

# Where is the Community now? Where is the Community Going?

## *ECONOMIC FUNCTIONS*

- Between 2000 and 2010 the median County-wide household income rose 34 percent, from \$25,768 to \$39,181. In 2000 the per capita income was \$15,196 and in 2012 it increased 14.5 percent to \$17,776.
- One Valley Prosperity Project, spearheaded by a consortium of valley-wide entities, was initiated approximately two years ago. The mission of OVPP is to form a strategic path for directing the valley's economic focuses.
- The County's Better Cities project is a study focusing on economic development throughout Gunnison County. The Better Cities project has defined four specific target programs to increase economic vitality and they include: 1. develop a innovation center focused on advanced technology; 2. establish a feasibility study for a downtown Gunnison renaissance project; 3. assess a high altitude training facility; and, 4. explore medical tourism as an economic catalyst.
- City sales tax revenues have increased steadily over the past two decades. Use tax derived from construction material purchases and automobile<sub>20</sub> sales have fluctuated with national economic downturns.

# Where is the Community now? Where is the Community Going?

## *ENVIRONMENTAL CONDITIONS*

- While the urbanized area of Gunnison is not within the mapped Gunnison Sage-grouse critical habitat, the community's fringe areas are designated. City projects related to the trail construction and the Gunnison River restoration project are in critical habitat and the listing has affected costs and scheduling of these projects. Gunnison Rising is designated as critical habitat and any development in the annexation will be subject to review under the Endangered Species Act.
- Flooding is a major potential natural hazard for the city to consider. Adopted City regulations require development in the floodplain to be constructed one foot above the 100-year event elevation. Development in Gunnison Rising is prohibited within the designated floodplain. Future development on the western fringe of the community will increase the potential risks associated with flooding.

# Where is the Community now? Where is the Community Going?

## ***ENVIRONMENTAL CONDITIONS (Continued)***

- The dangers associated with potential wildfire are fairly limited in the city. However, undeveloped urban interface areas are at considerable risk, especially if the events occur during designated red-flag periods.
- Noxious Weed control activity in the city is funded by city revenues directed to the Gunnison County Weed Control district. Several noxious weeds are very prominent and cheat-grass may be the most significant species of concern.
- Water Quality issues are directly related to urbanization and increased stormwater discharge associated with development. A draft *Stormwater Management Plan*, addressing new stormwater control technologies has been drafted but, has not been reviewed by City leaders for potential adoption. Presently, the City is not subject to MS4 stormwater mandates established under the Clean Water Act. However, at some point in the future the city will be subject to these regulations.

# Where is the Community now? Where is the Community Going?

## ***CITY SERVICES AND FUNCTIONS***

- The General Fund is dedicated to administration, police, street operations and partial funding for the maintenance and operations of park and recreation facilities. The public input from the Community Analysis indicated significant support for maintaining existing service levels provided by the various departments of the City.
- Water, sewer and electrical utility services are enterprise funds, meaning the revenues from these operations are generated from utility rate fees and use tax collected with new building permits. Enterprise funds also pay a promotional share to administration operations that support these utility operations.

# Where does the Community want to go? (Goals)

## CITY COUNCIL STRATEGIC PLAN DIRECTIVES

### Goals

1. Plan for the City's future: Safe Streets; Comp Plan; 3-Mile Plan; Lazy K, Broadband; Rebranding
2. Develop a vibrant and attractive community that is inviting to visitors and residents.
3. Create a walkable, bikeable, and driveable community that is safe and accessible to all types of users.
4. Invest in capital projects: downtown renaissance; Lazy K; Trails; I.OOF Park; Safe Streets.
5. Make employment with the City attractive to current and future employees.
6. Improve delivery and efficiency of City Services.
7. Increase community engagement efforts and strengthen local and regional partnerships.
8. Support ongoing economic development efforts within the community.

# Where does the Community want to go? (Goals)

## *LAND USE AND HOUSING*

- New development should pay its own way but City investments in private development may be appropriate only if they derive a positive cost-benefit.
- Avoid sprawl development in the three-mile area by promoting infill development in the corporate limits.
- Strategically direct water and sewer service areas outside the city limits that are appropriate for orderly growth.
- Create an inviting and attractive community with design focus on the downtown business and streetscape along the highway corridor.
- Ensure that housing is attainable for all citizens.

# Where does the Community want to go? (Goals)

## *TRANSPORTATION SYSTEMS*

- Create a walkable, bikeable, driveable, community that is safe and accessible to all types of users (Strategic Plan).
- Ensure that transportation planning maintains and enhances connectivity between residential neighborhoods, business and commerce areas, public schools and the Western State Colorado University campus.
- Recreate highway corridors with design emphasis on non-motorized mobility, safe and efficient vehicle circulation and streetscape appeal (Strategic Plan).
- Ensure future extensions of the transportation system provide safe, efficient and appropriate roadways that are developed in a manner that provide appropriate connectivity and contiguity.

# Where does the Community want to go? (Goals)

## *ECONOMIC FUNCTIONS*

- Support ongoing economic development efforts within the community (Strategic Plan).
- Increase community engagement efforts and strengthen local and regional partnerships (Strategic Plan).

## *ENVIRONMENTAL CONDITIONS*

- Work on efforts to delist the Gunnison Sage-grouse as an Endangered Species.
- Avoid development in flood prone area.
- Enhance riparian habitats that surround the community.
- Minimize risk and dangers associated with potential wildfire.
- Actively work on programs that reduce the proliferation of noxious weeds.
- Ensure that excellent water quality is maintained in our river and lake systems.

## *CITY SERVICES*

- Invest in Capital Projects (Strategic Plan)
- Improve delivery and efficiency of City Services (Strategic Plan)

# How do we get there? (objectives)

*LAND USE AND HOUSING*

*TRANSPORTATION SYSTEMS*

*ECONOMIC FUNCTIONS*

*ENVIRONMENTAL CONDITIONS*

*CITY SERVICES*