

**CITY OF CENTRAL
COMPREHENSIVE DEVELOPMENT
PLAN**

1994 UPDATE - SOUTH AREA

Adopted by the Planning Commission

September 6, 1994

Acknowledgments

Board of Aldermen

Don Mattivi, Mayor
Kay Cullar
Betty Mahaffey
Valerie McNaughton
Scott Webb

Planning Commission

Van Cullar, Chairperson
Diana Calhoun
Cindy Gribble
Jim Cunningham
Masel Johnson
Don Treese

City Manager

Jack Hidahl

Director, Operations and Development

David Clyne

City Planner

Michael Matzko

City Attorney

Jerry Devitt

Associated Land Consultants

Dennis Drumm

Table of Contents

Introduction	1
Purpose of the Plan	1
General Plan Assumptions	2
Policies	3
General	3
Land Use	4
Housing	4
Economy	4
Community Facilities	5
Transportation	5
Historic and Natural Assets	5
Status and Needs Assessment	6
Population	6
Land Use	6
Housing	7
Transportation	7
Economy	7
Public Buildings	7
Parks and open Space	8
Utilities	8
Water	8
Sewer	8
Gas and electric	9
Telephone	9
Cable TV	9
Development Plan Map - South Area	10
General	10
Urbanization	10
Residential	10
Development Plan Map	11
Commercial	12
Mixed Use Development	12
Water Service Zones	12
Public Land Ownership	12
Public Uses	12

Public Buildings.....	13
Transportation.....	13
Russell Gulch.....	13
Virginia Canyon.....	13
Hidden Valley.....	13
Impact Analysis.....	14
Plan Implementation.....	15
Water Planning.....	15
General Monitoring.....	15
South Access Alignment Study.....	15
Parks, Trails and Open Space Plan.....	15
Geographical Information System and Mapping.....	15

Introduction

Central City's first comprehensive planning program culminated in the adoption of several plan elements in 1975. Those documents, available for use at City Hall, are primarily related to the inventory and goal elements of the plan.

In 1991, the City adopted the *Comprehensive Development Plan Map - 1991* to use as a tool for long term planning efforts as well as the immediate evaluation of development proposals and rezoning applications.

In early 1993, the City adopted the *Comprehensive Development Plan Update - 1992* to address the impact of limited stakes gaming, legalized by state constitutional amendment in 1991.

The City has continued to experience a considerable amount of development, primarily in the gaming district. Most of the existing commercial buildings in the commercial core have been renovated, and several new structures have been constructed. As of this writing, three hotel-casino projects are underway in the Gregory Gulch section of the gaming district, marking the first hotel rooms available in either City since the advent of gaming in 1991. More recently the City has received preliminary development proposals for the area south of the primary planning area, referred to herein as the South Planning Area.

Purpose of the Plan

In general, this 1994 - South Area update of the Comprehensive Development Plan is intended to guide development south of the area encompassed by the existing Comprehensive Development Plan, west of route 119, and south to the Clear Creek County line, which also marks the watershed boundary between Clear Creek and North Clear Creek. There are two primary purposes in presenting the 1994 Update - South Area at this time and in this fashion:

1. To assist the Black Hawk-Central City Sanitation District in its efforts to expand its facilities and service area.

Federal and State regulations (per Section 208 of the Clean Water Plan) require that the District's plans be supported by the comprehensive plans of the two Cities within the District. Final amendments to the 1994 208 Plan are imminent. This 1994 Update-South Area provides timely support to the District's plans.

2. To serve as a point of departure for discussion with adjacent cities and counties.

Gilpin County, Clear Creek County, and the Cities of Black Hawk and Idaho Springs recognize the need for planning of the South Area. The southern access and associated development will be of significant benefit to, and have significant impact upon, all three communities and both counties. As actual annexation resulting from developments in the South Area may go to either Black Hawk or Central City, or remain unincorporated, all entities should work together to refine this Plan.

This South Area Plan will also be useful to individual citizens and to members of the business community by providing sufficient information to facilitate private planning, protecting existing development and identifying various opportunities for private action.

General Plan Assumptions

This document is intended for use in conjunction with the 1992 Comprehensive Development Plan Update, including the goal and policies of that document. Copies of the 1992 update are available at Central City's City Hall or Community Development Department.

The success of the South Area Plan relies upon the following general assumptions:

- A general continuation of current Colorado socioeconomic conditions;
- The Colorado Gaming Commission's discretion in establishing reasonable levels of taxation and promulgating other rules;
- Development of water facilities adequate to serve the south planning area and anticipated growth depicted herein.
- Development of sanitary sewer collection and treatment facilities adequate to serve the south planning area and anticipated growth depicted herein.
- Development of a new highway to provide access from I-70 and/or Highway 119 to Lake Gulch Road.

As of this writing, Central City is in the final stages of completing an environmental impact statement (EIS) as part of the federal permitting for raw water storage facilities. These proposed facilities are intended to serve the existing planning area. Additional raw water supply and storage facilities, as well as an expansion of current water treatment facilities, will be necessary to serve the South Area.

The plan to develop a new southern highway access to the City will undoubtedly require federal and state permitting. Although three distinct routes have been identified, additional study and analysis, now underway, are necessary to determine a final route.

Lastly, it must be recognized that planning is a continuous process. The Comprehensive Development Plan and South Area Plan are dynamic documents, to be re-evaluated and amended to reflect the changing conditions and needs of this community.

Policies

Implementation of the 1994 Update - South Area will be accomplished through the following policies. The order of these policies does not necessarily reflect their priority.

General

1. The South Planning Area, that area generally bounded by Lake Gulch Road on the North, the Arapaho National Forest on the west, Route 119 on the east, and the Clear Creek County line on the south, will accommodate a resident population of approximately 6600 persons, assuming an overall density of 1 dwelling unit (DU) per acre, with an average household size of 2.01.
2. The South Area Plan shall serve as the development guide for the area south of the 1992 Comprehensive Development Plan. All development shall occur in general conformance with the Plan.
3. The land use aspect of the South Area Plan Map should be interpreted as a general statement of land use. Site specific land use should be delineated on the Zoning District Map and regulated by the Zoning Ordinance of the relevant government entities.
4. Although the South Area Plan lies outside of the current National Historic Landmark District, the City should respect and enhance the District's mining heritage and identity as Colorado's premier historic gold mining community by developing and enforcing appropriate design guidelines for the South Area.
5. Central City recognizes the development plans of other entities. Similarly, Central City expects other governmental entities and agencies to recognize the provisions of its Comprehensive Development Plan. This policy mandates that each entity keep the others informed of development proposals and approvals in a mutually acceptable referral process.
6. Regional aspects of the South Area Plan should be coordinated with Black Hawk, Idaho Springs, Gilpin County and Clear Creek County through the Regional Planning Commission, the Upper Clear Creek Watershed Association or similar agency.
7. The South Area Plan should be reviewed and amended as often as deemed necessary. Formal update of the plan should occur every five years or at each significant growth stage, whichever first occurs.
8. The Zoning Ordinances and Zoning Maps of the relevant entities should be updated to reflect the land use provisions of the Development Plan Map and the policies stated herein.
9. All development proposals should be reviewed to ensure compliance with the Comprehensive Development Plan and South Area Plan and other development related ordinances, resolutions and policies.

In addition to these general policies, Central City has adopted the following specific policies:

Land Use

1. The City should encourage the establishment of a commercial center in the general area of Lake Gulch (south of the present community) to accommodate a full range of non-gaming commercial uses. The remaining area should generally be residential in character.
2. Higher density housing should be encouraged in those areas with direct access to the major thoroughfare system in the South Area, and may be developed in conjunction with retail and service commercial uses.
3. Ridge line and steep-slope development should be avoided, to protect the area's viewshed, natural vegetation and slope stability.
4. Natural terrain features, along with landscaping materials and, where necessary, fencing, should be used to the extent possible to buffer and screen potentially incompatible land uses.
5. The planned unit development (PUD) approach to site planning and land use control should be encouraged to maximize the ability of new development to conform to the extreme topography of the south planning area, through clustering of buildings and density transfers within projects.
6. The continued use of historic sites and uses throughout the planning area should be approved on a case-by-case review basis.

Housing

1. Central City's diverse housing demand, including low and moderate income housing, should be met by the private sector.
2. Housing should be compatible with the terrain and historic character of the area as reflected in the City's design guidelines. Open space should be preserved and utility costs minimized through clustering of houses.

Economy

1. Community facilities and city services necessary to achieve the economic base desired should be established.
2. A level of economic activity that does not place undue burden on the City's infrastructure and is compatible with quality of life and other plan policies should be encouraged.
3. The cost of public improvements necessary to serve new development, including water, sewer, street and open space improvements, should be borne by the private sector.
4. All private development should "pay its own way."

Community Facilities

1. The City should provide a wide range of family oriented recreational activities for residents and visitors including a superior system of parks and trails. Due to its integrity and connection with the current city limits and neighboring community of Black Hawk, immediate preservation of the Gilpin County Tramway as a recreational trail corridor is a high priority.
2. City-owned properties dispersed throughout the south planning area should be inventoried and a program established to manage their benefit to the City.
3. Administrative, police, fire and public works facilities should be developed to effectively serve the South Area. Where feasible, such facilities should be developed cooperatively with adjacent government entities.
4. Water facilities, including water acquisition and transfer, augmentation, treatment and storage necessary to serve the ultimate projected population should be developed.
5. The City should coordinate with neighboring communities and the Sanitation District to ensure that adequate collection and treatment capacity is maintained to meet the needs of the South Area, and all new construction meets the standards established by the District and the City.
6. The City and other government entities and agencies should coordinate with the Gilpin County School District to ensure timely expansion of school facilities to accommodate the anticipated increase in students resulting from development of the South Area.

Transportation

1. The City should take a pro-active role in facilitating the construction of the southern access. The cost of the facility should be shared by other governments and private landowners that benefit from it.
2. The City should support buses which utilize clean, efficient, alternative fuels to meet its public and private transit needs.
3. The City should establish an open space and pedestrian path network so residents and visitors may conveniently walk or bicycle to work, shopping and recreation. This network should link major open space facilities as well as adjacent communities.
4. Shuttle service should be made available to South Area residents.
5. The special needs of the elderly, handicapped and school children should be incorporated into all transportation planning.
6. Emergency access requirements should be met in all transportation planning and implementation programs.

Historic and Natural Assets

1. The City's mining heritage should be preserved through identification of key mining features as part of the overall open space plan and preserved through public use dedications of specific developments and City acquisition.
2. The area's natural features including forested areas, drainage courses and steep slopes, as well as manmade features including mine shafts, undermining, and mine tailings should be recognized and incorporated into all planning.

Status and Needs Assessment

Following is the assessment of conditions within Central City and the identification of special needs to be addressed.

Population

The South Planning Area is currently sparsely populated. It is anticipated that the population in this area will increase dramatically when the following occur:

- Water service is available to new housing development.
- Sanitary sewer service is available to new housing development.
- Residential developers and lenders believe that the gaming industry has stabilized.
- Employees believe that their jobs have stabilized.
- The City's economy, particularly through development of the arts, historic preservation-associated tourism, and outdoor recreation, has diversified.
- There is evidence that convenience shopping opportunities for basic needs such as gas and groceries will be available to new residents.

Based on the anticipated desire of new people to live and work in Central City, the projected water supply of Central City's water basin and the overall service capability of the City, all in conjunction with the other policies presented in this document, it is anticipated that the ultimate population of Central City's primary planning area will be 3,500 persons. The ultimate population of the South Area may reach 6600. The timing of this growth will depend on the actual desire of more people to live in and around Central City, the ability of the private sector to economically develop housing, the growth management plan to be adopted by the City, and the development of a south access. It is believed that if properly managed by the City and the private sector, this substantial increase in population can be accommodated in a manner compatible with the quality of life standards of the community. Such growth will require constant monitoring to ensure public facilities and programs are in place to serve new residents as new growth is allowed.

Land Use

As in most growing communities, land use will continue to be a major issue in Central City. Since gaming began, and particularly during the past 12 months, the City has received several applications for annexation and mixed-use PUDs, incorporating commercial and higher-density residential uses.

Development of the South Area must be guided to retain, as much as possible, the character of the area and those elements that make the area a desirable place to live. A southern access will likely be necessary for significant new growth. Commercial areas should be confined to nodes along major access routes, such as the Lake Gulch commercial area, and nodes along Route 119. Strip commercial development should be discouraged, both along the south access route and Route 119. Preservation of the area's natural beauty, particularly along key entries to the two cities, is key to maintaining the area's long term desirability as a place to visit and to live. Residential areas should include a variety of densities and price ranges.

Housing

Employee housing is a critical need in the area. Of the approximately 4000 employees in Gilpin County, approximately 3200 commute from the Denver metro area. This increases traffic on the area's already at-capacity roads, and makes the community less desirable for employment. While at this time Central City is not committed to subsidized housing, the ability to construct higher-density housing is encouraged. Because of cost, convenience and lifestyle, employee housing will likely be multi-family rental housing. Such development would typically occur within mixed-use commercial developments or relatively close to commercial areas.

Single family housing at both urban and rural density will also be needed, perhaps more dispersed throughout the South Areas. Through implementation of the planned unit development (PUD) provisions of the zoning ordinance, the City will be able to accommodate the demands of the private sector for a wide range of housing types and prices.

Transportation

Primary access to the South Planning Area is via Lake Gulch Road from Central City, or Virginia Canyon Road from Idaho Springs. Development of the area will require a south access, preferably a four-lane road linking Lake Gulch Road with either Route 119, I-70, or both.

The City's shuttle system would also be expanded to include the South Area. Roadways should be designed to safely accommodate both bicycle and vehicular traffic, or separate bikeways provided.

Economy

Central City is uniquely suited to having a diverse, year-round, tourism-based economy. It has a rich history, beautiful architecture, international recognition as home of the Central City Opera, a spectacular natural setting and proximity to the metro area's 2 million residents. The addition of legalized gaming provides an unparalleled entertainment and recreation experience to both daytime and destination tourists.

The development of a southern access would support diversification of the City's economy. Convenient year-round access is critical to the performing arts, historic preservation, and outdoor recreation. It is also essential to establishing a stable residential base.

Public Buildings

Central City intends to locate a combined transportation and public works maintenance facility near the Virginia Canyon access to the Lake Gulch parking area. This location will facilitate servicing the City's shuttle bus fleet, public works equipment and other city vehicles, as well as providing a central location for road maintenance in the primary and south planning areas.

Additional Fire Department facilities may also be located in the area of the maintenance facilities, in order to more effectively serve the anticipated commercial and high-density development in the area, as well as convenient access to the anticipated residential development in the south area.

Gilpin County RE-1 school district administers public education for the south portion of the County, including Central City. Present enrollment in the preschool through 12th grade program is 320 students, about one-half the school's 600 student design capacity. As development plans for the South Area are solidified, the City will work with the School District, which will in turn need to work together with the Clear Creek School District to meet future needs.

Parks and open Space

The abundance of open space, view areas and historic mining sites in the South Planning Area provides the opportunity for developing a unique trail and open space system that incorporates historic preservation, transportation, recreation and wildlife habitat. The Gilpin Tramway, an 11-mile long railroad roadbed, extends into the South Area. Developed as a recreational trail corridor, it could serve as a connection with the City's primary planning area, the adjacent community of Black Hawk, and the South Area. Another opportunity is a trail along Route 119, from Black Hawk to Route 6, eventually to the Scott Lancaster trail on I-70. Links should be established with trails US Forest Service land in Gilpin County, as well as with Clear Creek and Jefferson Counties. The experience of other mountain communities in Colorado is that a trail system attracts recreation-based tourism, significantly adding to the local economy, as well as providing a useful and economical amenity for residents.

The proposed buffer zone along the Gilpin-Clear Creek County line would also serve as a trail and open space corridor, with many opportunities for public viewing and recreation sites.

Active recreation facilities could be developed in the City-owned parking lots on Lake Gulch Road, and may include basketball and tennis courts and playground equipment. These facilities would serve residents in existing City as well as in the South Area.

Utilities

Water

The City anticipates receiving a Corps of Engineers 404 permit to begin construction of the Chase Gulch reservoir at the end of 1994. This 600 acre-foot reservoir will be expandable to approximately 1100 acre-feet. According to preliminary engineering studies, an additional raw water supply and the reservoir expanded to 1100 acre feet will be needed to serve the South Area. Major supply alternatives contemplated so far are

1. Transporting raw water from Clear Creek in a pipeline adjacent to Route 119; or;
2. Transporting water from Fall River near its confluence with Clear Creek via Fall River Road.

Developing either of these alternatives may require federal and/or state permits.

Sewer

As stated previously, Central City is part of the Black Hawk - Central City Sanitation District. The District is now completing an upgrade of its treatment plant situated south of Black Hawk along North Clear Creek. This upgrade is primarily designed to serve currently permitted development in both cities, and to comply with a Colorado Department of Health cease and desist order (due to improper treatment resulting in

pollution of the creek). This 1994 Update-South Area is a key step in Central City's assisting the Sanitation District to amend its service area and facilities plan.

Gas and electric

Gas and electric service is provided by Public Service Company. The city renewed its franchise agreement with PSCO in 1991. PSCO representatives state that they have adequate existing capacity to serve limited growth and that their capacity will be expanded as necessary to meet the needs of the City.

Telephone

Telephone service is provided by US West. All requests for service have been accommodated; however, additional capacity in the system is limited and in need of expansion. The Central City exchange remains a toll call from the Denver Metropolitan Area.

Cable TV

Cable service, which is currently provided by Pagosa Vision, Inc. may be expanded as necessary. The City is discussing the potential of televising public meetings, a service included in the City's franchise agreement with the cable company.

Development Plan Map - South Area

The development plan map, shown on the following page, graphically represents the interpretation and application of the goals and policies described herein.

General

The South Planning Area is bounded by the primary planning area (see the 1992 Comprehensive Development Plan Map) on the north, the Arapaho National Forest on the west, Route 119 on the east and the Clear Creek-Gilpin County line on the south.

Urbanization

Based on consideration primarily on the ability of the City to provide water service, including additional raw water supply combined with the Chase Gulch Reservoir constructed to an optimum size of approximately 1100 acre-feet, this plan anticipates that at full development the South Planning Area will grow to 7,500 permanent residents and ancillary commercial uses.

The water projections are based on recent water usage monitoring and on the assumption that a water conservation program will be sufficiently successful to enable Central City to achieve the standard per capita domestic water usage experienced in other communities (currently it is almost double the standard).

It should be emphasized that this population projection is for ultimate build out, the actual timing of which will be determined by many factors including the long term success of gaming and its related employment, the ability of the private sector to meet the demand for housing, the willingness of the financial community to make mortgages, the ability of the city to fund necessary public programs and improvements and the growth management policies of the City and surrounding entities.

Residential

The South Area Plan contemplates residential development south of the Lake Gulch commercial area to near the Gilpin - Clear Creek County line.

This plan generally anticipates that residential development will encompass a much wider range of density and value than found in the present community, including higher-density multi family housing to meet much of the employee housing demand, clustered townhouse and single-family houses, and large-lot single family homes.

The planned unit development approach to mixed density and mixed use will provide for housing in a flexible manner while preserving and protecting the historic character of the existing community.

The density of residential development in any specific area will be determined through planning and zoning process. As within the primary planning area, the South Area Plan anticipates that residential density will range from higher densities in the Lake Gulch area to relatively low, rural density as development moves outward (south and east) from the core community. A low overall density is anticipated due to the rugged topography and the life styles normally associated with mountain communities. Development of higher density residential projects would occur through density transfer in planned unit developments.

Development Plan Map
(to be inserted)

Commercial

As stated in the 1992 Comprehensive Development Plan Update, it is anticipated that Lake Gulch will become the primary tourist vehicular destination. More intense non-gaming commercial uses such as automobile service stations and major parking facilities will generally locate along Lake Gulch Road and upper Virginia Canyon Road south of Lake Gulch Road. Due its location outside of the Historic District viewshed, the area south of Lake Gulch Road is also intended to accommodate those commercial uses that typically require more screening from other public and private uses, such as construction yards and impound lots. More intense commercial uses should be located to take advantage of natural and manmade screening to help protect what is anticipated to become the primary entrance to Central City.

Mixed Use Development

Although residential and commercial land use are shown, the plan incorporates the mixed use development concept to be permitted through the planned unit development. The plan anticipates that multi-family housing will be developed in conjunction with some commercial uses. On a larger scale, if neighborhood commercial uses can be properly integrated within residential uses, such projects should be permitted in areas shown as residential on the plan map.

Water Service Zones

As in the primary planning area, the South Area Development Plan Map depicts two water service zones. Based on preliminary analysis, areas capable of being served water by gravity flow from Central City's present water treatment plant, those areas below 8800 feet elevation are shown with a clear background. Those areas requiring additional treated water storage and pumping, those areas between 8800 feet elevation and 9120 feet elevation, are shown with a dotted background. The additional cost of serving development in these higher areas will be significant in public and private evaluation of development feasibility. For the purposes of this plan, it is anticipated that Central City will not serve the area above 9120 feet.

Public Land Ownership

Except for the Arapaho National Forest, existing public land ownership is not shown on the Development Plan Map. Significant portions of the planning area are in federal ownership, controlled by the Bureau of Land Management (BLM). The Cities and the County are in the process of acquiring these lands from the BLM for use in public projects.

Public Uses

Areas and facilities of significant public use potential are noted by symbol on the Development Plan Map. Those areas noted as parks contain unique physical features and views that should be preserved for public access and enjoyment and should be protected and preserved through the development review process. The Gilpin Tramway bed, with minor reconstruction, presents the unique opportunity for the City and the County to establish a continuous 11 mile hiking and biking trail through beautiful mountain terrain.

Public Buildings

A space needs analysis is underway to project the City's long term organizational and space needs, to be translated into permanent site and facility needs. The first result of this study is the design of the city maintenance facility, to be located on the recently-acquired City parking lots on Lake Gulch Road. This facility will serve public works as well as support the City's transit system, the Central City Tramway.

Transportation

A key assumption of Central City's Comprehensive Development Plan is the construction of the south access. Linking Lake Gulch Road with Route 119 or I-70, the southern access will relieve traffic congestion in both Black Hawk and Central City, reduce air and noise pollution, and enable the residential neighborhoods of the communities to function as they did prior to gaming. The new route will also yield increased year-round tourism with less adverse environmental impact by creating convenient, attractive access to parking and mass transit facilities.

Creation of the south access will also make feasible the development of the South Planning Area. The Lake Gulch Commercial area will be served by this route, and residential development to the south will require it for access.

Construction of the south access may be subject to state and federal review and permitting. Initial feasibility studies are underway. At a minimum the three alignments already proposed are to be compared as follows:

Russell Gulch

Preliminary analysis indicates this alignment will cost approximately \$15 million to construct. The advantage of this route is that it can be built to desirable highway standards with reasonable grades and few switch backs. Disadvantages include potential environmental impacts, continued reliance on US 6 for access from Denver, and lost potential for capturing I-70 tourism. Extending Highway 119 south to the Beaver Brook I-70 interchange, at additional cost, would address both of these concerns.

Virginia Canyon

The road currently provides the desired south access and ultimate I-70 connection. Its topography, however, requires an excessively steep grade on one leg or undue switch backs on another leg. Its present alignment would also require traffic to pass directly through Idaho Springs, and the relocation of residences along the narrow section of roadway at the south end. The draft of the Gilpin County Master Plan provides for Virginia Canyon to retain its present character by remaining unimproved.

A possible alternative would be to use the Virginia Canyon road to its easternmost switchback near Gilson Gulch, and create a link with the Hidden Valley interchange on I-70.

Hidden Valley

This route would connect the Hidden Valley interchange on I-70 with Lake Gulch Road at the same point as the Russell Gulch route. Advantages include the potential increase in tourism resulting from direct I-70 access. A disadvantage is the road may not meet

desirable grade and alignment standards as it climbs rapidly from I-70 to high elevation.

All three alignments pass through land owned by individuals known to be interested in development of their property, and all three could provide effective access to both Central City and Black Hawk. Aside from the obvious regional and environmental benefit of serving both cities from one new road, this combination of factors offers the potential for public and private cooperation in planning and financing the roadway.

Regardless of the south access route selected, Central City's and Black Hawk's parking facilities on Lake Gulch Road will become intercept parking. Vehicles will be intercepted at these locations and tourists conveyed by mass transit to the gaming districts. Shuttle buses will continue to serve for the foreseeable future; the long term goal, however, is to create a truly convenient, user friendly conveyance such as a system of gondolas that would become a tourist attraction in its own right while reducing negative impacts associated with mass transit.

Impact Analysis

Because both the southern access and raw water supply pipeline will likely cross federal lands and/or impact waterways, an Environmental Impact Statement will likely be required. Subsequent to that analysis, identified adverse impacts of this element of the Comprehensive Development Plan should be further investigated to determine if those impacts can be eliminated, or if unavoidable, mitigated to acceptable levels, and the Plan amended accordingly.

Plan Implementation

Subsequent to adoption of this South Area Plan, the City will amend its growth management plan, Zoning ordinance and Design Guidelines to reflect the land use and policies.

Water Planning

Water monitoring and planning should continue on an ongoing basis.

General Monitoring

All pertinent gaming related factors such as traffic, water use, drop, visitor data, etc. should be monitored and analyzed on a continuing basis.

South Access Alignment Study

In order to identify the most desirable south access route, an alternative alignment study, including cost and construction feasibility, must be conducted.

Parks, Trails and Open Space Plan

Existing and proposed parks, trails and open space facilities including the City-owned properties dispersed throughout the South Planning Area shall be identified and incorporated into a parks, trails and open space plan. The immediate value of this plan is to ensure that land essential to these facilities is not inadvertently developed or otherwise lost. Over the longer term, the City will need to incorporate these projects into its capital improvement program.

Geographical Information System and Mapping

The GIS program, delayed due to the need to address more critical issues, should be reinstated at the earliest practical time. Mapping of the core area is complete; refinement of that mapping, and additional mapping of the South Area should be completed as soon as practical. Working with adjacent government entities as well as federal and state agencies to cooperatively and economically develop accurate, comprehensive mapping is desirable.

City of Central

City Council

Resolution Number 21 - 94

WHEREAS, CRS 31-23-202 authorizes the City to make and amend a Plan for the physical development of the municipality; and

WHEREAS, CRS 31-23-206 states it is the duty of the Planning Commission to make and adopt, and for the City Council to approve such Plan including any areas outside its boundaries subject to the approval of the governmental body having jurisdiction thereof, which in the commissions judgment bear relation to the planning of such municipality; and

WHEREAS, on September 6, 1994, after a property advertised public hearing, the Planning Commission adopted the text titled "City of Central Comprehensive Development Plan 1994 Update -South Area" and Development Plan Map - South Area, and recommends approval of same to the City Council; and

WHEREAS, on September 15, 1994, the City Council has conducted a properly advertised public hearing, and has determined that the Plan and map accurately reflect the goals, objectives and policies related to the physical development of the City;

NOW, THEREFORE, be it resolved that:

The City Council of the City of Central does hereby approve the above referenced Plan and Map, as an amendment to the City of Central Comprehensive Development Plan 1992 Update.

PASSED AND ADOPTED this 15th day of September, 1994.



Don Mattivi, Jr., Mayor



Jennifer Nowak, City Clerk

Approved as to form:



City Attorney

Sept 15, 1994

RECORD OF PROCEEDINGS

100 Leaves

FORM NO. C. F. HOECKEL, S. B. & L. CO.

it was wise to plan ahead regarding sewer and 208. The road is not an important issue.

Cindy Gribble had questions on the Option with two roads.

Amos Clark would rather see the road come to Central City rather than first to Black Hawk.

The Public Hearing was closed at 10:22 PM.

Ald. Webb moved to approve Resolution 21-94 to amend the Comprehensive Plan to include southern development, with the option which shows two access roads, one from I-70 directly to Central City, and one from 119 to Lake Gulch to Central City. Ald. Cullar seconded. Motion carried unanimously with Chair voting aye.

Mayor Mattivi left the table due to conflict of interest. Ald. Webb became Chair Pro-Tem.

Ald. Cullar moved to approve to disperse Historic Preservation Funds to repair rock walls, according to the recommendation of the Historic Preservation Funds Advisory Board, with Ald. Mahaffey's vote taken out of the Board vote due to her being a non-voting member, and adjusting the order of projects if needed. Ald. McNaughton seconded. Motion carried unanimously with Chair Pro-Tem voting aye and Mayor Mattivi abstaining due to conflict of interest. Staff is to inform recipients after the adjustment.

Mayor Mattivi returned to the table.

Ald. McNaughton moved to approve Ordinance 94-21, "AN ORDINANCE AMENDING ORDINANCE NO. 93-10 TITLED CITY OF CENTRAL ZONING ORDINANCE AND CHAPTER 16 OF THE CITY OF CENTRAL MUNICIPAL CODE BY ZONING THE DOROTHY LEE PLACER PROPERTY" by title on first reading, ordered published, and second reading and public hearing to be October 6, 1994, 7:30 PM, 203 Eureka. Ald. Cullar seconded. Motion carried unanimously with Chair voting aye.

There were no applicants for the Planning Commission vacancy, so the ad will be re-published.

Council approved the appointment of the following on the Streetscape Task Force Committee, subject to their acceptance: Barry Allen, Jeff Casey, Jim Cunningham, Bob Dietz, Cynthia Harpst, Masel Johnson, Valerie McNaughton, Debbie Paulitich, and Sandy Schmalz, to be ratified at the next meeting.

There will be a work session for the 1995 Budget and Capital Improvement Program on September 29.

Ald. McNaughton moved to grant the Gilpin County School \$10,000 for the balance of the 1994 school year for extra-curricular activities, with the same requirements as the 1993 granting of funds. Ald. Cullar seconded. Motion carried unanimously with Chair voting aye.

Ald. McNaughton moved Council into Executive Session to discuss legal matters. Ald. Mahaffey seconded. Motion carried unanimously with Chair voting aye.