

GUNNISON COUNTY PLANNING COMMISSION
PRELIMINARY AGENDA: Friday, December 15, 2017

Planning Commission will meet in the Board of County Commissioners Meeting Room
 Gunnison County Courthouse - 2nd Floor, 200 E. Virginia Avenue

- 8:45 a.m.**
- **Call to order; determine quorum**
 - **Approval of minutes**
 - **Unscheduled citizens:** A brief period in which the public is invited to make general comments or ask questions of the Commission or Planning Staff about items which are not scheduled on the day's agenda.
- 9:00 a.m.** **APT Brush Creek Road, LLC**, work session, focus on transit and water supply/wastewater, request for the development of 240 rental units on the subject parcel. 65% (156) of the units will be deed restricted to qualifying households earning less than 180% of the Area Median Income. The remainder of the units (84) will be free market rental units, located on the southeast corner of the intersection of Brush Creek Road and Highway 135, approximately 1.5 miles south of the Town of Crested Butte. The parcel is approximately 14.29 acres and is legally described as all of land in Section 12, Township 14 South, Range 86 West, 6th p.m., lying south and east of Brush Creek Road, and west of Larkspur Subdivision
LUC-17- 00034
- Noon** Lunch
- 1:00 p.m.** **APT Brush Creek Road, LLC**, work session continued from the morning
- 3:00 p.m. -**
Adjourn

The applications can be viewed on gunnisoncounty.org,
 link to <http://204.132.78.100/citizenaccess/>

- Public access
- Projects
- Application #
- **LUC-17-00034**
- Attachments

GUNNISON COUNTY PLANNING COMMISSION
REGULAR MEETING
December 15, 2017

The Gunnison County Planning Commission conducted a regular meeting, in the BoCC Meeting Room in the Gunnison County Courthouse. **Present:**

Vice-Chairman- Jack Diani Commissioner- AJ Cattles Commissioner-Molly Mugglestone Alternate Commissioner- Sarah Coleman	Director of Community Development- Cathie Pagano Manager of Administrative Services- Beth Baker Others present as listed in text
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Commissioners Absent / Recused; recused Kent Fulton, and absent Tom Venard, and Vince Rogalski

With a quorum present Vice-Chairman Diani opened the December 15, 2017 regular meeting of the Planning Commission.

Moved by Cattles seconded by Mugglestone to approve the Planning Commission meeting minutes for November 17, 2017 as amended. The motion passed unanimously.

Moved by Cattles seconded by Mugglestone to approve the Planning Commission meeting minutes for December 1, 2017 as amended. The motion passed unanimously.

APT Brush Creek Road, LLC (LUC-17-00034)- The Gunnison County Planning Commission conducted their fourth work session. They focused on transit and water supply/wastewater. The request is for the development of 240 rental units on the subject parcel. 65% (156) of the units will be deed restricted to qualifying households earning less than 180% of the Area Median Income. The remainder of the unites (84) will be free market rental units, located on the southeast corner of the intersection of Brush Creek Road and Highway 135, approximately 1.5 miles south of the Town of Crested Butte. The parcel is approximately 14-29 acres and is legally described as all of the land in Section 12, Township 14 South, Range 86 West, 6th pm, lying south and east of Brush Creek Road, and west of Larkspur Subdivision.

Chairman Kent Fulton has recused himself from the review of this application.

Commissioner Diani has been appointed Chairman for this review and Commissioner AJ Cattles has been appointed Vice-Chairman.

Chairman Diani opened the work session.

Present representing the Planning Commission: Commissioners Diani, Cattles, Mugglestone, and Coleman.

Present representing the Community Development staff; Director of Community Development Cathie Pagano and Manager of Administrative Services Beth Baker.

Present representing the application: applicant Gary Gates, representative John O’Neal, attorney Kendall Burgemeister, designers Margaret Loperfido and Andrew Hadley, and engineer Tyler Harpel.

The commissioners began their review with transit. It was noted the *Gunnison County Land Use Resolution* (LUR) Section 9-604:B. Possible Additional Incentives explains the reduced parking space requirement. The Brush Creek development will include a total of 361 residential parking spaces. There will be a total of 69 transit-center parking spaces.

The LUR explains reduced parking spaces required for projects containing essential housing units. A reduction in the number of parking spaces required pursuant to section 13-110: off-road parking and loading, depending upon location, bedroom mix, the availability of public transit and other pertinent factors.

Pagano reviewed a comparison of parking spaces in the Pitchfork development and the Brush Creek Road development. The Pitchfork 120 unit residential development has a total of 292 parking spaces, 2.3 parking spaces per unit. The Brush Creek Road 240 residential rental development has a proposed 361 parking spaces, 1.5 parking spaces per unit. She noted it was not uncommon in many jurisdictions to reduce parking space requirements when served by multi-modal transportation. Preliminary plan would address the parking specifics with additional options, etc. She explained the planning practice for Essential Housing typically allows for less parking spaces, because of the other modes of transportation available. Hadley said the Pitchfork development has more two and three bedroom units than the Brush Creek Road development. Cattles pointed out many of the reduced parking requirements come from urban areas where there is more access to public transit.

Chris Larson representing Mountain Express, Marlene Crosby representing Gunnison County Public Works, and Scott Truex representing RTA were present to address transit.

Mugglestone questioned if shared parking would be possible; Loperfido said each unit would have at least one designated parking space, and there may be a possibility for shared parking. She added the eight plexes all have underground parking, there is parallel parking, the duplexes have driveway access, and the garages could accommodate two cars.

Cattles asked if there would be parking permits; Burgemeister said there would be parking permits. Cattles added he would like to see a process in place to ensure less parking problems.

Bus Service

It was noted the applicant has proposed a transit center in the development, but neither RTA nor Mtn. Express has committed to serving the development at this time. Truex said the RTA board has not discussed this project. He recommended the applicant conduct both a traffic study and a transit study. He explained the RTA is more a long distance computer service. He recommended the transit center be moved close to the intersection of Brush Creek Rd. and the highway. Some of his concerns included snow removal, and crossing traffic going south bound. He said there should be some controls installed at that intersection.

Coleman asked where the transit center should be located; Truex said ideally it would be on the corner, and would not require the buses to go into the development. This would save a lot of time. Coleman asked if ridership in CB South increased when the bus stop was moved from the highway to the neighborhood; Truex confirmed there had been a significant increase. She asked what the transit center would look like; Hadley said it would be a multi-function building, with ski lockers, bike shop, storage, a large open communal space, offices for the development's administration, and a coffee shop.

Diani said employees living close to work in Crested Butte could reduce the amount of riders from the south valley to the north valley. Pagano asked if most people drive to the bus stop in CB South; Truex said most do not drive to the bus stop, but there are parking spaces if they do.

Burgemeister asked if the RTA would be open to servicing the transit center; Truex said the board could be open to discussing options, but it would be a completely different mission for the RTA. It would more likely be serviced by Mtn. Express.

Diani was concerned with the comments from Public Works and the RTA, which described the possible downgrade of the intersection, and the issues of snow and ice. Crosby said the culvert freezes up and they work with CDOT on this. There are improvements needed. She said dropping the grade to minimize it was considered but there would increase the blowing snow issues. She said the Preliminary Plan should address specifics.

Coleman asked Larson if Mtn. Express could service the development's transit center; Larson said they could possibly do it with smaller busses in 20 to 30 minute intervals, although their board has not discussed it in any detail. They share the same concerns with RTA, including moving the center closer to the highway, needs a snow removal plan, and the traffic at the intersection should all be addressed. He added there should be discussions with the greater community concerning cost sharing.

Truex said a transit study should include ridership projections, frequency of bus trips in and out, parking in Crested Butte and MT. Crested Butte will effect transit, and how will affordable housing impact ridership.

Truex will submit current ridership numbers.

Trail Access

The applicant proposes to connect the site to the adjacent Deli Trail with trails developed on the subject property.

Gates noted a commuter from Gunnison could spend as much as two and a half hours a day on the bus, commuting to and from work.

Pagano encouraged Mtn. Express and the RTA to submit comments and feedback.

Traffic

The public has expressed concerns with the traffic impacts of the proposed development. A traffic study is not required until the Preliminary Plan phase. A referral request will be forwarded to CDOT and they will provide more specifics when reviewing the Preliminary Plan.

Crosby will not have comments until they submit traffic studies and have CDOT input.

Harpel explained they have traffic counts which were done in July and they will include a count from a high traffic day in the winter, like Martin Luther King weekend.

Mugglestone asked about concerns with setbacks; Pagano explained there are different building setbacks from subdivision roads, state highways, and county roads. The applicant must establish the exact location of the right- of-way (ROW). Crosby added setbacks include considerations of snow storage in the ROW. Burgemeister said the ROW had not been determined yet. Crosby said the setbacks can't cause impacts to public health, safety and welfare. Crosby said the exact location of ROW must include an area for snow storage. She has asked the developer to keep the snow storage within the development. Parking in the ROW should only be allowed seasonally, not in the winter.

Coleman asked what level of impact would require a traffic signal at the intersection; Crosby said there is no specific level that requires a traffic signal.

Trail access

The applicant proposes to connect the site to the adjacent Deli Trail, with trails developed on the subject parcel.

Coleman asked who owns and maintains the Deli Trail; Crosby said the Deli Trail is actually two trails the portion from the river to River Bend Dr. is the Riverbend Trail. There have been issues with maintenance of the trail because of the varying elevations and wetland issues in Skyland and Riverbend. Gunnison County maintains from the river to where it becomes the Deli Trail, it is not maintained in the winter.

Coleman asked for information on trail access and how it effects traffic and parking. She requested numbers and data of how many people will use a trail rather than drive. Harpel said it will be included in the traffic study. The trails have connectivity to town for walking, biking and skiing, etc. He added generally 27% of the population bikes or walks, 10% take the bus and 52% drive their own cars. It was noted large numbers of workers do not live where they work and travel from the south to the north valley for work, creating long commutes. The transit center and buses would provide a viable option for the workforce to use public transportation.

Transportation

Loperfido addressed connectivity noting the distance from the development to the Town of Crested Butte is 2.5 miles and to Mt. Crested Butte is 4.5 miles. It is possible to walk, ski, or bike into Town.

Loperfido addressed the site access and circulation noting the transit center would be 950 ft. from Highway 135, the bus entrance is 425 ft. from Highway 135. There would be separate bus circulation from the majority of the site vehicular, pedestrian and bike circulation.

Loperfido addressed the transit center and Park-n-Ride noting this would be located centrally for the Brush Creek corridor, and would be a tremendous amenity for the entire corridor. The facility would include covered bike parking, ski storage, restrooms, and a coffee /convenience shop.

Loperfido addressed buses noting connectivity with public transportation has been a goal. They will be presenting the project to the RTA board on January 12, 2018 and will also work with Mtn. Express.

Loperfido addressed residential parking noting the development provides a mix of unit types from studios to three bedroom units. The development includes a transit center with bus access, it is adjacent to off-street trail connections, it is approximately 2.5 miles from the Town of CB, and it provides covered bike parking at the transit center, and there will be ski storage provided. There will be 1.5 parking spaces per unit.

Loperfido addressed transportation alternatives noting the development was designed for a sustainable future with a balance providing and promoting alternative transportation options and accommodating conventional vehicular transportation.

Harpel addressed the traffic study noting there will be a full traffic impact study submitted at the Preliminary Plan phase. They have conducted traffic counts in July. They will conduct counts this winter on a high traffic day like Martin Luther King Day. Their information shows left turn movement currently at an unacceptable level and the traffics numbers may increase by 2020. It was noted this site is unique in that there is a possibility to walk, bike, and ski, ride the bus or carpool into town. Diani requested traffic counts for ridership both up and down the valley.

Water Supply

The applicant has proposed drilling one or more wells on the parcel to supply water for the entire development. The wells will be augmented with Meridian Lake water through an agreement for purchase of water with the Upper Gunnison River Conservancy District =. A central well or wells are a common approach for water supply. Water supply will be reviewed at Preliminary Plan phase by the Colorado Division of Water Resources for compliance with state statute and verification that there is an adequate physical and legal supply of water. Well testing shall be submitted at Preliminary Plan that includes a 24-hour pump test at the time of year (winter) when water levels are low.

Potable water will also be tested for water quality. Any facility servicing more than 20 people has to be a certified public treatment facility that requires testing. The water infrastructure must be able to handle the peak demand.

Harpel said fire suppression requires 240,000 gallons of stored water, combined there will be about 300k to 350k of water storage. There will be temporary irrigation to get the landscaping going.

The existing well has been monitored since June 2017, and will be officially flow tested this month. There will be between two and three new wells drilled and flow tested before spring. Preliminary Plan will provide the water flow numbers. They will be checking to see if this will impact the neighboring wells.

Wastewater Treatment

Harpel noted the options:

The applicant has proposed two options for wastewater.

- Option One- design, permit and build an on-site system. This system would meet all of Colorado Department of Public Health and Environment (CDPHE's) criteria for design, construction, and on-going operations of the plant.
- Option Two- connect to the Town of Crested Butte's system. Tap and user fees would be paid to the Town. Alternatively, connect to the East River Regional Sanitation District treatment plant has been considered but it is the least preferred alternative due to the significantly higher augmentation requirement created by delivering wastewater return flows from the Slate River basin to the East River basin. Because of water rights they become 100% consumptive because they would be discharging into another water basin.

They have considered connecting to the Town of Crested Butte. The Town would collect tap fees and the user fees. There are long pumping distances and easement issues to consider when tying into any existing system. It was noted the Town is currently unwilling to provide services as proposed.

Harpel said it appears to be best for public health and environment to have an onsite wastewater treatment system. Anything over 2,000 gallons per day is permitted and monitored by the State.

Harpel noted they will not have to connect to the existing system if it is not reasonable or feasible. He added the site approval application submitted to CDPHE will include that they are close to an existing system, but the water rights do not transfer, getting water from one basin and transferring to the other.

The development is in the East River Regional Sanitation District and the County has received comments from them. It is their opinion because the development is within 450 ft. of a connection the development must connect.

Gates discussed the number of individuals that would occupy the development at any one time. His number included an assumed vacancy rate of 5%, which would be approximately 517. He said transportation is a factor of employment related to housing and commuting problems. The unknowns of the project make it difficult to know how many units can be rented at <50% AMI, they have increased the number from 16 units to 32 units.

Crested Butte town planner Bob Nevins said the Town had submitted comments requesting a review of:

- LUR Section 2-102- Definitions
- LUR Section 10-103-Density
- LUR Section 13-103-Site plan standards
- LUR Section 13-104-Setbacks
- LUR Section 13-105-Building size/site coverage
- LUR Section 13-110-Parking
- LUR Section 9-6-4-Incentives for essential housing

Diani explained most of the items have been discussed already, but if they have more questions we could discuss them at the wrap up session.

Cattles requested more of a scenario of what the intersection of Highway 135 will look like at Preliminary Plan.

Mugglestone said it would be beneficial to work face to face with the Town of Crested Butte. Nevins said the Town council is concerned the issues had been glossed over. He noted the Three Mile Plan states we should preserve and maintain, not expand. It also discourages multifamily units except in Gunnison and Almont. No commercial development within ¼ mile of the highway. He said the Town has a shortage of 400 parking spaces on the weekends, and 200 on working days. This lot could be purchased for a park and ride or intercept parking. He said affordable housing needs to be balanced with the other communities. This is not serviced by public transit or a water / sewer line at this time. He said the setbacks from Brush Creek Rd. are too close. The building sizes are being glossed over. Sketch Plan is meant to be conceptual with an opportunity to change, there have been no changes. He suggested coming up with a plan that works for all of us.

Diani requested the Town submit a more specific list of missing information.

The next work session will include:

Additional Information requested by Planning Commission

- Identification of other similar size/scale residential projects in Gunnison County.
- Identification of other projects that may have a similar population density.
- Increase in the number of units available at lower AMI's while also making it feasible to maintain deed restrictions in first position.
- Modifications of the lease terms to limit units available for three and six month leases while also providing flexibility for seasonal workers.
- Traffic accident report for Highway 135 over the past 20 years.
- Recap of workforce housing information from Housing Director Jennifer Kermode.
- Parking comparisons
- Parking permitting plan
- Language on plat to allow for future CB So connections
- Trails included in the traffic study
- Getting more info on parking is handled
- Ridership of a bus system from other communities

The commissioners asked why there are no ownership units; Burgemeister said it is more efficient to provide rental units or for sale units, not both. Gates added he has experience running rental projects, so he can bring down the operating costs in an efficient manner.

Mugglestone asked if all services would be provided before the units are occupied; Burgemeister said water and wastewater will be operational before the 1st unit is occupied. There could be some infrastructure like a paved parking lot that could be done at a later date.

Diani noted he does not want the phasing to allow the first phase to be built and the second phase to remain a weed infested lot. A balance of practicality is needed.

Mugglestone requested specific comments from Crested Butte and more information from the Housing Authority Director Jennifer Kermode.

Cattles stated there had been an overwhelming flood of public comment and most of it focused on density and how much impact it will have. The applicant should address why this project has to be this number of units, or is there some number movement possible. The public has expressed concerns with the impacts to the traffic, and schools, etc.

Diani requested 3-D illustrations of the development from the south and the north.

Pagano said there will be another work session on January 5, 2018.

Public Comments

Bill Reimer representing the East River Sanitation District thanked Harpel for his willingness to meet with them. He said the district is governed by State of Co., and their regulations state one shall connect if access to treatment is within 450 ft. Any variance from this regulation must be given by the district and none has been given. The feasibility piece is key, no alternative plans have been considered. They are happy to meet with the applicants.

Carolyn Reimer said the Deli path is not the smoothest for commuting. The time estimated for a bus to travel in and out of the project is underestimated.

George Gibson was concerned with the differences from high and low water times in the State River and the impact the proposed septic systems would have at low water. He said the current trails are not sufficient. He added the project is too big and that causes all the other problems.

Bob Pannier was concerned with the extreme density, the inadequacy of the trails, and the public official on the applicants' video brought impartially into question. He questioned why Melanie Rees had not been at these meetings.

Mary Whitley was concerned with the inadequacy of the proposed parking spaces, the impacts of increased traffic- safety and congestion, and far too much density.

Rosalind Cook requested the applicants provide before and after photographs from both the north and south. She questioned the density proposed, and was concerned with the safety impacts of the increased traffic.

Suzanne Pierson was concerned with the impacts to the river, the schools, and safety impacts caused by increased traffic.

Mike Wright was concerned with the increased traffic and all those impacts, the insufficient trail system, and only rental units no owned units creates an imbalance.

Kent Cowherd was concerned with the inadequate amount of parking proposed. The safety impacts of the increased traffic. Proposing only rental units and no ownership creates an imbalance. The visual analysis needs to be from 6 ft. above the ground with perspective from both directions.

Diani thanked the audience for their participation and adjourned the meeting at 3:15 P.M.

/S/ Beth Baker
Community Development Department Services Manager
Gunnison County Community Development Department