TUESDAY
MARCH 10, 2020
REGULAR SESSION
5:30 P.M.

City of Gunnison Councilmembers gather for a light meal at 5:00 P.M. in Council Chambers.
No City Council activity takes place.

I. Presiding Officer Call Regular Session to Order: (silent roll call by City Clerk):

II. Public Hearing-5:30 P.M.
   Please see the e-packet for the public hearing format.
   A. Public Hearing for Electric Rate Increase.
      Background: To receive public input the proposed increase to the City of Gunnison
      Electric Rates.
      Staff contact: Public Works Director David Gardner and Electric Superintendent Will
      Dowis
      Estimated time: 20 minutes

   Public Hearings are the formal opportunity for the City Council to listen to the public regarding
   the issue at hand. Citizens giving input must identify themselves. Anonymous testimony will not
   be considered. In a quasi-judicial public hearing, the Council is acting in much the same capacity
   as a judge. Most land use applications including marijuana/liquor license applications are type
   of quasi-judicial actions. The Council must limit its decision consideration to matters which are
   placed into evidence and are part of the public record at the hearings. Legislative and
   administrative public hearing include those that are a formal opportunity for Council to listen to
   the public regarding the issue at hand, i.e. increases in utility rates or the annual city budget.

III. Citizen Input: (estimated time 3 minutes)
   At this agenda time, non-agenda scheduled citizens may present issues of City concern to
   Council on topics on are not to be considered later in the meeting. Per Colorado Open
   Meetings Law, no Council discussion or action will take place until a later date; unless an
   emergency situation is deemed to exist by the City Attorney. Each speaker has a time limit of 3
   minutes to facilitate efficiency in the conduct of the meeting and to allow an equal
   opportunity for everyone wishing to speak.

IV. Council Action Items:
   A. Gunnison 2030-Comprehensive Plan Public Input
      Background: Having received the final draft of the Gunnison 2030 Comprehensive Plan,
      City staff is seeking any final comments from the public before pursuing City Council
      adoption.
      Staff contact: Community Development Director Anton Sinkewich
      Action Requested of Council: To receive final public comments and discuss any
      remaining concerns.
      Estimated time: 15 minutes
B. Consent Agenda: The consent agenda allows City Council to approve, by a single motion, second and vote, matters that have already been discussed by the entire Council or matters that are considered routine or non-controversial. The agenda items will not be separately discussed unless a councilor, City staff, or a citizen requests an item be removed and discussed separately. Items removed from the consent agenda will then be considered after consideration of the consent agenda.

- Authorization to purchase Tandem Dump Truck
  Background: This truck is included in the 2020 budget. The cost of the truck exceeds $50,000; therefore, Council’s authorization is required. The total cost of the Dump truck is $144,210. $150,000 was budgeted for this purchase.
  Staff contact: Public Works Director David Gardner

- Approval of the February 25, 2020 Regular Session meeting minutes
  Background: Per City Charter, the City Clerk produces minutes of the Council actions for all regular and special session meetings. Minutes are approved or amended at the follow regular session meetings and become permanent city record. If a city councilor was not present at the meeting, they must abstain in the vote and action on approval of the minutes.
  Staff contact: City Clerk Erica Boucher

Action Required of Council: A motion, second and vote to approve the Consent Agenda as presented with the following items:
- Authorization to purchase Tandem Dump Truck in the amount of $144,210; and
- Approval of the minutes from the February 25, 2020 Regular Session meeting.

Estimated time: 5 minutes

C. Appointment Senior Center Advisory Committee Member
Background: City Council adopted Resolution No. 15, Series 2019, during their Regular Session meeting, which established the Senior Center Advisory Committee. Resolution No. 15, Series 2019, stated that “The first Committee appointed by City Council shall consist of seven (7) members appointed by City Council. All residents of the City of Gunnison and the Gunnison County Metropolitan Recreation District are eligible to serve. No more than two Committee members may reside outside the City limits.” At this time, the committee only has six members. This appointment, if approved, would complete the committee and fulfill the intention to have five City-residents reside on the committee.
Staff contact: City Clerk Erica Boucher

Action Requested of Council: To consider the appointment of a City-resident candidate to the Senior Center Advisory Committee.
Estimated time: 5 minutes

D. 2020 Municipal Court Report
Background: Annual Municipal Court Report and discussion on current issues, including the introduction of utilizing collections for outstanding payments and increasing some fees.
Staff contact: Judge James McDonald and Court Administrator Melissa McLeod

Action Requested of Council: To receive the Municipal Court’s annual report and provide feedback on any current issues or questions.
Estimated time: 20 minutes
E. **Ordinance No. 2, Series 2020; Second Reading:** An Ordinance of the City Council of the City of Gunnison, Colorado, amending Title 8 Business Regulation, Chapter 8.50 Marijuana Business Licensing Regulations, Sections 8.50.040 and 8.50.080 of the City of Gunnison Municipal Code

Background: At the January 28, 2020, Regular Session Council meeting, Council directed staff to amend sections of Title 8 Business Regulation, Marijuana Business Licensing Regulations for increased consistency and to enhance the public notification of public hearings procedures. Council voted to pass and ordered publication of Ordinance No. 2, Series 2020 at the February 25, 2020 Regular Session meeting.

Staff contact: City Clerk Erica Boucher

**Action Required of Council:** Introduce, read by title only by the City Attorney, motion, second, and vote to adopt Ordinance No. 2, Series 2020 on second and final reading.

Estimated time: 5 minutes

F. **Ordinance No. 3, Series 2020; First Reading:** An Ordinance of the City Council of the City of Gunnison, Colorado amending the Rates to be charged by the City of Gunnison Electric Department for electricity consumed.

Background: This ordinance raises electric rates charged by the City of Gunnison for electricity consumed by the customer. This increase will allow the City to cover increased maintenance/operational costs and to replace necessary components and equipment, and to build a reserve fund for a future power transformer.

Staff contact: Public Works Director David Gardner and Electric Superintendent Will Dowis

**Action Requested of Council:** Introduce, read by title only by the City Attorney, motion, second and vote to pass and order to publish Ordinance No. 3, Series 2020 on first reading.

Estimated time: 5 minutes

G. **Award Bid for Multi-Agency Paving and Street Rehabilitation**

Background: The City of Gunnison collaborated with Gunnison County and Crested Butte South Metropolitan District in order to get bulk discount pricing on paving. The City is acting as lead in this agreement. The joint paving project was advertised for competitive bidding on December 11, 2019. One bid was received from United Companies on February 18, 2020.

Staff contact: Public Works Director David Gardner

**Actions Requested of Council:** 1) A motion to award the Multi-Agency Paving and Street Rehabilitation project to United Companies, for $2,530,945.95 with the City of Gunnison’s commitment being $2,082,991.00; and 2) A motion to authorize the City Manager to execute any and all documents, including the contract, to initiate an approximate construction start date of mid-May 2020.

Estimated time: 10 minutes

H. **Award Bid for Safe Routes to School Sidewalk Project**

Background: The City of Gunnison advertised for and received two bids for the Safe Routes to School Sidewalk project. CDOT issued concurrence on the award for this project on February 25, 2020, and a conditional Notice to Proceed on Construction on March 2, 2020.

Staff contact: Public Works Director David Gardner
**Actions Requested of Council:** 1) A motion to award the Safe Routes to School Sidewalk project to Western Gravel Constructors, for $559,993.00; and 2) A motion to authorize the City Manager to execute any and all documents, including the contract, to initiate an anticipated start date of May 4, 2020.

Estimated time: 10 minutes

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I. **H.R. 763, Energy Innovation and Carbon Dividend Act of 2019**

Background: Western Colorado University and members of the Citizens’ Climate Lobby came to Council twice to speak about climate change and the work they are doing on campus to fight it. During the students’ second visit to Council on February 25, 2020, they encouraged Council to submit a letter of support for H.R. 763.

**Staff contact:** City Clerk Erica Boucher

**Action Requested of Council:** To decide if Council would like to submit a letter of support for H.R. 763.

Estimated time: 5 minutes

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J. **Appointment of Deputy City Clerk**

Background: The position of deputy city clerk has been open since the previous deputy’s last day on October 11, 2019. The first search to fill the position of deputy city clerk failed. The second search resulted in an offer to Cassandra Mason.

**Staff contact:** City Clerk Erica Boucher

**Action Requested of Council:** To motion, second, and vote to confirm the appointment of Cassandra Mason to the position of deputy city clerk.

Estimated time: 5 minutes

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K. **Gunnison Valley Regional Housing Authority (GVRHA) Discussion**

Background: Discuss issues and ideas for upcoming GVRHA strategic planning meeting scheduled for March 13, 2020.

**Council contact:** Councilor Mallory Logan

**Action Requested of Council:** To have a Council discussion about the GVRHA prior to the Housing Authority’s upcoming strategic planning meeting on March 13, 2020.

Estimated time: 15 minutes

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V. **Reports:**

- Parks and Recreation Semi-Annual Report
- Firemen’s Pension Board Semi-Annual Report
- City Attorney Report
- City Clerk Schedule Update
- City Manager Strategic Projects Update and Report
- City Councilors with City-related meeting reports; discussion items for future Council meetings

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VI. **Meeting Adjournment:**

The City Council Meetings agenda is subject to change. The City Manager and City Attorney reports may include administrative items not listed. Regular Meetings and Special Meetings are recorded and action can be taken. Minutes are posted at City Hall and on the City website at [www.gunnisonco.gov](http://www.gunnisonco.gov). Discussion Sessions are recorded; however, minutes are not produced. For further information, contact the City Clerk’s office at 970.641.8140. **TO COMPLY WITH ADA REGULATIONS, PEOPLE WITH SPECIAL NEEDS ARE REQUESTED TO CONTACT THE CITY CLERK 24 HOURS**
BEFORE ALL MEETINGS AT 970.641.8140.
PUBLIC HEARING FORMAT
PROPOSED ELECTRICAL RATE INCREASE
5:30 P.M., Tuesday, March 10, 2020

I. Mayor Open Public Hearing
   State the time, date, location, and name those in attendance – City Council, City
   Manager, City Clerk, City Attorney, Finance Director, Public Works Director
   and Electric Superintendent.

II. State Reason for Public Hearing
    To Receive Public Input on the Proposed Electrical Rate Increase

III. Proof of Publication - City Clerk

IV. City Staff Comments/Recommendation
    Public Works Director David Gardner and Electric Superintendent Will Dowis

V. Public Comment
    Ask anyone wishing to comment to please step up to the microphone, state their name,
    and sign the sign-in sheet for the record.

VI. Enter letters, emails or other comments received from the public into
    the record.

VII. Call for any final comments – hearing none, Mayor will close the Public Hearing.
Notice of Public Hearing
Changes in City of Gunnison Electric Rates

Pursuant to Sections 40-3.5-104(1) and (2) C.R.S., the City Council of the City of Gunnison hereby gives notice of a Public Hearing to be held on proposed changes to the City of Gunnison Electric Rates. The Public Hearing will be held on Tuesday, March 10, 2020 at 5:30 PM, in the Council Chambers of City Hall, 201 West Virginia Avenue, Gunnison, Colorado 81230. Each municipal utility customer shall have the right to appear, personally or through counsel, at this hearing for the purpose of providing testimony regarding the proposed new schedule. Copies of this proposed rate are available for inspection at the City Clerk’s Office, 201 West Virginia Avenue, Gunnison, Colorado during regular business hours. The proposed electric rates are as follows:

<table>
<thead>
<tr>
<th>Electrical Rates</th>
<th>Current 2019 Rates</th>
<th>Proposed 2020 Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monthly Service Charge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flat Rate</td>
<td>$14.75</td>
<td>$16.00</td>
</tr>
<tr>
<td>Time of Day Rate</td>
<td>$19.25</td>
<td>$20.50</td>
</tr>
<tr>
<td>Usage Charge</td>
<td>$0.08430/kWh</td>
<td>$0.08935/kWh</td>
</tr>
<tr>
<td>Time of Day Rate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-Peak</td>
<td>$0.10260/kWh*</td>
<td>$0.10978/kWh*</td>
</tr>
<tr>
<td>Off-Peak</td>
<td>$0.05010/kWh*</td>
<td>$0.05361/kWh*</td>
</tr>
<tr>
<td><strong>Commercial:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>Monthly Charge</td>
<td>$10.15/fixture</td>
<td>$10.85/fixture</td>
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<tr>
<td><strong>Wind Power Attributes:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>per month added to usage charge*</td>
<td>$1.70/100 kWh</td>
<td>$1.70/100 kWh</td>
</tr>
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These rates and charges set forth herein, if approved and adopted on second reading or the required ordinance, shall be effective as of April 11, 2020, and thereafter.
AFFIDAVIT OF PUBLICATION IN THE
GUNNISON COUNTRY TIMES

STATE OF COLORADO,
County of Gunnison    } SS.

I, Chris Dickey,
do solemnly swear that I am the Publisher of
THE GUNNISON COUNTRY TIMES;
that the same is a weekly newspaper printed in whole or in part and
published in the County of Gunnison, State of Colorado, and has a
general circulation therein; that said newspaper has been published
continuously and uninterruptedly in said County of Gunnison for a period
of more than fifty-two consecutive weeks prior to the first publication of
the annexed legal notice or advertisement; that said newspaper has been
admitted to the United States mails as second-class matter under
provisions of the Act of March 3, 1879, and any amendments thereof; and
that said newspaper is a weekly newspaper duly qualified for publishing
legal notices and advertisements within the meaning of the laws of the
State of Colorado.

That the legal notice or advertisement of which the attached is a full, true
and correct copy, was published in the regular and entire issue of every
number of said weekly newspaper for the period of _____ insertions;
and that the first publication of said notice was in the issue of said
and that the last publication of said notice was in the issue of said

In witness whereof I have hereunto set my hand this

Chris Dickey,
Publisher

By

Subscribed and sworn to before me, a
notary public in and for the County of
Gunnison, State of Colorado, this
6th day of February

MORGAN SCHAEFER
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20184003986
My Commission Expires January 23, 2022
NOTICE OF PUBLIC HEARING

Changes in City of Gunnison Electric Rates

Pursuant to Sections 40-3.5-104(1) and (2) C.R.S., the City Council of the City of Gunnison hereby gives notice of a Public Hearing to be held on proposed changes to the City of Gunnison Electric Rates. The Public Hearing will be held on Tuesday, March 10, 2020 at 3:30 PM, in the Council Chambers of City Hall, 201 West Virginia Avenue, Gunnison, Colorado 81230. Each municipal utility customer shall have the right to appear, personally or through counsel, at this hearing for the purpose of providing testimony regarding the proposed new schedule. Copies of this proposed rate are available for inspection at the City Clerk's Office, 201 West Virginia Avenue, Gunnison, Colorado during regular business hours. The proposed electric rates are as follows:

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These rates and charges set forth herein, if approved and adopted on second reading or the required ordinance, shall be effective as of April 11, 2020, and thereafter.
Memorandum

To: City Council
From: Will Dowis and David Gardner
Date: 3/4/2020
Re: 2020 Proposed Electric Rates

Purpose:
The proposed electric rate increases by an average of 7%. The proposed rate increases are intended to:

- Help build cash reserves to a level as recommended in the Fund Balance Policy.
- Build a maintenance budget to cover required maintenance and rebuilding and replacing aging infrastructure.
- Build up a savings account for the purchase of a power transformer for the Gunnison main substation.
- With the engineered distribution study being done this year, to provide funds for anticipated updates and repair of undersized and older infrastructure.

Background:
The City of Gunnison hired Andrew Ross and his team from NMPP/MEAN to evaluate the electric rates and preform a cost of service study of the Electric department in 2016/17. Andrew developed a five-year financial Performa model that provides suggested rate increases to achieve those financial targets. The 2016 Cost of Service Study found that some rate classes were subsidizing others. At that time, it was discovered the City needed an overall 7.1% increase; thus, the residential customers were found to be paying more than their fair share. Therefore, in 2017 flat rates for commercial based accounts (businesses) and Western Colorado University increased more than for residential customers. This equity shift in billing continues through today. All new COS will continue to review and ensure equitable billing. Due to many necessary changes, a new Performa has already begun in 2020 to be complete by 2021 budget season.

Staff is suggesting an overall average rate increase for 2020 of 7% with a bandwidth of 3%. The proposed rate increases were recommended by NMPP/MEAN from the 2016 Performa. This Performa was explained to council by Andrew Ross from MEAN, which outlined the City of Gunnison Electric Departments capital improvement projects. This Performa has been updated on a small scale every year to capture unforeseen large purchases and capital projects that arise.

A RFQ is currently being advertised, seeking a qualified engineering firm to assist with the development of a distribution system expansion plan. This assistance shall come in the form
of various scenarios of load growth, alternative expansion options, and system reliability through the installation of substations, transformers, transmission, underground and overhead distribution circuits. The distribution study shall serve as the baseline for the distribution system as part of our strategic plan for the electric utility. Elements of this study will be used for the prioritization and location of future projects, to include serving in a decision matrix for ongoing distribution system and substation capital planning.

According to the Colorado Association of Municipal Utilities survey, the City of Gunnison’s electric rates are currently below the national average and among the lowest in the State of Colorado. See comparative charts below of Gunnison and other electric providers in Colorado.

**Action Requested:**

1) Introduction of Ordinance No. 3, Series 2020 and request to read the motion by title only.

2) A motion to approve on first reading Ordinance No. 3, Series 2020.

Below is the average monthly electric bill and what the monthly increase will be.

<table>
<thead>
<tr>
<th>Customer Type</th>
<th>Average Usage</th>
<th>Current Cost</th>
<th>Proposed Cost</th>
<th>Monthly Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>700 kwh/month</td>
<td>73.76</td>
<td>79.04</td>
<td>5.28</td>
</tr>
<tr>
<td>Commercial</td>
<td>2000 kwh/month</td>
<td>199</td>
<td>213.4</td>
<td>14.4</td>
</tr>
<tr>
<td>Western</td>
<td>710,000 kwh/month</td>
<td>54,289</td>
<td>57,480</td>
<td>3,191</td>
</tr>
</tbody>
</table>

**Electrical Rates**

<table>
<thead>
<tr>
<th></th>
<th>2019 Rates</th>
<th>2020 Rates</th>
</tr>
</thead>
<tbody>
<tr>
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<td>$0.0897 /kWh</td>
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<td>$0.10260 /kWh</td>
<td>$0.01120 /kWh</td>
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<tr>
<td>Off-Peak</td>
<td>$0.05010 /kWh</td>
<td>$0.0545 /kWh</td>
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<td>$0.0927 /kWh</td>
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</table>

Western State College:
<table>
<thead>
<tr>
<th>Service Category</th>
<th>March 4, 2020</th>
<th>April 4, 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monthly Service Charge</td>
<td>$95.00</td>
<td>$100.00</td>
</tr>
<tr>
<td>Usage Charge</td>
<td>$0.05840 /kWh</td>
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</tr>
<tr>
<td>Contract Lights:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monthly Charge</td>
<td>$10.15</td>
<td>$11.15</td>
</tr>
<tr>
<td>Wind Power Attributes</td>
<td>$1.70 /100 kWh/month</td>
<td>$1.70/100 kWh per month</td>
</tr>
<tr>
<td>Net Metering Fee</td>
<td>$2.50 per month</td>
<td>$2.50 per month</td>
</tr>
<tr>
<td>Wholesale Rate</td>
<td>$0.03825/kWh</td>
<td>$0.03825/kWh</td>
</tr>
<tr>
<td>Large Generation System</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interconnection Fee</td>
<td>$5.46/kW per month</td>
<td>$5.46/kW per month</td>
</tr>
<tr>
<td>Avoided Cost Rate</td>
<td>$0.02749/kWh</td>
<td>$0.02924 /kWh</td>
</tr>
</tbody>
</table>
CAMU Small Commercial Survey
July 2019 - Cost of 2,000 kWh + 10 kW

Municipality

CO-OP

Investor
ORDINANCE NO. 3
SERIES 2020

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GUNNISON AMENDING THE RATES TO BE CHARGED BY THE CITY OF GUNNISON ELECTRIC DEPARTMENT FOR ELECTRICITY CONSUMED.

WHEREAS, Section 40-3.5-102, Colorado Revised Statutes, vests the power and authority to set rates and charges for electrical service in the City Council for electrical service provided within the authorized service area of the City of Gunnison Electric Department;

WHEREAS, Section 9.2 of the City of Gunnison Municipal Home Rule Charter requires that the City Council set rates for electrical service by ordinance; and

WHEREAS, Section 9.2 of the City of Gunnison Municipal Home Rule Charter requires that said rates be at least sufficient to pay the costs of operation and maintenance of the City’s electrical system, interest and principal of all bonds payable from the revenues thereof, and to replace, when necessary, obsolete components thereof; and

WHEREAS, the City Council of the City of Gunnison has, after public notice as required by Section 40-3.5-104, Colorado Revised Statutes, held a public hearing upon the amended rates contained herein on March 10, 2020; and

WHEREAS, the City Council of the City of Gunnison has considered the current electrical service rates and charges, and has determined that a change in the electrical service rates and charges is necessary;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GUNNISON, COLORADO, ORDAINS THAT:

Section 1. The electrical rates as set forth in Section 12.40.020(A), Rate Tables, Electrical Rates, of the City Code of the City of Gunnison, is hereby amended to read as follows:

<table>
<thead>
<tr>
<th>Electrical Rates</th>
<th>2019 Rates</th>
<th>2020 Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential:</td>
<td></td>
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<tr>
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<td></td>
<td></td>
</tr>
<tr>
<td>Flat Rate</td>
<td>$14.75 /kWh</td>
<td>$16.25</td>
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<tr>
<td>Time of Day Rate</td>
<td>$19.25</td>
<td>$20.75</td>
</tr>
<tr>
<td>Usage Charge</td>
<td>$0.08430 /kWh</td>
<td>$0.0897 /kWh</td>
</tr>
<tr>
<td>Time of Day Rate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-Peak</td>
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<td>$0.01120 /kWh</td>
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<tr>
<td>Off-Peak</td>
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<td>$0.0545 /kWh</td>
</tr>
<tr>
<td>Commercial:</td>
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<tr>
<td>Contract Lights:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monthly Charge</td>
<td>$10.15</td>
<td>$11.15</td>
</tr>
<tr>
<td>Attribute</td>
<td>Rate 1</td>
<td>Rate 2</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
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</tr>
<tr>
<td>Avoided Cost Rate</td>
<td>$0.02749/kWh</td>
<td>$0.02924/kWh</td>
</tr>
</tbody>
</table>

Section 2. The rates and charges set forth herein shall be effective as of April 11, 2020, and thereafter.

**INTRODUCED, READ, PASSED, AND ORDERED PUBLISHED** this 10th day of March, 2020, on first reading, and introduced, read, and adopted on second and final reading this 24th day of March, 2020.

______________________________
Mayor

(Seal)

ATTEST:

________________________
City Clerk

Published by title in the
*Gunnison Country Times*
February 6, 2020
2020 ELECTRIC RATE INCREASE

FREQUENTLY ASKED QUESTIONS

FOR

CITY OF GUNNISON ELECTRIC CUSTOMERS

PUBLIC WORKS DEPARTMENT

March 2, 2020
FREQUENTLY ASKED QUESTIONS CONCERNING THE 2020 PROPOSED ELECTRIC RATES:

Question: I understand that an electric rate increase is being proposed for the City of Gunnison electric customers? Why is an increase necessary?
Answer: Providing quality electricity is ever changing and driven by technological innovations, a demand for sustainability, and evolving customer needs and preferences. To properly maintain assets in order to offer efficient, reliable and clean energy choices, new rate designs are needed to achieve multiple objectives. These objectives include the need to allocate costs equitably and to allow utilities to fairly recover the revenue required to maintain a system that provides safe and reliable power. Additionally, an assessment of our equipment and infrastructure has shown a dire need to upgrade and replace critical components.

Question: How was the amount of the rate increase determined?
Answer: The City of Gunnison hired NMPP (Nebraska Municipal Power Pool - a nonprofit organization), in earlier 2017 to perform an evaluation of the electric infrastructure and to provide a solid and responsible game plan to ensure that the City of Gunnison is a good steward of our utility and can provide the best possible service to our customers. NMPP assessed yearly operational costs, power costs, and needed capital improvements. As a result of the cost of service study, NMPP has recommended an adoption of a new reserve policy to ensure that there is enough cash in reserve to cover an emergency or catastrophic failure and a new rate structure that adequately covers the costs of providing safe, reliable, efficient electric service to our customers. The study projects revenues needed over a five-year period takes into account a transformer upgrade that is slated for 2022 for one of our two substations.

Question: How does the City of Gunnison pay for the cost of electricity and infrastructure to provide its electric customers with service?
Answer: The City of Gunnison Electric Department is an enterprise fund and is run much the same as a business would be. Electric Department funds are segregated from other City of Gunnison accounts with the intent that revenues generated by the Electric Department are devoted solely to funding all operations of providing electric service to its customers. No other taxpayer money is used to subsidize this department. The City of Gunnison purchases wholesale electricity from MEAN and WAPA and the portfolio is over 60% renewable energy sources.

Question: I am a business owner, why is my commercial electric rate going up more than my residential rate and why is there an additional $3.00 being added to the monthly service charge?
Answer: Typically, a commercial customer requires more infrastructure than a residential customer. Many commercial customers require larger transformers, more advanced service (3 phase vs. single phase as an example), sub-station improvements, increased wire sizes, and sometimes different meters. The utility is not recovering the extra cost associated with these extra investments. The proposed monthly commercial service charge of $28.00 is still under cost of service, as well as drastically below state, regional, and national averages for commercial accounts. Commercial business rate payers enjoy electric rates that are not only one of the lowest in the state of Colorado, but in the region and nationally.
**Question:** What are demand charges and flat rate charges?

**Answer:** There are two parts to your electrical bill. The first is a demand charge. A demand charge is traditionally for commercial and industrial accounts. The energy industry has an obligation to provide service no matter how large the demand for electricity is, many costs are based on the peak demand or 'largest instantaneous energy use' the city uses, including their wholesale rate and transmission costs. In the energy industry, it isn’t just how much energy is consumed, but when and how much peak energy is needed on the system at any given time. Demand charges account for this peak use for large customers who drive many of Gunnison’s wholesale and transmission costs.

A flat rate charge, sometimes known as a base charge or customer charge, is a minimum charge that all customers are required to pay regardless of usage. There are costs associated with electricity that are not related with how much energy is consumed. For example, a meter still needs to be read and a distribution system needs to be maintained even if there was little or no energy consumed for a period of time. The flat rate takes into account the expenses not associated with the actual commodity usage.

**Question:** Is it true that our residential customers have been subsidizing commercial customers?

**Answer:** It was discovered in the 2017 cost of study that some rate classes were subsidizing others. Even though the city needed approximately 7% as an overall increase, our residential customers were found to be paying more than their fair share. Therefore, to make it equitable, flat rates for commercial based accounts (businesses) increased more than for residential customers.

**Question:** Why not have an across the board rate change like in the past? These new rates seem confusing.

**Answer:** The entire electric industry is switching to a Fixed Cost Recovery model. In 2015 the Municipal Energy Agency of Nebraska (MEAN), the supplier of Energy for Gunnison, converted its rate structure like many other utilities to recover fixed costs, including debt on generation ownership and capital investments. This shift is widespread and needs to be reflected in the city’s retail rates to avoid subsidization between customers. Right now with such a low monthly charge, and the conversion of our wholesale rate structure, low load factor (inefficient) customers are getting subsidized by high load factor (efficient) customers. The rate design is trying to alleviate this discrepancy. An across the board rate change would enable this discrepancy further.

**Question:** How much in cash reserves does the city have for the electric utility?

**Answer:** Our reserves went as low as $600,000 at the end of 2016 which seems like a lot but is critically low for a system our size. NMPP’s cost of service study suggested the City of Gunnison has approximately $2.2 million in reserves based on an industry standard cash reserve policy. In addition, the City of Gunnison is saving money to purchase a replacement power transformer for the Gunnison Main Substation in 2022 which will cost in excess of $1 million which includes installation, engineering, and testing.

**Question:** Will portions of the money from the rate hike go into reserves as well?

**Answer:** The City of Gunnison does not adjust our rates just to put money into reserves. Our goal is to adjust rates so the city can maintain safe operations, keep up with capital projects, and have reliable power. In the past, it was required to take money out of reserves in order to accomplish this. By not financially planning for capital maintenance and replacement, there is a risk of not having adequate resources to replace old equipment or adequate reserves for unforeseen repairs and/or replacements.
**Question:** How does Gunnison’s electric rates compare to our neighbors?

**Answer:** The City of Gunnison enjoys very competitive rates. These rates are not only some of the lowest within the State of Colorado, but in the region and nationally. For comparison purposes please refer to the following graphs.

![Chart B: ELECTRIC Rate Comparisons](chart-b)

Source: NMPP Energy 2019 Typical Bill Survey

3/2/2020
**Question:** Can you tell me the last time electric rates for the City of Gunnison increased?

**Answer:** The last increase was a 7.1% overall increase in April 2019 and was due to infrastructure needs. The NMPP cost of service study revealed inadequacies in our current rate structure and reserves. The rate increase the City of Gunnison is proposing this year should help build reserves and enable infrastructure upgrades which in turn should alleviate the need for surprise rate increases due to catastrophic failures of equipment.

**Question:** I heard that Gunnison has participated in a housing energy efficiency program, is this true?

**Answer:** The city has partnered with Colorado Outreach to offer income qualified home assessments. These assessments may lead to energy efficient upgrades to these homes. Please contact the Gunnison Valley Housing Authority at 970-641-7901 or email info@gvrha.org for more information.

**Question:** When can I come and voice opinion and when do these rates go into effect?

**Answer:** Proposed rates were mailed out with the utility billing on January 24, 2020. A Public Hearing – 1st reading of the ordinance is scheduled for March 10th. A 2nd reading is scheduled for March 24th. Rates are scheduled to go into effect April 10, 2020.

**Question:** How do our rates compare to the county?
**Answer:** See the following comparison that shows an average residential and commercial customer that uses 700 kWh of power for residential and 2000 kWh plus 10 kW of power for commercial per month:

### Summary of July 2019 CAMU Study

<table>
<thead>
<tr>
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<tbody>
<tr>
<td></td>
<td>Avg Bill</td>
<td>Avg Bill</td>
<td>Avg Bill</td>
</tr>
<tr>
<td>Gunnison (Future)</td>
<td>79.04</td>
<td>213.4</td>
<td>4210</td>
</tr>
<tr>
<td>Gunnison (Present)</td>
<td>73.76</td>
<td>199</td>
<td>3958</td>
</tr>
<tr>
<td>Gunnison County REA</td>
<td>119.43</td>
<td>272.5</td>
<td>4739.6</td>
</tr>
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### 2020 PROPOSED RATE STRUCTURE

#### Electrical Rates

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Monthly Service Charge $95.00 $100.00
Usage Charge $0.05840 /kWh $0.0610 /kWh
Demand Charge $9.50 /kW $10.50 /kW

Contract Lights:
Monthly Charge $10.15 $11.15

Wind Power Attributes $1.70 /100 kWh per month $1.70/100 kWh per month

Net Metering Fee $2.50 per month $2.50 per month

Wholesale Rate $0.03825/kWh $0.03825/kWh

Large Generation System Interconnection Fee $5.46/kW per month $5.46/kW per month

Avoided Cost Rate $0.02749/kWh $0.02924/kWh

Note from Management

Our customers are very important to us and in order to provide safe and reliable electric service it is a necessity to adjust rates from time to time. The cost of service study showed the need to increase revenues to avoid running out of cash and allowing for your municipally-owned utility to reinvest back into its system. The majority of these investments are needed regardless of commodity (energy) use. Even with the proposed rate increase, the City of Gunnison electric customers enjoy some of the lowest rates in the state. The City must charge equitably in order to provide you safe and reliable services today and into the future.

The City of Gunnison operates the electric department as an enterprise fund, meaning it is not subsidized other than what it charges for this service including any support from sales or property taxes. Engaging the professional services of NMPP to take a businesslike approach to rates is responsible and fits in with our business plan. Having accurate cost analysis and expense projections further allows us to be good stewards of affordable electricity well into the future. The City of Gunnison stands behind this rate design as fair, non-discriminatory, and reflective of not only Gunnison specifically but the electric industry as a whole. With that said, the city council is the rate making authority for our utility rates and although we can run different analysis or structure various rate designs, the facts above do not change.

Thank you for the opportunity to serve you.

Sincerely,
Team Members
David M. Gardner, PE Public Works Director &
Will Dowis
Electric Superintendent
REQUEST FOR QUALIFICATIONS (RFQ)

FOR

ENGINEERING SERVICES

TO PREPARE

2020 Electric Distribution Study

FOR

THE CITY OF GUNNISON

GUNNISON COUNTY, COLORADO

February 12th, 2020

PROPOSALS TO BE SUBMITTED BY 1:30 P.M. ON March 30, 2020

THIS BOOKLET IS TO BE USED AS A GUIDE IN PREPARING STATEMENTS OF QUALIFICATIONS (SOQ’S) FOR PROFESSIONAL SERVICES

SOQ’S TO BE SUBMITTED BY 1:30 P.M. on March 30, 2020
OVERVIEW

City of Gunnison Electric Department (Gunnison Utilities) is an electric utility serving approximately 4600 metered electric customers in and around the city limits of Gunnison. The City does not generate its own power, it is purchased wholesale and delivered via transmission lines to two substations on our system. Currently, power is distributed to our customers via seven feeder circuits. Gunnison owns and operates two substations with a 115KV transmission tie to the WAPA transmission grid. Gunnison is experiencing dynamic growth in residential and small commercial electric accounts. Gunnison Utilities is seeking a qualified engineering firm to assist with the development of a distribution system expansion plan. This assistance shall come in the form of various scenarios of load growth, alternative expansion options, and system reliability through the installation of substations, transformers, transmission, and underground and overhead distribution circuits.

The distribution study shall serve as the baseline for the distribution system as part of our strategic plan for the electric utility. Elements of this study will be used for the prioritization and location of future projects, to include serving in a decision matrix for ongoing distribution system and substation capital planning.

The Objectives

• Objective #1: improve the overall efficiency and reliability of an expanding distribution system.

• Objective #2: provide support for the existing strategic plan for capital investment.

• Objective #3: identify future distribution circuits and substation locations to serve system expansion at identifiable thresholds of future demands.

• Objective #4: identify infrastructure needs for EV fast charging stations at proposed sites.

• Objective #5: identify infrastructure needs for up to a 1 MW solar array on city site(s).

The Study Elements

Provide comprehensive engineering study of distribution system to include the following:

• Goal #1: Provide load growth analysis for potential new development.

• Goal #2: Provide recommendations for Enhanced service reliability by recommending distribution circuit tie lines considering the future locations of substations.
• Goal #3: Provide recommendations for enhancements to the existing system.
• Goal # 4: Provide load flow and short circuit analysis.

**Technical/Project Approach**

We anticipate significant on-site interaction between Gunnison personnel and the selected firm. On-site collection of data and thorough examination of our distribution system will be required. This data will then be used as the basis for a detailed analysis on the existing system and the modeling of future growth for a 10 year period of time.

Gunnison Utilities system data will be provided for:

• Circuit analysis and modeling of expanded distribution system.
• Planning for growth and development within the Gunnison electric service territory.
• Reliability and contingency analysis on the expanded main line feeder system.

**Timeline for Execution**

The upcoming schedule of events is tentatively scheduled as follows:

- RFQ issued   February 27, 2020
- Written Questions Due Date   March 12, 2020
- SOQ's Due by 1:30 PM Date   March 30, 2020
- Award of Contract (Letter of Intent)   April 8, 2020
- Commence Full Service   No later than May 8, 2020
- Kick-Off Meeting   TBD – Will be coordinated with successful bidder
- Completion Target Date   60-90 days from commencement date

Proposals will provide a timeline with detailed project milestones.

**Project Duration**

The project duration will be for a period of 60 to 90 days. Project will begin no later than May 18, 2020 and be completed no later than August 8, 2020.
EXPECTED RESULTS

Technical Benefits

• Improved workflow efficiency and overall responsiveness of staff.
• Fewer outages / higher reliability.
• Support for existing strategic and new master plan for growth.

Other Benefits

• Improved capital planning and budgeting tool.
• Framework for all future planning & identify upgrades in an incremental fashion to support the load growth as it develops.

Criteria

Recommendations comply with the following criteria:

1. Single contingency capacity (or the ability to continue to serve the load if a single circuit or transformer is lost) will be maintained for power transformers, circuits, and major switching infrastructure.
2. All new lines will be placed underground.
3. Existing aerial lines may be reconducted.
4. Peak loading of conductors will be limited to approximately 50% of the rated ampacity or 300 amps, whichever is less. These values are reserved for normal operation and do not include emergency loading.
5. Voltage drop will be limited to 5 volts to the edges of the distribution system. These calculations assume 120-volt base with 125 volts at each substation.
6. Previous completed studies can be made available upon request.

MINIMUM QUALIFICATIONS

City of Gunnison Electric Department is seeking a long-term relationship with a reputable engineering firm with these characteristics:

• The firm will have engineering personnel who are qualified with distribution planning and analysis, substation design, power quality event analysis.
• The qualified firm shall have experience with distribution and substation projects and shall demonstrate competency with real-time modeling and GIS.
The firm personnel shall work in coordination with Gunnison Utilities staff to familiarize themselves with the distribution system. The personnel will follow all safety protocols by city staff.

The firm shall submit electric utility references.

**INSURANCE**

Contractor agrees that at all times during the Term of this Contract that Contractor shall carry and maintain, in full force and effect and at its sole cost and expense, the following insurance policies. Within thirty (30) days of the execution of this Contract, Contractor will provide insurance certificates to City, listing City as an additional insured, for the coverage's required herein which shall state that such policies shall not be materially changed or cancelled without thirty (30) days prior notice to City.

A. Worker's Compensation Insurance in accordance with Colorado and Federal law which adequately protects all labor employed by Contractor during the term of this Agreement and no less than $500,000 for Professional Liability Insurance; and

B. Comprehensive General Liability Insurance or the equivalent for any injury to one person in any single occurrence, Three Hundred Eighty-Seven Thousand Dollars and No Cents ($387,000.00); and for an injury to two or more persons in any single occurrence, the sum of One Million Ninety-Three Thousand Dollars and No Cents ($1,093,000.00).

C. Comprehensive automobile liability insurance on all vehicles used in the Services, in an amount no less than Three Hundred Eighty-Seven Thousand Dollars and No Cents ($387,000.00) for any injury to one person in any single occurrence and in an amount no less than One Million Ninety-Three Thousand Dollars and No Cents ($1,093,000.00) for any injury to two or more persons in any single occurrence.

**INSTRUCTIONS TO BIDDERS**

SOQ’s will be received until: March 30, 2020, at 1:30 p.m.

SOQ’s will be sealed and received by the City of Gunnison. Bids shall be in one envelope clearly marked:

“CITY OF GUNNISON ELECTRIC DEPARTMENT 2020 ELECTRIC DISTRIBUTION STUDY”

Sealed offers are to be submitted to:

Will Dowis, Superintendent City of Gunnison Electric Department 1100 W Virginia Gunnison, CO 81230
Following the award of the bid, responses to this solicitation may be subject to release as public information unless the response or specific parts of the response can be shown to be exempt from public information. Bidders are advised to consult with their legal counsel regarding disclosure issues and take the appropriate precautions to safeguard trade secrets or any other proprietary information. The City of Gunnison assumes no obligation or responsibility for asserting legal arguments on behalf of potential bidders.

**SELECTION CRITERIA**

I. Proposal Format

Proposals shall be limited to 10 single-sided pages using a minimum of 11-point font, although they may be printed in a two-sided format. Page count does not include the transmittal letter (maximum of two letter-sized pages), resumes, past project descriptions, front and back cover, and table of contents and divider pages, if used. Two of the 10 pages may be 11 x 17-inch fold outs, while the other eight shall be 8.5 x 11-inch letter-size pages. Proposals will be reviewed by a selection committee that will assign points to each criteria based on the content of the proposal. Negotiations will be conducted to determine a mutually satisfactory contract first with the offer or receiving the highest number of points rated by the committee.

Contractual awards will be made to the qualified offer or whose proposal is most advantageous to the City of Gunnison. Preliminary engineering, design, specifications, and estimates are subject to the approval of the Colorado Department of Health and Environment, local, State, and Federal Agencies. Selection and evaluation criteria to be used by the City in selecting for engineering services are available at the office of the Public Works Department, Gunnison, Colorado ~ Phone: (970) 641-8020.

The City of Gunnison reserves the right to reject any and all proposals.

**Selection Procedure**

All proposals received by the deadline will be reviewed first for substantial compliance with this RFP and for fulfillment of the mandatory requirements. Proposals that are late, non-compliant, or fail to meet the minimum mandatory requirements will not be evaluated.
Proposals that are timely, compliant, and meet the minimum mandatory requirements will be reviewed by the Evaluation Committee. This Evaluation Committee will include four to six people including staff with the City of Gunnison. The City of Gunnison reserves the right to invite other personnel to review the proposals. However, only members of the Evaluation Committee will grade the proposals. The written proposals will be evaluated and graded in accordance with the Evaluation Criteria.

Proposers will be ranked according to the scores received by the Evaluation Committee. The Evaluation Committee will submit its rankings to the City Manager of the City of Gunnison.

It is anticipated the top three firms receiving the highest score will be shortlisted. Those shortlisted could be invited for a further interview. If a firm is selected as the top choice, the City Manager or his designee will then enter into negotiations with the selected firm and continue until a contract is agreed upon. Should contract negotiations not be successful, the negotiations shall terminate and the City Manager or his designee shall begin negotiations with the next selected firm. The City shall select the firm deemed to be in the best interest of the City and reserves the right to select direct from proposal received.

**EVALUATION CRITERIA**

**Determination of Responsibility**

Determination of the selected proposer’s responsibility relating to this RFQ shall be made according to the following standards as they relate to the purpose and scope of this RFQ:

Qualifications - List the qualifications for each staff person to be assigned to the project.

Experience – Include pertinent information regarding the firm and five projects that your firm has completed in the last 10 years that are relevant to the work outlined in this RFQ. Capacity for Performance – Provide an organization chart that identifies the key staff and sub-consultants (if any) assigned to the project. Include not-to-exceed two-page resumes for each individual so listed.

Team Availability, Gunnison Background and Location – Location of office where the majority of the work will be performed, staff availability, and past Gunnison Utility experience, if any.

Scope, Schedule, and Fee – Provide a proposed scope of services along with the associated schedule and not-to-exceed fee needed to execute your proposed scope of work.

Proposers should ensure that their proposals contain sufficient information for the City of Gunnison to make its determination by presenting acceptable evidence of the above to perform the services called for by the contract.
The contract may be on a cost plus fixed fee basis, that is time and materials with a contract maximum not to exceed amount. Those desiring consideration should submit seven (7) copies of their proposal by the time and date stated above. Proposals must address the following evaluation criteria:

All proposals will be initially rated on the following system to determine the best offer or:

Description and Maximum points as follows:

- Qualifications - 25
- Experience - 25
- Capacity - 10
- Team Availability, Gunnison Background and Location - 20
- Scope, Schedule, and Fee proposal - 20
- Total points equal 100
MEMORANDUM

TO: City Council
FROM: Anton Sinkewich
DATE: March 4, 2020
RE: Gunnison 2030 Comprehensive Plan public comments

Following over a year of work and extensive community outreach, we are ready to present the final draft of the Gunnison 2030 Comprehensive Plan. Having received the final draft of the Gunnison 2030 Comprehensive Plan from our consultant team with Houseal Lavigne, we are seeking any final comments from the public before pursuing City Council adoption.

Through the Community Input and Community Visioning workshop activities that have taken place over the past year, seven key priorities areas rose to the top as subjects to be thoroughly addressed in the comp plan that have become chapters of the completed document. These chapter areas each had info/discussion tables set up at the open house to address questions and record comments:

* Housing
* Land Use/Growth
* Transportation and Transit
* Economy
* Environment and Sustainability
* Image and Identity
* Community Facilities and Infrastructure

Updates to the final document have been made based on feedback received to date from Planning & Zoning Commission, City Council, and the public.

The final draft of Gunnison 2030 is located on the City of Gunnison website.

**Action Requested of Council:** To receive public comments on the final plan and discuss any remaining concerns. Provide any final feedback and direction to staff as we move forward to adoption of the Gunnison 2030 Comprehensive Plan, anticipated at the March 24th City Council meeting.
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Community Introduction and Vision for 2030

Gunnison is in a unique position in its history, with so many great assets to be proud of as a community, and so much more potential to be realized as a growing city. Nestled in the beautiful Gunnison Valley, “Gunni” boasts great schools and services, and is an exceptional place to live and raise a family in immediate proximity to some of the best outdoor recreation opportunities in North America. More than 700 miles of single track mountain biking trails, Gold Medal trout rivers, Colorado’s largest recreational reservoir, an amazing diversity of fish and wildlife, and two world class ski resorts are all accessible within minutes from Gunni’s downtown. Western Colorado University adds to the community’s assets with higher educational and collaborative opportunities for the city and community.

Gunnison is growing and transitioning from a rural western slope mountain town to a small city that anchors the Gunnison Valley and Gunnison County. Our municipality and community need to be ready to face the challenges associated with this inevitable growth and change, and the Gunnison 2030 Plan will serve as our guide.

The Gunnison 2030 Plan began with extensive community engagement to define and address the interrelated focus areas of Image and Identity, Land Use and Growth, Transportation and Transit, Housing, Economic Prosperity, and Environment and Sustainability. We worked hard to develop strategies and an implementation plan to focus the city’s resources and inter-agency collaborations for the next decade.

By 2030 Gunni’s residents and guests will experience a vibrant western community where we live, learn, and earn in harmony with our incredible natural surroundings. Gunnison and Western Colorado University will be recognized together as a strong and vibrant premier “university town” in the Colorado Rocky Mountains. In the future, we will realize:

- Increasing prosperity through an abundance of entrepreneurs creating and bringing jobs and investments to our community.
- Attainable housing for each of our residents and employees.
- Thoughtfully planned development which is supported by our natural and man-made resources, enhanced by our character and image as a charming mountain community, and maintained by our exceptional sense of place.
- Safe interconnected trails, sidewalks, roads, and transit systems which provide enjoyable and intuitive access to all areas of the community.
- A sustainable, carbon neutral future addressing energy and water resource consumption to be resilient to climate change.
- A long term growth plan for the City to incrementally and responsibly expand beyond the current City limits and make informed decisions in conjunction with the County for the three mile area.
Located in west-central Colorado, the City of Gunnison is the gateway to the Gunnison Valley. With a population of 6,595 and encompassing 3.2 square miles, Gunnison is the county seat and largest municipality in Gunnison County. Gunnison is an active, outdoor-oriented community with year-round activities for tourists and locals alike; the City acts as a base for access to regional natural areas such as Hartman Rocks Recreation Area and Black Canyon of the Gunnison National Park. In addition to close access to skiing, Gunnison embraces its ranching history. The City owns and maintains the historic Van Tuyl Ranch and annually hosts Cattlemens Days, a 119-year-old rodeo, at Gunnison County Fairgrounds. Gunnison is home to Western Colorado University, locally known simply as Western, a growing four-year public university with a selection of graduate programs located on the east side of the City.
Purpose of the Comprehensive Plan

In January 2019, the City of Gunnison kicked-off the process to update its Comprehensive Plan. The new Gunnison 2030 Comprehensive Plan is the City’s official policy document, which provides direction to ensure positive momentum within the City over the next 10 years. The Plan focuses on issues related to sustainable land use and development, transportation, bicycle and pedestrian mobility, environmental features and open space, economic development, community character, and sense of identity.

The Plan is a vital resource for the community as it assists in coordinating the efforts of City officials and staff as well as service providers, property owners, developers, employers, residents, and other key stakeholders. It helps to inform future decision-making, building off past planning efforts while accounting for new issues, emerging trends, and conditions that could affect the City moving forward. Gunnison 2030 will provide a vision for the future of Gunnison and identify the critical steps in making that vision a reality.

Planning Process

The Gunnison 2030 Comprehensive Plan is the result of an inclusive planning process that engaged a wide range of stakeholders in crafting a vision for the City’s future. The process identified and addressed key concerns within the City while setting a precedent for planning in the community. The Comprehensive Plan was developed and adopted using two phases and a total of ten steps.

**Phase One**

**JANUARY 2019**

1. **Project Initiation**
   - Project initiation consisted of meetings with City staff as well as elected and appointed officials to begin the planning process and create a framework for development of the Comprehensive Plan. The City also formed a nine-member advisory committee composed of Gunnison stakeholders, who guided and provided feedback on each phase of the planning process.

2. **Community Outreach**
   - This step consisted of in-person events and online tools that were publicly available throughout the planning process to engage the Gunnison community. Outreach methods included online surveys, public meetings, focus groups, and key stakeholder interviews.

3. **Market & Demographic Analysis**
   - An analysis of existing conditions and trends within the City of Gunnison and the larger market area were conducted to ground the Plan in market and economic realities, particularly as it relates to housing and employment.

4. **Existing Conditions & Plan Analysis**
   - This step included analysis of existing conditions and future potentials within the community. The analysis was based on information provided by the City, reconnaissance feedback from a variety of stakeholders and service providers, and professional analysis.

5. **Housing Study**
   - This step of the process was built off existing housing studies at the City and County level, and provides additional analysis documenting current housing stock and residential development activity in the City and surrounding region. The housing study ran concurrently with existing conditions analysis and is completed in the housing and residential areas chapter of the Comprehensive Plan.

6. **Vision, Goals & Objectives**
   - Vision, goals, and objectives were created based on this vision and the previous steps in the planning process.

**Phase Two**

**EARLY 2020**

7. **Subarea Plans**
   - This step included preparation of two subarea plans that provide more specific recommendations for areas of the City facing unique opportunities or challenges. These plans consider unique concerns within each area, providing detailed recommendations and strategies to address those issues.

8. **Implementation Strategies**
   - This step established the specific actions required to carry out the Plan, including recommendations, priority improvement projects, public/private partnership opportunities, redevelopment sites, potential funding sources and implementation techniques, and general administration and follow-up to the Plan.

9. **Comprehensive Plan Documents & Adoption**
   - This step consisted of the presentation of a draft Plan document to City staff, the advisory committee, residents, and City Council. Based on feedback, the Plan was amended and presented to the Planning and Zoning Commission and City Council for final adoption.

10. **Monitor for Significant Change**
    - Unanticipated changes, such as the addition of a major employer or a natural disaster, will necessitate revisions to the Plan.
**Issues and Opportunities Memorandum**

The Issues and Opportunities Memorandum (IOM) is a summary of the initial steps of the planning process for Gunnison 2030 and analysis of existing conditions. The report contains information and documentation collected and analyzed during the initial steps of the planning process. The IOM examined the following aspects of the City:

- Past Plans, Studies, and Reports
- Demographic and Market Conditions
- Zoning and Development Controls
- Existing Land Use and Development
- Housing
- Community Facilities
- Infrastructure Network
- Transportation and Mobility
- Parks, Natural Areas, and Environmental Features
- Growth Area

The IOM identifies positive aspects of the community as well as subjects of concern to the residents and other stakeholders of Gunnison. Gunnison 2030’s recommendations are ultimately based on the findings of the IOM to ensure the Plan is responsive to the City’s current needs and community aspirations.

**Planning Jurisdiction**

Under Colorado Revised Statutes Title 31, Gunnison has the authority to execute annexations in the City’s three-mile extraterritorial jurisdiction, or urban growth area. No annexation may take place that would extend the municipal boundary more than three miles in any direction in a single year. The State mandates that Colorado municipalities must plan in this growth area prior to annexation. As such, Gunnison 2030 Comprehensive Plan plans for the area within its municipal boundary and provides analysis and recommendations for the three-mile urban growth boundary, which has significant opportunity for new development.

**Plan Organization**

The Gunnison 2030 Comprehensive Plan includes 12 chapters organized by topic area as follows:

- **Chapter 1** explains the Plan’s formation process and foundation.
- **Chapter 2** presents the Community’s profile, major community outreach themes, and the existing land use composition.
- **Chapters 3 through 10** present strategies and recommendations to tackle the most pressing issues affecting the community previously identified in the IOM.
- **Chapter 11** includes detailed planning for two subareas, the North and Southwest Gateways, discussing elements like connectivity, image and identity, and catalyst sites.
- **Chapter 12** provides specific implementation strategies to make the Plan a reality, outlining factors like implementation techniques, potential funding sources, and general administration methods.

Plan chapters include recommended policies and supporting strategies while providing specific guidelines for planning action. Each chapter contains a Community-Articulated Vision, with Goals and Supporting Strategies highlighting the community’s top priorities while providing focus and direction for future planning activities. In addition, as sustainability and resiliency are crucial to the long-term success of Gunnison, Sustainability Callouts with recommendations and best practices are integrated within each chapter that correlate to discussed topics. Callouts include information about green initiatives, sustainable development practices, and renewable energy alternatives.

**Sustainability and Resiliency**

Sustainability and resiliency are core components of the Plan, woven throughout the chapters as callouts to provide insight into best practices and policies for sustainability and resiliency. As part of the planning process, the City engaged with Western Colorado University’s Master in Environmental Management (MEM) Program in Sustainable and Resilient Communities to work with the community to identify issues and opportunities for creating a more sustainable community. The partnership also has included discussions with various stakeholder groups related to water, energy sustainability, and solid waste, as well as a focus group on sustainability.

Sustainability means taking action today around climate change, land use, transportation, new development, natural resources, and other planning aspects to ensure the earth and following generations can successfully thrive into the future. The City’s Land Development Code (LDC) encourages best development practices for energy conservation, watershed management, and air quality protection; these recommendations provide an in-depth look at techniques to improve sustainability and resiliency in Gunnison.
Plan Outcomes

The Plan is intended to address four outcomes articulated by City Council at the outset of the process.

1. The Plan should develop a future community vision for the City and provide a framework for achieving that vision.

2. While the Plan is a land use document, it should also address policy topics that are important to the community, including housing, environment, economy, identity and sense of place, and transportation.

3. The Plan should provide a framework for decision making on growth and proposed change in the community.

4. The Plan should be a strategic document that aligns resources with community priorities.

Big Ideas for Gunnison 2030

Building off the previous outreach, analysis, fieldwork, and the collaborative approach to writing the Plan and articulating the future for the City, eight Big Ideas emerged. These are identified together here and are explored further throughout the chapters of the Plan.

1. The North Subarea defines the urban growth boundary. Annexation, infrastructure extension, and future boundary expansion should occur in this area.

2. Western Colorado University’s interface with Gunnison Rising is as critical as the University’s connections to the downtown. Development in the Gunnison Rising area may be the next big effort for the City and the University and the area will ultimately be where new university-supporting activity centers are located. Georgia Avenue will be of major importance in connecting Gunnison Rising, Western University, and the Downtown.

3. To improve local and regional transit, a transit hub needs to serve the whole community. The location should be positioned to best serve Western students, service sector employees, tourists, and locals alike.

4. Infill is preferable to sprawl regardless of land use. Recommendations for the three-mile planning area are based on the premise of growing first from within the existing boundaries of Gunnison, ensuring growth does not exceed the city’s man-made or natural carrying capacity and maintaining the ranching and open space character around the City.

5. Gunnison’s future will be built on the City’s three key assets: Gunnison-Crested Butte Regional Airport, Western Colorado University, and the open space surrounding the City.

6. To be successful, Gunnison’s downtown must be a unique, compelling, and vibrant environment in order to capture people passing through, whether they’re commuting, visiting, or living in the City or the County as a resident or student.

7. New affordable residential development is critical to ensuring a healthy workforce and providing opportunities for people to live in Gunnison. Improving the quality of existing housing stock is critical to improving the livability of the community. Density is important for creating affordable, compact housing development.

8. The City of Gunnison has increased its population with individuals wanting to live in safe, close knit neighborhoods that take advantage of all the City has to offer, including outstanding educational opportunities from kindergarten through master’s degree, excellent broadband connectivity, and a beautiful mountain environment. The City is an incredible place to live, learn, and earn, and new businesses should locate in the community for the same reasons.
Planning Context

In order to create a Comprehensive Plan that is responsive to the community’s future needs and goals, it is essential to start with examining current issues, trends, and conditions. The following chapter presents an overview of Gunnison as it exists in 2020, highlighting major themes from community outreach, market and demographic analysis, existing land use, codes and regulations. This preliminary understanding of the City’s needs and existing opportunities served as a cornerstone upon which Gunnison 2030’s recommendations were built on.
Regional Setting

Gunnison lies in a high-mountain valley near the confluence of the Gunnison River and Tomichi Creek, surrounded by natural areas, and historic and operational ranches. According to the City’s 2015 Parks and Recreation Master Plan, 86 percent of Gunnison County and the area surrounding the City is public land, including portions of Gunnison National Forest and the Curecanti National Recreation Area. Residents of the larger County view themselves as residents of one united valley and value the collaboration and cooperation between the communities in the County.

The City has the authority to execute annexations in the three-mile area surrounding the municipal boundary. As the State mandates that Colorado municipalities plan in the growth area prior to annexation, Gunnison 2030 provides recommendations for logical, planned growth under Colorado statutes.
Community Outreach Snapshot

Public engagement and outreach identified a wide range of issues, opportunities, concerns, and priority projects that should be addressed within Gunnison. As a vital component of Gunnison 2030, community outreach was conducted through an array of methods throughout the planning process, including bilingual community and business workshops, key stakeholder interviews and focus groups, online questionnaires, an elected officials roundtable, and an online mapping platform.

Across all outreach formats, including in-person and online, more than 550 participants have engaged with the planning process for the Gunnison 2030 Comprehensive Plan. In person, a total of 266 people participated in workshops, focus groups, and stakeholder interviews. Online, 286 people provided feedback via map.social, a community outreach mapping tool, or by completing a survey. It is important to acknowledge that an individual participant may have engaged with the planning process more than once. For example, a business owner may have attended the business workshop as a community workshop, and additionally taken an online questionnaire.

Community Outreach Takeaways

The following are overarching outreach themes that highlighted the community’s views on issues and opportunities within Gunnison:

Affordable Housing. The need for more affordable housing is a top issue in Gunnison, especially to attract and maintain employees. The high cost of building materials, increasing land value, and a lack of specialized affordable housing developers were highlighted as impediments.

Community Character and Identity. Community members enjoy Gunnison’s tight-knit, welcoming character and wish to improve the City’s gateways and wayfinding to enhance sense of place.

Environmental Sustainability. The maintenance and protection of natural resources and surrounding open spaces is crucial for the long-term success of Gunnison and its urban growth area. There is strong interest for environmental sustainability and exploring new city-wide green practices.

Economic Prosperity. Community members wish to sustain a year-round economy through winter months and provide better jobs and living wages.

Infrastructure. Gunnison’s infrastructure is a concern, such as existing gaps in the sidewalk network, high material costs, and the cost and magnitude of servicing growth areas like Gunnison Rising.

Broadband and Telecommunications. Broadband and telecommunications infrastructure within the City and the siting of new telecommunication towers are significant issues that need to be addressed as the City plans for the future.

Transportation and Mobility. Community members wish to lower high speeds on Tomichi Avenue and Main Street and provide safe intersections and crossings to make Gunnison friendly to all modes of transportation.

Western Colorado University. A major asset and source of pride, community members and students wish to better link Western and the City by improving physical connections between the campus and downtown as well as strengthening event and entrepreneurial partnerships.

Assets. Among its many great qualities, community members especially cherish Gunnison’s sense of community, small town feel, Gunnison-Crested Butte Regional Airport, schools, surrounding natural areas and outdoor recreational amenities, public lands and open spaces, and the proactive and accessible City government.

Quotes of comments received during community outreach are dispersed throughout the Plan to provide insight to the community’s outlook and aspirations.
Demographic Overview

The Demographic Overview identifies current conditions in the City of Gunnison as they relate to its demographic standing. This information helped facilitate informed decision-making and served as the basis for plan recommendations. As such, Gunnison 2030 was guided by a clear understanding of existing and projected socioeconomic data and market observations. Where appropriate, characteristics are compared to Gunnison County.

Population and Households

Gunnison’s population has grown by 12.5 percent since 2010 and nearly 22 percent since 2000. This is attributed to several factors including the steadily growing popularity of outdoor recreation activities in the region such as skiing, biking, hiking and camping, and movement from escalating prices in the front-range given the availability of land in the City and County. Population and households are projected to continue to increase over the next five years at a compound annual growth rate (CAGR) similar to projections for Gunnison County.

Income

Gunnison’s median household income is projected to increase by about five percent. This growth is most significant in the two middle income ranges, and most significantly in households earning $25,000-$49,999 a year. This may indicate an increase in new residents moving in with higher incomes. For the most part, Gunnison County is expecting similar growth in the same income ranges which could signify improving employment opportunities in the region.

Age by Population

The City’s median age is projected to slightly increase from 2018 to 2023, which is in line with state and national trends. Western students who are not year-round residents are not included. While the overall change is nominal, it could suggest that people are aging and remaining in the area, or that fewer children are being born in Gunnison. An increase is projected in all age cohorts, most significantly the 65+ and 35-44 groups. Future need may be greater for senior residents than others, particularly regarding housing and access to emergency services. This can affect future land use designations determining where residential uses for seniors will be in the City and its planning area.
Racial and Ethnic Composition

Most Gunnison residents identify as white (as defined by the U.S. Census), comprising 86 percent of the City. Non-white categories comprise 14 percent of the City's population with nine percent identifying as some other race, three percent identifying as two or more races, and two percent identifying as American Indian.

In terms of race and ethnicity, the City of Gunnison has become more diverse since 2000, with a Hispanic population (of any race) increasingly finding Gunnison an appealing place to live and work. By 2023, projections indicate a Hispanic population accounting for 16 percent of the total population of the City.

Note: The U.S. Census Bureau defines Hispanic as an ethnicity, which is distinct and separate from race. A person of Hispanic origin can be of any or multiple races.

Industry and Employers

In 2018, the educational services industry accounted for 16 percent of jobs in Gunnison. Retail trade (a category including all establishments engaged in retailing merchandise) accounted for 15 percent of jobs, while accommodation and food services and public administration each accounted for 13 percent. Health care and social assistance rounds out the top five industries in Gunnison, accounting for 12 percent.

Western is a top employer in the City, a contributing factor to the prevalence of the educational services industry in Gunnison, which would also include schools at any grade level. Accommodation and food services industries are sustained by the increasing year-round tourism and related services in Gunnison. Health care and social assistance is bolstered by the presence of Gunnison Valley Health, the only hospital in the Valley, which has satellite health support services.

Additional industries noted in Gunnison include the following:
- Finance and Insurance
- Professional, Scientific, and Technical Services
- Transportation and Warehousing
- Construction
- Real Estate and Rental and Leasing
- Arts, Entertainment, and Recreation
- Wholesale Trade
- Information
- Administration & Support, Waste Management and Remediation
- Manufacturing
- Other Services
Existing Land Use

An inventory of existing land use was compiled from a combination of data provided by the City, close examination of current aerial photography, and field reconnaissance conducted in February 2019. Each parcel within the City has been reviewed and classified into one of 13 land use designations.

- **Agriculture**
  This land use designation consists of areas currently in agricultural use or prepared for future agricultural use.

- **Single-Family Detached**
  This designation consists of single-family detached homes, including accessory structures, accessory dwelling units, and properties that are in private yards for single-family homes.

- **Industrial**
  This designation consists of properties and structures dedicated to industrial businesses and operations.

- **Airport**
  This designation is for a public use, commercial-service airport with regional and national passenger jet capacity.

- **Public/Semi-Public**
  This designation consists of state, federal, and local government uses, municipal facilities, community service providers, emergency services, and religious institutions located throughout the City.

- **Utility/Right-of-Way**
  This designation consists of utilities, properties that support local infrastructure, and rights-of-way or easements for the transmission of gas, electric, telephone, etc.

- **Vacant**
  This designation consists of properties that are eligible for redevelopment, but which currently contain no occupied physical improvement, structure, or facilities.

- **Commercial/Office**
  This designation consists of commercial businesses, including commercial retail and service as well as restaurants and similar uses with ground-floor storefronts.

- **Mobile Home**
  The mobile home designation includes single-family, manufactured detached homes that can be connected to utilities and serve as permanent housing.

- **Multi-Family**
  This designation consists of residential structures that contain multiple dwelling units stacked vertically, with shared entrances and hallways. The senior center is included.

- **Mixed-Use**
  This designation consists of mixed-use buildings where multiple district uses are stacked vertically. Most commonly, this includes first-floor commercial retail or restaurants with residential or office space occupying the upper floors.

- **Parks and Open Space**
  This designation consists of municipal parks within the City that provide active and passive recreational opportunities.
Current Zoning

Since 2014, the City of Gunnison Land Development Code (LDC) has been maintained as a separate, standalone document from the City’s municipal code. The LDC is a regulatory document establishing the standards for the review of all proposed development of land within Gunnison; it dictates land use and guides development within the City. The LDC acts as the first resource for property owners and developers seeking to build and invest in the City. The LDC is kept current, with eight revisions by ordinance since adoption in 2014. This section provides an overview of current zoning districts.

Residential Districts
The LDC defines five residential districts ranging in density from single-family residential to multi-family residential:
- (R1) Single Family Residential
- (RM) Single-Family Residential, Modified
- (R2) Duplex Residential
- (RMU) Residential Mixed Use
- (R3) Multi-Family Residential

Non-Residential Districts
The LDC defines four non-residential zoning districts:
- (B1) Professional Business
- (C) Commercial
- (C-IB) Central Business
- (I) Industrial

Special Purpose and Planned Districts
Special Purpose and Planned Districts include the Western Colorado University (WCU) and 14 Planned Unit Development (PUD) Districts:
- (WCU) Western Colorado University
- (PUD C) Commercial
- (PUD CPW) Western Parkway
- (PUD LB) Library
- (PUD G) Government
- (PUD A) Agriculture
- (PUD O) Parks/Open Space
- (PUD OPE) Equestrian/ Open space
- (PUD CM) Commercial/Mixed Use
- (PUD RV) Recreation Resort
- (PUD RV1) Single-Family Residential
- (PUD RV2) Single-Family Residential, Modified
- (PUD RV3) Duplex Residential
- (PUD RV4) Duplex/Multi-Family Residential

Top
To enhance Gunnison’s appearance and foster the City’s unique and vibrant character, the community created a long-term vision for the City’s image and identity. The vision is followed by goals and supporting strategies, also developed by the community residents and leaders, to help guide the City in making the vision a reality over the next decade and beyond. The image and identity vision acts as a guiding principle in the creation of the Comprehensive Plans recommendations; to that end, image and identity components can be found throughout each chapter of the Plan. Although the details of each development or improvement should be scrutinized for appearance and overall impact on community character, there are some larger areas that the City can address to help establish an overall identity for Gunnison. These key design and community character recommendations will serve as the foundation for on-going beautification and character improvement efforts. Where recommendations overlap with other Comprehensive Plan sections, they are called out.
Goal 1
By 2021, the City will utilize its aesthetic vision defined to inform all design decisions for City infrastructure as evidenced by reviewing completed City projects.

Supporting Strategies
- Install gateway features, wayfinding signage, and other physical markers to highlight entry into Gunnison and clearly indicate its location and municipal boundary.
- Seek streetscape and beautification improvements, particularly along major roadways and key corridors that contribute to the appearance and character of Gunnison.
- Work with Gunnison-Crested Butte Regional Airport to beautify the area immediately surrounding the terminal, enhancing Gunnison’s first impression gateway for regional, national, and international tourism and commerce.

Goal 2
By December of 2022 the City will embrace Gunnison’s identity to strengthen its reputation while preserving its character and community-oriented charm as measured by 80 percent of residents reporting in a City survey that they recognize the City’s brand.

Supporting Strategies
- Launch a branding and promotional campaign that clearly defines Gunnison’s aesthetic and brand story, and outlines how it will market itself to residents, students, businesses, developers, and visitors.
- Market energy efficiency and sustainability efforts as a key component of the City’s distinctive identity.
- Support the creation of an arts/creative district to support local art and artisan makerspace production.
- Continue to collaborate with Western Colorado University on various City initiatives, incorporating the university town as an identity element essential to the City.
- Host annual community events and festivals that will foster excitement and community pride, maintaining existing events and exploring opportunities for new events and activities.
- Maintain regular communication and outreach opportunities for residents to make their voices heard and continue a dialogue with the community about the future of Gunnison.
- Develop a clear aesthetic vision for the City and ensure that the City-owned built environment fits that aesthetic.

Goal 3
By 2025, all City gateways – in and out of the City – will be improved to enhance guest and resident experience as reported by surveys.

Supporting Strategies
- Assess the arrival and departure experience from the City to explore potential improvements for all modes of travel.
- Design physical improvements in conjunction with land use recommendations to create gateway.
- Work with the Tourism and Prosperity Partnership (TAPP) to ensure that the City’s gateways provide good first impressions, especially at the airport.
Arterial Corridors

Tomichi Avenue (US 50) and Main Street (SH 135) serve as the front doors of the community. These corridors are the primary means of entry from the County and surrounding communities. They contain the bulk of the Gunnison’s retail and commercial activity. In that regard, they should convey a positive aesthetic character to visitors, residents, and the business community. Improvements along these corridors are examined in Chapter 7: Economic Prosperity, Commercial, and Industrial Areas; Chapter 8: Transportation; and Chapter 11: Subareas.

Community Gateways

Thousands of vehicles travel along US 50 and Main Street daily, providing an opportunity for Gunnison’s local businesses and year-round tourism sectors. Key points of entry, or gateways, into the community represent opportunities to advertise Gunnison and its many assets. The gateway sign on the east side of the community is highly visible as traffic enters the City. This type of community gateway should be replicated and enhanced. The Comprehensive Plan identifies strategic gateway locations for the community’s southwest and north entrances that will better communicate a sense of character and identity and strengthen Gunnison’s brand to visitors and passersby. The Southwest Gateway via US 50 and the North Gateway via Main Street/SH 135 are examined in further detail in Chapter 11: Subareas.

Perimeter Landscaping and Screening

On the west side of the City along US 50, and to the north along Main Street, there are several buildings and developments set back to accommodate parking in the front. Though this is desirable from a vehicular perspective, it has an adverse impact on the scale and image of the street environment. In conjunction with street trees and xeriscaping, private development should incorporate property edge screening and parking lot landscaping into site design and development. An example of this is the perimeter landscaping provided for the Walmart and City Market parking lots. Where there is inadequate room or a lack of water for property edge landscaping, a low decorative wall can be effective in shielding the street from unsightly parking lots and headlight glare. Large parking lots should also be improved with interior landscaped islands to improve the pedestrian experience. Perimeter landscaping and screening is further discussed in Chapter 11: Subareas.

Land Development Code

The City’s Land Development Code (LDC) includes regulations intended to support the development of a vibrant and orderly City. Adhering to the Code, Gunnison should preserve existing neighborhoods and districts through stricter code enforcement and maintenance standards. Regular code inspections and enforcement should be aimed at strengthening established neighborhoods, improving aesthetics, and ensuring structural safety. This includes holding non-compliant property owners accountable and following violation procedures outlined in Chapter 5.30 of the Gunnison Municipal Code. Code enforcement should be applied evenly throughout the City of Gunnison, including in existing mobile home communities and industrial areas. For a more detailed discussion of code enforcement with the industrial area of the City’s Southwestern Gateway Subarea, see Chapter 11: Subareas.

Beautification

In addition to the regulatory tools the City has at its disposal, it should continue to partner with local entities concerned with the overall image and brand of the community. As an example, Gunnison can continue to work with the trail advocacy group, Gunnison Trails, a local non-profit that contributes to trail beautification and improvements that support the City’s goals toward environmental preservation and recreation. A range of additional local entities and community partners also have an interest in the City’s beautification, including Gunnison Valley Regional Housing Authority, the Gunnison County Chamber of Commerce, the Gunnison Arts Center, Western Colorado University, and a variety of local businesses. The City already partners with each of these in various capacities and should continue to do so. Community facility partners are further explored in Chapter 10: Community Facilities and Service.
Further, core downtown blocks along Main Street benefit from previous City beautification efforts, such as pedestrian-scale light fixtures, street trees with metal grates, benches, and bike racks, which should be replicated on surrounding blocks in need of streetscaping. Going forward, streetscape enhancements should be coordinated with other maintenance or roadway reconstruction projects in coordination with CDOT. Specific streetscape improvements are identified in Chapter 8: Transportation and Chapter 11: Subareas. Such improvements can be funded through various transportation funding mechanisms outlined in Chapter 12: Implementation.

Signage and Wayfinding

The City should establish and implement a community-wide signage and wayfinding program. Such a program can provide information pertaining to public amenities, such as parks, community services, and civic uses. Wayfinding should direct people to all key community facilities, such as from the airport, to downtown, and to Western Colorado University. The City’s logo and other common graphic elements, such as the iconic Western W, should be incorporated into signage wherever possible to convey a unified theme. Banner signs can also be highly effective in identifying entry into the City or a specific neighborhood and creating sense of place. Wayfinding should also provide direction to the City’s key environmental features identified in this chapter and recreational opportunities. Wayfinding elements are further recommended in Chapter 8: Transportation and Chapter 11: Subareas.

University Town

Gunnison should be known as a University Town. By mayoral proclamation, 2019 was declared a Student Citizen Year to recognize the exemplary civic participation of students in the past, present, and future, reinforcing the City’s positive and lasting connection to Western Colorado University. Western and its students contribute to Gunnison by infusing the community with youth and vibrancy; creating a hub of learning, research, and innovation; providing professional resources and economic development opportunities through the ICELab; and promoting new ideas around sustainability and conservation. Overall, Western serves as a cornerstone of the City’s image, identity, and character. Campus special and cultural events and athletics should be promoted as a key piece of Gunnison’s culture so that the name Western becomes synonymous with Gunnison. Further recommendations pertaining to Western Colorado University are found in Chapter 10: Community Facilities and Services.

Public Spaces

As Gunnison grows, new public gathering places should be developed to foster a sense of place, identity, and belonging for residents and visitors. Proposed public developments, such as the new library at Spencer Avenue and 11th Street, provide opportunities to build in features such as community gathering rooms and recreational spaces. The proposed Lazy K development would offer riverfront access and public open space in conjunction with new housing for West Gunnison. As new multi-family housing is developed, the City should permit density or building height bonuses on a case-to-case basis in exchange for a desirable public space incorporated into the development. The City should permit density or building height bonuses on a case-to-case basis in exchange for a desirable public space incorporated into the development.

Features

It is crucial that the City’s unique environmental features are preserved and celebrated as part of the defining character of Gunnison. Development and growth should accommodate physical and visual access to local features including the Gunnison River, Tomichi Creek, Van Tuyll Ranch, W Mountains, and developing open areas including the proposed state park near the Gunnison Rising growth area. Signage should highlight access points and provide educational background pertaining to the history of the environment and its impact on local history and development. Environmental features are further discussed in Chapter 9: Environment, Open Space, and Natural Areas Plan.

Environmental
Land Use and Development

The recommendations of the Land Use and Development Plan establish guidance for the orderly use of land and promote practices for improving and maintaining existing commercial and industrial areas. It is specific enough to provide guidance on land-use decisions, while having the flexibility to allow for creative, individualized approaches to land development that are consistent with the community’s vision. The Land Use and Development Plan presents a guide for well-managed growth to achieve, over the next decade, the following goals and strategies articulated by community residents and leaders.
Land Use and Development Vision

By the year 2030, the City of Gunnison will have established clearly defined policies for how the City would like to grow, having the ability to direct new development to appropriate areas of the community while maintaining the City’s unique and distinctive character as a city with immediate proximity and access to rural and public lands.

Land use policy will maintain flexibility to accommodate solutions unique to the community while maintaining predictability to ensure safe investment, in addition to guiding underperforming properties to develop to their highest and best use in terms of economic potential, overall efficiency, and community character building. As a result, Gunnison will be a desirable community that both provides attainable housing for employees, a diversity of jobs, and a high quality of life with easy access to nature and outdoor recreation. Gunnison will be a regional destination, known as a thriving and exciting community that attracts and retains a diverse group of residents, businesses, and employers.

Goal 1

By 2021, land use and development regulations will be updated to address community needs and encourage appropriate growth that enhances the environment and landscape of Gunnison.

Supporting Strategies

- Create policy to foster quality environments for residential, commercial, and industrial uses that are desirable to residents, business owners, developers, and investors alike.
- Guide future development and investment in accordance with the Land Use and Development Plan as well as the needs and aspirations of the community.
- Encourage compact and high-density development patterns that will limit unnecessary outward sprawl expansion and help preserve the local landscape.
- Carefully consider the impacts of future development to ensure growth is aligned with infrastructure capacities and avoids noncontiguous, leapfrog sprawl development.
- Create policy and programs to help underperforming or sub-standard properties redevelop to the highest and best use in terms of economic potential, overall efficiency, and community character building.
- Incorporate the goals from the City’s Parks and Recreation Master Plan to ensure all community members have access to open space and recreational opportunities.

Goal 2

By 2021, the City will have addressed and improved community attitudes on planning, land use, and potential for growth as measured by majority of residents reporting in the city survey.

Supporting Strategies

- Develop proactive programs and educational materials for property owners and developers regarding zoning and regulations, the permitting process, and applicable programs and incentives.
- Continue to create community input and feedback opportunities regarding land use beyond the Strategic Plan process.

Traditional Neighborhood Development

Compact or walkable urban design and land use, also known as traditional neighborhood design (TND), roots from an era that predated automobiles. This development pattern counters urban sprawl, focusing on human-scaled design where residents can easily access public spaces, amenities, and community destinations by foot. TND supports a fine-grained mix of uses where businesses and homes are not strictly separated, and residential units are integrated above or behind commercial or industrial uses. It is also complemented by a highly connected street system with sidewalks and an eclectic variety of architectural styles.

This sustainable development pattern is conducive to a greener city as it reduces automobile reliance, greenhouse gas emissions, and the necessary infrastructure to cover sprawl. Safe and activated pedestrian-oriented environments also prompt residents to walk more, which leads to healthier, active lifestyles. TND is complex and should be implemented in a holistic manner with supportive development regulations. The Gunnison Rising area represents a great opportunity for this development type, in which the City should consider implementing as follows:

- Compact mixed-use development that supports economic diversity and vitality
- Minimum residential density
- Narrower front setbacks
- Landscaping parking lots and locating lots behind buildings
- Human-scale building design that are not imposing or uninviting to pedestrians
- Orientation of buildings to the street with entrances and store windows along the sidewalk
- Walkable street patterns with sidewalks rather than dead-end cul-de-sacs or curvilinear streets
- Pedestrian amenities such as street furniture, public art, trash cans, and trees
- Public parks, town greens, and public squares
I would like to see a mixed-use development area that is pedestrian friendly with business at street level and living above.
Future Land Use Plan

Gunnison is defined by its traditional downtown and central business district along Main Street, residential neighborhoods, large open spaces and proximity to outdoor recreation opportunities, and by Western Colorado University. The City greatly benefits from the location of Gunnison-Crested Butte Regional Airport. Future land use and development patterns will have broad implications for the long term character and form of Gunnison. In the Gunnison Rising annex and in West Gunnison, the City has the available undeveloped land to accommodate growth and development in new households and commercial areas. Additionally, maintaining and preserving natural resources within the municipal boundary, especially with the preserved open space at Van Tuyl Ranch, allows the city to leverage and maintain its rural, agricultural heritage.

The Comprehensive Plan includes detailed strategies and more specific recommendations for residential, commercial, and industrial land uses in the Framework Plans. Further recommendations for creation of high quality residential areas, and more detailed definitions for the following categories are contained within the Chapter 6: Housing and Residential Areas Plan. In addition, further recommendations and more detailed definitions for commercial and employment areas are found in the Chapter 7: Economic Prosperity, Commercial, and Industrial Areas Plan. For further discussion on Gunnison’s growth areas and development within its three-mile planning area, see Chapter 5: Alternative Growth Scenarios and the Three Mile Plan.

Single-Family (Detached and Attached)

The single-family residential land use designation should be comprised of single-family homes organized into neighborhoods based on a unifying development pattern. Single-family homes are the City’s predominant residential land use, and the City should ensure that a variety of single-family detached and attached housing is adequately provided throughout the community, providing affordability to residents of various incomes. Single-family attached homes typically include townhouses and duplexes. These dwelling types increase density but maintain the character of a single-family neighborhood and are appropriate as infill options across Gunnison. To further increase density but maintain neighborhood character, the single-family designation should continue to include accessory dwelling units.

Multi-Family

The multi-family designation includes residential homes comprised of several units or households per lot. Examples include condominiums, apartments, student housing, senior housing, and residences as part of a mixed-use development. Gunnison’s multifamily land uses are located throughout the City’s residential areas. The development of additional multifamily homes should be prioritized as elements of mixed-use developments supporting the downtown, the University, and for key community gateway developments. The City should continue supporting the development of multifamily homes to promote affordable, diverse housing options available to residents of various incomes. Multi-family housing in Gunnison should be considered in conjunction with attached single family housing such as duplexes and townhomes, especially in new growth areas as infrastructure carrying capacity is determined.

Corridor Commercial

Gunnison’s corridor commercial uses exist primarily along Main Street and Tomichi Avenue. The corridor commercial land use designation includes, but is not limited to, retail, entertainment, and service businesses, as well as offices used for professional businesses and operations. Medical practices and clinics that occupy commercial office spaces on one or more floors are included. Hotels and motels for temporary or extended-stay guests are also included in this designation. Local commercial nodes accommodate auto-oriented, yet pedestrian-friendly development to provide goods and services to visitors and residents. These include local shopping centers and stand-alone stores that are conveniently located at the intersection of arterial and collector roadways. Local commercial nodes should provide everyday shopping options for residents, providing a convenient option for everyday goods.

I am very concerned that some look to develop outside of Gunnison in other Colorado ski towns rather than building upon Gunnison’s unique identity.
Regional Commercial
The regional commercial land use designation consists of developments that leverage access and location, providing retail services to both local and regional consumer bases. Regional commercial areas include a mix of retail from larger scale value retailers, restaurants, hotels, entertainment centers, and large multi-tenant shopping centers to smaller stand-alone businesses. Regional commercial development in Gunnison are advantageously located close to Crested Butte and the University.

Light Industrial
This designation consists of properties and structures dedicated to industrial businesses and operations. For Gunnison, this largely includes light industrial businesses, such as manufacturing and distribution. In addition, this designation includes public-storage facilities and intense commercial uses that are similar or adjacent to industrial uses, such as auto-repair garages. These uses typically have a minimal impact on surrounding areas and are generally clustered together within established industrial areas. Nearly all of the City’s light industrial uses are in the southwestern part of the City adjacent the airport.

Public/Semi-Public
The public/semi-public use designation includes all facilities for state and local government, public agencies and other service providers, municipal facilities, community service providers, emergency services, and religious institutions. Gunnison Valley Health Hospital and related integral outpatient facilities and inpatient or overnight accommodations, which also serve the surrounding area, are included in this designation. Both public and private schools within the City are included as well. The largest public/semi-public land use in Gunnison comprises the campus and associated facilities of Western Colorado University and this will remain the case for the horizon of the Plan.

Parks/Open Space
This designation consists of municipal parks within the City that provide active and passive recreational opportunities. It also includes natural open spaces, agricultural and rural preservation areas, and City-owned recreation areas that provide active and passive recreational opportunities. The community has identified preservation of the City’s agricultural heritage and open spaces as important to maintain the City’s character of a city in a rural valley. To achieve this, the City should continue to preserve key agricultural and rural open space areas, such as Van Tuyl Ranch, which makes up the largest area of preserved open space in the City.

Airport
The airport designation is for public use, commercial-service airports with regional and national passenger jet capacity, which is Gunnison-Crested Butte Regional Airport (GUC) in the City. The designation includes ground facilities, such as terminal, hangars, runway, and airport parking.

Updating the Land Development Code
The City should update the LDC to reflect the future land use recommendations of the Gunnison 2030 Comprehensive Plan. The current mix of conventional use-based code elements plus overlays and PUDs adds a level of complexity to the LDC that should be reduced. The LDC contains two subcategories of PUD, PUD-Overlay and PUD-Mixed-Use, and between the two, a total of 14 existing PUD areas. While the specificity of each PUD may provide some clarity to the planning process, the number of existing PUD areas can cause confusion for future developers and investors. To remedy this, the LDC zoning districts should be amended to align with the Future Land Use plan as well as simplified to increase clarity and legibility. The number of overlay zones should be limited to certain special areas, and development standards should be modernized and simplified. With these updates, Gunnison’s zoning districts should provide flexibility for development and a solid foundation for an efficient administration of old neighborhoods and new growth areas. In addition, the City should consider utilizing an online land development code platform to make searching through the code easier and more intuitive for property owners and developers.

Gunnison is a great, local, small community and should be kept that way.
Community stakeholders consistently identified peripheral open spaces and natural areas as Gunnison’s defining features. The Alternative Growth Scenarios and Three Mile Plan reflect community input and a compact approach to development in a valley providing seemingly unlimited open space. The approach recognizes that these spaces do not simply provide an area for urban expansion, rather, they are critical to maintaining the character of the City for the future. Future growth in Gunnison will largely be accommodated by significant developable areas already annexed into the City. This chapter provides rationale for limited, thoughtful expansion into new growth areas and provides a focus on infill development and new neighborhoods within the City.
Alternative Growth Scenarios and the Three Mile Plan Vision

By 2030, the City of Gunnison will be a community that has maintained a high quality of life and planned for new growth in a compact manner. Agricultural heritage and environmental features will still define the periphery, and travelers will know they’ve entered a bustling destination in a rural mountain valley. The big ideas of infill before sprawl, supporting compact development patterns of the City in direct proximity to open space, and agricultural heritage will continue to enhance the long term character of Gunnison.

Goal
By 2020, the City will update the Three Mile Plan to identify areas currently outside City limits that will be suitable for industrial, commercial, residential, and recreational uses.

Supporting Strategies
- Work with the County to coordinate the Three Mile Plan review process to identify areas that are best suited for long-term annexation that could support new commercial, industrial, residential, and recreational uses.
- Identify opportunity sites for new preferred uses that could be advertised to attract new development within and beyond City limits.

Growth and Annexation
In line with County trends, the City of Gunnison population has been growing and is projected to continue to increase over the next five years. Since 2010, the City’s population has grown by 12.5 percent and approximately 20 percent since 2000. The community has articulated a desire to maintain the municipal boundary, limiting unnecessary expansion into new growth areas and focusing on infill development instead. During the lifetime of the Gunnison 2030 Comprehensive Plan, the City does not intend to annex or build into the three-mile area beyond what is outlined in this plan.

Completion of Existing Development
At the time of this Comprehensive Plan, the City of Gunnison has planned or approved several new housing developments. These include the Lot 22/Rock Creek development, Garden Walk, Lazy K, and Western’s Housing Project.

Existing market conditions indicate continued housing demand, which will allow most of the approved units to be fully built-out. Nevertheless, the City should encourage the build-out of any incomplete subdivisions to take advantage of existing infrastructure and planned service needs.

Targeted Growth
Gunnison’s growth strategy is intended to prioritize growth adjacent to existing development and infill development opportunities. It leverages community assets such as Downtown Gunnison, Western Colorado University, available annexed land, and existing infrastructure service to target growth first in the existing municipal boundary. While the City should not preclude development outside the municipal boundary and the North Gateway Subarea, it should create economic and administrative mechanisms that provide incentives to drive development within City limits. Targeted growth strategies may include:
- Density bonuses
- Tax abatement
- Transfer of development rights
- Off-street parking requirement reductions

Gunnison is experiencing expansion and fast growth—there is a need for smart growth to avoid sprawl.

Zoning and Development Regulation Alignment
The Comprehensive Plan serves as a policy document that drives the decision-making process for future development. As a policy document, the Comprehensive Plan requires additional tools to be effective. Zoning and other regulatory tools within the City of Gunnison Land Development Code (LDC) provide the legal framework to implement many of the policies within Gunnison 2030. Zoning serves to provide development guidelines for the City to regulate future growth in accordance with the Comprehensive Plan. To ensure and future growth aligns with the vision of the Comprehensive Plan, the City should perform a comprehensive review of the City’s zoning districts and zoning map to identify potential map amendments and district changes to ensure they align with the Land Use Plan. The City should update the LDC in accordance with the land use plan to eliminate the chance of adjacent incompatible uses, and to promote uses such as multi-family housing, mixed-use development, and green space that will help act as buffers for lower intensity uses.
Three Mile Plan

Since 1987, Colorado annexation law has limited municipal annexations to no more than three miles beyond the current municipal boundary in any given year. Municipalities in Colorado must prepare and adopt a Three Mile Plan prior to annexing property into their territorial boundaries. Gunnison’s planning area is encompassed by the three-mile buffer measured from the City boundary, including Van Tuyl Ranch, the Gunnison Rising annex, and the airport. The Three Mile Plan outlines where Gunnison may annex property; further, it gives an indication as to where the City feels annexation is feasible for the horizon of the Comprehensive Plan. It focuses on ensuring adequate provision of services to annexed properties while maintaining a high quality of service within the existing municipal boundary. The City should work closely with Gunnison County to achieve a balance between this plan and the County’s Strategic Plan.

Working with Gunnison County

Gunnison County cooperates with the City on the review of development proposals in the three-mile area by providing the Gunnison Planning Commission the opportunity to review and comment on any proposal in this area. This plan helps that cooperation, giving direction for the City to work with the County and ensure that there is a smooth transition of land uses in the Gunnison area. Regular, systematic collaboration between County and City around future land use policy and specific projects or applications is key to incremental growth in the three-mile area.

The Gunnison County Strategic Plan, adopted in 2008 and most recently revised in May 2019, indicated the County’s desire to encourage and direct industrial and commercial development to existing planned or zoned areas.

Projects in the growth area should help strengthen the economy of Gunnison, the County, and the region, and demonstrate clear public benefit.

Development in the three-mile area should be considered only after infill options are examined. Whenever possible, development in the three-mile area should proceed outward from the municipal boundary in a contiguous manner.

The Three Mile Plan review process should involve streamlined coordination with the County. Projects that fit within the parameters set forth in this plan should receive approval quickly. Special case projects should proceed on a timeline, and the County Planning and Zoning Commission should work with the City Planning and Zoning Commission to achieve review and comment in a timely manner.

Case Study: Agritainment in Frederick, CO

Agritainment, also referred to as agritourism, consists of commercial and retail functions of working farms or ranches for entertainment and educational purposes. These endeavors provide supplemental income to farm owners and may include pumpkin patches, Christmas tree farms, corn mazes, festivals, farm stands, and many other uses tied to agriculture.

Anderson Farms, located on the western side of Frederick’s Planning Area, serves as a primary example of local agritainment and is one of 50 farms in Weld County that participate in some form of agritourism according to the 2012 Census of Agriculture.

Agritainment venues offer an escape to calmer, more peaceful rural settings and provide a unique entertainment niche that cannot be found in more urban areas. The market reach for agritainment venues includes corporations for team-building events, children for educational purposes, and adults for beer and wine tasting.

Three-Mile Growth Area

It outlined the goals of preserving rural heritage, protecting community corridors (SH 50 and Highway 135) and viewsheds along those corridors, and supporting compact development patterns, among other recommendations.

- The City’s plans for the three-mile area should be cohesive with elements of the County’s Strategic Plan.
- Projects in the growth area should help strengthen the economy of Gunnison, the County, and the region, and demonstrate clear public benefit.
- Development in the three-mile area should be considered only after infill options are examined. Whenever possible, development in the three-mile area should proceed outward from the municipal boundary in a contiguous manner.
- Development in the three-mile area should have common shared interest for the City and the County.
- The Three Mile Plan review process should involve streamlined coordination with the County. Projects that fit within the parameters set forth in this plan should receive approval quickly. Special case projects should proceed on a timeline, and the County Planning and Zoning Commission should work with the City Planning and Zoning Commission to achieve review and comment in a timely manner.
Infill and Growth Areas

Infill Development
There are infill development opportunity sites throughout the City. Notably, there are several commercial and residential parcels in the northern part of the City and the Van Tuyl Circle area, which represent an immediate opportunity for commercial and residential development. This area is described in further detail in the North Gateway Subarea. Infill development should be the priority of the City in order to capitalize on existing infrastructure, create dense and compact neighborhoods, and preserve vital open spaces.

Lazy K/West Gunnison Park
The Lazy K site, a 16-acre tract of land, currently vacant, is located on the west side of the City. Planning efforts have been undertaken with a conservation-oriented park and site master plan developed in June 2018. The West Gunnison Park and Site Concept Master Plan defines park amenities and various site improvements that can be implemented over time as funding and resources become available. In November 2018, an RFP was issued for developers to submit plans for housing which complement the park and site plan and meets the City’s housing goals.

Infill and Growth Opportunities

Gunnison Rising and the West Gunnison Neighborhood
Gunnison Rising and the West Gunnison area provide the two largest undeveloped growth areas within the municipal boundary. The City’s future growth should be directed to these two key areas prior to expansion into the three-mile area. As they are developed, new open space and parks should be considered to accommodate new residents within walking distance. Previous plans have estimated 1,700 new housing units could be accommodated in Gunnison Rising, and 950 units in West Gunnison, depending on infrastructure carrying capacity.

West Gunnison
West Gunnison, near Thornton Way and Gunnison Avenue, is a large area of vacant developable land. This 200-acre area, examined extensively in the West Gunnison Neighborhood Plan, lies in proximity to City utilities and infrastructure, and is buffered from US Highway 50 traffic by existing commercial development. This area should be developed primarily for multi-family and attached, duplex, and townhouse residential uses as examined in the Housing and Residential Areas Plan.

Gunnison Rising
Gunnison Rising is a 633-acre development site on the eastern edge of the City. The site spans along Highway 50 and is bordered by Western Colorado University to the west and the Gunnison Cemetery to the east. PUD development standards were developed for the site in November 2009, with amendments in 2010 and 2013. The Gunnison Rising PUD Development Standards outline a mix of proposed uses for the area while noting that existing grazing and agricultural uses can be maintained on the site until the land is developed. A master drainage plan was developed in 2013. In 2018, the site ownership group reexamined the plans and engaged with a firm to develop an updated master site plan reflecting the changing development environment, with smaller retail options and improved walkability, outdoor amenities, and an assortment of housing types.

To ensure compact and high-density development patterns that will limit outward sprawl and help preserve the local landscape, the Gunnison Rising site should be phased incrementally, developing closest to the City core first then eastward. As the conservation of natural open space and rural land within the City’s east approach is important and has been identified in outreach as a key feature of the City, the area should continue to reflect its agricultural character with growth. This area will be considered responsibly for new development following a compact pattern consistent with traditional neighborhood design. Likewise, continuing infill of developable parcels within the City with access to existing infrastructure will also be prioritized.

Sprawl is a lack of planning not a form of it. Keeping the eastern entrance to Gunnison the way it is will maintain the City’s claim as an intact western town.
Outward Growth

North Gateway Subarea

The North Gateway Subarea largely defines the area where the City will consider annexation and incremental growth within the three-mile area. Should parcels in the North Subarea be annexed into the City, their land use and zoning designations should reflect similar use and level of intensity to adjacent land uses currently within the municipal boundary.

Highway 50 Development

Development is already occurring along the south side of Highway 50 outside City limits. Long term, as development continues along Highway 50, County Road 18 should be the hard boundary for outward development to the west. This consideration should be integrated into a future three mile plan update.

Special Case Projects

In some cases, the County may consider an application for large lot housing or ranchette style developments within the three-mile boundary which cannot be accommodated in the City. These would not meet with the annexation criteria and policies set forth in this plan and would likely rely on septic for sewer and wells for water. If the County sees benefit to permitting a specific low density residential development in the three-mile area, the City should work with the County to ensure that viewsheds and natural areas remain protected, preserving the Gunnison character as a city in a rural valley.

Generally, further subdivision of land less than 35 acres should be discouraged in the three-mile area to preserve the agricultural character and rural heritage of the valley.

Clustered developments that preserve open space and can be supported by the City’s utilities and infrastructure should be considered, especially in the North Gateway Subarea.

Annexation Criteria

When considering annexation in the three-mile area, the following criteria should be used:

- The parcels should lie within the North Gateway Subarea, which provides a framework for incremental growth to the north of the City. For the horizon of Gunnison 2030, the North Gateway Subarea plans for development just under a mile to the north of the City; beyond this timeframe, the Gunnison River should be the hard stop for future northern development.

- Annexed parcels should be able to be served by City of Gunnison utilities and infrastructure with minimal impacts.

- If certain characteristics of a property in the three-mile area make it especially suitable for an affordable housing development, the City should consider extending necessary infrastructure. Affordable housing is a need in the City, and a project that offers the opportunity to increase housing options for the City should receive consideration, even if infill development opportunities remain.

- In general, land that would be difficult to access or serve with public facilities and services due to natural constraints, such as floodplains, wetlands, or other similar features, should not be considered.

- Areas with existing residential developments that desire to remain unincorporated should not be considered for annexation.

- To support the goals of environmental preservation and sustainability, annexation of parcels with environmental concerns should be considered. This would allow the City to extend infrastructure, improving water and sewer connections and mitigating groundwater contamination.

- The parcel should connect to the City’s road grid system and comply with future access plans as they are developed.

Gunnison is unique and special.
We need to keep it that way.
Limiting growth to smart development is important.
Land Use in the Three-Mile Area

Land use for the Three Mile Plan area is classified into Rural and Agricultural Preservation, Corridor Commercial/Mixed-Use, Public Lands, and Industrial Parks. These uses should be maintained to preserve the rural valley character and provide growth constraints in the three-mile area.

Corridor Commercial/Mixed-Use
- Corridor commercial and mixed-use development should occur primarily in the North Gateway Subarea boundary along Highway 135. While there are opportunities for corridor commercial development along Highway 50 approaching County Road 18 to the West, the prioritization of West Gunnison and the Gunnison Rising area precludes development in that direction.
- Corridor commercial development in the three-mile area should be phased incrementally from the municipal boundary heading north along Highway 135.
- Development density should be carefully considered to preserve viewsheds approaching Gunnison’s downtown.
- The rural aesthetic should be maintained along approaching corridors, with new development occurring incrementally starting at the municipal boundary.

Public Lands
- Approximately 50 percent of the land in the three-mile area is federal land. Managing agencies include the Bureau of Reclamation (BOR), the Forest Service, and the Bureau of Land Management (BLM). These areas are regional and national natural assets and are largely not developable.
- Development in the three-mile area should only be considered where public lands are not affected by noise.
- Access to public lands defines Gunnison and the surrounding public lands is regularly stated as one of the key assets of the City and region. Roadways should be improved as needed to ensure efficient access to key recreational destinations. New roadways should be constructed that connect future development to the public land assets.
- New development should include trail easements for further access to public land and recreation opportunities.

Industrial Parks
- The County industrial parks are planned areas for industrial and related heavy commercial uses, which improve the regional industrial base and provide employment opportunities to residents.
- The City’s existing industrial area should be considered first for light industrial, manufacturing, maker space, or warehousing uses.
- The County’s designated industrial parks should be considered first for heavy industrial and related heavy commercial projects. Heavy commercial may include sales of bulk building materials such as sand, brick, or concrete, or heavy equipment sales and rental.
- The City and County should work together to identify additional areas of opportunity that may be appropriate for designation as industrial platted parks in the three-mile area.

Rural and Agricultural Preservation
- Rural and agricultural land comprises the bulk of developable land in the three-mile area. This includes existing rural residential neighborhoods, some large lot development, low density cluster developments, and agricultural lands.
- Where possible, rural and agricultural lands should be preserved to maintain rural valley character.
- Areas with natural constraints, whether topographical, floodplains, wetlands or other features, should only be considered where development is classified into Rural and Agricultural Preservation.

Regular Dialogue Between City and County
The policies, recommendations, and actions framed in this chapter come out of a regular dialogue between Gunnison County and the City. One example of this began with a County memo regarding the 2019 Gunnison County Strategic Plan. The memo outlined a key goal and four supporting strategies for considering development in the County:
- By December 31, 2020, Gunnison County will establish a regulatory framework to encourage and direct industrial and commercial development into existing platted or zoned areas and enable opportunities for new commercial and industrial developments and newly developed special geographic areas in order to:
  - Preserve rural heritage.
  - Protect community corridors – Highway 50 and Highway 135 – and viewsheds along those corridors.
  - Support the community values described in the One Valley Prosperity Strategy.
  - Support compact development patterns.

In support of the County’s strategic plan, the City of Gunnison tested and discussed three-mile growth strategies over a series of meetings with the County. Ultimately, the City provided a list of recommended actions which provided the foundation for this Three Mile Plan. Each recommendation that came out of County and City dialogue is directly reflected in the text of the Three Mile Plan.
The Housing and Residential Areas Plan identifies goals, supporting strategies, and recommendations to accommodate affordability, development, investment, rehabilitation and other actions in Gunnison’s residential areas. The City of Gunnison is a residential community, with unique residential neighborhoods that contribute to the small town atmosphere and character. Building on the residential land use categories established in the Land Use and Development Plan, the Housing and Residential Areas Plan provides a framework to strengthen, enhance, and preserve Gunnison’s residential assets. The Plan provides Colorado case study callouts to illustrate the feasibility of specific housing recommendations in Gunnison. The Housing and Residential Areas Plan presents a guide to accomplish, over the next decade, the following goals and strategies articulated by community residents and leaders.
Housing and Residential Areas Vision

By 2030, the City of Gunnison will have a robust supply of well-constructed, energy efficient homes with options for residents at all income levels and life stages. Central to this vision will be the continued enhancement of welcoming, diverse, safe, and attractive neighborhoods. New housing will be diverse in type and price point. This diversity of housing choices will ensure that residents can remain in the community as they age while attracting new residents to Gunnison, including young professionals and families. Further, coordination with local and regional partners will help the City target residential needs, such as student housing for a growing Western Colorado University. The combination of new infill and investment in existing housing stock will help to develop distinct neighborhoods that foster a greater sense of community and identity for Gunnison and its residents.

Goal 1
By 2020, the City Land Development Code and Building Codes will be restructured to nurture safe and desirable neighborhoods and to promote growth, density, and affordability for building and buying homes.

Supporting Strategies
- Ensure desired residential uses are allowed and encouraged in the appropriate locations, per the future land use map.
- Provide fee waivers on housing that serves identified needs in the community.
- Explore and develop City-led incentives to develop workforce and affordable housing options for a wide range of household incomes.
- Establish a line of communication between property owners and the City in case of emergencies or code violations.
- Provide clarity on applicable City ordinances and encourage property owners to carry out their responsibilities through proactive residential code enforcement.
- Review and update local regulations to streamline the development review process and reduce unnecessary complications that could be restrictive to residential development.
- Consider adding requirements for energy efficiency.
- Prioritize and incentivize energy efficiency in new housing at all price points and encourage energy efficiency retrofits to existing housing stock.

Goal 2
By 2024, the City will have a supply of rentals to maintain approximately a five percent vacancy rate.

Supporting Strategies
- Partner with Western Colorado University and private developers and managers to create desirable, affordable, and attractive student housing options in order to support and invite a growing student population.
- Partner with Gunnison Valley Health, Gunnison Watershed School District, Valley Housing Fund, Gunnison Valley Regional Housing Authority and other appropriate organizations to create desirable, affordable, and attractive rental housing options for new employees moving to the community, lower income individuals and families, and seniors.
- Increase the land use opportunities for multi-family, mixed-use, and accessory dwelling units.
- Use a five percent vacancy rate as a benchmark to monitor progress and determine of the rental market is becoming more stable.

Goal 3
By 2025, the City will have 250 attractive and efficient new homes occupied by people who make up all aspects of the community.

Supporting Strategies
- Encourage residential development that increases housing diversity, and appeals to the full spectrum of Gunnison residents, from the workforce population to seniors. Include options for rental, higher-density, and affordable homeownership.
- See existing affordable housing projects, including the Garden Walk, Rock Creek, and Lazy K, through successful completion.
- Support continued public/private partnerships that make below market housing development feasible.
- Cultivate funding sources, identify and purchase land for housing in strategic locations.
- Promote residential infill and investment in existing neighborhoods in coordination with outward residential expansion.
- Promote the City’s accessory dwelling unit policy to increase density and affordability in neighborhoods, adding rental units to the market while providing avenues for homeowners to age in place and generate income.
- Provide fee waivers on housing that serves identified needs in the community.
- Explore and develop City-led incentives to develop workforce and affordable housing options for a wide range of household incomes.
- Ensure that new housing is coordinated with and supports other community priorities such as economic prosperity and environmental conservation.

Goal 4
By 2030, the City will have a dedicated and funded program that includes inventory and a long-term plan for revitalizing mobile homes that ensures stable housing for the residents or occupants.

Supporting Strategies
- Develop a housing inventory that allows the City to track trends in the local housing mobile home market.
- Evaluate and adopt programs and funding mechanisms to incentivize maintenance and repair of mobile homes and housing within the community.
- Pursue strategies that stabilize land use and rents, including designated mobile/manufactured housing zone districts, and opportunities for resident-owned communities.
Addressing Gunnison’s Housing Gaps

Gunnison’s existing housing stock will require updating and new housing will need to be developed through infill and in growth areas to meet the growing housing needs in the community and enhance economic vibrancy and social diversity. Currently, a two-person household at the median income in Gunnison can afford a home priced $250,000. There are very few homes available at this price point, and the homes that are available tend to be older or in disrepair.

There is strong consensus in the community with regard to the lack of housing availability: 74 percent of residents in and around the City of Gunnison felt that housing affordable for the workforce was “one of the most serious problems” or “the most critical problem in the region.” City Council has named affordable housing as one of their four top policy priorities in the current strategic plan.

For the purposes of this plan, affordable housing is defined as a household spending less than 30 percent of their income on housing. Affordability challenges can occur at all income levels but are most common in Gunnison for renters below 60 percent of area median income (AMI), and owners below 100 percent AMI. Currently, 60 percent AMI is $34,080 and 100 percent AMI is $56,800 for a household with two people.

The most significant barriers to creating affordable housing are currently high costs of labor and materials for infrastructure and vertical construction. The City can assist in addressing those barriers by finding additional funding sources for housing and cultivating a strong local contractor base. City contribution of land and site improvements, such as is currently underway at Lazy-K, create excellent opportunities for achieving community housing goals.

Gunnison benefits from the most affordable housing in the Valley, but just 31 percent of households are above the income requirement.

Source: Gunnison County State of the Valley 2018 - Community Builders / Williford L.L.C.

Gunnison Affordability Index

<table>
<thead>
<tr>
<th>AMI</th>
<th>Gunnison</th>
<th>Crested Butte</th>
<th>Other Upper Valley</th>
<th>Crested Butte South</th>
<th>Mount Crested Butte</th>
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<td>Percent of Households Above Income Requirement</td>
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<td>1%</td>
<td>5%</td>
<td>10%</td>
<td>4%</td>
<td>4%</td>
</tr>
</tbody>
</table>

Gunnison 2030 • Comprehensive Plan

Housing production has not kept pace with demand in recent years. Construction costs are high throughout Colorado, and the remote rural nature of Gunnison county creates further challenges. There is also significant regional pressure on the skilled labor force, with high-end residential construction drawing workers to the north end of the Gunnison Valley. Attractive and attainable housing will be essential for the City of Gunnison economic growth and prosperity in the future.

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The current housing needs for the South Valley, including the City of Gunnison and unincorporated Gunnison County south of Almont, are reported by tenure and income through 2020. The projected gap for the south valley includes 73 homes for sale and 52 homes for rent, for a total of 125 housing units.

Source: 2016 Housing Needs Assessment, updated in Gunnison Valley Housing Plan 2019; Williford L.L.C. Notes: Predevelopment includes Garden Walk, but not Rock Creek and Lazy K.
Housing as a Foundation for other Community Priorities

Increasing the availability of housing for sale and for rent across a broad range of price points will provide a foundation to achieve Gunnison’s long-term community goals:

- **Economic Prosperity** - Gunnison needs a diverse inventory of quality housing for employers to attract and retain talented employees.
- **Downtown Vibrancy** - Increasing the number of households that live in and around downtown will support the year-round viability of the downtown district.
- **Sustainability** - Creating walkable neighborhoods and locating new housing close to work, school, transit and shopping helps achieve sustainability goals, as noted in the callout for this chapter.
- **Transportation** - Locating more housing within a quarter mile of Gunnison’s transit corridors will increase ridership and reduce car use. A strong network of sidewalks and safe bike corridors within residential areas will further the strong relationship between housing and alternative transportation.
- **Community Character** - People of all walks of life call Gunnison home. Providing housing choices and opportunities for residents including new students arriving at Western, young families purchasing a first home, and for elders in the community, the ability to age in place will help to keep Gunnison’s community character intact.

The Role of Housing in Community Sustainability and Resiliency

A good housing inventory supports the City of Gunnison’s sustainability and resiliency goals on numerous fronts:

- Stable and affordable housing are strongly correlated with positive public health outcomes.
- Compact, well connected neighborhoods that are close to jobs, services, and recreation give residents opportunities to walk, bike, and ride the bus, for better personal health and wellbeing as well as lower greenhouse gas emissions and traffic congestion. These development patterns also put less strain on municipal services such as water, sewer, snow removal and public safety, serving more homes with less road miles.
- Smaller, newer, tightly built homes tend to consume fewer scarce energy and water resources. Gunnison can also achieve these sustainability improvements by retrofitting older homes and apartments.
- Consider practical and affordable guidelines for residential energy efficiency such as Energy Star and Passive House Institute US (PHIUS) to encourage homeowners to build.
- Renewable energy and passive solar design should be incentivized in the City’s development standards.
- Preserving and protecting trees for carbon sequestration should be encouraged on development sites.
- Incentivize renewable energy development for new housing development which will reduce long term operational costs.
Housing and Residential Areas

The Residential Areas Framework includes more detailed recommendations for residential land uses. Single-family housing includes further recommendations for attached and detached housing, and subcategories of single-family housing types. Multi-family housing is further articulated and specific recommendations around mixed-use and multi-family developments are included.

**Land Use Classifications**
- Single-Family
- Cluster Development
- Mobile Homes
- Multi-Family
- Industrial/Residential Mixed Use
- Downtown Mixed Use
- Traditional Neighborhood Development

**Single-Family Attached:** Townhomes and duplexes provide an opportunity to achieve an effective middle housing type, adding density to neighborhoods without noticeably changing the character of the street.

**Mobile Homes:** Mobile homes and manufactured housing are an important part of Gunnison’s unmet affordable housing inventory. Quality mobile home parks should be considered for preservation through innovation and rehabilitation programs.

**Lazy K/West Gunnison Park:** A future park and housing project comprised of single-family and duplex development.

**Industrial Mixed Use:** Building residential dwellings above the ground floor of light industrial or manufacturing buildings and adding residential ADUs can create an area with a unique, creative atmosphere. Maker spaces and live/work areas would be served by these types of developments, especially along the 11th Street gateway.

**Accessory Dwelling Units (ADUs):** Smaller secondary dwelling units can be located on the same site as the primary residential structure, but with a separate entrance from the primary dwelling. ADUs are permitted in almost all parts of the City and should continue to be supported as a zoning option, particularly in single-family residential neighborhoods. They can be used as a strategy to add rental units to Gunnison’s housing stock and provide an option for residents to age in place. As single-family neighborhoods provide the greatest potential for increased density, the City should amend the UDC to permit ADUs in the R-1 district.

**Clustered Developments:** Single-family housing in the City’s growth areas should take advantage of clustered development patterns, which would position homes around central green spaces and shared amenities such as gardens, parking, and community rooms.

**Traditional Neighborhood Development:** A traditional neighborhood approach should include a diverse mix of housing types and land uses that are geared towards the pedestrian experience. This proposed street grid mirrors Gunnison’s existing grid, creating a compact, walkable neighborhood that supports multimodal connectivity and easy access to a wide range of public spaces and amenities.

**Downtown Mixed Use:** First floor uses should be pedestrian-oriented. Residential units may be located on the floors above, or on the back of the lot. Typically, there will be three to four story buildings in the downtown area.
Single-Family Detached

Single-family detached homes are stand-alone structures for individual families, which includes traditional construction homes as well as manufactured homes. In Gunnison, single family homes are occupied by both owners and renters. Most residential areas are within mature, well-defined neighborhoods that are well served by schools and parks.

Future single-family detached residential development in new neighborhoods such as Gunnison Rising will require thoughtful consideration of local connectivity and conservation. Compact development with smaller minimum lot sizes and increased units per acre can help to limit infrastructure demands and preserve the natural areas surrounding Gunnison.

The City already allows two variations within the traditional single family house on a single lot development pattern, including clustered developments and accessory dwelling units. Further promoting these approaches will increase housing choices and make good use of scarce land.

Clustered Developments

Cluster developments include single detached small dwelling units that may be one or two stories. Clusters are positioned around a central green space and share amenities such as gardens, parking and a community room.

Accessory Dwelling Units (ADU)

ADUs are smaller secondary dwelling units located on the same site as the primary residential structure, but with a separate entrance from the primary dwelling. Accessory dwelling units are often developed in single-family detached neighborhoods due to availability of space, but the Gunnison code permits them in all zoning districts other than the R-1 district, including non-residential districts.

Mobile Homes

Manufactured and mobile homes are structures built on a semi-permanent chassis or foundations and transportable in one or more sections. These homes contain all necessary plumbing, heating, and electrical systems, and often designed to be used as a dwelling with or without a permanent foundation, when connected to all required utilities.

In Gunnison, there are numerous mobile and manufactured homes located throughout the City, both in formal parks and on individual lots. Mobile homes typically fall under three primary ownership structures, and all three contribute significantly to the inventory of most affordable housing options within Gunnison.

- Homeowner owns land and improvements.
- Homeowner owns mobile home and rents land (lot lease).
- Landlord owns land and improvement and rents the home.

To ensure these homes reflect the image of the community, they should be well-maintained, integrating sidewalks, street trees and lighting standards keeping with the City’s other single family neighborhoods.

For this designation to continue as a long term piece of the affordable housing solution in the City, code enforcement will be critical. Major challenges for this housing inventory are the aging nature of the homes, the inability or unwillingness of owners and landlords to make improvements, and rapidly escalating lot and unit rents that put extreme financial pressure on residents.

While new manufactured housing districts would support Gunnison’s affordable housing goals, it may conflict with other goals related to community image, diversity of unit types and densities, durability, and sustainability. The City should explore whether there is local support and opportunities to mitigate concerns. The City should enhance existing mobile home communities through the following:

- Invest heavily in the health, safety, rehabilitation, and replacement of mobile homes.
- Pursue public sector, non-profit, and resident ownership of mobile home parks in the long term.
- Continue to ensure all mobile homes comply with the standards of the National Manufactured Housing Construction and Safety Standards Act of 1974 as specified in Section 2.3 in the LDC.
Single-Family Attached

Single-family attached structures play an important role as an intermediate step for residents between multi-family living and home ownership as well as for seniors and empty-nesters looking to downsize. These are individual housing units that are attached horizontally with separate entrances, such as duplexes. Single-family attached dwelling units cannot typically be mixed vertically, as this would create a condominium or apartment. There are already some examples of single-family attached homes integrated within single family residential neighborhoods in Gunnison. There are also opportunities on infill lots throughout the City with duplexes and single-family attached dwellings which can help increase density and diversify the City’s housing stock.

Townhomes are another term for single-family attached dwellings which built in a row and sharing side walls. There are some opportunities to create party wall agreements or cross easements to manage issues such as drainage, maintenance, or parking. Townhomes offer an excellent opportunity for first time homeownership or empty nesters seeking to downsize. Townhomes should be included in the new neighborhoods and promoted in infill areas where parcel sizes can accommodate them.

Multi-Family

The multi-family residential category includes structures that contain multiple dwelling units such as apartment buildings and condominiums. Units are stacked horizontally and vertically and may share common hallways or entrances from the outside. Multi-family units are an attractive option for students, employees seeking to establish roots in the community, and seniors. Multi-family housing plays an important role in diversifying the City’s housing stock and ensuring all residents have a place to live that they can afford.

Currently, the areas that allow multi-family residential are limited in Gunnison. The City should include the opportunities for multi-family housing, particularly near the downtown core, RTA bus routes, Western, and adjacent to commercial and industrial uses. The West Gunnison neighborhood should also largely be developed for new multi-family housing. These housing types, accompanied by good street and trail connections, attractive design and durable building materials, foster greater housing diversity and more vibrant and active neighborhoods.

Mixed-Use

Uses within mixed-use districts should include retail, service commercial, and office/professional as well as a range of residential options. Live/work arrangements are compatible in all mixed-use zones. Gunnison can improve housing diversity and increase the economic feasibility for redevelopment of underutilized sites by creating more mixed-used zones in areas previously zoned exclusively for commercial, business or industrial uses.

Industrial/Residential Mixed-Use:

In Gunnison, mixed-use development can also be achieved in the industrial areas by building residential dwellings above the ground floor of light industrial or manufacturing buildings.

Downtown Mixed-Use:

In the downtown area, first floor uses should be oriented towards pedestrian activity, such as shopping and dining, while residential may be located on the floors above, or on the back of the lot. Many downtown buildings provide opportunities for additional stories to expand mixed-uses.

Traditional Neighborhood Development:

The Gunnison Rising growth area provides ample area for a traditional neighborhood approach as part of a large scale project, which would include a variety of housing types, a mix of land uses, and a walkable design in a compact neighborhood. This area should be defined by a well-connected street grid providing a variety of public spaces and amenities. The current zoning is split between PUD R2M Duplex/Multifamily Residential and PUD CM Commercial/Mixed-Use. The City should consider creating a new PUD district for this area that unifies commercial and residential uses through TND standards and a holistic planning approach.

We need to better maintain residences, buildings, and landscaping.
Creating Great Neighborhoods with More Housing Choices

This Plan envisions expanding the types of housing available, reinvesting in existing housing inventory, and increasing the network of walkable neighborhoods. There is potential throughout the City to increase housing diversity and better meet the communities housing needs. Gunnison’s location in an Opportunity Zone supports investment in housing.

Students and Workforce

Students living off campus need more housing options, including student-specific apartments, which would take some pressure from the existing rental market and the inventory of single-family homes near campus. Small, reasonably priced condos and townhomes are attractive for parents to purchase as investment properties, indirectly adding to the inventory of off-campus student rentals.

To house Gunnison’s workforce, there is currently a need for about 100 homes priced below $260,000, and about 70 homes or apartments with rents below $1,000/month. Current developments like GardenWalk, Rock Creek, and Lazy K will go a long way to serve Gunnison’s workforce.

Senior Housing

Senior housing provides Gunnison residents with opportunities to age in place. As Gunnison experiences a rise in its senior population, housing should be built that is designed to meet their specific needs and preference. Programs that assist seniors with home maintenance, weatherization, and services to support their ability to age in place should continue and be expanded.

Balance New Neighborhoods and Infill

Both new neighborhoods and infill are needed to meet the communities housing needs. Downtown and the Highway 50 corridor have opportunities for redevelopment and infill. Encouraging multi-family and mixed-use development in these areas would create housing opportunities closer to existing infrastructure and services, and better use scarce land. There are also significant opportunities to create new neighborhoods in West Gunnison, the North Gateway Subarea, and Gunnison Rising in the mid- to long-term.

Housing and Residences

Case Study: Workforce Housing

Garden Walk Apartments, located on North Colorado Street in Gunnison, will soon be home to 36 individuals, couples, and small families. GardenWalk was created through a partnership of Gunnison Valley Regional Housing Authority and a private sector developer who worked together to bring over $9 million of resources from the Low Income Housing Tax Credit, Colorado Division of Housing, and Gunnison’s Opportunity Zone status to keep the rents low and make the development feasible.

Case Study: Rocky Mountain Homeowners Cooperative, Cañon City, Colorado.

With financing and technical assistance from Thistle Community Housing and Resident Owned Communities USA, residents of 51 homes in three small mobile home parks were able to purchase the land under their homes in a cooperative. Through this process, they have been able to stabilize lot rents, make home improvements, and build community as they work together to manage their own ownership association.

Mobile Homes and Manufactured Housing

Mobile homes and manufactured housing are an important part of Gunnison’s unrestricted affordable housing inventory. These homes are in park communities and on individual lots. With aging infrastructure and mobile home assets reaching the end of their useful life, preserving health, safety, and affordability in this housing has unique challenges. Gunnison should increase renovation and rehabilitation programs with specific outreach to these neighborhoods. The City should look to programs like Resident Owned Communities USA and redevelopments that have occurred in other Colorado communities such as Boulder, Loveland, and Cañon City.

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Residential Uses in Industrial Zones

Historically, residential and industrial uses of have not made good neighbors, but as the types of uses in industrial areas have evolved, mixing the two can create an eclectic and intriguing neighborhood character. Gunnison has already made progress in creating more opportunities for mixing uses and allowing “maker spaces.” The City should build upon those efforts and continue to encourage loft spaces, accessory dwellings, or apartments above warehouses, which work well for young individuals and couples whether renting or owning. Residential uses in industrial zones are discussed further in the Southwest Gateway Subarea in Chapter 11: Subareas.

Residential Uses in Commercial Zones

Gunnison has many deep lots and large surface parking areas along Highways 50 and 135. Mixed-use, with residential above or behind commercial and retail uses, should be encouraged to create needed multi-family housing close to services.

Case Study: Mixed-Use Housing
Created Butte’s Belleview Avenue between 2nd Street and Highway 135 offers an example of housing for residents at reasonable price points mixed with commercial and industrial uses. The street includes an eclectic and vibrant variety of local businesses including a lumber yard, brewing company, auto repair, to offices, veterinarian, and grocery store. Creative endeavors such as welding, interior design, non-profit space, and sign making are well represented. Apartments, lofts, and condos are integrated above and next to the commercial and industrial uses.

Missing Middle Housing
There are opportunities for missing middle housing such as duplexes, triplexes, and townhouses in both new and existing neighborhoods. Missing middle refers to both a type of housing and a type of household as it bridges the gap between renting an apartment and owning a single-family home. It often serves younger individuals, couples, and families seeking to buy their first home or move to the community for work or school, or older individuals and couples looking to downsize.

Accessory Dwelling Units
Further promoting accessory dwelling units (ADUs), which are already allowed in most residential zones, would be another tool to support more diverse housing price points for renters. Accessory dwelling units can work well for people in various life stages, including students, young professionals, and empty nesters. Proactively promoting ADUs can take numerous forms, including local fee waivers, pre-approved unit plans, assistance navigating the permit process, and working with local lenders to ensure construction and permanent finance is available for homeowners wishing to build at ADUs.

Case Study: Me, You, and an ADU, Ridgway, Colorado
The Town of Ridgway has taken several steps to promote accessory dwelling units. They created a public awareness campaign (Me, You, and an ADU) to help spread the word on the benefits and incentives. Incentives include the ability to share a water and sewer tap with the primary residence, as well as reduced water and sewer rates ongoing. They also worked with local lenders, to establish financing guidelines and ensure that the ADU rental income could be used by the homeowner to assist in qualifying for a loan to build.
Areas of Opportunity

Numerous opportunities exist to create new neighborhoods and strengthen existing ones. Some of the key neighborhoods and the housing types that are likely to be the best fit include:

- **North Gateway Subarea** – should provide broad potential for walkable neighborhoods, missing middle, and multi-family, including seniors and students.
- **Gunnison Rising** – represents the most significant opportunity to create a large, new, well-connected neighborhood with a unique character, diversity of housing types, parks, services, and trail connections. Up to 2100 new housing units could be accommodated in Gunnison Rising, depending on infrastructure carrying capacity.
- **University/neighborhood interface** – investment in existing inventory, student appropriate infill, strong connections to Gunnison Rising.
- **Established neighborhoods close to downtown** – investment in existing inventory, student appropriate infill, strong connections to Gunnison Rising.
- **South Gateway Subarea** – encourage residential uses permitted in this industrial area to enhance this unique area, create vibrancy, and intensify land use.
- **West Gunnison** – focus on new, connected neighborhoods with a wide range of existing housing types surrounding multi-family. The neighborhood should largely be developed for multi-family, with attached, duplex, and townhomes also appropriate. Generally, create a gradation of density, lowest to the west and increasingly dense approaching Highway 50. The 2008 West Gunnison Neighborhood Plan estimated that as many as 950 new housing units could be accommodated in the West Gunnison Neighborhood, depending on infrastructure carrying capacity.
- **14th Street and West Virginia Avenue Catalyst Site** - this vacant lot offers an interesting opportunity to build missing middle or multi-family housing in an exceptional, heart of downtown location. The site is within a few blocks of public transit, grocery, downtown shopping, and City and County services.
- **Tiny homes** - the City of Gunnison may consider a tiny home pilot project on a limited basis. This type of housing has not yet been proven in the community's market, but a small-scale project could be a good use of land that presents too many constraints for more conventional development.
- **Investing in what we have** – code enforcement, maintenance and upkeep, desirability and attractiveness.

The City has an opportunity to increase health, safety, and attractiveness of housing and neighborhoods through more consistent and comprehensive code enforcement. A program for rental housing licensing, and incentives to support landlords in making needed improvements would have benefits for tenants and the broader community. Continuing to fund programs such as GV-HEAT is another important measure for increasing the quality of the housing stock.

Another important consideration when embarking on increased code enforcement is ensuring there is a plan for any residents who might be displaced if a dwelling is determined to be uninhabitable and a landlord is unable or unwilling to bring it into conformity. In Gunnison’s tight housing market, there is a risk of that families could become homeless through code enforcement action. This can be mitigated with a pro-active plan in coordination with entities like GVRHA or Human Services.

Increase investment in Renewable Energy Procurement: Become a Solar Star City

Case Study: Earlier this year, Denver, Colorado ranked ninth in solar capacity out of 69 cities surveyed across the country. Since 2015, the City has doubled its solar energy production with 120.3 watts produced per person, earning the title as a Solar Star. Denver has tens of thousands of solar rooftops across the City and has even created a new low-income community solar garden program through Excel Energy.

Like Denver, Gunnison’s climate is excellent for solar energy. During community outreach, establishing Gunnison as a solar power city was identified as a top priority. Homeowners, landlords, and developers should take advantage of rebate programs to assist with full system costs at a future time when their budget allows. The City should work closely with its residents and business community to increase solar power production and eventually become a Solar Star city.

- As growth occurs, developers should be encouraged to incorporate renewable energy components to new construction or renovations to existing buildings.
- New housing should be built solar ready. For minimal additional cost, the home’s electrical systems should be designed and built to accommodate a future retrofit, without adding the full cost of the system to the home at the onset.
- Streamline the solar permitting process and avoid unnecessary policies that would prevent easy and quick installations of solar panels. The specific solar access standards for residential properties in the Land Development Code should be reviewed to identify any inefficient regulations that can be removed.
- All public and municipal buildings should utilize energy efficient systems and set the example for the rest of the community.
- The City should form a solar committee with trained staff to spearhead the community solar initiative and guide residents and private developers who are interested in participating.
- Create a solar energy code and enroll in the SolSmart program, a new national designation program funded by the US Department of Energy SunShot Initiative charged with making solar power faster, easier, and more affordable.
The Economic Prosperity, Commercial, and Industrial Areas Plan identifies goals, supporting strategies, and recommendations to establish Gunnison as a thriving, year-round business hub. The City’s commercial areas are primarily located along its major roadways—US 50/Tomichi Avenue, and Main Street—which exhibit significant potential for additional development. This Plan aims to further cultivate the City’s existing commercial and industrial base by planning for a lively mixed-use downtown environment and regional commercial uses that are attractive to residents, University students, and the region. The Plan also examines how to better integrate the existing industrial community into Gunnison while remaining undisruptive to surrounding residential properties. The Economic Prosperity, Commercial, and Industrial Areas Plan presents a guide to achieve, over the next decade, the following goals and strategies articulated by community residents and leaders.
Economic Prosperity, Commercial, and Industrial Areas Vision

By 2030, the City of Gunnison will have a year-round, diverse economy that fosters existing businesses and attracts entrepreneurship to achieve prosperity. Economic prosperity is a critical focus for the future of Gunnison, strengthening the community as a great place to own a business, start a new company, develop property, and invest. By identifying opportunities for new development and streamlining the regulatory process, the City will establish a reputation as “open for business” that attracts investment and entrepreneurship consistent with the community’s values. Identifying and attracting the kinds of businesses that residents desire will help the City secure new development and nurture greater business diversity and economic resiliency. Supporting entrepreneurs as well as investment along Gunnison’s major roadways and commercial corridors will produce an active business community that serves the needs of residents. The City will encourage industrial growth, office development, and investment in the local workforce to attract well-paying jobs and make Gunnison competitive as an employment hub. Tourism will continue to be a growing sector for Gunnison, resulting in increased year-round demand for quality lodging options.

Goal 1
By 2030, Western Colorado University will reach an overall enrollment of 3,500 with 400 resident students added in the community due to quality job opportunities and housing choices.

Supporting Strategies
- Coordinate with Western Colorado University to connect students with local businesses for internship and job opportunities.
- Internship programs, in cooperation with WCU, City, and ICELab, need to include training for host sites to ensure interns learn the business and enhance operations.

Goal 2
By 2030, the City of Gunnison will have a year-round economy.

Supporting Strategies
- Work with the Chamber of Commerce to increase local tourism marketing and attract visitors via events and other activities.
- Promote business diversity and target specific commercial uses that are desirable and beneficial to the community.
- Research the creation of conference facilities that can accommodate over 300 attendees.
- Increase year-round lodging occupancy and monitor percentage increases from May through October and from November through April.

Goal 3
By 2030, the median household income in the City of Gunnison will reach 80 percent of the Colorado median household income.

Supporting Strategies
- By 2020, update the 3-Mile Plan to identify and promote viable industrial and commercial sites.
- Develop a concise “Why Choose Gunnison?” package to highlight Gunnison amenities and attract new businesses.
- Create programs and policies to promote increased Primary Wage Job creation.
- Support ICELab’s mission to recruit companies, create high-paying jobs, increase local business revenue, and place WCU Interns and graduates in the local economy.

Goal 4
By 2030, gross retail sales will increase 50 percent from a baseline measured in 2020.

Supporting Strategy
- The Chamber of Commerce will work with businesses and the City to create a program to achieve this goal.

Goal 5
By 2030, the City will have retained 90 percent of its existing community retail businesses compared to 2020.

Supporting Strategy
- The City of Gunnison will research the creation of programs to retain and foster existing businesses.

Commercial and Employment Areas

Reducing the Urban Heat Island Effect

The urban heat island (UHI) effect is a phenomenon that occurs causing urban areas to be significantly warmer than the surrounding, more rural areas. Large levels of dark, impervious surfaces have lower albedos, meaning that they absorb heat more readily, causing the area to increase in temperature. In addition, energy usage by buildings causes the emission of waste heat, which also contributes to an increase in localized temperature. Because of elevated temperatures, the UHI effect leads to an increased demand for energy consumption during warmer months. The City can take steps to minimize the UHI effect and its impacts by doing the following:

- Reduce the amount of dark, impervious surfaces in the urban area; using light-colored, cool and permeable pavement where possible; and increasing the urban tree population will help to keep urban areas cooler, cleaner, and beautiful.
- Apply green roofs and rooftop gardens to further contribute to creating a cooler, healthier urban area, as well as add unique public and private amenities.
- Limit the use of dark roofing materials in favor of white or reflective roofs, which help cool buildings and reduce energy costs.
- Implement requirements for solar reflectance and emissivity for low and medium sloped roofs as a cool roof mitigation strategy.
Economic Prosperity, Commercial, and Industrial Areas Plan

The Economic Prosperity, Commercial, and Industrial Areas Plan provides guidance for areas that should be planned and conserved for long-range business growth. It details the vision for certain commercial and industrial lands appropriate for various parts of Gunnison and provides a framework for development and the build-out of the community. These are Gunnison’s employment generating land uses areas.

**Land Use Classifications**

- Mixed-Use
- Corridor Commercial
- Industrial
- Regional Commercial
- Industrial Mixed-Use
- Maker District
- Downtown Mixed-Use Commercial
- Traditional Neighborhood Development/Mixed-Use
- ICELab: An entrepreneurial hub that supports new and growing businesses with co-working and affordable office space, professional development, and diverse programs and opportunities
- Regional Commercial: The regional commercial node serves residents from neighboring communities and throughout the county. The area is also ideally located close to Western, and new regional commercial developments should continue to serve the larger Gunnison Valley. Nearby development of new mixed-use and multi-family housing will further support these businesses.

**Corridor Commercial:** These areas provide retail, service, office, and other day-to-day amenities for residents and visitors. Corridor commercial is often adjacent to residential areas, making scale and residential compatibility important considerations for new infill developments.

**Industrial Mixed-Use:** While mixed-use development can be considered throughout Gunnison’s industrial areas under current zoning, it should be particularly encouraged along the 12th Street gateway. This will enhance the live-work, entrepreneurial approach to the City’s industrial areas while defining the route from the airport.

**Downtown Mixed-Use Commercial:** New development in the downtown should be accommodated by repositioning buildings for mixed-use developments, further enhancing Gunnison’s traditional downtown and defining it as a place to live, work, dine, and shop.

**Traditional Neighborhood Development/Mixed-Use:** A diverse mix of housing types and land uses that guide toward a pedestrian experience should include mixed-use buildings in a compact, walkable neighborhood.

**Maker District:** A maker district would support local entrepreneurs and business growth, providing a unique space to develop local manufacturing businesses with easy access to Western and the ICELab.
Downtown Mixed-Use Commercial

Downtown Gunnison is the historic, economic, and cultural heart of the City, functioning as a key part of the City’s identity. The downtown currently presents a variety of dining options, coffee shops, retail businesses, and an important cultural institution in the Gunnison Arts Center. The downtown is largely built out, with few development parcels available. However, vacancies still exist in some street level spaces. Thought should be given to fill these spaces with pedestrian active uses.

Given the context of existing land uses, the thriving local business environment, and attractive setting, new development in the downtown should be accommodated by retrofitting buildings for mixed-use developments, with retail commercial uses on the ground floor and residential or office uses on upper floors. Standalone commercial structures are also appropriate, and hotel accommodations should be encouraged to draw visitors to downtown amenities. This mix of uses, combined with the traditional street grid and walkable blocks will contribute to a lively, pedestrian-oriented, and visitor-friendly destination.

The Gunnison Vibrancy Initiative

The Gunnison Vibrancy Initiative is intended to further guide downtown development, which creates a vibrant environment that is representative of the City’s unique character. The 2018 Gunnison Vibrancy Initiative Report seeks to enhance the historic, economic, and cultural qualities of downtown Gunnison, supporting a healthy business environment, and enhance the area with improved connections to the University.

To increase vibrancy within downtown Gunnison, the Report provides recommendations including expanding housing choices, attracting more activity to streets, and establishing a gateway together with streetscaping. The Report also examines enhancing pedestrian safety, incorporating curb bulb-outs, synchronizing traffic signals, improving bike infrastructure, and better regulating the downtown parking supply. To strengthen connections with the university, the Report explores improving street conditions along Ohio Avenue and Georgia Avenue, strengthening the University Town sense of place, and fostering partnerships between Western and local businesses. The City should continue to implement such recommendations as it progresses with downtown enhancement efforts.

Downtown Mixed-Use Commercial Recommendations

- Locate new downtown development at the property lines fronting the street to create a street wall that encourages walkability and helps establish a safe and attractive pedestrian environment.
- Regulate permitted uses within the central business zoning district in the Land Development Code (LDC) to maintain active storefronts on the ground floor.
- Using I.O.O.F. Park as a model, the City should develop public spaces throughout the downtown. The downtown exhibits an intact street wall, but public space may be considered if parcels become available or as new buildings are constructed. Businesses should be encouraged to provide outdoor plaza spaces or street art.
- Encourage residential development at an appropriate density and character in surrounding neighborhoods to support an active and vibrant downtown environment. This should include single-family attached and mixed-use residential infill development, providing the middle housing option as identified in the Residential Areas Framework Plan.
- Install gateway signs at the intersection of Main Street and Tomichi Avenue to welcome visitors and mark the entrance of downtown.
- Continue to host community and special events downtown, such as the Gunnison Farmers Market, Dancing in the Streets at I.O.O.F. Park, and the First Friday ArtWalk to help reinforce the area as a community focal point.
- Acquire and assemble parcels within the downtown central business district area as opportunities present themselves to facilitate larger, more catalytic redevelopment.
- To revitalize the area and attract customers to shop, dine, and conduct business in Fort Lupton, this competitive grant program inspires property owners of buildings within Fort Lupton’s historic commercial core to make exterior improvements. The program provides a match to projects that are awarded by the FLURA Board, and both commercial and residential properties are eligible.
Corridor Commercial

Gunnison’s corridor commercial areas provide retail, service, office, and other day-to-day amenities for residents and visitors. Corridor commercial areas are primarily located along Highway 50 (Tomichi Avenue as it travels east to west through the City), often adjacent to residential areas, making scale and residential compatibility important considerations. Highway 50 carries a large volume of traffic through the City, with as many as 12,000 cars per day measured in Colorado Department of Transportation annual average daily traffic counts. Entering the City from the west, buildings, parking areas, and signs influence the Gunnison’s appearance and first impression. Some building façades are outdated or unsightly, and most parking areas lack perimeter landscaping. Corridor commercial areas should be further developed to have minimal impact on Gunnison’s adjacent neighborhoods while maintaining a safe flow of traffic along the key Highway 50 corridor, ensuring that corridor commercial uses provide necessary goods and services to the community.

Corridor Commercial Recommendations

- Manage access to sites along local commercial corridors through curb cut consolidation and common driveways, cross-access easements, and access from side streets and alleys.
- Evaluate current off-street parking requirements for corridor commercial uses. Lot size, configuration, relationship to surrounding uses, and day/night usage should be considered.
- Carefully review proposals for businesses interested in locating in the corridor commercial designation, examining hours of operation and intensity of use.
- Explore implementing a façade improvement program for businesses outside of downtown to assist key businesses in making appropriate improvements that meet City requirements and guidelines.
- Consistently enforce codes and ordinances to ensure Gunnison is attractive and welcoming to residents and visitors alike.

Case Study: Small Business Development and Entrepreneurship in Aurora, CO

The Aurora Municipal Center is home to the Aurora South Metro Small Business Development Center (SBDC), one of 14 SBDCs statewide. The SBDC’s mission is to help existing and new businesses grow and prosper. The center offers high-quality, confidential and no-cost, one-on-one consulting with business experts, niche programs and free or low-cost business workshops.

The SBDC systematically tracks its quality of service through a variety of methods, including citizen evaluations after each consulting session and workshop and evaluating economic impact in terms of jobs created, jobs retained, and business starts. Capital formation, contracts awarded, and the involvement with cluster industries like retail, restaurant, energy and bioscience also provide measurement metrics for SBDC. Aurora uses the resources provided by the SBDC to leverage small business development and expansion.

Gunnison’s satellite SBDC office is located in the Gunnison Country Chamber Commerce and Gunnison Visitor Center at 500 E Tomichi Avenue.

Regional Commercial

Regional commercial areas include retailers and commercial services that cater to both local and regional markets, which are supported by convenient accessibility from Highway 135. The section of Main Street/Highway 135 from Denver north to the municipal boundary functions as a regional commercial area for the City. There are development opportunity sites at the north side of the area, which should include retail and services capable of drawing consumers from the larger region, including Crested Butte and Gunnison County. As travelers must pass through Gunnison via Highway 135 on the way to Crested Butte, businesses located on the routes have a locational advantage within the regional commercial market.

The appearance and function of this prominent commercial center will require clear direction regarding architectural design to reflect the desired image of Gunnison. Because the intersection of Highway 135 and the northern City boundary includes large parcels and is the gateway into the City, this area should be prioritized for regional commercial development with a multi-family housing component. The regional commercial land use is further discussed in the North Gateway in Chapter 11: Subareas.

Regional Commercial Recommendations

- As regional commercial establishments will need sizable parking areas to cater to drivers, views of parking lots should be improved by strictly enforcing landscaping requirements for parking lot screening and interior lot landscaping as outlined in Section 2.6 of the LDC. Plants types should follow Appendix A: Preferred Planting List, while promoting a xeriscaping landscaping strategy that focuses on selecting drought tolerant plants native to dry climates for water conservation.
- Consider parking maximums to avoid large expanses of parking, allowing for denser areas of commercial development.
- Minimize conflict points along Main Street by reducing or consolidating curb cuts, enhancing on-site circulation and cross access between adjacent sites and using intersecting streets for access to commercial sites.
- Create design guidelines for regional commercial areas to elevate their appearance.
Light Industrial and Manufacturing

Light industrial and manufacturing uses contribute to the economic health of the City and are intended to accommodate a range of businesses and employers. In Gunnison, these uses include light assembly, storage and distribution, low intensity fabrication operations, and heavy commercial service uses. Gunnison’s industrial businesses are generally arranged as individual businesses conforming to the existing street grid rather than in a business park setting. While serving as an employment center, the light industrial and manufacturing area may negatively impact the environment and the quality of life for residents living in adjacent properties. The City should employ significant buffers and screening to mitigate impacts on neighboring residential areas in the Southwest Gateway Subarea, and adjacent areas in the industrial district.

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A closer look at industrial mixed-use development and Gunnison’s existing industrial areas in the Southwest Gateway Subarea near the airport can be found in Chapter 11: Subareas.

- Partnering with Gunnison County, encourage light manufacturing and maker spaces in the City’s industrial areas.
- Work with Gunnison County to encourage heavy industry and more intense uses for County-designated industrial parks in the three-mile area.
- Coordinate with ICELab and property owners as they market Gunnison’s available industrial spaces.
- With property owners and developers, identify industrial buildings that could be adaptively reused as maker spaces, bringing in complimentary residential and commercial uses.

Industrial Mixed-Use

Gunnison’s industrial areas should be further activated and developed by encouraging mixed-use development, especially along 11th Street. Gunnison’s LDC allows for upper story residential and accessory dwelling units (ADUs) in the industrial district. While commercial and industrial uses should remain on the ground-floor, upper-floor residential units should be promoted by taking advantage of this unique zoning advantage. This would help create live-work environments and maker spaces that are supportive of local economic growth and entrepreneurship.

Upper story residential may also further serve to buffer transitional blocks in the industrial area.

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- Coordinate with ICELab and property owners as they market Gunnison’s available industrial spaces.
- With property owners and developers, identify industrial buildings that could be adaptively reused as maker spaces, bringing in complimentary residential and commercial uses.

Consider amendments to the LDC to further regulate the location and quantity of self-storage units. These are currently permitted solely in the industrial districts, but rezoning would be needed to facilitate long term location away from key gateway intersections.

- Market vacant industrial properties to startups and entrepreneurial small businesses to take advantage of growing trends and industries.
- Ensure that existing and future industrial areas have direct access to US Highway 50 for material reception and product distribution.
- Screen industrial areas from differing adjacent uses and enforce buffering requirements to address this issue.
- For the long-term separation of incompatible uses, working cooperatively with existing industrial and light manufacturing businesses, which operate adjacent to residential neighborhoods to relocate to more suitable sites.
- Strictly enforce screening and landscaping requirements, especially for outdoor storage uses, as outlined within the LDC. Follow protocol for nuisance violations listed within the Gunnison Municipal Code. For further discussion of zoning code and enforcement within this industrial area, see Chapter 11: Subareas.
- To capitalize on the proximity to the University and the ICELab entrepreneurial hub, a future light manufacturing and maker space business park should be located on the south side of Tomichi Avenue near the Gunnison Rising area.

Airports

Gunnison-Crested Butte Regional Airport is an economic driver for the City. As the airport looks to modernize, airport land should be maintained to provide community buffers, the proper FAA controlled development zones, and appropriate adjacent land uses.

- Reconfigure the parking lot to direct in and out traffic to the 11th Street gateway. See the Southwest Gateway Subarea in Chapter 11: Subareas for more detail.
- Work with the airport as modernization and terminal improvements occur to create wayfinding and branding highlighting Gunnison’s downtown and Western Colorado University.

Sustainable Infrastructure: Dark Skies

Gunnison’s Land Development Code references light pollution, but a review and update of the code could help better regulate and guide lighting to support dark skies strategies and initiatives. In keeping with the City’s focus on conservation and sustainability, the City should consider implementing dark skies strategies. These strategies are intended to combat the effects of light pollution, which disrupts habitats of nocturnal animals, wastes energy, disrupts human sleep patterns, and blocks out the beauty of the night sky. According to the International Dark-Skies Association, about 30% of all outdoor lighting in the United States is wasted, costing up to $3.3 billion and releasing approximately 21 million tons of carbon dioxide annually.

- Encouraging the use of quality, energy-efficient outdoor lighting that directs light downward, which reduces energy consumption and light pollution.
- Retrofitting light fixtures with motion sensors, dimmers, and timers to control outdoor light levels.
- Using LED lights (warm-white bulbs) to reduce illumination levels and conserve energy and money.
- Educating residents and business owners on the environmental benefits and cost savings of reducing outdoor light levels and promote this movement through community activities, such as stargazing events.
- Adopting a dark skies ordinance to supplement Section 4.9: Outdoor Lighting of the LDC.
Attracting Entrepreneurs

To support a thriving, growing local economy that successfully attracts and retains businesses, it is important the City focuses on drawing in new entrepreneurs. For this to occur, the City must be prepared with the necessary infrastructure, urban setting, and facilities to support business development. Gunnison should undertake the following recommendations to establish the City as a business-ready community:

- Encourage development that creates live, learn, and earn neighborhoods that are attractive and lively, and highlight this character through the City’s marketing strategies.
- Work with Tourism and Prosperity Partnership (TAPP) to advertise education in the City’s ongoing tourism marketing to further publicize Gunnison as a live, learn, and earn community.
- Improve broadband capacity by ensuring high-speed internet access is available in all parts of the community, including Gunnison’s growth areas. Fast internet is essential for most businesses as it directly impacts the speed and efficiency of communication and work.
- Provide business incubator spaces in proximity to downtown to support new and developing businesses by with coworking spaces, affordable office spaces, and business mentorship and training programs.
- ICELab, which was created in coordination with Western and is now managed by the Tourism and Prosperity Partnership (TAPP), should be more heavily promoted as an entrepreneurial hub available to the public.
- We need entertainment options, like a movie theater or bowling alley especially in winter.

Green Commercial Incentives

Partnering with Western’s School of Environment and Sustainability, the City should continue to support and develop sustainability initiatives and events for businesses. Sustainable and energy-efficient buildings and developments improve air and water quality, reduce solid waste, conserve natural resources, reduce operation costs, optimize life-cycle economic performance and minimize the strain on local infrastructure. Additional efforts may include:

- Working with local businesses to leverage and foster sustainability and green infrastructure projects.
- Providing information and technical assistance to local businesses to navigate federal and state tax incentives and utility programs for green retrofit initiatives.
- Work with MEM students to encourage local restaurants and grocery stores to divert food waste from landfills through composting and recycling.
- Establishing a grant fund to support sustainability initiatives by local businesses.
The City of Gunnison’s roadway network is the primary transportation infrastructure carrying travelers to and throughout the community, and several key corridors are essential to the daily function of the City. Tomichi Avenue is a key east-west arterial roadway for the City and larger region. Tomichi Avenue is designated US Highway 50 (US 50) and provides access to other adjacent cities such as Salida to the east and Montrose to the west. Efforts to enhance existing roadways while improving alternative forms of transportation will benefit accessibility and connectivity. In addition, as the community continues to grow, careful management of infrastructure will be necessary to maintain high quality of utilities and services within Gunnison. The Transportation and Infrastructure Plan presents a guide to achieve, over the next decade, the following goals and strategies articulated by community residents and leaders.
Transportation and Infrastructure Vision

By 2030, transportation and mobility in Gunnison will be safe, convenient, and efficient. Infrastructure and systems will allow ease of movement to and throughout the community. This will be founded upon a robust multi-modal transportation network, maintaining and complimenting the City’s existing grid pattern while making appropriate extensions and connections. Automobile traffic will be offset by new infrastructure to support alternative transportation. This will include a complete network of sidewalks and pedestrian upgrades, bikeways and dedicated routes, new trails and pathways, and other improvements that will provide residents with the ability to safely walk and bike throughout the community. Trails and paths within the City will connect to the larger regional network, providing improved seamless transportation options throughout the Gunnison Valley. Additionally, the introduction of regular local and intracity transit options will further diversify transportation and ensure all residents can easily move within the community and greater region. By air, Gunnison-Crested Butte Regional Airport will continue to serve the City and the Gunnison Valley region, acting as a reliable and efficient gateway for increased trips to and from the City.

Goal 1
By 2020, improve park and ride transit to and from the city and nearby communities.

Supporting Strategies
- Create a masterplan to assess and improve Park-n-Ride activity and demand and implement recommendations.
- Explore opportunities to further develop local transit in the form of a high frequency south valley circulator bus service, and to improve regional transit systems, coordinating with the Gunnison Valley Rural Transportation Authority.
- By 2020, develop Park-n-Ride transit connecting the City to the region.

Goal 2
By 2030, develop and maintain an integrated multi-modal transportation system that is accessible, affordable, safe, sustainable, and efficient, as verified by city survey.

Supporting Strategies
- Regularly review the local roadway network to identify necessary maintenance, safety including signage and speed limits, and other improvement projects.
- Collaborate with the Colorado Department of Transportation (CDOT) and the County to create a Strategic Transportation Access Control Plan (TACP), allowing the entire city to access highway systems.
- Explore and implement necessary improvement projects to ensure the City’s primary transportation corridors are safe and efficient for the entire multi-modal transportation system.
- As demand grows, work with Gunnison-Crested Butte Regional Airport to capitalize on increased year-round travel and additional consumer freight transport demands.
- Initiate projects on solar charging, electric vehicles, and integration of renewable energy alternatives.

Goal 3
By 2030, develop infrastructure along prioritized arterial routes to provide seamless access for non-motorized users to access other transit options and anchor institutions.

Supporting Strategies
- Develop a multimodal streets policy to support accessibility and mobility for the multi-modal transportation system to integrate with State and Federal grant programs.
- Include infrastructure to support the multi-modal transportation system, particularly cycling and walking, as part of future roadway improvements.
- Identify sidewalk gaps and necessary extensions to ensure a continuous, safe, and enhanced sidewalk network.
- Address specific known intersection issues with innovative target projects to improve crossing safety.
- Identify and seek construction of additional shared-use trails within Gunnison that will support non-motorized mobility to major destinations and promote active recreation.
- By 2030, infrastructure should support multi-modal access to all parts of the City.
Transportation

This section provides specific recommendations for motorized and non-motorized travel, parking, circulation, and linkages between key areas of the City.

Arterial Road
The primary function of an arterial road is to deliver traffic from collector roads to freeways or expressways, and between urban centers at the highest level of service possible.

Major Collector
A collector road is a low to moderate-capacity road which serves to move traffic from local streets to arterial roads.

Local Road
These roads have the lowest speed limit and carry low volumes of traffic.

Private Road
A private road is a road owned and maintained by a private individual, organization, or company rather than by a government.

Transportation Improvements
- Proposed Arterial
- Proposed Major Collector
- Proposed Minor Collector
- Proposed Local
- Proposed Multimodal Street
- Safe Routes to School with New Sidewalk
- Existing Crosswalks with Bulbs
- Key Intersection

Gunnison needs an alternative route for locals to travel to stay off Highway 50 in the summer when tourism is high.
**Roadway Network Circulation Improvements**

The Transportation Map includes planned streets within Gunnison Rising, West Gunnison, and the North Gateway Subarea. The map shows a comprehensive transportation network with good access to all parts of the community. Specifically, the extension of Georgia and College Avenues into Gunnison Rising will help relieve traffic volumes and reduce traffic demand on Highway 50.

There have been historic conversations about a bypass between Highway 50 (East Tomichi) and State Highway 135 (North Main Street) in the northeast quadrant of the City. Implementation would be difficult and expensive.

**Speed Limit Analysis**

Tomichi Avenue (Highway 50) has a posted speed limit of 35 MPH through the City. The City should work with CDOT to reduce the speed limit to 30 MPH or 25 MPH within the central business district area. The existing street width influences vehicular speed and pedestrian crossing safety.

Main Street (State Highway 135) has a posted speed limit of 25 MPH within the CBD area. The speed limit increases north of Ohio Avenue. As pedestrian volumes increase in the future, the 25 MPH speed limit should be extended to the north. The City should also consider implementing traffic calming measures, such as narrowing lanes, pinch points, and decorative pavement material where appropriate.

In 2020 the City will update its traffic regulations with Colorado’s new model traffic code. As part of this update, the speed limit on City roads should be 25 mph unless otherwise posted.

**Access Control Plans**

The arterial road corridors are a critical part of Gunnison’s transportation system. Traffic demands are projected to increase and opportunities for additional right-of-way are limited. Access management is a vital tool for preserving capacity, maintaining traffic flow, increasing public safety, reducing vehicular delay, and improving the appearance and quality of the corridors. Access management is the systematic control of the location, spacing, design and operation of driveways and street connections to the roadways. This includes the design of medians, turn lanes and traffic signals to benefit overall public mobility and balance the needs of all users.

The City should develop Transportation Access Control Plans (TACP), which will benefit future development of properties along or near the corridors by providing the detail for property access and traffic flow to and from sites, as well as predictability and consistency in the development environment. Studies throughout the country have shown that access-managed corridors not only preserve the transportation functions of roadways but also help preserve property values and the economic viability of abutting development.

In support of the City’s previous planning efforts with Gunnison Rising, to advance the regional planning goals, and to address anticipated growth in the area, the City and CDOT partnered to develop an Access Control Plan for Highway 50 in cooperation with Gunnison County. The segment between the intersection at Main Street and the private access west of the Industrial Park Drive intersection, 3.8 miles to the east, was examined. If development patterns change in the future, the City will need to coordinate with CDOT and Gunnison County to prepare an amendment to the plan. Gunnison should work with CDOT and Gunnison County to develop and implement access control plans to improve the safety and efficiency of State Highway 135 and the rest of Highway 50 within the City limits.

**Key Intersections for Analysis and Recommendation**

**Intersection Control**

CDOT currently owns and maintains the existing traffic signals along Highway 50 and State Highway 135 through City of Gunnison. The City’s intersections are predominately stop-controlled. The table summarizes the existing and planned signalized intersections throughout the City.

<table>
<thead>
<tr>
<th>Intersection Control Jurisdiction</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Highway 135, Gunnison Rising Access B</td>
<td>CDOT Planned</td>
</tr>
<tr>
<td>Highway 50, Rio Grande Ave</td>
<td>Traffic Signal</td>
</tr>
<tr>
<td>State Highway 135, Gunnison Rising Access A</td>
<td>Traffic Signal</td>
</tr>
<tr>
<td>Main Street, State Highway 135</td>
<td>Traffic Signal</td>
</tr>
</tbody>
</table>

**Misalignment of Intersections**

There are issues with misalignment of intersections especially along Spencer Avenue between 11th Street and Spruce Street. Reconfiguring the streets is not feasible due to right-of-way constraints. The intersections should be restriped to improve safety.

**Bidwell and Rio Grande Intersections on Highway 50**

The southwest gateway should be defined at the Highway 50 and Rio Grande intersection. Recommendations include the following:

- Slow down the approach from the southwest as traffic enters City limits.
- Define and develop a new connection to West Gunnison via Bidwell Avenue.
- Further define Rio Grande Avenue as a key bikeway.

Due to the location of the existing lumberyard on the west side of the Highway 50 and Rio Grande intersection, the more logical extension would be to extend Bidwell Avenue to the west. The Rio Grande and Bidwell Intersections are located approximately 400 feet from each other, which would make signalization of both difficult. A traffic signal should be constructed at the Rio Grande intersection, since it provides direct access to the airport. The City should also consider restricting access to the frontage roads and/or closing portions of the frontage roads, which would create more space for vehicles to queue on the approaches to Highway 50. For further discussion of roadway network improvements within the Northern Gateway Subarea, see Chapter 11: Subareas.
The Tomichi Curve between New York Avenue and 10th Street
Safety issues have been identified with the horizontal curve along Tomichi Avenue (Highway 50) between Gunnison Avenue and 11th Street. Traveling westbound on Tomichi Avenue (Highway 50), the Highway 50 alignment curves to the southwest while the Tomichi Avenue alignment downgrades to a collector street and continues west. Tomichi Avenue (collector street alignment) cannot be directly accessed from northeast-bound Highway 50. Both 10th Street and New York Avenue also intersect with Highway 50 at locations within the curve, and the intersections are skewed. Skewed intersections frequently have sight distance and turning radii issues. A preliminary analysis indicates that the centerline curve radius of Highway 50 is approximately 700 feet, which may be slightly undersized for the 35 MPH posted speed limit.

The City should work with CDOT to provide access control within the curve (closures and/or conversions to right-in/right-out). The City and CDOT should also consider installation of advisory speed signage, radar speed signage, wayfinding signage, additional pavement markings, and additional traffic signal heads at New York Avenue.

Multimodal Streets
Multimodal streets offer one of the best transportation investments a community can make, offering an often low-cost solution to transportation goals while supporting broader community initiatives. Multimodal streets can reduce injurious crashes for all users. By making the most of small investments, supporting economic development, and encouraging multimodal travel, communities across the country have seen good returns for their investments in multimodal streets. The following elements are recommended for consideration when drafting a multimodal streets policy:

- Implement multimodal streets on a citywide basis.
- Incorporate multimodal streets in planning and design processes as development occurs, especially in the growth areas including West Gunnison, Gunnison Rising, and North Gateway Subarea.
- Design roads for all users including vehicles, pedestrians, bicycles, and transit.
- Use flexible lane widths to create more space for bicycle lanes and wider sidewalks.
- Plan and design multimodal intersections.
- Design for Gunnison Valley RTA buses to ensure feasibility in future route planning.
- Implement multimodal streets in maintenance and operations. Opportunities to assign lane widths on a roadway or street do not have to occur with new construction or reconstruction projects. Routine maintenance projects, such as overlays and resurfacing projects, also allow for changes to the width allocations, usually with little or no cost by shifting the lane markings.

Georgia Avenue and Ohio Avenue are recommended for multimodal street implementation. The Ohio Avenue project is intended to establish a definitive connection between downtown and the University. Upon completion, this project should be a model for future multimodal streets projects in the City.

Green Parking Lots
Downtown Gunnison is primarily served by on-street parking; large surface lots are not common in the City. On the north side of the City, City Market and Walmart have larger surface lots. Most parking areas outside of the north Gunnison Meadows Shopping Center are for public and semi-public uses, including Western Colorado University, City Hall, and Gunnison Valley Health Hospital.

As development occurs in the Gunnison Rising area, as well as in West Gunnison, construction of surface parking areas with storm drains should be minimal as they can cause significant environmental impacts to stormwater and local water quality. Large paved surfaces have also been shown to contribute to the urban heat island effect, which can increase temperatures by more than 20°F. By designing parking lots using stormwater best management practices (BMPs), much of the silt, oil, grease, and other material can be filtered before discharging into the City’s stormwater system and surrounding environment. The addition of landscaping also increases overall permeability, reduces heating and energy use, and increases the aesthetic quality of commercial areas. The City’s 2012 Stormwater Management Manual should be updated and surface lot BMPs should be fully incorporated into the Land Development Code to prepare for commercial surface parking lot construction and/or redevelopment. BMPs for parking lots include, but are not limited to:

- Reducing the amount of impervious area by:
  - Minimizing the dimensions of parking lot spaces.
  - Decreasing the required number of parking spaces.
  - Encouraging shared parking as appropriate. The City currently allows a reduction of up to 25 percent of required parking for shared parking facilities. The City should continue this practice and take advantage of additional opportunities to encourage shared parking as they arise.
  - The City should maintain the LDC maximum parking requirement, where no use shall provide more than 110 percent of the required parking.
- Using bioretention areas and bioswales to filter and treat stormwater.
- Using alternative pavement material such as pervious pavers and/or permeable pavement.
- Utilizing landscape and design treatments such as stormwater and tree box filters.
Active Transportation

The City should continue to promote a higher mode split, which is the portion of travel made by walking, cycling, rideshare, public transit and telework. Specific strategies should include encouraging non-motorized transportation such as walking and bike sharing, improving the safety for pedestrians and bikes at intersections, and improving transit with a circulating bus system. Funding for improvements to the bus system should be investigated in coordination with the Gunnison Valley RTA.

The City should continue to promote non-motorized transport, which can be measured by the quality of walking and cycling conditions. Improving the safety for pedestrians and bikes at intersections is critical to the success.

The City should continue to reduce air pollution, which is measured by the per capita emissions of conventional air pollutants and particulates. The City should also continue to lower climate changing emissions, which is measured by the per capita fossil fuel consumption and emissions of CO2. Specific strategies should include improving electric vehicle charging stations, moving to electric vehicles for the City fleet wherever possible, and improving the efficiency of traffic signal timing.

Transportation facilities and activities have significant sustainability impacts. As a result, strategies that increase transportation system efficiency and reduce negative impacts from transportation are among the most effective ways to make progress toward sustainability objectives.

Since transportation activities have many impacts related to sustainability, it is important to identify strategies that help achieve multiple objectives and avoid those that solve one transportation problem but exacerbate others. For example, a policy or program that reduces traffic congestion but increases air pollution emissions or crashes cannot be considered a sustainable solution. Similarly, a strategy that reduces energy consumption and air pollution emission, but increases traffic congestion, crashes and consumer costs is not necessarily a sustainable strategy. The most sustainable strategies are those that simultaneously help reduce traffic congestion, pollution, crashes, and consumer costs, increase mobility options for non-drivers, and encourages more efficient land use patterns, or at least avoid contradicting these objectives.

Bicycle and Pedestrian Facilities

The sidewalk, bikeways, and trails map includes facilities depicted in the 2013 Non-Motorized Transportation Plan and has been updated to include planned infrastructure within Gunnison Rising, West Gunnison, and the North Gateway Subarea. As improvements are made along roadway corridors, the City should construct sidewalks and trails. Bike lanes should be included on major collectors and multimodal streets. Adjacent development should participate in this process by providing the necessary improvements along the property.

Improve Timing at Signalized Intersections

For pedestrians, crossing streets at signalized intersections in the downtown is a challenge due to inadequate crossing times. It is recommended that the City, in collaboration with CDOT, improve the timing at signalized intersections to make it easier and more comfortable for pedestrians to cross downtown streets.

Improve the Downtown Bike Network

Gunnison has a strong network of downtown bike routes. The recommended modifications to the downtown bike network coincide with those in the Gunnison Vibrancy Initiative Report, and should include the following:

- Stripe continuous bike lanes along Ohio Avenue.
- Remove and replace discontinuous bike lane striping along Virginia Avenue.
- Explore opportunities to integrate bike lanes along Georgia Avenue.
- Provide enclosed bike box storage at bus stops to protect bikes from the elements.

Downtown Parking

The City’s inventory of on-street and surface lot parking within the CBD area represented a potential surplus based on field observations and the 2018 Downtown Gunnison Parking Audit. Reducing the total amount of area dedicated to parking represents an opportunity to encourage infill redevelopment, construct unique community gathering places, and increase greenspace. Building upon the downtown parking study, the City should develop a comprehensive parking strategy that addresses the long-term parking needs for the downtown.
Public Transportation

Transit Hub

The City is currently working with Gunnison Valley RTA to identify a location for a new transit hub. Early efforts have identified several alternative locations, including:

- City-owned property adjacent to the Gunnison Recreation Center
- At Gunnison-Crested Butte Regional Airport
- On the vacant parcel at the northeast corner of New York Avenue and Pine Street

Criteria for Location

To be an asset to the Gunnison community, the following should be considered as the City works with the RTA toward a new transit hub:

- The transit hub should provide an RTA dispatch and information center, a waiting area, and restrooms.
- The transit hub should provide long-term paid parking for Bustang.
- Community amenities including outdoor waiting areas and landscaping should create an attractive environment from the street.
- The hub should make space available for staging senior buses and for future fixed routes serving the City.
- The City should work with RTA to develop a full justification for the initial proposed site location, and alternative site locations should be investigated before any site location is finalized.
- Eligibility for multimodal funding should be considered when choosing a site.

Bus Route to Crested Butte

The City of Gunnison should continue to participate in regional transit planning efforts along with the Gunnison Valley RTA, CDOT, Gunnison County, Crested Butte/Mt. Crested Butte, and other regional jurisdictions. New bus stops should be considered along State Highway 135 within the North Gateway Subarea as that area develops.

Bustang

Bustang is the interregional express bus service operated by CDOT. Bustang carries commuters to and from Denver, Colorado Springs, Fort Collins, Glenwood Springs and more. The Bustang Outrider includes a route from Gunnison to Denver. The northeast-bound route departs Gunnison at 6:15 AM and the southwest-bound route arrives in Gunnison at 6:40 PM. The bus stop location is at the Econo Lodge on 411 Tomichi Avenue, and a new bus stop location is being considered at the Gunnison Recreation Center.

The City should work with CDOT to extend the bus route west to Montrose. Bustang includes the Durango to Grand Junction route, which includes a stop in Montrose. If the Gunnison to Denver route is extended west to Montrose, transfers should be made to and from the Durango to Grand Junction route in Montrose.

Transit Recommendations

The Gunnison Valley RTA operates a Commuter Bus service between Gunnison and Crested Butte/Mt. Crested Butte. The commuter bus route runs counter-clockwise through the major roadways of the City of Gunnison, and then proceeds north as a regional route to Crested Butte/Mt. Crested Butte before returning to Gunnison. The service is free, providing up to 28 trips a day between 5:35 AM and 11:25 PM. The service has experienced increased use as a circulator for residents, however, it is difficult to make an efficient route, particularly if riders wish to travel clockwise. The community identified that the residential areas, located southwest of Highway 50 and New York Avenue, are underserved by the bus system.

The City should pursue funding to expand bus routes to the southwest side of the City. As transit decisions are made by other entities in the coming years, the City may need to reevaluate some aspects of its Future Land Use Plan to ensure that land use patterns surrounding future transit stations are appropriate in terms of their density and configuration. As roadways are improved, their designs should incorporate elements that support transit services along the roadways.
Residents have consistently identified parks, recreational opportunities, and the surrounding natural areas as a top reason for the great quality of life, economic potential, and sustainability of the City and the larger Gunnison Valley area. Regardless of whether the outdoor opportunity lies in or out of the City, all are important and must be maintained and preserved. The goals and strategies articulated by community residents and leaders for the environment in and around Gunnison come from a position of encouraging long term environmental sustainability. This fits with the way Gunnison residents see preservation of the outdoor way of life in the City and the Valley and aligns with the sustainability callouts included throughout the Comprehensive Plan.
Goal 1
Through progressive community surveys, the community will state that Gunnison is cultivating a healthy and sustainable community by protecting the environment and leveraging unique natural resources.

Supporting Strategies
- Review and update development regulations to incentivize best practices for green building and sustainability as part of future construction.
- Develop educational material for homeowners and businesses regarding sustainable practices, energy efficiency, and renewable resources.
- Maintain and enhance local parks, open spaces, and natural areas to encourage healthy lifestyles and improve quality of life.
- Continue to partner with Western Colorado University’s Master in Environmental Management Program, including both students and faculty, to maintain a “sustainability sounding board” for fresh ideas around sustainable practices in the City.

Goal 2
By 2025, reduce waste delivered to the landfill by 20 percent.

Supporting Strategies
- Develop a solid-waste diversion program (reduce, reuse, and recycle) in conjunction with Gunnison County to mitigate burden on the landfill.
- Create a construction waste diversion requirement prioritizing resource separation and reuse/recycling.
- Formalize and promote an educational campaign around proper recycling procedures for large household appliances.
- Research the creation of a commercial composting facility.

Goal 3
By 2030, provide for a growing population without a net-increase in water consumption.

Supporting Strategies
- With consideration to the City’s senior water rights, create a plan to minimize the use of treated water in the community.
- Promote the efficient use of treated water within buildings by developing an incentive program for low-flow water fixtures.
- Develop a water conservation ordinance as needed.

Goal 4
By 2030, achieve a 20 percent reduction in aggregate greenhouse gas emissions from a 2012 baseline. Aggregate emissions are strategic and include energy use, transportation, and operations.

Supporting Strategies
- Create an educational program to promote individual and systemic behavioral change around greenhouse gas emissions (GHG) and climate change while creating a common language for understanding the role GHG emissions play in the community.
- Reduce building energy use intensity (EUI). By 2022, EUI should be declining in the aggregate with a goal of a 50 percent reduction in EUI by 2030.
- Increase the use of clean energy alternatives in Gunnison, coordinating with utility providers and other regional partners to increase the percentage of clean, distributed electricity generation through a regional power pool.
- Facilitate local, distributed generation of electricity. The City will aspire to generate 10 percent of electricity locally.
- By 2025, develop a high frequency south valley circulator bus service to help minimize transportation based GHG emissions.

Environment, Open Space, and Natural Areas Plan Vision
Gunnison’s unique landscape, environment, and regional position are an invaluable asset and resource that will be preserved and enhanced. Through dedication to sustainability, resiliency, and conservation, Gunnison will reduce its impact on the environment and ensure that as growth occurs it does not cause damage to the surrounding natural areas. The City will mitigate its greenhouse gas emissions and be resilient to the impacts of future climate change. In recognition of the environment as a valuable resource, the City will provide responsible stewardship to public lands. Ultimately, the City will be dedicated to bringing the community closer to its environment and establishing a relationship between the landscape and Gunnison’s place within it.
Environmental Sustainability

Based on the feedback from the community during the planning process, four areas of focus were identified related to environmental sustainability which include:

- Natural Resource Protection/Parks
- Trails and Open Space
- Waste Management
- Water Management and Consumption
- Greenhouse Gas Emissions (GHG)

Environmental sustainability goals, supporting strategies, and actions were created by the community for each of these four areas. In developing these goals and strategies, the City engaged the Masters in Environmental Management (MEM) program at Western Colorado University to provide ideas and comparative information on other mountain communities. Environmental sustainability recommendations, supporting strategies, and actions in this chapter are a result of the dialogue and partnership with the MEM program.

The Gunnison Valley Climate Action Conference, held January 17, 2020 and attended by over 120 participants from the valley, further explored the topics of waste management, water resources, and greenhouse gas emissions. The Gunnison 2030 Comprehensive Plan reflects the goals, strategies, and actions identified at this conference. More detailed planning and analysis will be required to fully implement the conference goals, strategies, and actions, however, many of the actions can be initiated immediately.

Conference goals and strategies are framed for the whole valley, but they support achieving the City’s goals stated in the environmental sustainability section of this chapter. Environmental sustainability actions in this section should be reviewed and updated in two years in cooperation and collaboration with the other governmental jurisdictions in the valley. A refined climate action plan should be developed after actions from the Gunnison Valley Climate Action Conference are evaluated for their impact. As part of the climate action plan, resiliency strategies should be developed to prepare the valley for increased temperatures which will affect water resources, increase the frequency of fires, and create other environmental sustainability concerns.

A Gunnison County greenhouse emissions model was created by Dr. Abel Chavez, director of the MEM program. The model, based on 2015 data, was the baseline for discussion at the conference and for the community’s goals related to environmental sustainability.

Parks

The City of Gunnison Parks and Recreation Department operates and maintains more than 440 acres of parks, open space, and natural recreation areas in and around the City. The Department’s eight park facilities include Jorgensen Park, Meadows Park, Legion Park, West Tomichi Riverway Park, Bill’s Park, Charmar Park, and I.O.O.F. Park. These facilities provide a variety of passive and active recreational opportunities for citizens and visitors. The department also maintains and operates the 7.6-acre Gunnison Recreation Center, which opened in 2005 with a pool addition in 2009.

To enhance Gunnison’s inventory of parks, the City should work with the Parks and Recreation Department to consider the following recommendations:

- Regularly review conditions of existing park facilities to identify necessary improvements, replacements, and expansions over time.
- Explore ways to enhance existing parks, such as by providing upgraded playgrounds, outdoor fitness equipment, sport facilities, benches, and lighting.
- Particularly with future growth, ensure all residents are within a 10-minute walk of a public park that can be easily accessed by foot or bike.
- Identify new ways to activate Gunnison’s parks such as through programming community events and activities. Programming could include a movies in the park series, yoga classes, or intramural sports for neighborhood. Review existing programs to ensure they are still of interest to residents and replace any that are not well attended.
- Develop trails, pathways, and dedicated routes to provide pedestrian and bicycle mobility between parks.
- Conduct annual community-wide surveys to identify program and park improvement wants and needs of residents.
- The City should continue to work with the Department to ensure the Gunnison Recreation Center continues to meet the needs of Gunnison’s growing population and identify necessary improvements over time.
Parks, Trails, and Open Space

The City of Gunnison Parks and Recreation Department operates and maintains more than 440 acres of parks, open space, and natural recreation areas in and around the City. Gunnison’s parks provide a variety of passive and active recreational opportunities for residents and visitors, and the department also maintains and operates the Gunnison Recreation Center. The City owns or cooperatively maintains four natural recreation areas except for Van Tuyll Ranch all lie outside City limits in Gunnison County.

Parks and Open Space Key

- **Parks**
  - 1. Chadron Park
  - 2. Meadow Park
  - 3. West Tomichi Parkway
  - 4. Blue Lakes Park
  - 5. O.O.T. Park
  - 6. Legion Park
  - 7. Jorgenson Park
  - 8. White Water Park

- **Recreation**
  - 9. Community Center
  - 10. Gunnison Fairgrounds

- **Open Space**
  - 11. Van Tuyll Ranch
  - 12. Gunnison Rising

Bike and Pedestrian Routes

- Existing Trails
- Proposed/Future Trails
- Proposed Multimodal Street
- Existing Bike Lane
- Proposed Bike Lane

Trails and Paths are depicted in further detail on page 59.

**Lazy K:** The City is planning to transform this 160-acre tract of vacant land into a conservation-oriented park. The proposal contains a variety of park amenities and site improvements including a pavilion, sand volleyball court, community garden, and wetland trails. See also Chapter 5: Alternative Growth Scenarios and Three Mile Plan.

**Hartman Rocks:** This is the recommended bike route to Hartman Rocks, a 160-acre natural granite ridgeline formation located about two miles southwest. The recreation area is an excellent place for locals and visitors to hike, mountain biking, and other outdoor activities. See also Chapter 5: Alternative Growth Scenarios and Three Mile Plan.

**Van Tuyll Ranch:** The 380-acre regional park contains a trail system available for year-round use, including biking, hiking, and Nordic skiing, all set against the dramatic backdrop of the Gunnison Plateau and the Gunnison River. The City aims to conserve local aquifers, natural habitats, and agricultural production areas, while providing public passive recreational use opportunities.

**Signal Peak:** These trails connect to the Signal Peak Trail System, which has grown significantly since 2017. The proposal for 30 miles of new non-motorized trails and the maintenance or reworking of 7.7 miles of existing trails was approved. The trail system provides excellent recreational opportunities for hiking, walking, running, and mountain biking, and lead to the Signal Peak summit, located about 3 miles northeast.

**Tomichi Creek State Wildlife Area:** 450 acres for a potential state park.
Open Space and Natural Areas

Open spaces and natural areas are areas of natural landscape that have not been improved for active recreation or cleared for development. They provide opportunities for passive recreation and preservation of green space that contributes to a community’s appearance and sense of place.

The City owns or cooperatively maintains five natural or recreation areas, which include Van Tuyl Ranch, City Mountain Park, Hartman Rocks, Cranor Ski Hill, and the Gunnison Whitewater Park. Except for Van Tuyl Ranch, all lie outside City limits in Gunnison County. Additional open space can be found at the base of Tenderfoot Mountain to the southeast of the airport, and in the natural areas surrounding the City. As Gunnison’s natural areas are considered key natural and recreational assets for the community and region, the City should continue to work with the operators of each to ensure environmental conservation and improve access. The City should continue to take steps to preserve open space and natural areas that are important to the community’s distinct landscape.

This should include the following:

- As Gunnison Rising develops, the City should preserve gateway open space on the east side of the City as well as conserve new open space as part of the development plan.
- Improved open spaces and new parks should be incorporated as growth occurs. This can be done by requiring an open space dedication within all new residential development or encouraging similar open space dedications within industrial or commercial developments for employees to use.
- Consider the development of a river park extending from Almont to Shady Island and Gunnison Whitewater Park that connects to the City’s public parks near the Gunnison River. Though a significant investment, the park would support environmental conservation and activate the riverfront, drawing residents and visitors from across the region for this major recreational opportunity.

- Promote higher density development and direct investment to the City’s downtown and central business district to reduce the loss of peripheral open space.
- Coordinate with the Colorado Department of Natural Resources to identify environmentally sensitive areas that should be preserved as open space and protected from encroachment by development.
- Encourage the conservation and dedication of open space in future residential growth, including methods like cluster development.
- Consider updates to the zoning code to provide regulatory incentives for developers who integrate open space conservation within site design.
- Consider reserving a portion of Gunnison Rising for a future state park or open space area that complements new development.

Van Tuyl Ranch

Van Tuyl Ranch is a 382-acre regional park that has been utilized for hay production and seasonal grazing for over a century. Located on the northwest boundary of the City limits, the annexed ranch enables the City of Gunnison to protect and conserve local aquifers and natural habitats while providing public passive recreational use opportunities. Agricultural production is maintained on the site, and trails are provided for year-round use, including hiking, biking, and Nordic skiing, all set against the dramatic backdrop of the Gunnison Palisades and the Gunnison River. As one of the most significant natural areas within Gunnison, the City should consider the following recommendations:

- As the City owns the property, continue to ensure future development does not occur on the Van Tuyl Ranch to preserve the natural area. The City should restrict surrounding uses that may hinder the natural experience of the ranch, such as uses with high visual and noise impacts.
- Further celebrate the agricultural heritage of the Ranch and create an engaging experience for park users by providing informational signs about the history of the property.
- Continue to support agricultural production on the Ranch and monitor needs for trail enhancements as a primary gateway to BLM public lands.

Van Tuyl Ranch is a 382-acre regional park that has been utilized for hay production and seasonal grazing for over a century. Located on the northwest boundary of the City limits, the annexed ranch enables the City of Gunnison to protect and conserve local aquifers and natural habitats while providing public passive recreational use opportunities. Agricultural production is maintained on the site, and trails are provided for year-round use, including hiking, biking, and Nordic skiing, all set against the dramatic backdrop of the Gunnison Palisades and the Gunnison River. As one of the most significant natural areas within Gunnison, the City should consider the following recommendations:

- As the City owns the property, continue to ensure future development does not occur on the Van Tuyl Ranch to preserve the natural area. The City should restrict surrounding uses that may hinder the natural experience of the ranch, such as uses with high visual and noise impacts.
- Further celebrate the agricultural heritage of the Ranch and create an engaging experience for park users by providing informational signs about the history of the property.
- Continue to support agricultural production on the Ranch and monitor needs for trail enhancements as a primary gateway to BLM public lands.
Trails

Trails are a valued amenity and a key connecting element for parks and open space in Gunnison. The City enjoys excellent trail access in the three-mile area and the larger County region and has opportunities to expand the network. The City should continue to seek further development of a comprehensive regional trail network connecting residents to parks, public lands, and outdoor recreational destinations throughout the County. Some of the major, planned regional trails include the following:

- Gunnison River Multi-Use Trail and West Gunnison Connector
- Riverwalk Estates Multi-Use Trail
- State Highway 135 Multi-Use Trail
- US 50 Highway Frontage Multi-Use Trail
- Discovery Center Multi-Use Trail
- Airport Maintenance Multi-Use Trail

The City should consider the following recommendations to expand its trail system through and around Gunnison to better connect the community to the region’s natural areas and recreational opportunities:

- Existing maintenance roads along irrigation canals can often be converted into multi-use paths. The City will need to enter into an agreement with ditch owners in order to convert the maintenance roads into a multi-use path.
- As outlined in the Non-Motorized Transportation Plan adopted by the City in 2013, continue to construct new trail connections that bridge gaps between existing trails and existing recreation areas.
- The City should continue to work with Gunnison County, Gunnison Trails, ditch owners, CDOT, and airport management to complete the trail projects identified in the trails map to create a comprehensive, regionally connected trail system.
- Consider partnering with Crested Butte and the County to complete a bike trail or paved path extending from Gunnison to Crested Butte.
- Develop trail connections through Van Tuyl Ranch for access to Bureau of Land Management public lands adjacent to Van Tuyl Ranch.

Economic Development Potential of Trails

In addition to creating recreational opportunities within and around a community, trails have lasting economic advantages. They increase the value of nearby properties as many homeowners and businesses look to locate in communities that have opportunities for active recreation and attractive outdoor settings. They are considered assets for both residents and employers within the area, as employers can promote the trails as an amenity for their employees. Bicycle recreation also acts as a major economic factor by drawing tourists from across the region.

Trails also support the growth of outdoor recreation-related businesses, including bike shops, bike rentals, outdoor gear and sporting goods stores, and souvenir shops. They significantly increase the number of visitors entering the community to shop at local restaurants, bars, shops, and hotels. As such, the City should leverage its regional trail access as a major marketing tactic for new residents, businesses, and visitors. This includes advertising regional trail connections to the Van Tuyl Ranch, Signal Peak, and Hartmans Rocks trail systems as a key asset for the City’s marketing strategies. The City should also ensure wayfinding is placed along all trails that provide clear directions to and from the City and draw more regional trail users to the community.
Water Features

The City of Gunnison benefits from the Gunnison River to the west and Tomichi Creek to the south of the City boundary. The Gunnison River makes up the western boundary of the City and provides recreational opportunities including kayaking and rafting. Tomichi Creek flows through an open area south of the airport and has been designated as a waterway with potential for an adjacent trail. Residents indicated in the previous 1996 Parks and Recreation Master Plan that even more river and creek access immediately adjacent to the City is desired; West Tomichi Riverway Park is an example of the City’s responsive effort to embrace the rivers. To better protect and leverage Gunnison’s unique water features as recreational and natural assets, the City should consider the following recommendations:

- Together with the Bureau of Land Management, Gunnison County, Gunnison Trails, and City of Gunnison Parks and Recreation Department, seek additional opportunities to enhance river and creek access from the City like West Tomichi Riverway Park’s upgrade. Existing unofficial access points should be enhanced by providing amenities such as parking spaces, picnic areas, boating landing areas, public bathrooms, and signage.
- Open space adjacent to the Gunnison River should be considered for conservation and recreational access. If riverfront properties become available, the City should consider them for acquisition to create a contiguous public riverfront.
- Work with Gunnison County to provide kayaking and canoeing rentals along the Gunnison River, such as out of Gunnison Whitewater Park located directly outside of City limits. This would increase recreational water activities for locals and visitors and could be used for marketing. The City should work with the County to create a system of river parks stretching from the proposed Shady Island access point to the river park west of the airport.
- Add new trails along Tomichi Creek and the Gunnison River that connect to the regional trail system and the City’s sidewalk network. Improve existing multi-use trails, such as by paving the trail, providing trash receptacles, creating outlook locations, and improving wayfinding (for further discussion on trails, see the next section).
- With growth, the City should be mindful of flood-prone areas and prevent future development on properties within the floodplain to protect residents from flood hazards.
- Support and promote innovative stormwater management efforts that increase infiltration, reduce runoff, and improve water quality. This includes implementing low-impact development with new development through the incorporation of green stormwater infrastructure, such as permeable pavement, rain gardens, and bioswales.

Tree City USA

Tree City USA is a program established by the Arbor Day Foundation in 1976 that aims to create greener communities across the country. The program presents a framework for cities and towns to manage and grow their public tree canopy. Along with over 3,400 communities across the country, Gunnison is certified as a Tree City USA. To achieve this recognition, the City must meet four criteria:

- Maintain a tree board or department.
- Create a tree care ordinance.
- Administer a Community Forestry Program with an annual budget of at least two dollars per capita.
- Celebrate Arbor Day.

The City has previously managed a Street Tree Program, which provides property owners with various species of trees on street fronts. Trees are highly beneficial in beautifying a community’s streetscape and provide many environmental benefits, such as reducing urban heat islands and filtering carbon emissions out of the air. They also have a soothing effect on the mind, reduce noise and glare, and foster walkable environments. To continue enhancing its local tree canopy, the City should consider the following:

- Continue the Street Tree Program.
- Educate the community on native trees and plants that will thrive in Gunnison’s climate to better facilitate landscaping requirements in the Land Development Code. Review the code to identify opportunities to intensify landscaping requirements and ensure strict enforcement of tree regulations.
- As Gunnison further develops, attention should be given to the preservation of the existing trees canopy and long-term growth of new trees and canopies as well as diversification of trees planted as part of new developments.
- Continue to plant trees within the City’s rights-of-way to support urban forest stewardship and beautify the community. Priority should be given to highly trafficked locations, such as along Route 50 and Highway 135 and within the downtown as well as around Crested-Butte Regional Airport, Western, and important community facilities.
Waste Management

As indicated at the January 2020 Gunnison Valley Climate Action Conference, approximately 21,000 tons of waste were deposited at the Gunnison County landfill in 2019, not including waste collected by Waste Management Inc., the City’s solid waste hauler. In the same year, approximately 1,100 tons of recyclables were diverted from the landfill, representing 4.9 percent of the total waste stream. In 2019, the City of Gunnison brought 2,300 tons of waste to the landfill. Recyclables are not weighed at the County recycling facility, making a detailed breakdown of recycling tonnage from the City unavailable. Solid waste in Gunnison County accounts for eight percent of the greenhouse emissions for Gunnison County.

To support the community’s waste management goals, the City will work with valley-wide partners to:

- Achieve a 50 percent reduction in compostable material from the current landfill waste stream, including food waste, yard waste, wood, paper, and natural fibers clothing.
- Achieve a 50 percent increase in the diversion of recyclables from the current landfill waste stream, including plastics, metals, paper products, glass and synthetic fibers clothing.
- Develop policies to reduce waste generation, such as banning the use of single-use products made of plastics and polystyrene.
- Identify alternative locations for composting facilities and seek funding to obtain a community scale composter to maximize sequestration opportunities – ensuring that biodegradable waste is not hampered from biodegrading in a landfill.
- Develop operational strategies and partnerships with private businesses to increase recycling rates. For example, create a focused program to collect the increasing volume of cardboard from businesses.
- Develop outreach materials to educate the community regarding what is compostable and recyclable; how to compost and recycle; and how to do household composting.

Water Resource Management

The City of Gunnison has senior water rights from several ditches which bring water into the City from the Gunnison River. Gunnison’s nine well annually produce and average of 500 million gallons of potable water. The extensive irrigation ditch network allows residents in most areas of the City to irrigate with non-potable water. This system replenishes the aquifer under the City.

The City’s growing population and potential for development in undeveloped growth areas within the current boundary will correlate with increased water consumption. To achieve the goal of a no-net increase in water usage while accommodating a growing population, the community will need to work collaboratively to conserve water resources. Additionally, the City should prepare for a potentially hotter, drier climate. This could result in changes to snow melt that could dramatically impact available water resources.

Strategies and actions identified at the Gunnison Valley Climate Action Conference for improving waste management practices include:
- Develop policies to reduce waste generation, such as banning the use of single-use products made of plastics and polystyrene.
- Identify alternative locations for composting facilities and seek funding to obtain a community scale composter to maximize sequestration opportunities – ensuring that biodegradable waste is not hampered from biodegrading in a landfill.
- Develop operational strategies and partnerships with private businesses to increase recycling rates. For example, create a focused program to collect the increasing volume of cardboard from businesses.
- Develop outreach materials to educate the community regarding what is compostable and recyclable; how to compost and recycle; and how to do household composting.

Strategies and actions identified at the Gunnison Valley Climate Action Conference for improving water resource management practices include:
- Collaborate with the Upper Gunnison River Water Conservation District on Phase II of its Water Management Plan for the Gunnison River, beginning in 2020. The City will work closely with the District to understand existing uses, conduct an inventory of data and identify data gaps, evaluate current infrastructure, develop a representative model to help predict future water resource needs, and recommend best management practices or options to address water resource concerns.
- Encourage the use of the City’s irrigation system which increases the availability of water resources for potable needs and allows irrigated water to be reinjected into the City’s aquifer.
- Require in the plumbing code use of water efficient devices in residential and commercial buildings.
- Implement an educational campaign supporting water conservations and encouraging efficient outdoor water use.
- Develop and adopt water-efficient landscape codes for new development, including installation of efficient timed sprinkler systems, minimizing turf grass, and requiring water efficient landscaping.

Greenhouse Gas (GHG) Emissions

As indicated at the January 2020 Gunnison Valley Climate Action Conference, the causes and impacts of climate change are well-documented. Presenters at the conference cautioned that failure to make significant progress on global warming before 2030 will result in irreversible impacts. Strong local actions to address global warming from both the private and public sector can help reverse global warming, but these actions require a concerted and coordinated effort.

Strategies to reduce GHGs to address global warming were articulated at the Valley Climate Action Conference; these are provided for utilities, transportation, and construction. Additional strategies identified to reduce waste-generated GHGs are discussed in the Waste Management section of this chapter.

Gunnison County In-Boundary GHG Emissions

The chart below depicts 2015 Gunnison County GHG emissions. The Gunnison Valley Climate Action Conference modeled these emission factors and developed percent emission factor reduction goals and strategies.

![Gunnison County In-Boundary GHG Emissions Chart]

Source: 2015 Greenhouse Gas Emissions Assessment for Gunnison County; Dr. Abel Chavez, Director of the NEM program, Western Colorado University.
Note: mtCO2e= Metric tons of carbon dioxide equivalent

Top
Comprehensive Plan for decreasing utility GHG emissions include:

- valley-wide.
- percent in 2035 compared to 2015 levels
- electric utility greenhouse emissions by 18
- of renewables. A key goal is to reduce total
- Gunnison County Electric Association
- the City of Gunnison electrical utility and
- New opportunities are available for both
- increased use of electric vehicles.
- green electrical supply also supports the
- for “green” electricity in buildings. A
- Valley Climate Action Conference, invest-
- Utilities represent a significant opportunity
- GHG Emissions
- Transportation
- GHG Emissions
- One of the greatest challenges to reducing
- carbon emissions in Gunnison County is decreasing vehicle miles traveled (VMT).
- As indicated at the January 2020 Gunnison Valley Climate Action Conference, VMT
- account for 29 percent of Gunnison County greenhouse emissions and the number is increasing as evidenced by registered vehicles and average daily travel distance. Gunnison County contains 17,022 regis-
- tered vehicles; this is slightly more than one vehicle per person based on the 2018
- United States Census population estimate of 17,246. Gunnison County residents travel on average more than 26 miles per day. The Gunnison Valley Climate Action Conference identified a goal of reducing VMT by eight percent over the next 10 years, ultimately decreasing emissions.

- Strategies and actions identified at the Gunnison Valley Climate Action Conference for decreasing utility GHG emissions include:
  - Increase the use of non-carbon emit-
  - ting sources from 59 percent to 100
  - percent by 2023 and create an emis-
  - sion factor reduction of 90 percent
  - from the baseline year of 2015 to 2023.
  - Provide 1.5 megawatts of renewable
  - energy in Gunnison County by 2023.
  - Work with GCEA to achieve their key goals:
    - GCEA has stated its intent to purchase
    - 65 percent of its energy from
    - renewable sources, and to reduce its emission factor by 78 percent by 2035 compared to a 2015 baseline. This goal is still being reviewed and considered by GCEA.
    - GCEA will provide 200-500 Kilowatts of hydropower and 1.5 to 2.5 megawatts of other renewable energy sources by 2023.

- Construction GHG Emissions
- Electricity and gas required for residen-
- tial and commercial buildings account for 61 percent of greenhouse emissions in Gunnison County, per the Gunnison County 2015 In-Boundary GHG Emissions model presented at the Gunnison Valley Climate Action Conference. Presenters indicated that efforts by the City and GCEA
- to increase the use of renewable energy will directly reduce greenhouse emissions from these buildings. As the grid becomes cleaner, electric heating will become a lower carbon option for homes.

- A variety of heat pump options, including electric heat pumps, represent an opportunity to gain significant efficiency in buildings. Ground source, or geothermal heat pumps are also proven and very effi-
- cient; less expensive air source heat pumps designed for cold climates can operate year-round in Gunnison.

- Air sealing and insulating new and
- existing homes is another a considerable opportunity. Retrofitting existing homes can be challenging, so incentives such as subsidies or market competition are necessary. Market competition based on efficiency may be encouraged by simple disclosure of energy and efficiency metrics so those metrics will be easily compared and considered when purchasing or leasing. The goal for reducing emissions in construction is to facilitate a 20 percent reduction in total energy use intensity (EUI) of residential buildings, and a 30 percent reduction in total EUI of commercial buildings.

- Strategies and actions identified at the Gunnison Valley Climate Action Conference for decreasing transportation GHG emissions include:
  - Increase the number of round-trip
  - Regional Transit Authority (RTA)
  - trips. This builds on a positive trend of increased ridership in the last two years.
  - Provide transit service that works for
  - mountain bikes/29ers, accommodates
  - ski gear, and accommodates people with
dogs to further boost ridership and get cars off the road.
  - Work with the RTA and Colorado
  - Department of Transportation (CDOT)
  - to create a well-designed multi-modal transportation facility that has ample parking and connectivity to Bustang, RTA, future circulator routes, trails, the airport, Western, affordable housing, and commercial areas.
  - Encourage families to better utilize
  - school bus services, reducing traffic congestion that occurs at the begin-
  - ning and end of each school day.
  - Encourage RTA to create a ridesharing
  - program with large employers and
  - individuals to significantly increase
carpooling and reduce single occu-
  - pant vehicles.
  - Lower city speed limits to improve
  - safe non-motorized travel in the City.
  - Implement the City’s Non-Motorized
  - Transportation Plan to enhance
  - non-vehicular commuting for work
  - and pleasure.
  - Increase the ease of access and
  - availability of electric vehicles (EV)
  - by pursuing charging station grants and
  - improving the City’s electrical grid to support EV.
  - Ensure attainable workforce housing is available near employment areas.

Impact of Implementation

When the environmental sustainabil-
- ity actions were incorporated into the
- Gunnison County 2015 In-Boundary GHG Emissions model, the result was a net
- emissions reduction of more than 50
- percent. Environmental sustainability goals and strategies will also be incorporated into
- the One Valley Prosperity Project and
- into other jurisdictions plans and policies as appropriate.
Community facilities provide residents with the services and amenities that establish Gunnison as a safe, healthy, desirable place to live. This includes the City government, fire and police protection, education, and library services. As public services are provided by a wide range of agencies both within and outside of Gunnison, it is essential for the City to continue partnerships and maintain strong communication with all related entities. This will allow for efficient and effective delivery of services, ultimately improving the quality of life for all residents.
Community Facilities and Services Vision

As Gunnison grows, it will be essential to maintain quality services and amenities that contribute to a high quality of life for residents, businesses, students and visitors. Emergency response, public safety services, wastewater treatment, and other civic functions will account for growth to ensure that all existing and future residents have access to public amenities. Careful management of community facilities will continue to provide the foundation of a successful, viable community.

Goal

By 2023, the City will provide responsible stewardship and management of its critical infrastructure, facilities, and grounds, including municipal buildings, City parks and trails, roads and sidewalks, alleys, public electrical utilities, water and sewer infrastructure, irrigation ditch systems, and water resources.

Local Governance and Leadership

A strong local government and leadership are essential to the successful management of a community to ensure residents are receiving the services and resources they need. Gunnison residents have a positive perception of their local government and have praised the City for its proactive efforts and open communication. The intuitive and easy-to-use City website contains a robust collection of publicly available information to inform the community about upcoming events, planning projects, and employment opportunities. Residents and business owners can also learn about important municipal services, programs, and regulations such as building permits, zoning codes, online payments, and utilities. As Gunnison continues to grow and the demand for municipal services increases, it is essential that the City remains responsive to the community’s needs and carefully monitors areas lacking infrastructure or access to its services.

Supporting Strategies

- Ensure adequate and well-planned infrastructure meets the needs of current and future residents and businesses, including telecommunications, water and wells, wastewater, and sustainable energy.
- Regularly communicate with Western Colorado University to identify areas for collaboration on all future projects.
- Partner with Western Colorado University, the City’s largest employer, to identify opportunities to attract skilled candidates for new municipal positions.
- Maintain regular communication with the police and fire departments to ensure optimal levels of fire and police protection.
- Work with the Gunnison County Library District as it plans and builds the new Gunnison Public Library facility, ensuring residents continually have access to its services.
- Complete the Gunnison Wastewater Treatment Plant Modernization and Energy Efficiency Improvement project so that critical wastewater processing continues in a sustainable manner, serving the City and region.

To continue to improve quality of life and strengthen the connection between the local government and its community, the City should consider the following:

- Together with its social media platforms, the City should continue to maintain and update its website and promote its E-Notify feature to keep the public informed. Alternative outreach methods for public engagement should also be explored that increase levels of community input. Technology-integrated strategies should be utilized as they reach people who are not able to attend in-person meetings, such as hosting virtual City Hall meetings through Twitter. The City should continue to actively seek opportunities to involve its citizens in community improvement and beautification projects. This could include community planting events to landscape Gunnison’s streets or mural paintings with local artists to enhance blank walls, both of which strengthen the government-community relationship and sense of local identity.
- The availability of the iWorQ Service Request Application should be heavily promoted to the community to encourage the public to submit online non-emergency service request, such as on utility bills or poster advertisements located at highly trafficked locations. This can help inform the City about specific locations in need of service or infrastructure improvements.
- The City should continue to actively seek and promote its E-Notify feature to keep the public informed. Alternative outreach methods for public engagement should also be explored that increase levels of community input. The City should work closely with ICElab to continue providing incubator and coworking spaces, helping small businesses accelerate their growth and foster an entrepreneurial environment within the community. Continued partnerships with the University and the local business community is recommended.
- To increase transparency and connection within the community, the City should collaborate with local news outlets, such as the Gunnison Times, to publicize new planning initiatives and important community issues. Such updates should also be more heavily promoted on social media platforms to increase coverage and ensure residents are informed of City projects.
Community Facilities

Community facilities provide residents with the services and amenities necessary to maintain a high quality of life. This includes civic services, fire and police protection, education, library services, community centers, and basic healthcare facilities. Within Gunnison, several civic services and amenities are provided and regulated by outside organizations, which requires that the City maintain regular communication and active cooperation. As the community continues to grow, both internal and external coordination will be necessary to ensure that community facilities can be improved and expanded to accommodate a growing population. Additionally, wayfinding should be provided throughout the City to provide residents and visitors direction to all community facilities.

Facilities Key

- **Government**
  1. Proposed Library Location
  2. Bureau of Land Management
  3. Gunnison Public Works Department
  4. Gunnison County Public Library
  5. Gunnison County Offices
  6. US Post Office
  7. Gunnison City Hall
  8. Gunnison Valley Regional Housing Authority
  9. Gunnison County Combined Courts
  10. US Forest Service
  11. US Forestry Department
  12. Colorado Wildlife Division
  13. Colorado Department of Transportation

- **Education**
  1. Gunnison Elementary & Middle School
  2. High School
  3. Western Colorado University
  4. Gunnison High School

- **Culture**
  5. Gunnison Arts Center
  6. Gunnison Pioneer Museum

- **Emergency Services**
  7. Gunnison Fire Department
  8. Gunnison County Sheriff's Department
  9. Fire Department Training Facility
  10. Gunnison Police Department

- **Health**
  11. Gunnison Valley Hospital
  12. Gunnison Valley Health Senior Care Center

- **Recreation**
  13. Community Center
  14. Fred R. Field Western Heritage Center and Rodeo Grounds
  15. Gunnison Skating Complex
  16. Park Maintenance Facility

- **Airport**
  17. Gunnison-Crested Butte Regional Airport
Emergency Services

Fire

Fire protection and rescue coverage is provided by the Gunnison Volunteer Fire Department (GVFD), a full-service department composed of 40 volunteers. The GVFD has a single fire station located at 217 West New York Avenue, which services about 10,000 residents over 3,300 square miles throughout Gunnison County and parts of Saguache County. The Department has an ISO rating of five, which rates level of fire safety response on a scale of one to ten, with one being the best rating.

The GVFD has an ISO rating of five, which rates level of fire safety response on a scale of one to ten, with one being the best rating. Most residents expressed high satisfaction with the courtesy and helpfulness of the fire department staff. However, response times were identified as slow at times due to the volunteer nature of the GVFD and the fact that firefighters need to go to the station from other locations at the time of call. The 2018 Gunnison Community Survey identified that a large portion of the community is unfamiliar with the Department, under-scoring the need for higher visibility and education about the GVFD’s services.

- As emergency call volumes increase with growth, the GVFD should actively recruit volunteers or consider hiring full-time paid firefighters to ensure enough fire protection services are provided for the community. The Department should review its job requirements and benefits to increase volunteer recruitment and retention and facilitate the firefighter training process.

Police

The Gunnison Police Department provides Gunnison residents and Western Colorado University with public safety and is dedicated to maintaining high quality of life through crime prevention, equitable treatment, and educational partnerships with all residents, students, and visitors. The Department’s headquarters is located at 910 West Bidwell Avenue, housing 16 full-time police officers and 17 staff to provide 24/7 service for the community. Community members expressed high satisfaction for the overall quality of service, including the helpfulness and friendliness of employees. Response to call rates were also identified as typically good.

- The City should support the Department in starting new initiatives within the community that promote safety, community engagement, and good health, such as a new volunteer program, mental health co-responder program, and a K-9 police dog program.

Western Mountain Rescue Team (WMRT)

WMRT operates under the Gunnison County Sheriff as the primary search and rescue (SAR) team for Gunnison County, including the City of Gunnison. WMRT strives to provide exemplary mountain rescue services, including but not limited to, large-scale wilderness search, high angle rope rescue, low angle rope rescue, avalanche rescue, winter rescue and mountain safety education. Team members work with several agencies including, but not limited to, large-scale wilderness search, high angle rope rescue, low angle rope rescue, avalanche rescue, winter rescue and mountain safety education. Team members work with several agencies including, but not limited to, large-scale wilderness search, high angle rope rescue, low angle rope rescue, avalanche rescue, winter rescue and mountain safety education.

The team was established in the 1960s by a group of university students after organizing a search for a missing professor, and now operates out of Western. WMRT is the first college-based, nationally accredited Mountain Rescue Association team in the United States and has continued to be the only collegiate team since 1987. The City should continue to support the WMRT as it provides safety and emergency services for Gunnison residents, visitors, and the region.

- The City should coordinate with the Department to participate in community events.

Intra-Agency Green Team

The City should establish an intra-agency Green Team charged with advancing sustainability within the community. This should include representatives from the City, Western Colorado University, the County, Gunnison Valley RTA, and other service providers within the community. In addition, the City should include members of the business community and other private or not-for-profit service providers, such as the faith-based community. To promote city-wide sustainability, the Green Team should undertake the following:

- Hold regular meetings and discuss existing programs and new initiatives, develop resources for residents and businesses, and establish goals for sustainability within Gunnison.

- Conduct community surveys to introduce City sustainability initiatives, develop resources for residents and businesses, and measure increases in resident awareness.

- To increase community awareness of opportunities to engage in sustainability practices, the Green Team should spread information online and through social media, such as Facebook, e-newsletter.

- Create programs and events for Gunnison residents to apply sustainable practices, such as recycling and compost programs, Park(ing) Day to temporarily convert a parking space to a mini park, and green block parties to educate the community on how to become active supporters of sustainability.

- The City should support the Department in starting new initiatives within the community that promote safety, community engagement, and good health, such as a new volunteer program, mental health co-responder program, and a K-9 police dog program.

- The City should work with the Department on the enforcement of parking regulations and cyclist and pedestrian violations.

- The City should support the Department in starting new initiatives within the community that promote safety, community engagement, and good health, such as a new volunteer program, mental health co-responder program, and a K-9 police dog program.

- The City should work with the Department on the enforcement of parking regulations and cyclist and pedestrian violations.
Comprehensive Plan

The City should continue to work with the District to ensure residents receive quality library services and the new public library can serve future demand with growth.

Partnerships between the District, Gunnison Watershed School District RE1-J, and Western should be facilitated to provide services that complement education and research.

Access to the library should be enhanced by coordinating public transit stops at the facility with convenient stop times. Bike and pedestrian infrastructure should also be constructed that connects the library to key community destinations such as the downtown or Western to support multimodal access. The facility should also provide a pickup/drop off area for senior transportation to allow easy access for all ages.

The City should support the GVRHA in its implementation of its Gunnison Valley Housing Plan, which was recently adopted in 2019. Opportunities to work with the agency to increase affordable housing within Gunnison should also be sought, such as identifying key development opportunities or policy changes. For further discussion of increasing equitable and attainable housing in Gunnison, see Chapter 6: Housing and Residential Areas.

Gunnison Valley Regional Housing Authority

Availability and affordability of housing in Gunnison was consistently identified as a top issue throughout community outreach. There is currently a shortage of affordable and workforce housing throughout the Valley, which has heavily impacted the standard of living within the community. The Gunnison Valley Regional Housing Authority (GVRHA) is the agency charged with advocating, promoting, and planning for a long-term supply of desirable housing for all income ranges in the region. The GVRHA has two facilities; the main office located in central Gunnison at Georgia Avenue and Iowa Street and the other in Crested Butte.

The City should support the GVRHA in its implementation of its Gunnison Valley Housing Plan, which was recently adopted in 2019. Opportunities to work with the agency to increase affordable housing within Gunnison should also be sought, such as identifying key development opportunities or policy changes. For further discussion of increasing equitable and attainable housing in Gunnison, see Chapter 6: Housing and Residential Areas.

Gunnison County Library District

For almost 80 years, the Gunnison County Library District has provided Gunnison and Crested Butte residents with access to a wide variety of books and resources. The Gunnison Public Library is located at 307 North Wisconsin Street. The library was first established in 1975 with a small addition completed in 1983. Today, facility space is becoming limited for existing programs, services, and collections, forcing the District to host events outdoors. Transportation for seniors to the library is also available, but drivers are unable to conveniently access the entrance to drop off riders directly.

The District is in the process of constructing a new Gunnison Public Library facility on the 5.3-acre District-owned property adjacent to Van Tuyl Ranch and Gunnison Middle School. The District aims to leverage this new facility together with existing amenities to enhance the public library experience and offer cultural and educational offerings within Gunnison. In addition, the passage of a ballot question regarding library service improvements is planned within the next three to 10 years to pinpoint needed enhancements and facilitate significant growth within the District.

Gunnison 2030 • Comprehensive Plan

Recycling

To reduce waste production and conserve natural resources, it is important that residents are educated on the effects of recycling, landfill waste, and composting practices. The City currently provides residential refuse and recycling collection services on a once a week schedule that are charged on monthly utility bills. The City also contracts with Metach Recycling for electronics recycling charged per pound, which can be dropped off at the City of Gunnison Public Works facility. To further promote the sustainable culture of recycling within Gunnison, the City should consider the following:

- Continue providing curbside recycling services and existing programs for hard to recycle items. Explore opportunities for new programs to increase recycling in the community, such as paint exchanges or electronic and clothing recycling stand at the Gunnison County Fairgrounds farmers market.
- Improve the City’s recycling system by sending out educational pamphlets to residents and businesses and hosting informational sessions at schools on how to correctly recycle. Simultaneously, promote the recycling program to recruit more subscribers.
- Establish a multifamily housing assistance program to increase recycling/composting in higher density developments. As growth occurs, work with property owners to incorporate this program into their property and support sustainable residential communities.
- Explore the development of an extensive City compost program. Each household or business that wishes to participate would receive a compost bin, which could be picked up weekly on the same schedule as recyclables.
- Place Sort It Out stations throughout the community, particularly within the downtown, to encourage pedestrians to throw away waste sustainably. Provide rentable waste stations for events and block parties or buyable bins for residential or business use.
- Require community events to be Zero Waste Events by providing sorted recycling and composting bins with educational signs and encourage the use of paper cups, plates, and straws.
- Partner with local vendors to use recyclable materials at their establishment and provide green recycling and reuse incentives for customers, such as free refills by bringing personal plastic cups.
- Implement a city-wide Plastic Bag Ban initiative to encourage consumers to shop with reusable shopping bags by prohibiting plastic bags and requiring 10 cent fees for recycled material bags.

I am hopeful that with a good vision Gunnison can maintain a high quality of life and improve services, amenities, affordable housing, and safe streets.
Education

Gunnison is home to highly rated schools within the state, which act as major assets for attracting new residents to the community. The City is served by the Gunnison Watershed School District and Western Colorado University. To ensure the quality of education continues to prosper and attract residents, the City must continue to actively engage and partner with its local schools.

Gunnison Watershed School District RE1-J

Education in Gunnison is provided by the Gunnison Watershed School District RE1-J which includes the following Gunnison schools:

- Gunnison Elementary School
- Gunnison Middle School
- Gunnison High School
- Lake School
- Pathways

The School District strives to create a collaborative educational environment for students, staff, parents, and community members and both intellectually and holistically prepare every student for higher education and their career.

While school locations are rated as excellent, all facilities are identified as at capacity with an enrollment of 1,200 students that is projected to grow over the next five years.

- In the next two years, multiple renovations are planned for the facilities including a roof upgrade at Gunnison Middle School and classroom expansions and athletic field enhancements at Gunnison High School. The City should continue to work with the District to address capacity needs and identify potential locations for new schools, particularly within growth areas.
- The City should explore new partnership opportunities with the School District, such as offering internship opportunities for high schoolers that wish to be involved in the local government or provide educational sessions at schools on City initiatives and programs.

Western Colorado University

Western Colorado University, a four-year public university locally known simply as Western, provides higher education within Gunnison and is considered a key community partner. The 228-acre campus is located on the eastern edge of the City at 1 Western Way with an enrollment of 2,900 students. Community members frequently described Western as an asset and stated the desire to further connect the university to the City both physically and through stronger association. According to the 2018 Gunnison Community Survey, resident attendance in Western events is high, with over 50 percent of residents having attended a special event, cultural event, or athletic event in the past year.

The University is currently developing a Facilities Master Plan and has 10 construction projects slated for Spring 2019. Improvements include upgrades to the engineering building, soccer field, press box, and parking lots. In the next few years, Western plans to enhance faculty and staff housing, the turf soccer field, trails, solar array, green houses, outdoor classrooms, and locker room. Construction is in progress on the new Paul M. Rady School of Computer Science and Engineering, which will enable a new Western-University of Colorado Boulder partnership program for students to graduate with a B.S. degree from the University of Colorado Boulder’s renowned College of Engineering and Applied Science. The City should continue to support Western as it undergoes facility improvements to ensure students have access to the educational resources and space they need for a successful higher education.

With the development of Gunnison Rising, the capacity of Escalante Drive was identified as being over capacity. The City should coordinate with the University to determine traffic mitigation strategies to ensure smooth traffic flow, such as the addition of new lanes or offsetting traffic to a newly constructed roadway.

Located on Western’s campus, the ICELab was recently developed by students and the university community to create an office and coworking space for innovation, creativity, and entrepreneurship. The entrepreneurial hub supports the University, businesses, and communities throughout the Gunnison Valley, providing a diverse series of programs, lectures, mentors, and equipment. The City should work with Western to develop additional state-of-the-art incubator spaces within the downtown to further build its partnership, cultivate Gunnison’s innovative business environment, and integrate the University into the community. Such incubator spaces will also connect students to quality jobs within the City and region, which will help retain knowledgeable graduates and fight against “brain drain.”

The City should coordinate with the University and the Gunnison Valley Rural Transportation Authority (RTA) to explore increasing bus frequencies between the campus and the rest of the City or consider a new circulatory bus line within Gunnison that would increase access between the University and local community.

Collaboration between the University, City of Gunnison, and GVRHA should be instigated to find opportunities for affordable and quality university housing for both students and staff. Such housing should be within a 15-minute walking distance of campus, such as within the downtown, where students and staff could live in mixed-use residential units located above ground floor commercial uses.
Gunnison County Fairgrounds

Managed by Gunnison County’s Public Works Department, the Gunnison County Fairgrounds provides the region’s community members and visitors with flexible options for locals. Examples include a pumpkin patch pop-up, or Christmas market.

Seek opportunities for new events to activate the Fairgrounds as a community event space on days others than just Cattlemen’s Days. This could include food truck rallies, weekly farmers’ market, flea markets, Taste of Gunnison, and movie nights. In addition, recreational amenities could be added to the facility to benefit the community, including track and field equipment, basketball courts, and soccer fields. During off-peak tourism months, seasonal attractions should be installed to attract regional visitors while providing entertainment options for locals. Examples include a pumpkin patch pop-up, or Christmas market.

The City should work with the County’s Public Works Department to designate a nearby site for overflow parking during Cattlemen’s Days. If the site is not within walking distance, frequent shuttle buses should be provided for event goers.

As the Fairgrounds is expansive, the visual impact of the facility is significant, directly affecting neighboring residential uses. Through coordination with the County, the appearance of the Fairgrounds should be enhanced through perimeter landscaping and ensuring proper maintenance of the property.

The City should work with residents to find strategies to mitigate negative visual, noise, and traffic impacts as much as possible during large events.

Center for Mental Health

The Center for Mental Health has been providing behavioral health services in Gunnison County and several other Western Colorado counties since 1964. The Center has a dedicated emergency services team available to respond to emergency calls in Gunnison 24-hours a day, seven days a week. Crisis intervention, suicide assessment, and mental wellness within the community. Emergency services are available at no cost.

The City should continue to support the Center of Mental Health as an essential player in improving health and mental wellness within the community.

Opportunities to promote available services should be explored to ensure community members in need are aware of the Center. This could include postings through the City’s social media outlets and website, providing pamphlets at City Hall, and posting advertisements on transit lines or key locations within the downtown/ Western.

County Health and Human Services

Gunnison County’s Department of Health and Human Services provides the County’s residents with access to health services and advocacy, including behavioral health and child support. The Department provides culturally sensitive aid that prevents and protects families from poor health or harmful situations. The Department’s facility, which was recently renovated in 2018, is located at the intersection of North Spruce Street and Georgia Avenue.

Lack of accessibility by means of public transportation was expressed as an issue for lower income clients who disproportionately lack access to a car. In coordination with RTA, if a new internal bus line is created, ensure that it stops close to the Department’s facility as well as other key community facilities with convenient stop times.

Work with the Department to make procedures for existing health and human services more efficient and accessible to lower income families. Explore new options for programs that support the wellbeing of lower income families, such as health insurance, minimum wages, and childcare assistance.

Spearhead collaboration between the Department, GVRHA, and City to develop new strategies to tackle the affordable housing issue in Gunnison. This can include identifying new opportunities for affordable and workforce housing, reestablishing/revising rent control policies, and determining stricter policy for requiring affordable units within higher density residential development.

Gunnison Valley Health Hospital

Gunnison Valley Health is a critical access hospital with satellite services located in the City of Gunnison owned and operated by Gunnison County. Gunnison Valley Health is governed by a board of trustees appointed by the Gunnison County Commissioners and licensed by the State of Colorado. The hospital has provided healthcare to the residents and visitors throughout Gunnison County since 1938.

In 2019, the hospital renovated the skilled nursing facility, creating a new medical arts building as well as an addition to the existing assisted living building. The purchase of employee housing is also being considered. Planned major improvements include development of independent living services, continued renovations to the main hospital, and development of a health center in Crested Butte. The hospital is also planning on a parking expansion at the main facility as parking on Taylor Street has been a noted challenge.

The emergency department will also be tasked with expansion as population grows.

As Gunnison grows, there will be an increased demand for health services. This includes skilled nursing, assisted living, and home medical services, which the hospital currently provides at small volumes only. The City should act as a liaison between the community and hospital to ensure it remains responsive to the changing needs of residents.

As there is currently a lengthy waiting list and 100 percent occupancy for assisted living at the hospital, the City should support the development of senior living communities within Gunnison to address this shortage of living options for senior citizens.

The City should work with the hospital to ensure emergency response coverage sufficiently serves the community and growth areas. With an increasing population, the City should support the hospital in constructing a new urgent care facility as needed.

The emergency department will also be tasked with expansion as population grows.
Infrastructure

Potable Water

The City’s potable water system is supplied from nine wells constructed in an historic subsurface alluvial aquifer. The aquifer consists of unconsolidated sands, gravels and silts, and ranges in thickness from 20-80 feet. Per the 2007 Master Plan, it is a substantial resource now and for the future. Chlorine is injected into the wells for treatment and all except one have a sand separator.

The City’s Water Department maintains storage tanks with a combined capacity of 2,047,000 gallons. The tanks are located immediately northeast of Western Colorado University and are used for regulation and flexibility to meet peak water demands, fire flows and water pressure throughout the system. When use exceeds well system capability, supplemental water is supplied by the tanks. The City completed a Distribution Master Plan in 2007. The consultant, Black and Veatch, built a hydraulic model of all water pipes and projected requirements for future growth. Black and Veatch provided recommendations for the City to consider.

To further improve Gunnison’s water system, the City should consider the following:

- Maintain well system evaluations and maintenance by annually removing one well pump, inspecting and evaluating the well and downhole pumping equipment, rehabilitating the well, refurbishing and/or replacing the pumping equipment.
- Evaluate transmission line capacities and prepare a working model that can be used to evaluate future potential additional sources. The model should be developed so that it can be updated on an as needed basis.
- Evaluate current and future potential regulatory issues that may impact the sources of supply and water operations for the City, current and future City wells and wellfields.
- Evaluate current potable treatment methods, techniques, and effectiveness and consider planning for additional treatment at wells and/or inside the distribution system.
- Plan for additional wells, surface diversions, and/or well fields to increase the system capacity to meet projected needs. Planning should evaluate the following:
  - Legal issues with existing decrees and possible modifications.
  - Regulatory issues in coordination with the State Engineer of the Department of Natural Resources (DNR) and Colorado Department of Public Health and Environment (CDPHE).

Future technical and environmental issues:

- Water quality:
  - Gunnison River alluvium
  - Tomichi Creek alluvium
  - Surface water diversions
- Water quantity based on source of supply:
  - Test hole drilling
  - Monitoring well installation and equipping
  - Source water quality testing
- New infrastructure required to connect potential new sources of supply to existing potable distribution system.

New Developments

It is recommended that preliminary design level engineering plans and a water study be provided for each development phase approval. The preliminary engineering plans and water study should address the layout and design of utilities needed to support the given development phase as well as the design capacities needed to extend all water services to future phases within the development.

Any improvements outside the development should also be provided to the City for review and approval. The preliminary engineering designs should be in conformance with requirements as defined in the City’s Land Development Code.

As new developments are constructed within the City’s service area, design and construction of new water mains and services will need to comply with Section 600 of the City’s Construction Standards. Potable water mains should be located within street rights-of-way whenever possible and with appropriate offsets from the curb and gutter.
Non-Potable Water

The City has an extensive system of irrigation ditches with a consistent flow of irrigation water from May through September. The ditch system traverses most of the City and runs along the street system within the City. These waters are taken from various channels and points of diversion from the Gunnison River and other sources.

Ditch water is available to property owners adjacent to the ditch. It serves as a source of water for lawns and gardens, making Gunnison a lush, green community during an extended period of the year.

Utilization and extension of the system would serve to further protect the water rights of the City as well as make Gunnison a more attractive place by allowing vegetation and landscaping to grow where it otherwise would not thrive.

Stormwater

The City’s storm drainage system consists of five collection systems, based on the topography of the City and existing storm sewer infrastructure. The systems include the following:

- The first storm drainage system has a main interceptor that runs east and west along Tomichi and Virginia Avenues with laterals extending north to Denver Avenue, Spencer Avenue and beyond.
- The second system is in the southwest quadrant of the City near the airport.
- The third storm drainage system serves the area south of New York Avenue between 14th Street and Wisconsin Street (vicinity of the rodeo grounds).
- The fourth system is located east of Wisconsin Street and south of Virginia Avenue.
- The fifth storm drainage system is in the West Gunnison Neighborhood and has not been designed or constructed at this time.

A master drainage study was completed for the Gunnison Rising area in 2013. The study was completed by the consultant, CLC Associates, and it established a concept drainage design for the overall development. The study utilized the City’s Stormwater Management Manual and the Urban Drainage and Flood Control District (UDFCD) Urban Storm Drainage Criteria Manual. As development plans for Gunnison Rising continue, it is recommended that preliminary design level engineering plans and a drainage study be provided for each development phase approval.

New Developments

It is recommended that new developments provide adequate surface, subsurface, and road storm drainage facilities and appurtenances as required by the City’s Stormwater Management Manual. Either open or closed drainage systems may be required, depending upon terrain, development density and other considerations. Adequate detention and water quality facilities should also be provided.

Preliminary design level engineering plans and a drainage study should be provided for each development phase approval. The preliminary engineering plans and drainage study should address the layout and design of stormwater and water quality infrastructure needed to support the given development phase as well as the design capacities needed to extend all stormwater services to future phases within the development. Any improvements outside the development should also be provided to the City for review and approval. The preliminary engineering designs should be in conformance with requirements as defined in the City’s Land Development Code.

As new developments are constructed within the City, design and construction of new storm sewer and culverts will need to comply with Section 700 of the City’s Construction Standards. If the storm sewer or culverts are located within CDOT’s right-of-way along Highway 50 or State Highway 135, CDOT design and construction specifications should be referenced.
Sanitary Sewer

The City’s wastewater treatment plant (WWTP) was constructed in the mid-1980s and became operational in 1987 providing the City with an EPA certified, state-of-the-art treatment facility. The facility provides secondary treatment through an extended aeration/oxidation ditch method.

The City’s WWTP service area includes the following:

- City of Gunnison (within City limits)
- North Gunnison Sewer Division
- Dos Rios Sewer Division
- Commercial establishments adjacent to the Tomichi Heights subdivision

The City completed the Gunnison Collection System Capacity Evaluation in 2018. The consultant, Lamp Rynearson, estimated the effect of future residential developments at Gunnison Rising and Rock Creek on the City’s collection system hydraulic capacity. The evaluation included development of a hydraulic model of the City’s existing and future collection system. The modelling results indicated that the WWTP collection system downstream of Gunnison Rising currently has enough capacity under all development scenarios, including scenarios with complete infill development and buildout of Rock Creek.

Gunnison Rising and Rock Creek Sewer Study

New growth requires infrastructure investment. The Gunnison Rising and Rock Creek Sewer Study provides some metrics for sewer infrastructure. The study concentrated on the impacts of future developments on existing sewer collection system.

While the entire sewer system was analyzed, the primary focus was on the point of connection with Gunnison Rising and the existing sewer collection system. The study was intended to determine how projected flows from new developments would impact the system as it navigates towards the treatment plant. The study included impacts from adding two hundred housing units, a scenario discussed and agreed upon by representatives for Gunnison Rising and the City of Gunnison.

Results showed that 200 units could work, but certain ratios are close enough to warrant further analyses if the area is developed for more than 200 housing units. The intent of the model was not to determine the maximum number of housing units without proposed densities and housing types.

The impacts of the planned Rock Creek development were further analyzed as part of the study as sewer generated in that area would share the same infrastructure the Gunnison Rising development would rely on. The study determined that due to projected flows, the City’s lines would approach 60 percent and one section would approach 80 percent capacity. It is the standard keep sewer capacity to less than 60 percent, and to increase pipeline capacity when capacities begin to approach 80 percent. If the study included a review beyond 200 units, then consideration would be needed to implement the option for a new trunk line to offset additional flows.
The model showed that the collection system has capacity issues downstream of the Rock Creek development in some pipe segments. With the addition of flow from the Rock Creek development and other infill development, the probability that this pipe will experience surcharge conditions only increases.

Other sections of over- or near-capacity pipe in the collection system resulted from projections of full infill development. In consideration of the variability embedded in infill projections and the anticipated length of time for this magnitude of infill to occur, Lamp Rynearson stated there were no short term upsizing recommendations. The recommendations in this report did not consider the potential for collection system expansion to include existing County subdivisions or other future planned developments.

Lamp Rynearson recommended that the hydraulic model be used as a diagnostic tool to assist with future updates to the City’s Wastewater Master Plan. With additional model refinement through a more comprehensive infiltration and inflow study and more detailed investigation into manhole conditions and pipe types, slopes, and sizes, the City will be well positioned to prioritize collection system improvements and the resultant benefits to the wastewater collection and treatment system’s hydraulic performance.

New Developments

It is recommended that preliminary design level engineering plans and sanitary sewer study be provided for each development phase approval. Preliminary engineering plans and sanitary sewer study should address the layout and design of utilities needed to support the given development phase as well as the design capacities needed to extend all sanitary sewer services to future phases within the development. Any improvements outside the development should also be provided to the City for review and approval. The preliminary engineering designs should be in conformance with requirements as defined in the City’s Land Development Code.

As new developments are constructed within the City’s service area, design and construction of new sanitary sewer mains and services will need to comply with Section 500 of the City’s Construction Standards.

Electric

The City purchases its electrical power from two sources. The Western Area Power Administration (WAPA) supplies the base load, while the Municipal Energy Agency of Nebraska (MEAN) supplies supplemental power. WAPA provides hydroelectric power from the various hydro-electric plants on the Colorado River system, including the Blue Mesa Reservoir. MEAN utilizes coal, wind, hydro, natural gas, and purchased power (including nuclear power) from other locations.

The City’s electrical service area boundaries encompass the area from Antelope Hills southwest to Fairway Lane, near Gold Basin Road, to the end of the pavement (including the Golf Course), and North to the Lower Castle Mountain cutoff near Wild Horse Estates. Areas of service overlap with Gunnison County Electric Association (GCEA). The City closely coordinates with GCEA.

The City has enough electrical infrastructure to accommodate typical residential growth and small to medium sized retail businesses. Large manufacturing operations or very large superstar development that require substantial amounts of energy may present some challenges and should require additional infrastructure.

An electric study was completed for the Gunnison Rising development in 2019. The consultant, ESC, prepared an impact study covering the impact of the development on the City’s distribution system. The purpose of the study was to develop a plan to provide adequate, reliable, and economical service to the proposed Gunnison Rising development. The first phase of the study was to approximate the peak load of the development broken down by zone.

The study suggested upgrades in an incremental fashion to support the load growth as it develops, estimated the costs of each suggested upgrade, and approximated the average cost per acre to develop the area within the development.

New Developments

It is recommended that preliminary design level engineering plans and an electric study be provided for each development phase approval. The preliminary engineering plans and electric study should address the layout and design of utilities needed to support the given development phase as well as the design capacities needed to extend all electric services to future phases within the development. Any improvements outside the development should also be provided to the City for review and approval. The preliminary engineering designs should be in conformance with requirements as defined in the City’s Land Development Code. The City’s electrical infrastructure is composed of overhead lines, and in some newer developments, buried lines. It is recommended, from a visual standpoint, that all electrical lines be buried where feasible.

Private Utilities

Natural gas is provided by Atmos Energy. Cable television is provided by Spectrum, and internet is provided by Century Link and Spectrum. Expansion of these services is driven by development and consumer need.

As new developments are proposed within the City, construction of private utilities will need to comply with appropriate sections of the City’s Construction Standards.

Water Conservation

During community outreach, Gunnison residents expressed the desire to increase water conservation efforts within the City. This includes efforts to reduce consumption of potable water as well as to protect natural water features: the Gunnison River and Tomichi Creek. To promote water conservation, the City should consider the following:

- Educate the community on water conservation strategies, such as harvesting rainwater, utilizing grey water systems, and the use of water-efficient technologies such as micro-irrigation systems.
- To improve water quality, work with institutions, residents, and businesses to reduce synthetic herbicide, pesticide, and fertilizer practices through integrated pest management (IPM).
- Develop a suite of educational materials and programs to provide residents, developers, and businesses with information about water conservation tactics and best practices.
- Working with the Colorado Department of Natural Resources, Colorado Department of Public Health and Environment, Upper Gunnison River Water Conservancy District, Gunnison County, and other regional environmental entities to regularly monitor conditions of existing watersheds and water bodies to identify necessary projects to improve and preserve water quality at a regional scale.
- Review existing regulations for outdoor water usage and the overall usage of water during these times to analyze the potential for stricter rules or alterations that may help to minimize water use. This should include strict application of existing regulations for outdoor watering and education on why it is necessary.
- Review existing regulations for outdoor water usage and the overall usage of water during these times to analyze the potential for stricter rules or alterations that may help to minimize water use. This should include strict application of existing regulations for outdoor watering and education on why it is necessary.
- Monitor and record water usage data reported annually or monthly to establish local trends and provide locally and regionally applicable data for water resources.
The Gunnison 2030 Subarea Plans provide specific recommendations for two areas of the City facing unique challenges and considerable opportunities. Considering feedback from the community outreach process, City staff worked with the Comprehensive Plan Advisory Committee and identified the North Gateway and the Southwest Gateway subareas for detailed examination and site-specific recommendations. The subarea plans set out the future vision for each area and establish the framework for detailed implementation actions.
**Subareas**

The North and Southwest Gateway Subarea plans aim to enhance the two primary entrances into the City while supporting smart growth. The subarea frameworks strike a balance between improving on existing development through infill improvements and determining appropriate opportunities for expansion.

**North Gateway Subarea**

The North Gateway Subarea aims to guide sustainable growth and development in the critical north Gunnison area and in the growth area immediately north of the City along Main Street/State Highway 135. The subarea plan identifies steps needed for managed growth, helps define key projects and future infrastructure required, and creates an improved and more certain environment for making both public and private investment decisions in the area.

**Southwest Gateway Subarea**

The Southwest Gateway Subarea plan acknowledges key existing uses and considers the importance of maintaining and supporting Gunnison’s industrial and commercial businesses. Further, the subarea plan envisions an enhanced gateway district capitalizing on access and primed for new businesses and opportunities.
North Gateway Subarea

Growth Area and Larger Context

Due to access, natural landscape, and limits imposed by public lands, the North Gateway Subarea represents the most likely direction for Gunnison’s urban growth outside of the Gunnison Rising annex and the West Gunnison neighborhood. Constraints to the City’s larger growth plans include the location of the airport to the south of the City, and the already-planned growth in the Gunnison Rising annex. These create logical growth boundaries around the current municipal boundary. However, the North Gateway subarea at State Highway 135 does not share these limitations. Under State of Colorado statute, the City has authority to plan growth in this area in cooperation with the County as it lies within three miles of the municipal border.

The larger context is shown to position the subarea relative to the growth area. The Gunnison River is a defining geographical boundary, providing a hard stop for future expansion. The subarea boundary gives guidance to incremental growth moving north from the municipal boundary.

The North Gateway Subarea includes developable land along Van Tuyl Circle and Colorado Street between Sydney Street and Mountaineer Drive, an area prepared with infrastructure and zoned for residential and commercial uses. Commercial uses are anticipated along Main Street/State Highway 135 (State Highway 135). The subarea extends just under a mile north past City limits into the County along State Highway 135. Along the corridor, the landscape is largely rural, with scattered residential development, some religious uses, and a few heavy commercial and storage uses.

Main Street/State Highway 135 is the primary connection and only paved road leading to Crested Butte. It is the key north-south arterial for the City and the larger Gunnison Valley region. The highway provides truck, passenger vehicle, and regional transit access to and from Crested Butte to the north of the City. Main Street/State Highway 135 is one of the City’s three main access routes and, compared to the City’s two primary east and west entry points on US 50, this area is receiving the most development pressure due to the singularity of the route to Crested Butte.
**Land Use**

Future land use to the north of the municipal boundary should be compatible with City land use and zoning immediately to the south within City limits. Future land use policy will provide definition to streamline coordination with Gunnison County along the corridor in the growth area. Land use in the subarea is largely envisioned with corridor commercial uses along State Highway 135, and single family attached and detached neighborhoods in the surrounding area providing infill and transition with adjacent rural neighborhoods. Larger mixed-use or multi-family residential developments should be located at the Road 13A and Main Street intersection to provide gateway definition for the City.

**Recommendations**

- Development along State Highway 135 should be for office, service uses, hotel accommodations and businesses retailing durable and convenience goods.
- Residential dwellings should be permitted above the ground floor.
- Businesses should be regional to serve the entire community.
- Site design and buffering should mitigate traffic and operations impacts upon adjacent rural neighborhoods.
- The City should pursue residential and commercial infill within the municipal boundary before expansion outward into northern growth area.
- Commercial uses in the northern subarea should be incentivized closer to the municipal border to capture development demand.
- The City and County should cooperate to limit further storage facility uses along this key corridor.

**Image and Identity**

As a key element of branding the City, gateway features should be constructed to announce entry into the City proper and clearly define the approaching downtown. Gateway improvements can be achieved through working with the built form, streetscaping, and other improvements. Larger, more prominent gateway features should be located along the primary State Highway 135 roadway. Additional gateways can be developed along secondary roadways as deemed necessary per traffic counts and future development.

- Entry signage and landscaping should be used to provide gateway definition approaching Gunnison from the north. The gateway location should be at the municipal boundary, at the intersection of Road 13A and State Highway 135.
- Future corridor commercial structures should be oriented toward the street along State Highway 135.
- Special consideration should be given to the architectural treatment of buildings to contribute as gateway components.
Transportation, Access and Connectivity

Transportation and access will be key considerations in the North Gateway Subarea. Incremental development should be supported by extension of the City’s network of roadways, trails, and sidewalks to accommodate projected traffic growth while expanding non-motorized transportation options.

Recommendations
- As development occurs, the City’s Non-Motorized Transportation Plan should be considered, and connections should be provided between the multi-use trails along State Highway 135 and in Van Tuyl Ranch, further facilitating connection from Gunnscon to public lands outside of the City.
- Future roadway connections in the immediate growth area should align with the existing City street grid to create perpendicular intersections. The City should work with the county, CDOT, and developers to reference the Gunnison grid pattern to the north of the City along State Highway 135 for future connectivity.
- The City should work with CDOT to reduce speed limits as traffic enters the City and State Highway 135 becomes Main Street.
- Wayfinding should be implemented in the subarea, directing travelers to the following key regional assets:
  - Downtown Gunnison
  - Van Tuyl Ranch – wayfinding can highlight this open space amenity, which provides Nordic skiing and bike trails right in Gunnison.
  - City Mountain Park – a City-maintained camping and hiking area for visitors and residents, located 13 miles northeast of the City.
  - Cranor Ski Hill, a City-maintained skiing providing a lift, warming hut and parking, located four miles northeast of the City.

Utility and Infrastructure Policy

While growth can lead to thriving communities, increased populations and buildings create greater demand on City services, facilities, and infrastructure. The Gunnison Land Development Code articulates that there must be adequate public facilities in place to serve the proposed development; alternately, the developer should propose necessary improvements to address service deficiencies. This approach should be taken toward infrastructure development in the North Gateway Subarea. Further infrastructure recommendations and policies applicable citywide can be found in Chapter 10: Community Facilities and Services.

Recommendations
- North of the municipal boundary, infrastructure including water, electric, and sewer should be extended only to developments fitting with desired uses and growth patterns.
- Infrastructure should be implemented in partnership with developers, largely working from the municipal boundary moving north to the subarea limit.
- The City may not offer every utility immediately as expansion occurs and will work with developers to determine how to phase infrastructure for priority projects.
- Annexations should occur only on those properties where infrastructure is planned, in incremental steps starting at the municipal boundary and moving north.
**Growth Patterns**

Contiguous development is key in the North Gateway Subarea, which presents considerable outward expansion opportunity for the community. Following the adequate public facilities approach, annexation and construction should be managed in a way that avoids non-contiguous developments that ‘leap-frog’ over undeveloped or agricultural properties. Leapfrog development stresses infrastructure and services within the community as utility lines and amenities must be extended to cover investment or annexations.

**Recommendations**

- The City will work with developers to encourage contiguous, adjacent development as Gunnison grows to the north in the future. This will help to reduce impacts to infrastructure and support infill development within the City's existing urban core. Further, it will help to preserve outlying agricultural and environmental areas from being prematurely converted to higher intensity uses.
- Discontinued use policies should be flexible to maintain occupied structures. The City should work with the County to ensure that policies for nonconforming structures and unoccupied buildings do not inhibit adaptive reuse in the subarea.

**Adaptive Reuse: Preserve the Approach to the City**

Should the opportunity arise, this large county parcel with existing structures may present an opportunity for adaptive reuse. The farmhouse and outbuildings on this increasingly busy corridor may be considered for adaptive reuse for office or semi-public uses, preserving open space leading to the gateway intersection in the short term. Long term, as development pressure increases, this parcel presents an opportunity for subdivision and development along the SH 135 corridor.

**Subdivision and Development: Enhance the Gateway to the City**

The south portion of the parcel may provide an opportunity for subdivision and development, leading to the City’s initial expansion and annexation into the North Subarea under the incremental growth approach outlined in Chapter 5: Alternative Growth Scenarios and the Three Mile Plan. This should be considered only if the proposed development meets the City's goals and strategies, including affordable housing and commercial growth. While there are many opportunities for development within Gunnison's growth areas, a buildout of this subdivided parcel for housing and corridor retail would help to further define the North Gateway.
**Defining the North Gateway**

Gateway signage and wayfinding features indicate the demarcation between City and the surrounding area, but the edge of the City is further defined by its buildings. The Main Street/SH 135 Gateway is currently characterized by vacant developable lots both north and south of the municipal boundary. Catalyst and opportunity sites illustrate an approach to gateway development, anchoring this intersection and distinguishing Gunnison’s north entrance.

**Gateway Infill**

On the City side of the municipal boundary, there is potential for a gateway development along Main Street/State Highway 135 north of N Colorado Street. Currently zoned Commercial, this site has the potential with design standards to be built out to a four-story height with upper story residential. Multi-family is a conditional use under current zoning. If the site were to be built out for a mixed-use multi-family development, it could provide new housing, commercial development, and act as a gateway feature for the City.

**Mixed Use Development**

- **1**: Mixed use development with first floor commercial and multi-family residential above
- **2**: Connection from existing Rock Creek Road to Main Street
- **3**: Parking lots screened from right-of-way
- **4**: Extension of existing trail on the west side of Main Street
- **5**: Single-family residential to mirror existing residential on the east side of Rock Creek Road

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*Gunnison 2030 • Comprehensive Plan*
Southwest Gateway Subarea

The Southwest Gateway Subarea includes the area north of Gunnison-Crested Butte Regional Airport, loosely bounded by Evans Avenue to the north, the airport to the south, Spruce Street to the east, and US Route 50/Tomichi to the west. Whether crossing the Gunnison River and entering the City via US 50 or landing at the airport and exiting the terminal lot in a rental car, the subarea provides the first impression of the community for visitors, tourists, university students, and their families.

City Access

The Southwest Gateway subarea contains two key access points to the City of Gunnison. The first is via Highway 50, which provides the southwest entry point to the City as it crosses the Gunnison River. Highway 50 converges with Tomichi Avenue in the City and is the principal east-west highway through Gunnison. The highway crosses southern Colorado and stretches from east coast to west coast across the United States.

The second key access point is by air. Gunnison-Crested Butte Regional Airport provides connections through Denver and Houston for regional and national visitors. The airport is an essential component of the local economy for the City, as well as for Crested Butte and the County. Gunnison's airport is uniquely proximate to the downtown, and travel time is under ten minutes to any part of the City from the terminal.

Moving forward, the City should designate 11th Street as the defined route to direct people between downtown and the airport. The street should be enhanced as a gateway from the airport through streetscaping, placemaking, and beautification efforts, while supporting future commercial businesses. 11th Street and Rio Grande Avenue should also be further defined as key bikeways. A future access plan with CDOT will identify signal needs on Highway 50.

Existing Subarea Character

The subarea is the first place many see upon entry into the City. Despite this, it presents a fragmented character, with notable land use incompatibility issues, including a variety of light industrial, commercial, residential, and vacant land uses sharing streets and blocks. Exposed outdoor storage and underutilized lots are frequent.
Southwest Gateway Subarea Improvement Plan

The following subarea framework identify recommendations that are geared to improve the character and identity of Gunnison’s southwestern gateway while supporting its unique mix of industrial, commercial, and residential uses. The framework focuses on screening unattractive uses, highlighting gateway points, beautification through landscaping, and improving mobility for different modes of transportation. Opportunity sites are also highlighted which the City should prioritize for redevelopment in coordination with property owners and developers.

- **Existing Bikeways**
  Existing bikeways are located on Rio Grande Avenue, 11th Street, Wisconsin Street, Spruce Street, and New York Avenue.

- **Proposed Bikeways**
  New bikeways should build on the existing bike network and improve overall multimodal connectivity.

- **Existing Trails**
  Existing trails are currently located southwest of the subarea along Highway 50 and along South Wisconsin Street.

- **Proposed Trails**
  Existing trails should be extended westward to connect Bidwell and New York avenues should be defined as key roadways to beautify the area and soften the visual impact of industrial uses. Screened tree-lined streetscape with many gaps.

- **Proposed Roadway Extension**
  Roadways, including Evans Avenue, Boulevard Street, and Highway 50, should be extended westward to connect with the western growth area.

- **Screening**
  Screening should reduce unattractive views from the public right-of-way along priority roadways. Require perimeter screening to cover unattractive industrial uses, parking lots, and outdoor storage. Emphasize screening of loading bays, trash and recycling dumpsters, service and storage areas, and utilities.

- **Pedestrian Crossings**
  Add pedestrian crossings across Rio Grande Avenue and 11th Street to further bolster the pedestrian environment and connectivity between the airport and businesses along 11th Street.

- **Existing Sidewalks**
  Existing sidewalks are primarily located in the northern half of the subarea, creating an inconsistent sidewalk network with many gaps.

- **Proposed Sidewalks**
  Existing sidewalks should be extended along key roadways, including Evans Avenue, Boulevard Street, and Highway 50 to support pedestrian access along this designated route to the downtown.

- **Proposed Roadway Extension**
  Bidwell and New York avenues should be extended westward to connect with the western growth area.

- **Wayfinding**
  Install signage and wayfinding directing travelers to downtown Gunnison, the County Fairgrounds, Western Colorado University, and the airport. Such community assets should also be marketed within the airport to attract travelers to stay and visit the City.

- **Gateway**
  Prominent and unique gateway features should be placed at these key gateway locations that identify Gunnison and create a sense of place, such as a large arch or monument sign.

- **Landscaping/Hardscape**
  Hardscaping and landscaping should be prioritized for these uses. Screening efforts should be prioritized for these sites.

- **Placemaking**
  Highlight community facility buildings such as the Fairgrounds. Parking lots should be set back behind a landscaped buffer.

- **Incompatible Adjacent Industrial or Commercial Sites**
  Incompatible adjacent industrial or commercial sites should be screened from residential properties with dense landscaping to create a buffer and improve the character of the residential neighborhood.

- **Visual Enhancements**
  These sites deduct from the character of the subarea due to unattractive outdoor storage and light industrial uses. Screening efforts should be prioritized for these sites.

- **Commercial Retail and Services**
  New developments should be supportive of an activated gateway route that are attractive to both residents and travelers heading to and from the airport, such as commercial retail and services.

- **Activate vacant or underutilized lots with light industrial, office, or residential uses.**

- **Install signage and wayfinding directing travelers to Rio Grande Avenue and 11th Street to further promote Gunnison’s identity and create a sense of place.**

- **Current Trails**
  Existing trails are currently located southwest of the subarea along Highway 50 and along South Wisconsin Street.

- **Proposed Trails**
  Existing trails should be extended westward to connect Bidwell and New York avenues should be defined as key roadways to beautify the area and soften the visual impact of industrial uses. Screened tree-lined streetscape with many gaps.

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  Screening should reduce unattractive views from the public right-of-way along priority roadways. Require perimeter screening to cover unattractive industrial uses, parking lots, and outdoor storage. Emphasize screening of loading bays, trash and recycling dumpsters, service and storage areas, and utilities.

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- **Proposed Sidewalks**
  Existing sidewalks should be extended along key roadways, including Evans Avenue, Boulevard Street, and Highway 50 to support pedestrian access along this designated route to the downtown.

- **Proposed Roadway Extension**
  Bidwell and New York avenues should be extended westward to connect with the western growth area.
Zoning Code and Enforcement
To ensure the subarea’s image and character goals become a reality, the City should prioritize the following strategies:

- **Code Enforcement** – The City should reevaluate the LDC to ensure it clearly defines development and screening standards. It is critical that the City practices meticulous code enforcement and follows through on property inspections, notices and abatements of nuisances, charging appropriate fines, and legal action as outlined in Chapter 5.30 of the Gunnison Municipal Code.

  Section 4.7: Outdoor Display and Storage of the LDC states that outdoor storage should be fully screened from view from the public right-of-way, public parking areas, or adjacent residential zone districts by a 100 percent opaque visual barrier or screen. Currently many industrial properties within the Southwestern Gateway Subarea contain exposed outdoor storage, which the City should ensure are properly screened moving forward.

- **Hardscaping** - As climate in Gunnison is dry and the provision of water is a concern, hardscaping improvements may be prioritized to beautify the Southwestern Gateway Subarea. This includes attractive fences or walls that are opaque and finished on all sides that are visible from off-site. The City should enforce design and material regulations outlined in Section 4.6.H of the LDC and take actions against code violations of prohibited materials, such as chain link and barbed wire fencing. The City should also consider creating a standardized street and hardscape plan to implement as the subarea becomes further mixed-use with residential and commercial development.

- **Landscaping** – Where possible, landscaping should be incorporated to enhance the subarea through xeriscaping drought-tolerant plant species. Section 4.6: Landscaping, Buffering, and Screening of LDC states that the outlined landscape and buffer standards are to be applied only to subdivisions created after the adoption of the LDC. The City should amend the code to apply to pre-existing properties as well. Additionally, Section 4.6.E.1 states that industrial zone districts do not have minimum tree and shrub planting restrictions and Section 4.6.F.4 exempts development in industrial zone districts on a local street from street frontage buffer requirements, both of which should be reconsidered.

In addition to these three image and character improvement strategies, the City should consider creating design standards for new light manufacturing and commercial uses to ensure quality design of future development while maintaining functionality. Further, the City should capitalize on Gunnison’s unique zoning that allows accessory dwelling units and upper-story residential in industrial zoning by incentivizing residential development. This would be supportive of diversifying the housing base and creating affordable options, such as live-work spaces, studio apartments, and granny flats.

**Gateway Image and Character**
As in the North Gateway Subarea, gateway features should be constructed to announce entry into the City proper and clearly define the approaching downtown. Gateway improvements can be achieved through enhancing the built form, streetscaping, and installing distinguishable signage. The subarea’s character should be strengthened by incorporating unique local artwork, landscaping, and screening to hide unattractive industrial uses. Larger, more prominent gateway features should be located along the primary Highway 50 roadway, such as a gateway arch or monument sign. Additional gateways can be developed along secondary roadways as deemed necessary per traffic counts and future development.

To improve overall image of the subarea:

- The visual impact of service, delivery, and storage areas should be minimized through strict enforcement of screening regulations.
- Loading docks and storage should be at the rear or side of the lot wherever possible.
- The visual and noise impacts of utilities and mechanical equipment should also be mitigated through landscaped buffers. This is especially important where rear or side facades abut residential blocks.
- Façade design and screening of commercial and industrial development should be improved, particularly where it abut residential blocks.
- Building entries should be easily identifiable from the public right-of-way. Wherever possible, development should preserve views east to Tenderfoot Mountain (known locally as W Mountain).
11th Street as the Gateway Route

Moving forward, 11th Street should become the designated route between Gunnison-Crested Butte Regional Airport and the downtown. The City should focus on enhancing this primary gateway into Gunnison through streetscape improvements, such as transforming the street into a tree-lined roadway with sidewalks and pedestrian amenities. This could include benches, trash cans, and informational signage. As bike lanes already run along 11th Street, bicycle accessibility should be further supported by providing bike racks at popular destinations. Banner signs and wayfinding should be placed along the route to clearly identify Gunnison, foster a unique sense of place, and provide straightforward direction. Curb cuts should be minimized as much as possible to avoid obstructing the pedestrian experience. This can be done by consolidating parking lots and providing cross access in future development.

In addition, new development along 11th Street at the identified opportunity sites should cater to residents, airport users, and the local industrial employment base. Particularly between Evans Avenue and Rio Grande Avenue, there is opportunity to create an attractive, activated gateway environment with dining options that both locals and visitors could use. The airport parking lot, once confusing to navigate, will provide a clearly marked driveway guiding in and out traffic to 11th Street.

Airport Parking Reconfiguration

The Gunnison-Crested Butte Regional Airport parking lot currently has three entry points, which leads travelers to span out in different directions when leaving the airport. To help streamline traffic to and from the airport along 11th Street as the designated route to the downtown, breakaway bollards should be placed at all parking lot exits besides the 11th Street exit. This would direct drivers to one entry/exit point while still providing access for emergency vehicles at other entrances. The parking lot should also be striped with directional arrows and lines to improve internal circulation, and a stop sign should be placed at the exit to prevent traffic conflicts. Further, the appearance of the lot can be enhanced by placing landscaped islands at intervals between parking spaces and planting low-lying landscaping along the perimeter.

Gunnison 2030 • Comprehensive Plan

Airport Parking Lot Access
11th Street Gateway
Model Blocks

The following model block illustrates an example of how blocks along 11th Street should be developed moving forward. As upper story residential and accessory dwelling units are permitted in the industrial district, a live-work, entrepreneurial environment should be encouraged within the subarea’s industrial area, accommodating maker spaces. Mixed-use development should also be focused on 11th Street to further define it as the gateway route from the airport. This unique approach can be implemented by applying specific development standards for this route within the City’s Land Development Code. The City should identify redevelopment opportunities and work with property owners to envision highest and best use development based on the subarea model block.
Defining the Gateway at Rio Grande

The gateway entrance from the southwest should be defined at Highway 50 and Rio Grande. Currently characterized by storage buildings on the northeast corner and a lumber retailer to the west, the gateway features should be prominent, conveying a sense of place and arrival. Should the property become available, the site at the northeast corner of Rio Grande and Highway 50 presents an opportunity for a catalyst mixed-use, multifamily development that would further define the gateway, assist with the City’s housing goals. Ultimately, gateway features and new development should anchor the intersection and distinguish Gunnison’s southwest entrance.

Mixed Use Development

1. Mixed-use development with 1st floor commercial and multi-family residential above
2. Plaza space for commercial uses and residents
3. Parking lots screened from right-of-way
Implementation

The Gunnison 2030 Comprehensive Plan provides direction for growth and development within the City and in the three-mile area, and serves as a guide for City staff, officials, residents, and stakeholders. The Comprehensive Plan is the product of a collective effort between City staff and officials, the Comprehensive Plan Advisory Committee, the Planning and Zoning Commission, City Council, and most importantly, the Gunnison community. It represents the end of a 12-month planning process, but also the first step towards guiding change within the community and implementing the recommendations of the plan.

The Implementation chapter translates the Comprehensive Plan’s policy and land use recommendations into direct action. This chapter outlines specific steps to assist the City in achieving the Comprehensive Plan’s long-term vision. It includes an action matrix detailing recommendations to realize the Comprehensive Plan’s supporting strategies and identifies a variety of potential funding sources to support these efforts.
Develop Interagency Cooperation and Communication

The City of Gunnison will require close coordination and cooperation from local and regional partners in order to fully implement the Comprehensive Plan’s recommendations. As the entity charged with adopting and maintaining the Comprehensive Plan, the City should spearhead its implementation; however, factors such as fiscal constraints and jurisdiction can limit the City’s ability to meet all the supporting strategies included in the Comprehensive Plan.

A variety of other governments and agencies provide services or have jurisdiction over facilities throughout the Gunnison planning area, including Western Colorado University, Gunnison Watershed School District REJ, Gunnison Country, Colorado Department of Transportation, Gunnison Valley RTA, Gunnison County Library District, Gunnison Valley Regional Housing Authority, and others. Collaborative relationships with local partners maximize the success of implementation. These relationships can take the form of regular communication, shared capital investments, coordinated policies, joint grant applications, and pooled resources. The City can continue to participate in the One Valley Prosperity Project, which is already fostering interagency cooperation throughout the valley.

Maintain Open Communication and Transparency

The Comprehensive Plan serves as a reflection of the collective goals and vision of the Gunnison community. As such, consistent dialogue with residents and businesses is necessary for successful implementation. The City plays a critical role to ensure that the Comprehensive Plan’s major recommendations and overall vision are conveyed to the community. To both educate and keep the community informed about the Comprehensive Plan, the City should:

- Make the Comprehensive Plan available online.
- Provide hard copies at City Hall and the Gunnison Public Library for reference.
- Aid the public in explaining the Comprehensive Plan and its relationship to private and public development projects and other proposals, as appropriate.
- Continue to keep the public informed on all planning developments and policy changes through the City’s website.
- Actively seek public feedback in the development of new plans and review of the Comprehensive Plan.
- Create a volunteer corps for supporting City projects and City departments.

Update Development Regulations

The City’s development regulations in the Land Development Code provide the legal framework for the Comprehensive Plan’s recommendations. It is important that these controls, including zoning, property maintenance and code enforcement, and other related codes and ordinances, are reviewed to ensure that all are consistent with and complementary to the Comprehensive Plan. The Comprehensive Plan sets forth policies regarding the use of land within the City and establishes guidelines for the quality and character of new development to be promoted in the years ahead. The Comprehensive Plan’s policies and guidelines should greatly assist the City in finetuning zoning and development code regulations to better reflect the needs of the Gunnison community.

Update the Comprehensive Plan Regularly

The Gunnison 2030 Comprehensive Plan is a dynamic document. The Comprehensive Plan reflects the existing goals and supporting strategies of the community; however, it also recognizes an evolution due to implementation of recommendations within the Plan, unforeseen events or shifts in the market, changing demographics, and changing community attitudes. As such, the City should regularly undertake a systematic review of the Comprehensive Plan every three years, and revise and update the Comprehensive Plan accordingly. The review should coincide with the preparation of the City’s budget and capital improvements planning. This enables resource alignment and coordinates proposed changes with commitments for the upcoming fiscal year. Routine examination of the Comprehensive Plan will help ensure that it remains relevant to community needs and aspirations.
**Potential Funding and Incentive Resources**

**Economic Development**

**Colorado Main Street Loans**
This is a loan program for character-based financing options for small businesses unable to secure a conventional loan or start their business. Loans range between $5,000 to $50,000 and can be used for a variety of business purposes specifically for underserved communities. Funds can be used for start-up expenses, working capital, purchasing equipment, leasehold improvements, buying a businesses or franchise, or business debt refinancing. Funding for this loan program comes from a variety of sources including Colorado Lending Source, banks, foundations, private entities, investors, and government agencies.

**Planning Program and Local Technical Assistance Program**

The Local Technical Assistance program strengthens the capacity of local or state organizations, institutions of higher education, and other eligible recipients to create regional economic development plans to improve economic prosperity and resiliency of an area, such as through feasibility studies and impact analyses. The Program is administered by Department of Commerce - Economic Development Administration and offers up to $300,000 with a cost share/match requirement.

**Tax Incremental Financing/Urban Renewal Areas**

Urban Renewal Areas (URA) provide the opportunity to funding certain kinds of improvements within a specific geographic area as property tax revenue increases. The increase in tax revenue, or increment, over the base year of the tax increment financing (TIF) can be leveraged for infrastructure improvements, property acquisition, improvements to existing development, and related allocations. Establishment of TIF or URA is controlled by the Gunnison Urban Renewal Authority. The City currently has seven URAs.

**New Markets Tax Credit (NMTC)**
Administered by the Department of the Treasury, NMTC are designed to increase the flow of capital to businesses and low-income communities by providing a modest tax incentive to private investors, businesses, and communities across the country.

**Enterprise Zone Tax Credits**

The Enterprise Zone Tax Credit provides tax incentives to encourage businesses to locate and expand in designated economically distressed areas of the state. This includes communities with a high unemployment rate, low per capita income, or a low population growth rate. Areas with high unemployment rates (25 percent above state average), low per capita income (25 percent below state average), and/or slower population growth (less than 25 percent of state average in rural areas) may be approved for Enterprise Zone (EZ) designation by the Colorado Office of Economic Development and International Trade. Only taxpayers engaged in business that is legal under both state and federal law are eligible to claim EZ income tax credits.

**Manufacturing Sales and Use Tax Exemption**

This tax exemption is offered through Colorado Department of Revenue. It provides an exemption from state sales and use tax on purchases of manufacturing machinery, machine tools, and parts. Industrial businesses within the City of Gunnison may be eligible for this exemption.

**Biotechnology Sales and Use Tax Refund**

Qualified taxpayers may seek a refund every year for all Colorado sales and use taxes they paid on purchases of tangible personal property used directly in research and development of biotechnology. This includes property such as microscopes, chemical reagents and software.

**Advanced Industry Investment Tax Credit**

This tax credit administered through the Colorado Office of Economic Development helps Colorado advanced industry companies that are headquartered in Colorado receive more capital from Colorado investors. Colorado’s seven advanced industries are Advanced Manufacturing, Aerospace, Bioscience, Electronics, Energy/Natural Resources/Cleantech, Infrastructure Engineering, and Technology and Information. The investor, the investee, and the investment all must meet certain criteria (more detailed information available on the Colorado Office of Economic Development and International Trade website).

**Job Creation and Training**

**Job Growth Incentive Tax Credit**

This state funding source through the Colorado Office of Economic Development is intended to provide a state income tax credit to businesses undertaking job creation projects that would not occur in Colorado without this program. Businesses need to create at least 20 new jobs in Colorado, with an average yearly wage of at least 100 percent of the county average wage rate based on where the business is located. A business located in an Enhanced Rural Enterprise Zone has to create at least five new jobs in Colorado, with an average yearly wage of at least 100 percent of the county average wage. All new jobs must be maintained for at least one year after the positions are hired to qualify.

**Strategic Fund Incentive**

Offered through the Colorado Office of Economic Development and International Trade, this incentive supports and encourages new business development, business expansions and relocations that have generated new jobs throughout the state. Local businesses must create new jobs in Colorado that are maintained for at least one year (see fact sheet on the Strategic Fund Incentive website for full requirements).

**Work Opportunity Tax Credit (WOTC)**

This tax credit encourages employers to hire nine targeted groups of job seekers: Welfare/TANF recipients, Veterans receiving Food Stamps, Disabled Veterans, Ex-Offenders, Designated Community Residents, Vocational Rehabilitation, Food Stamp recipients between the ages of 18 and 39, Supplemental Security Income recipients, Long Term TANF Recipients. The tax credit is administered by the Colorado Office of Economic Development and International Trades, and eligible employers can receive $2,400 to $9,000 per new employee.

**Colorado FIRST Grants**

Administered jointly between the Colorado Office of Economic Development and International Trade and the Colorado Community College System, the grants offers up to $1,400 per full-time employee for companies relocating to or expanding in Colorado to assist with training funds for net new hires.

**Existing Industry Customized Training Programs**

Also administered by the Colorado Office of Economic Development and International Trade and the Colorado Community College System, the program provides up to $1,200 per full time employee, focusing on established Colorado companies to assist them in remaining competitive within their industry, adapt to new technology, and prevent layoffs.
Transportation

There are various federal and state funded programs for which the City of Gunnison may apply. Most of the programs require a local match depending on the type of program. Below are a few of the programs available:

- Transportation Alternatives Program (TAP)
- Off-System Bridge Program (BBO)
- Highway Safety Improvement Program (HSIP)
- The Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- National Highway Performance Program (NHPP)
- Safe Routes to Schools Program – Non-infrastructure projects only

Statewide Transportation Improvement Program (STIP)

The Colorado Department of Transportation (CDOT) is responsible for carrying out the statewide transportation planning process to receive federal funding for transportation improvement projects. The STIP contains capital and non-capital transportation projects and programs needing funding under Title 23 (highways) and Title 49 (transit) of the U.S. Code. The program also contains regionally significant transportation projects requiring action by the federal highway administration (FHWA) or the Federal Transit Administration (FTA). A STIP, by law, must be financially constrained. Therefore, all funding sources must be identified for each project.

In accordance with federal rules, CDOT develops a STIP for all areas of the state and provides timely public notice and a reasonable opportunity for comment on the proposed programs. CDOT currently updates its STIP annually, exceeding the required four-year timeframe, keeping up to date with the long-range Statewide Transportation Plan (SWP). The STIP development process includes detailed discussions with local planning partners, including ten rural Transportation Planning Regions (TPRs). Gunnison is part of the Gunnison Valley TPR and has local projects contained within the state’s STIP proposed for federal funding.

Parks, Trails and Open Space

Land and Water Conservation Fund

This fund provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities (as well as funding for shared federal land acquisition and conservation strategies). Funds are provided through the U.S. Forest Service, U.S. Fish and Wildlife Service, National Park Service, and Bureau of Land Management.

Non-Motorized Trail Grants

The mission of the Colorado Parks and Wildlife Trails Program is to promote understanding and stewardship of Colorado’s outdoors by providing opportunities for the public use and support of Colorado’s diverse system of trails. The grant program is a partnership among Colorado Parks and Wildlife, Great Outdoors Colorado (GOCO), the Colorado Lottery, the federal Recreational Trails Program (RTP), and the Land and Water Conservation Fund (LWCF).

Environment and Sustainability

Colorado Brownfields Revolving Loan Fund (CBRLF)

This fund is intended to facilitate the reuse and/or redevelopment of contaminated sites by making low cost funding available for financing environmental cleanups. It is administered by the US EPA and Colorado Department of Public Health and Environment.

Natural Resources Matching Grants Program

This program provides matching state funds towards the costs of on-the-ground conservation projects and educational conservation activities. Grant funds range between $1,000 and $25,000. Administered through the Colorado Department of Agriculture, the matching grant is a competitive program. A committee of government and private conservation experts score the applications based on the following criteria: focused approach with measurable outcomes, conservation impact, feasibility, district involvement, and partner involvement.

Source Water Assessment and Protection Pilot Planning Project

The Colorado Department of Public Health and Environment provides funds for source water protection entities that develop exemplary and comprehensive source water protection plans. Funding ranges between $25,000 and $50,000.

Protection Plan Development and Implementation Grants

This grant program provides funds for source water protection entities to develop and implement protection plans up to $5,000. It is administered by the Colorado Department of Public Health and Environment.

Colorado Healthy Rivers Fund Grants

Administered by the Colorado Department of Natural Resources, this fund provides both project and planning grants. Project grants are intended for projects that promote the improvement and/or protection of the condition of the watershed. Planning grants are for the planning of successful watershed restoration or protection projects. Eligible applicants include locally-based watershed protection groups who are committed to a collaborative approach to the restoration and protection of lands and natural resources within Colorado’s watersheds.

Colorado Watershed Restoration Grants

The Colorado Department of Natural Resources provides grants for watershed/stream restoration and flood mitigation projects throughout the state.

Colorado’s Water Plan Grants

The Colorado Department of Natural Resources provides funding for water storage and supply projects, conservation and land use projects, engagement and innovation activities, agricultural projects, environmental and recreation projects. Applications may qualify for more than one category of funding.

Arts and Culture

Colorado Creative Industries Grants

The Colorado Creative Industries Grants provide financial support to nonprofit cultural organizations and communities so that they can produce and present arts and cultural activities, bringing jobs to their communities and enhancing their quality of life. Applicants must meet three review criteria: artistic excellence and merit of proposed activities, community involvement and benefit from proposed activities, and implementation capacity. The Colorado Office of Economic Development administers the grant, which provides between $4,000 and $10,000.

Our Town Grants

Our Town is a creative placemaking grants program with National Endowment for the Arts. Our Town grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes. Projects require a partnership between a nonprofit organization and a local government entity, with one of the partners being a cultural organization. Matching grants range from $25,000 to $200,000, with a minimum cost share, match equal to the grant amount.
Use the Action Matrix to Monitor and Prioritize Key Strategies

The Comprehensive Plan is a long-range document with numerous action items. Implementation items (e.g., new policies, infrastructure investments) should be prioritized and measurable. City staff and officials should evaluate each recommendation and annually prioritize execution based on community needs, ease of implementation, and current and projected resources. The Action Matrix consists of:

- A description of the projects and activities to be undertaken.
- A general timeframe for each strategy.
- An indication of potential partners that may aid with each activity.

**Priority**

Priority is assigned based on the actions’ urgency and timeframe. Each strategy in the Implementation Action Matrix is indicated with a range of years for expected completion. Some actions are near-term, crucial actions that directly address top priorities or necessary for the advancement of other strategies. On the other hand, some actions are long-term, desirable actions that must be planned for over time or require other strategies to be completed prior to their implementation. Some actions are expected to take a couple of years to implement while others are expected to be implemented over the full life of the Plan.

**Associated Chapter Goals**

Planning topics and issues covered within the Comprehensive Plan are highly interconnected and can affect multiple facets of the community. As such, many of the recommendations within the Plan address multiple goals across different chapters. The comprehensive list of goals is provided here, and recommendations from each chapter are sorted under the applicable goal for that chapter in the Action Matrix. Associated supporting strategies for each goal are outlined at the beginning of their respective chapter.

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**Chapter 3: Image, Identity, and Character**

**Goal 1** By 2023, the City will provide responsible stewardship and management of its critical infrastructure, facilities, and grounds, including municipal buildings, city parks and trails, roads and sidewalks, alley, public electrical utilities, water and sewer infrastructure, irrigation ditch systems, and water resources.

**Goal 2** By December of 2022 the City will Embrace Gunnison’s identity to strengthen its reputation while preserving its character and community-oriented charm as measured by 80 percent of residents reporting in a City survey that they recognize the City’s brand.

**Goal 3** By 2025, all City gateways – in and out of the City – will be improved to enhance guest and resident experience as reported by surveys.

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**Chapter 4: Land Use and Development Plan**

**Goal 1** By 2021, land use and development regulations will be updated to address community needs and encourage appropriate growth that enhances the environment and landscape of Gunnison.

**Goal 2** By 2021, the City will have addressed and improved community attitudes on planning, land use, and potential for growth as measured by majority of residents reporting in the city survey.

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**Chapter 5: Alternative Growth Scenarios and the Three Mile Plan**

**Goal 1** By 2022, the City will update the Three Mile Plan to identify areas currently outside City limits that will be suitable for industrial, commercial, residential, and recreational use.

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**Chapter 6: Housing and Residential Areas**

**Goal 1** By 2020, the City Land Development Code and Building Codes will be restructured to nurture safe and desirable neighborhoods and to promote growth, density, and affordability for building and buying homes.

**Goal 2** By 2024, the City will have a supply of rentals to maintain approximately a five percent vacancy rate.

**Goal 3** By 2025, the City will have 250 attractive and efficient new homesoccupied by people who make up all aspects of the community.

**Goal 4** By 2030, the City will have a dedicated and funded program that includes inventory and a long-term plan for revitalizing mobile homes that ensures stable housing for the residents or occupants.

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**Chapter 7: Economic Prosperity, Commercial, and Industrial Areas**

**Goal 1** By 2030, Western Colorado University will reach an overall enrollment of 3,500 with 400 resident students added in the community due to quality job opportunities and housing choices.

**Goal 2** By 2030, the City of Gunnison will have a year-round economy.

**Goal 3** By 2030, the median household income in the City of Gunnison will reach 80 percent of the Colorado median household income.

**Goal 4** By 2030, gross retail sales will increase 50 percent from a baseline measured in 2020.

**Goal 5** By 2030, the City will have retained 90 percent of its existing community retail businesses compared to 2020.

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**Chapter 8: Transportation**

**Goal 1** By 2020, improve park and ride transit to and from the city and nearby communities.

**Goal 2** By 2030, develop and maintain an integrated multi-modal transportation system that is accessible, affordable, safe, sustainable, and efficient, as verified by the city survey.

**Goal 3** By 2030, develop infrastructure along prioritized arterial routes to provide seamless access for non-motorized users to access other transit options and other institutions.

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**Chapter 9: Environment, Open Space, and Natural Areas Plan**

**Goal 1** Through progressive community surveys, the community will state that Gunnison is cultivating a healthy and sustainable community by protecting the environment and leveraging unique natural resources.

**Goal 2** By 2025, reduce waste delivered to the landfill by 20 percent.

**Goal 3** By 2030, provide for a growing population without a net-increase in water consumption.

**Goal 4** By 2030, achieve a 20 percent reduction in aggregate greenhouse gas emissions from a 2012 baseline. Aggregate emissions are strategic and include energy use, transportation, and operations.

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**Chapter 10: Community Facilities, Services, and Infrastructure**

**Goal 1** By 2023, the City will provide responsible stewardship and management of its critical infrastructure, facilities, and grounds, including municipal buildings, City parks and trails, roads and sidewalks, alley, public electrical utilities, water and sewer infrastructure, irrigation ditch systems, and water resources.
Related Community Outreach Takeaways

Each recommendation within the Action Matrix that relates to a key community outreach takeaway was marked with a respective symbol. A description of each takeaway is provided in Chapter 2: Planning Context. These takeaways are major themes derived from the input of community members during the public engagement phase of the planning process. They are symbolized as follows:

- Affordable Housing
- Community Character and Identity
- Environmental Sustainability
- Economic Prosperity
- Infrastructure
- Broadband and Telecommunications
- Transportation and Mobility
- Improved Connectivity
- Western Colorado University
- Assets

Potential Cost

Cost estimates are represented by a scale ranging from $ to $$$$. The costs refer to only public costs. Descriptions of the scale are as follows:

- $: Primarily internal staff time with limited outside funding required.
- $$: Outside consulting assistance is expected or capital expenditures are to be more than $25,000 but less than $100,000.
- $$$: Capital improvements greater than $100,000.

Partners

The City will require the assistance of local and regional governments, organizations, and community groups to fully implement the Comprehensive Plan. While the City of Gunnison is generally responsible for initiating and implementing many of the Comprehensive Plan’s strategies and recommendations, there are many partnership opportunities that will be required to achieve the goals and supporting strategies within the Comprehensive Plan. The partners section of the Action Matrix identifies potential partner organizations; however, there may be instances where an organization that is well-matched to one of the plan goals, supporting strategies, or recommendations has been excluded from a list of potential partners for a given topic. As with the rest of the Comprehensive Plan, the Action Matrix is a flexible document that should be regularly updated and revised to reflect the evolving needs and assets of the Gunnison community.

Implementation Action Committee

To further the implementation of the Gunnison Comprehensive Plan, the City should form an Implementation Action Committee. The Action Committee would consist largely of volunteers who meet at specific times throughout the year to identify opportunities for implementation of the Comprehensive Plan. Working in an advisory role, the committee would be able to provide City staff with prioritized actions that adhere to the Comprehensive Plan’s goals and supporting strategies. Committee members should meet annually throughout the life of the plan, allowing recommended actions to be tailored to City finances, economic development, and implementation progress.
**Chapter 03: Image, Identity, and Character**

**Goal 1:** By 2021, the City will utilize its aesthetic vision defined to inform all design decisions for City infrastructure as evidenced by reviewing completed City projects.

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**Goal 2:** By December of 2022 the City will embrace Gunnison’s identity to strengthen its reputation while preserving its character and community-oriented charm as measured by 80 percent of residents reporting in a City survey that they recognize the City’s brand.

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<td>2022-2023</td>
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<td>3.16</td>
<td>2020-2021</td>
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**Goal 3:** By 2025, all City gateways – in and out of the City – will be improved to enhance guest and resident experience as reported by surveys.

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<th>Action</th>
<th>Priority</th>
<th>Community Character and Identity</th>
<th>Affordable Housing</th>
<th>Western Colorado University</th>
<th>Broadband and Telecommunications</th>
<th>Transportation and Mobility</th>
<th>Economic Prosperity</th>
<th>Infrastructure</th>
<th>Assets</th>
<th>Potential Cost</th>
<th>Potential Partnerships</th>
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<td>3.17</td>
<td>2023-2025</td>
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<td>3.18</td>
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**Chapter 04: Land Use and Development**

**Goal 1:** By 2021, land use and development regulations will be updated to address community needs and encourage appropriate growth that enhances the environment and landscape of Gunnison.

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<th>Action</th>
<th>Priority</th>
<th>Community Character and Identity</th>
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<th>Western Colorado University</th>
<th>Broadband and Telecommunications</th>
<th>Transportation and Mobility</th>
<th>Economic Prosperity</th>
<th>Infrastructure</th>
<th>Assets</th>
<th>Potential Cost</th>
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<td>4.1</td>
<td>2020-2023</td>
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</table>
**Goal 1: By 2020, the City will update the Three Mile Plan to identify areas currently outside City limits that will be suitable for industrial, commercial, residential, and recreational uses.**

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority</th>
<th>Community Character and Identity</th>
<th>Affordable Housing</th>
<th>Western Colorado</th>
<th>University</th>
<th>Broadband and Telecommunications</th>
<th>Renewable Energy</th>
<th>Sustainable Development</th>
<th>Transportation and Mobility</th>
<th>Improved Connectivity</th>
<th>Economic Prosperity</th>
<th>Infrastructure</th>
<th>Assets</th>
<th>Potential Cost</th>
<th>Potential Partnerships</th>
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</thead>
<tbody>
<tr>
<td>4.1</td>
<td>Update the LDC to reflect the Gunnison 2030 Comprehensive Plan’s Future Land Use Plan and simplified zoning districts.</td>
<td>2020-2023</td>
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<td>4.5</td>
<td>Ensure zoning updates provide flexibility for development and a solid foundation for an efficient administration of old neighborhoods and new growth areas.</td>
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<td>4.6</td>
<td>Begin an update of Chapter 4 of the Land Development Code.</td>
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<td>4.7</td>
<td>Initiate map amendment process.</td>
<td>2020-2023</td>
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<td>4.8</td>
<td>The City will update critical man-made and natural resource carrying capacities related to growth and develop regulations to ensure future does not exceed the City’s carrying capacity.</td>
<td>2020-2023</td>
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<tr>
<td>5.1</td>
<td>Create economic and administrative mechanisms that provide incentives to drive development within City limits.</td>
<td>2020-2023</td>
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<td>5.2</td>
<td>Perform a comprehensive review of the City’s LDC, Zoning Districts, and Zoning Map to ensure alignment with the Land Use Plan.</td>
<td>2020-2023</td>
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<td>5.3</td>
<td>Encourage and direct industrial and commercial development to existing plat ted or zoned areas.</td>
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<td>5.4</td>
<td>Ensure the Three Mile Plan review process involves streamlined coordination with the County and has common shared interest for the City and the County.</td>
<td>2020-2023</td>
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<td>5.5</td>
<td>Ensure development in the three-mile area is considered only after infill options are examined within City limits.</td>
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<td>5.6</td>
<td>Create review criteria to ensure projects in the growth area help strengthen the economy of Gunnison, the County, and the region, and demonstrate clear public benefit.</td>
<td>2020-2023</td>
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<td>5.7</td>
<td>Achieve the vision of Lazy K as an innovative approach to riverfront public space combined with critical housing development.</td>
<td>2020-2023</td>
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<td>5.8</td>
<td>Develop land use and zoning designations in the North Subarea to reflect compatible use and level of intensity to adjacent land uses currently within the municipal boundary.</td>
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<td>5.9</td>
<td>Work with the County to ensure that viewsheds and natural areas remain protected for all three mile area development.</td>
<td>2020-2023</td>
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<td>5.10</td>
<td>Limit annexation to the North Gateway Subarea.</td>
<td>2020-2023</td>
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<td>5.11</td>
<td>Create policy to ensure new development includes trail easements for further access to public lands and recreation.</td>
<td>2020-2030</td>
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<td>5.12</td>
<td>Consider the County’s designated industrial parks first for heavy industrial and related heavy commercial projects.</td>
<td>2020-2023</td>
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<td>5.13</td>
<td>Work with the County to identify additional areas of opportunity that may be appropriate for designation as industrial platted parks in the three-mile area.</td>
<td>2020-2023</td>
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</table>
| 5.14   | Work with the County to adopt an intergovernmental agreement (IGA) to effectively implement the Three Mile Plan. | 2020-2023 | | | | | | | | | | | | | | City and County Community Development Departments, Planning and Zoning Commissions, City Co
### Chapter 06: Housing and Residential Areas

#### Goal 1: By 2020, the City Land Development Code and Building Codes will be restructured to nurture safe and desirable neighborhoods and to promote growth, density, and affordability for building and buying homes.

<table>
<thead>
<tr>
<th>Action</th>
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<th>Infrastructure</th>
<th>Potential Cost</th>
<th>Potential Partnerships</th>
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</thead>
<tbody>
<tr>
<td>6.1</td>
<td>Develop compact, well connected neighborhoods that are close to jobs, services, and recreation give residents opportunities to walk, bike, and ride the bus.</td>
<td>2024-2030</td>
<td>$$$$</td>
<td>GVRHA, private developers, CDOT, City of Gunnison Public Works Department, HUD</td>
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<td>6.2</td>
<td>Create a proactive plan in coordination with entities like GVRHA or Gunnison County Department of Health and Human Services to mitigate risks of families becoming homeless through code enforcement action.</td>
<td>2020-2021</td>
<td>$</td>
<td>GVRHA, HUD, Gunnison County Department of Health and Human Services, Colorado Coalition for the Homeless</td>
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<td>6.3</td>
<td>Consider practical and affordable guidelines for residential energy efficiency such as Energy Star and Passive House Institute US (PHIUS) to encourage homeowners to build</td>
<td>2020-2021</td>
<td>$$</td>
<td>GVRHA, U.S. Green Building Council Colorado</td>
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<td>6.4</td>
<td>Encourage the preservation and protection of trees on development sites for carbon sequestration.</td>
<td>2020-2030</td>
<td>$</td>
<td>GVRHA, private developers, Colorado Department of Natural Resources</td>
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<td>6.5</td>
<td>Incentivize renewable energy development for new construction or renovations to existing buildings.</td>
<td>2022-2023</td>
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<td>6.6</td>
<td>Work closely with its residents and business community to increase solar power production and eventually become a Solar Star city.</td>
<td>2022-2023</td>
<td>$</td>
<td>SolSmart, Xcel Energy</td>
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<td>6.7</td>
<td>Promote clustered developments and accessory dwelling units, particularly for single-family residential neighborhoods in growth areas.</td>
<td>2020-2023</td>
<td>$</td>
<td>Community Development, GVRHA, private developers</td>
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<td>6.8</td>
<td>Promote missing middle housing, such as duplexes, triplexes, and townhomes in new neighborhoods and through infill development in existing neighborhoods where parcel sizes can accommodate.</td>
<td>2020-2023</td>
<td>$</td>
<td>Community Development, GVRHA, private developers</td>
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<td>6.9</td>
<td>Create more mixed-used zones in areas previously zoned exclusively for commercial, business or industrial uses.</td>
<td>2024-2030</td>
<td>$</td>
<td>Community Development</td>
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<td>6.10</td>
<td>Encourage smaller, newer, tightly built homes, or retrofit older homes and apartments that consume lower scarce energy and water sources.</td>
<td>2020-2030</td>
<td>$</td>
<td>GVRHA, U.S. Green Building Council Colorado</td>
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<td>6.11</td>
<td>Ensure all public and municipal buildings utilize energy efficient systems and set the example for the rest of the community.</td>
<td>2024-2030</td>
<td>$$</td>
<td>City of Gunnison</td>
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<td>6.12</td>
<td>Create a solar energy code and enroll in the SolSmart program.</td>
<td>2022-2023</td>
<td>$</td>
<td>SolSmart</td>
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<td>6.13</td>
<td>Research incentives using Tap and Permit fees to incent affordable housing.</td>
<td>2022-2023</td>
<td>$$$</td>
<td>GVRHA, private developers, CDOT, City of Gunnison Public Works Department, HUD</td>
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<td>6.14</td>
<td>Initiate an educational program on the economics of creating an ADU.</td>
<td>2020-2021</td>
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<td>Community Development</td>
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<td>6.15</td>
<td>Annually meet with developers and builders to evaluate incentives and barriers for creating affordable housing.</td>
<td>2020-2030</td>
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<td>Community Development and Building Community</td>
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<td>6.16</td>
<td>Implement an educational program to promote and support the development of renewable energy in new construction and remodels.</td>
<td>2020-2021</td>
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<td>GV-HEAT</td>
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<td>6.17</td>
<td>The City will study the development potential of a mobile home park to address the lowest price points for affordable housing development not served by current initiatives.</td>
<td>2022-2023</td>
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#### Goal 2: By 2024, the City will have a supply of rentals to maintain approximately a five percent vacancy rate.

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<th>Potential Cost</th>
<th>Potential Partnerships</th>
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<tbody>
<tr>
<td>6.18</td>
<td>Develop the West Gunnison neighborhood largely for new multi-family housing.</td>
<td>2020-2030</td>
<td>$$$</td>
<td>GVRHA, private developers, Housing Colorado, HUD, City of Gunnison Public Works Department, Colorado Department of Transportation (CDOT), City of Gunnison Parks and Recreation, Colorado Department of Natural Resources, Gunnison Trails</td>
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<td>6.19</td>
<td>Include opportunities for multi-family housing in key areas.</td>
<td>2020-2030</td>
<td>$</td>
<td>GVRHA, private developers, RTA, Western, Housing Colorado, HUD</td>
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<td>6.20</td>
<td>Encourage mixed-use development with a residential component.</td>
<td>2020-2023</td>
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<td>GVRHA, private developers, HUD</td>
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Goal 3: By 2025, the City will have 250 attractive and efficient new homes occupied by people who make up all aspects of the community.

6.24 Encourage mixed-use development in industrial areas. 2020-2023
   Potential Cost: $
   Potential Partnerships: GVRHA, private developers, HUD

6.25 Implement incentives to improve, replace, and rehabilitate substandard housing. 2020-2023
   Potential Cost: $
   Potential Partnerships: Community Development

6.26 Share development partners with Western to develop housing projects on Western lands. 2020-2025
   Potential Cost: $
   Potential Partnerships: WCU, GVRHA, private developers

6.27 Monitor workforce and affordable housing needs by updating Housing Needs Assessment every three to four years. 2020-2030
   Potential Cost: $
   Potential Partnerships: GVRHA, American Association of Retired Persons (AARP), Colorado Department of Public Health and Environment (CDPHE)

6.28 Prioritize housing designed and restricted specifically to seniors and integrate them into existing neighborhoods within proximity to commercial amenities and healthcare. 2020-2030
   Potential Cost: $
   Potential Partnerships: Private developers, GVRHA, Housing Colorado, Colorado Housing and Finance Authority, Gunnison Community Capital Group, Gunnison Valley Housing Fund, U.S. Department of Housing and Urban Development (HUD), Colorado Department of Public Health and Environment (CDPHE), Gunnison County

Goal 4: By 2030, the City will have a dedicated and funded program that includes inventory and a long-term plan for revitalizing mobile homes that ensures stable housing for the residents or occupants.

6.30 Implement incentives to improve, replace, and rehabilitate substandard housing. 2020-2023
   Potential Cost: $
   Potential Partnerships: Community Development

6.31 Pursue grant dollars through CHFA and DOLA to improve and rehabilitate mobile homes and to create new modular housing opportunities. 2022-2023
   Potential Cost: $
   Potential Partnerships: GVRHA, Resident Owned Communities USA, DOLA, CHFA

6.32 Fund and support GV-HEAT to finance 60 units per year. 2020-2030
   Potential Cost: $
   Potential Partnerships: GV Heat

6.33 Update inventory of substandard mobile home housing every two years. 2020-2030
   Potential Cost: $
   Potential Partnerships: Community Development

6.34 Pursue public sector, non-profit, and resident ownership of mobile home parks in the long term.
   Potential Cost: $
   Potential Partnerships: GVRHA, private developers, Gunnison Valley Habitat for Humanity

Chapter 07: Economic Prosperity, Commercial, and Industrial Areas

Goal 1: By 2030, Western Colorado University will reach an overall enrollment of 3,500 with 400 resident students added in the community due to quality job opportunities and housing choices.

7.1 Work with MEM students, restaurants, and grocery stores to divert food waste from landfills through composting and recycling. 2020-2023
   Potential Cost: $
   Potential Partnerships: Western, business community

7.2 Highlight attractive and lively neighborhoods through the City’s marketing strategies. 2020-2023
   Potential Cost: $
   Potential Partnerships:

7.3 Advertise education quality in the City's ongoing tourism marketing. 2020-2023
   Potential Cost: $
   Potential Partnerships: Gunnison Watershed School District RE1-J, Western

7.4 Improve broadband capacity by ensuring high-speed internet access is available in all parts of the community. 2020-2023
   Potential Cost: $
   Potential Partnerships: Gunnison Trails, Gunnison Valley Regional Housing Authority, Gunnison County Chamber of Commerce, Gunnison Arts Center, Western, businesses community

7.5 Implement the City’s image and identity branding. 2020-2023
   Potential Cost: $
   Potential Partnerships: Rady Not for Profit, Mesa Construction

7.6 Support the Rady Building and the new engineering program to grow student attendance. 2020-2023
   Potential Cost: $
   Potential Partnerships: Rady Not for Profit, Mesa Construction

Top
<table>
<thead>
<tr>
<th>Action</th>
<th>Priority</th>
<th>Potential Cost</th>
<th>Potential Partnerships</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.7 Implement the housing strategies in this Plan to improve affordable housing for faculty and students.</td>
<td>2020-2023</td>
<td></td>
<td>Western, GVRHA</td>
</tr>
<tr>
<td>7.8 Implement the Gunnison Vibrancy Initiative and Ohio Street project to improve the sense of place in Gunnison for perspective students and to promote Gunnison as a University Town.</td>
<td>2020-2023</td>
<td></td>
<td>Public Works, Community Development</td>
</tr>
<tr>
<td>7.9 Work with ICELab to create new jobs with salaries over $50,000 a year and place interns with new entrepreneurs in the valley.</td>
<td>2020-2023</td>
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<td>ICELab, OEDIT</td>
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</tbody>
</table>

**Goal 2: By 2030, the City of Gunnison will have a year-round economy.**

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<thead>
<tr>
<th>Action</th>
<th>Priority</th>
<th>Potential Cost</th>
<th>Potential Partnerships</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.10 Employ significant buffers and screening where industrial uses abut housing and residential areas.</td>
<td>2020-2023</td>
<td></td>
<td>Private developers</td>
</tr>
<tr>
<td>7.11 Promote upper-floor residential units while maintaining commercial and industrial uses on the ground floor.</td>
<td>2020-2023</td>
<td></td>
<td>Downtown Leadership Committee, Gunnison Vibrancy Initiative partners</td>
</tr>
<tr>
<td>7.12 Reduce the amount of dark, impervious surfaces in the urban area, using light colored, cool, and permeable pavement and white or reflective roofs where possible.</td>
<td>2024-2030</td>
<td></td>
<td>Private developers</td>
</tr>
<tr>
<td>7.13 Locate new downtown development at the property lines fronting the street.</td>
<td>2020-2023</td>
<td></td>
<td>Downtown Leadership Committee, Gunnison Vibrancy Initiative partners, private developers</td>
</tr>
<tr>
<td>7.14 Encourage businesses to provide outdoor plaza spaces or street art.</td>
<td>2022-2023</td>
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<td>Community Development</td>
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<tr>
<td>7.15 Consider parking maximums.</td>
<td>2022-2023</td>
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<td>Community Development</td>
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<tr>
<td>7.16 Develop a future light manufacturing and maker space business park on the south side of Tomichi Avenue near Gunnison Rising.</td>
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<td></td>
<td>Community Development</td>
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<tr>
<td>7.17 Review hours of operation and intensity of use for proposals for businesses interested in locating in the corridor commercial areas.</td>
<td>2020-2023</td>
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<td>Community Development</td>
</tr>
<tr>
<td>7.18 Explore a façade improvement program for businesses outside of downtown.</td>
<td>2022-2023</td>
<td></td>
<td>Community Development</td>
</tr>
<tr>
<td>7.19 Reconfigure the airport parking lot to direct in and out traffic to the 11th Street gateway.</td>
<td>2022-2023</td>
<td></td>
<td>Community Development</td>
</tr>
<tr>
<td>7.20 Work with the airport as modernization and terminal improvements occur to create wayfinding and branding.</td>
<td>2020-2023</td>
<td></td>
<td>Community Development</td>
</tr>
<tr>
<td>7.21 Develop a marketing and packaging strategy for hotels to better promote themselves in the winter.</td>
<td>2020-2023</td>
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<td>Hotels, Chamber of Commerce</td>
</tr>
<tr>
<td>7.22 Develop a market analysis for a conference center connected to both Western and a hotel.</td>
<td>2022-2023</td>
<td></td>
<td>Hotels, WCU, Gunnison Rising Developers</td>
</tr>
<tr>
<td>7.23 Promote and market Gunnison to new businesses as a great place to live, learn, and earn through a coordinated campaign.</td>
<td>2020-2023</td>
<td></td>
<td>ICELab</td>
</tr>
<tr>
<td>7.24 Meet with economic development interests in the Gunnison Valley to create the most effective economic development strategy, promoting and attracting businesses to the valley.</td>
<td>2020-2023</td>
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<td>Downtown Leadership Committee, Gunnison Finance Department</td>
</tr>
<tr>
<td>7.25 Implement the Gunnison Vibrancy Initiative action to investigate and create a funding mechanism for economic development investment (DGA, URA, BID).</td>
<td>2020-2025</td>
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<td>Downtown Leadership Committee, Gunnison Finance Department</td>
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</table>

**Goal 3: By 2030, the median household income in the City of Gunnison will reach 80 percent of the Colorado median household income.**

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<th>Action</th>
<th>Priority</th>
<th>Potential Cost</th>
<th>Potential Partnerships</th>
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<tbody>
<tr>
<td>7.26 Market and industrial properties to startups and entrepreneurial small businesses.</td>
<td>2020-2023</td>
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<tr>
<td>7.27 Identify industrial buildings that could be adaptively reused as maker spaces.</td>
<td>2020-2023</td>
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<td>Community Development, private developers</td>
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### Action Priority

<table>
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<tr>
<th>Action</th>
<th>Priority</th>
<th>Community Character and Identity</th>
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<th>Western Colorado University</th>
<th>Broadband and Telecommunications</th>
<th>Environmental Sustainability</th>
<th>Transportation and Mobility</th>
<th>Improved Connectivity</th>
<th>Economic Prosperity</th>
<th>Infrastructure</th>
<th>Assets</th>
<th>Potential Cost</th>
<th>Potential Partnerships</th>
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<tr>
<td>7.28 Amend the LDC to further regulate the location and quantity of self-storage units.</td>
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<td>Community Development, private developers</td>
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<tr>
<td>7.29 Implement updated three mile plan to increase commercial and industrial land use opportunities.</td>
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<td>Community Development, Gunnison Finance Department, private developers</td>
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**Goal 4: By 2030, gross retail sales will increase 50 percent from a baseline measured in 2020.**

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<th>Assets</th>
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<th>Potential Partnerships</th>
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<tbody>
<tr>
<td>7.30 Encourage mixed-use development along 11th Street gateway.</td>
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<td>Community Development, private developers</td>
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<tr>
<td>7.31 Encourage hotel accommodations within the downtown.</td>
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<td>7.32 Improve wayfinding signage along Main Street.</td>
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<tr>
<td>7.33 Install gateway signs at the intersection of Main Street and Tomichi.</td>
<td>2020-2023</td>
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<td>7.34 Develop corridor commercial areas while maintaining safe flow of traffic.</td>
<td>2020-2023</td>
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<td>Public Works Department</td>
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<tr>
<td>7.35 Promote regional retail and services in the northern area of Highway 135.</td>
<td>2020-2023</td>
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<td>7.36 Encourage the use of quality, energy-efficient outdoor lighting.</td>
<td>2020-2023</td>
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<tr>
<td>7.37 Adopt a dark skies ordinance to supplement Section 4.9: Outdoor Lighting of the LDC.</td>
<td>2020-2023</td>
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<td>Public Works Department</td>
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<td>7.38 Promote ICELab as an entrepreneurial hub available to the public.</td>
<td>2020-2023</td>
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<td>Western, ICELab, business community, SBDC</td>
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</table>

**Goal 5: By 2030, the City will have retained 90 percent of its existing community retail businesses compared to 2020.**

<table>
<thead>
<tr>
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<th>Potential Partnerships</th>
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</thead>
<tbody>
<tr>
<td>7.39 Inventory existing businesses to define a baseline.</td>
<td>2020-2023</td>
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<tr>
<td>7.40 Identify and implement the top three actions based on feedback from the business community to support existing businesses every two years.</td>
<td>2020-2023</td>
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<td>Business community</td>
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<tr>
<td>7.41 Focus City grant dollars to support growth of existing businesses.</td>
<td>2020-2023</td>
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<td>Business community</td>
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<tr>
<td>7.42 Work with the ICELab and SBDC to implement training and educational programs to support existing businesses.</td>
<td>2020-2023</td>
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### Chapter 08: Transportation

**Goal 1: By 2020, improve park and ride transit to and from the City and nearby communities.**

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority</th>
<th>Community Character and Identity</th>
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<th>Assets</th>
<th>Potential Cost</th>
<th>Potential Partnerships</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.1 Work with RTA to develop a full justification for the initial proposed site location and investigate alternative site locations, such as Gunnison-Crested Butte Regional Airport, before the Spencer Avenue site is finalized.</td>
<td>2020-2021</td>
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<td>RTA, Public Works Department, Community Development</td>
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<tr>
<td>8.2 Evaluate a circulator transit route around Gunnison and determine preferred route.</td>
<td>2020-2025</td>
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<td>RTA, Public Works Department, Community Development</td>
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<tr>
<td>8.3 Participate in regional transit planning efforts long with Gunnison Valley RTA, CDOT, Gunnison County, Crested Butte/Mt. Crested Butte, and other regional jurisdictions.</td>
<td>2020-2021</td>
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<td>RTA, Public Works Department, Community Development</td>
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<td>8.4 Develop funding sources for a transit center.</td>
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<tr>
<td>8.5 Consider new bus stops along State Highway 135 within the North Gateway Subarea as that area develops.</td>
<td>2022-2023</td>
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<tr>
<td>8.6 Work with CDOT to extend the Bustang bus route west to Montrose, creating transfers to and from the Durango to Gunnison Junction route in Montrose.</td>
<td>2020-2021</td>
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**Goal 2: By 2030, develop and maintain an integrated multi-modal transportation system that is accessible, affordable, safe, sustainable, and efficient, as verified by city survey.**

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority</th>
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### Goal 3: By 2030, develop infrastructure along prioritized arterial routes to provide seamless access for non-motorized users to access other transit options and anchor institutions.

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### Chapter 09: Environment, Open Space, and Natural Areas

**Goal 1:** Through progressive community surveys, the community will state that Gunnison is cultivating a healthy and sustainable community by protecting the environment and leveraging unique natural resources.

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Goal 2: By 2025, reduce waste delivered to the landfill by 20 percent. Actions for Goal 2 were identified at the January 2020 Gunnison Valley Climate Action Conference.

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Goal 3: By 2030, provide for a growing population without a net-increase in water consumption. Actions for Goal 3 were identified at the January 2020 Gunnison Valley Climate Action Conference.

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Goal 4: By 2030, achieve a 20 percent reduction in aggregate greenhouse gas emissions, including energy, transportation, and operations, from a 2012 baseline. Actions for Goal 4 were identified at the January 2020 Gunnison Valley Climate Action Conference.

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**Action Priority**

- Community Character and Identity
- Affordable Housing
- Western Colorado University
- Broadband and Telecommunications
- Environmental Sustainability
- Transportation and Mobility
- Improved Connectivity
- Economic Prosperity
- Infrastructure
- Assets

**Potential Cost**

- $5
- $10
- $15
- $20
- $25
- $50
- $100

**Potential Partnerships**

- Gunnison County, Public Works, RTA
- REIJ Schools, PTA Groups
- RTA, Major Employers
- Gunnison Police Department, Public Works, CDOT, Community Development
- Public Works, CDOT, Community Development, Gunnison Trails
- Public Works, Community Development
- GVHA, Valley Housing Fund, Major Employers, Community Development
- Community Development, GV Heat, Private Developers
- Community Development, Public Works, GV Heat, Private Developers, Gunnison County
- Community Development, Public Works, GV Heat, Private Developers
- Public Works, Community Development
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- Community Development, Public Works, Private Developers
- Community Development, Gunnison County
- Community Development, Building Community, Gunnison County
- Community Development, Public Works, Building Community, Gunnison County
- Community Development, Public Works, Building Community, Gunnison County

**Chapter 10: Community Facilities, Services, and Infrastructure**

**Goal 1: By 2023, the City will provide responsible stewardship and management of its critical infrastructure, facilities, and grounds, including municipal buildings, City parks and trails, roads and sidewalks, alleys, public electrical utilities, water and sewer infrastructure, irrigation ditch systems, and water resources.**

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**Chapter 10: Community Facilities, Services, and Infrastructure**

**Goal 1:** By 2023, the City will provide responsible stewardship and management of its critical infrastructure, facilities, and grounds, including municipal buildings, City parks and trails, roads and sidewalks, alleys, public electrical utilities, water and sewer infrastructure, irrigation ditch systems, and water resources.

10.1 Continue to maintain and update the City website and social media platforms and promote the E-Notify feature.

10.2 Heavily promote the availability of the iWorQ Service Request Application to the community.

10.3 Continue to implement the 2017 Facilities Management Plan by budgeting for critical City building improvements undertaking the specific capital maintenance and replacement projects.

10.4 Ensure the GVFD reviews its job requirements and benefits to increase volunteer recruitment and retention and facilitate the firefighter training process.

**Top**
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<th>Action</th>
<th>Priority</th>
<th>Community Character and Identity</th>
<th>Affordable Housing</th>
<th>Western Colorado University</th>
<th>Broadband and Telecommunications</th>
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<th>Transportation and Mobility</th>
<th>Improved Connectivity</th>
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<td>10.5</td>
<td>Work with the GVFD to increase awareness of the Department within the community.</td>
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<td>10.6</td>
<td>Coordinate with the GVFD to determine deficiencies in water supply and distribution systems, especially as development occurs in Gunnison’s growth areas.</td>
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<td>10.7</td>
<td>Work closely with the Gunnison Police Department as the City continues to expand to ensure staffing and facility needs are met.</td>
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<td>10.8</td>
<td>Work with the Gunnison Police Department on the enforcement of parking regulations and cyclist and pedestrian violations.</td>
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<td>10.9</td>
<td>Establish an intra-agency Green Team charged with advancing sustainability within the community.</td>
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<td>10.10</td>
<td>Conduct community surveys with the Green Team to introduce City sustainability initiatives and create a tool to measure increases in resident awareness.</td>
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<td>10.11</td>
<td>Enhance access to the library by coordinating public transit stops at the facility with convenient stop times.</td>
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<td>10.12</td>
<td>Construct bike and pedestrian infrastructure that connects the library to key community destinations such as the downtown or Western.</td>
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<td>10.13</td>
<td>Support the GVRHA in its implementation of its Gunnison Valley Housing Plan, which was recently adopted in 2019.</td>
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<td>10.14</td>
<td>Provide rentable waste stations for events and block parties or buyable bins for residential or business use.</td>
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<td>10.15</td>
<td>Require community events to be Zero Waste Events by providing sorted recycling and composting bins with educational signs and encourage the use of paper cups, plates, and straws.</td>
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<td>10.16</td>
<td>Partner with local vendors to use recyclable materials at their establishment and provide green recycling and reuse incentives for customers.</td>
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<td>10.17</td>
<td>Implement a city-wide Plastic Bag Ban initiative.</td>
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<td>10.18</td>
<td>Continue to work with the Gunnison Watershed School District RE1-J to address capacity needs and identify potential locations for new schools, particularly within growth areas.</td>
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<td>10.19</td>
<td>Continue to support Western as it undergoes facility improvements.</td>
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<td>10.20</td>
<td>Coordinate with Western to determine traffic mitigation strategies for Escalante Drive.</td>
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<td>10.21</td>
<td>Instigate collaboration between the University, City of Gunnison, and GVRHA to find opportunities for affordable and quality university housing for both students and staff.</td>
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<td>10.22</td>
<td>Through coordination with the County, enhance the appearance of the Fairgrounds through perimeter landscaping and ensuring proper maintenance of the property.</td>
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<td>10.23</td>
<td>Work with residents to find strategies to mitigate negative visual, noise, and traffic impacts of the Fairground as much as possible during large events.</td>
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<td>10.24</td>
<td>Support the development of senior living communities within Gunnison to address the shortage of living options for senior citizens.</td>
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<td>10.25</td>
<td>Support the Gunnison Valley Health Hospital in constructing a new urgent care facility as needed with an increasing population</td>
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<td>10.26</td>
<td>Continue to support the Center of Mental Health as an essential player in improving health and mental wellness within the community.</td>
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<td>Maintain well system evaluations and maintenance by annually removing</td>
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<td>one well pump, inspecting and evaluating the well and downhole pumping</td>
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<td>equipment, rehabilitating the well, refurbishing and/or replacing the</td>
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<td>Evaluate transmission line capacities and prepare a working model that</td>
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<td>Evaluate current potable treatment methods, techniques, and</td>
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<td>Plan for additional wells, surface diversions, and/or well fields to</td>
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<td>Ensure preliminary design level engineering plans and a water study</td>
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<td>As new developments are constructed within the City’s service area,</td>
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<td>ensure the design and construction of new water mains and services</td>
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<td>Ensure potable water mains are located within street rights-of-way</td>
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<td>Ensure new developments provide adequate surface, subsurface, and</td>
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<td>road storm drainage facilities and appurtenances as required by the</td>
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<td>Ensure adequate detention and water quality facilities are provided in</td>
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<td>Use the hydraulic model as a diagnostic tool to assist with future</td>
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<td>City of Gunnison Public Works Department</td>
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<tr>
<td>updates to the City’s Wastewater Master Plan.</td>
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<tr>
<td>Refine the hydraulic model for the City’s wastewater system further</td>
<td>2020-2023</td>
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<td>City of Gunnison Public Works Department</td>
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<td>through a more comprehensive infiltration and inflow study and</td>
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<td>perform a more detailed investigation into manhole conditions and</td>
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<td>pipe types, slopes, and sizes.</td>
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<tr>
<td>Ensure that preliminary design level engineering plans and sanitary</td>
<td>2020-2023</td>
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<td>City of Gunnison Public Works Department</td>
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<td>sewer study are provided for each development phase approval.</td>
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<td>Ensure any sanitary system improvements outside the development</td>
<td>2020-2021</td>
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<td>City of Gunnison Public Works Department</td>
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<td>should be provided to the City for review and approval.</td>
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<td>Burry all electrical lines where feasible.</td>
<td>2028-2030</td>
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<td>$$$</td>
<td>City of Gunnison Public Works Department</td>
</tr>
<tr>
<td>Use bioretention areas and bioswales, alternative pavement material,</td>
<td>2020-2023</td>
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<td>Private developers</td>
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<td>landscape and design treatments in parking lots.</td>
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</tbody>
</table>
To: City Council  
From: City Clerk Erica Boucher  
Date: March 10, 2020  
RE: Consent Agenda  

City Council:

The Regular Session agenda contains a Consent Agenda. This type of agenda item allows City Council to approve, by a single motion, second and vote, matters that have already been discussed by the entire Council or matters that are considered routine or non-controversial. A Consent Agenda allows for the meeting to proceed in a more efficient and timely manner. The agenda items will not be separately discussed unless a Councilor, City Staff, or a citizen requests an item be removed and discussed separately. Items removed from the Consent Agenda will then be considered after consideration of the consent agenda.

When a motion is made to approve the Consent Agenda, the Councilor making the motion should, for the record, include the list of the Consent Agenda items being considered in the vote. Please let me know if you have any questions regarding the Consent Agenda process.

Thank you,  
Erica Boucher  

**Action Requested of Council:**  
Motion, second and vote to approve the Consent Agenda as presented with the following items:

- Authorization to purchase a Tandem Dump Truck in the amount of $144,210; and  
- Approve the minutes of the February 25, 2020 Regular Session meeting.
Memorandum

To: City Council
From: Pat Mac Intosh
Date: 2/24/2020
Re: Tandem Dump Truck Purchase

Purpose:
The Dump Truck is in the budget for 2020 purchase:

- Fleet vehicle and equipment–Heavy Equipment 04-4170-9956 - $150,000

Background: From McCandless truck, center Grand Junction, CO.

*Per State of Colorado Award #311001623*

Action: Authorization to purchase this Dump Truck.

Truck Bid $135,810.00

   Extended Warranty on truck 4 yrs. $ 8400.00
   Extended warranty on Engine  $ _0_

Total Bid is. $144,210.00
HV513 SFA

Sales Proposal For:
CITY OF GUNNISON

Presented By:
MCCANDLESS TRUCK CENTER
Prepared For:
CITY OF GUNNISON
PAT MACINTOSH
1100 W VIRGINIA
GUNNISON, CO 81230-
(970)641 - 6020
Reference ID: tandem dump

Thank you for the opportunity to provide you with the following quotation on a new International truck.

Model Profile
2020 HV513 SFA (HV513)

AXLE CONFIG: 6X4
APPLICATION: Construction Dump
MISSION: Requested GVWR: 54000, Calc. GVWR: 54000
Calc Start / Grade Ability: 34.75% / 3.10% @ 55 MPH
Calc Gearred Speed: 86.8 MPH

DIMENSION:
Wheelbase: 207.00, CA: 123.50, Axle to Frame: 57.00

ENGINE, DIESEL:
(international A26) EPA 2017, 430HP @ 1700 RPM, 1550 lb-ft Torque @ 1000 RPM, 2100 RPM
Governed Speed: 430 Peak HP (Max)

TRANSMISSION, AUTOMATIC:
(Allison 4500 RDS) 5th Generation Controls, Wide Ratio, 6-Speed with Double Overdrive, with
PTO Provision, Less Retarder, Includes Oil Level Sensor, On/Off Highway

CLUTCH:
Omit Item (Clutch & Control)

AXLE, FRONT NON-DRIVING:
(Meritor MFS-14-143A) Wide Track, I-Beam Type, 14,000-lb Capacity

AXLE, REAR, TANDEM:
(Meritor MT-40-14X-4OCR-P) Single Reduction, 40,000-lb Capacity, with Lube Oil Pump, w/
433'(11mm) Wall Housing Thickness, Driver Controlled Locking Differential in Forward Rear and
Rear-Rear Axle, R Wheel Ends Gear Ratio 4.63

CAB:
Conventional, Day Cab

TIRE, FRONT:
(2) 11R24 5 Load Range H HSR2 (CONTINENTAL), 476 rpm/mile, 75 MPH, All-Position

TIRE, REAR:
(8) 11R24 5 Load Range H HDR2 (CONTINENTAL), 468 rpm/mile, 75 MPH, Drive

SUSPENSION, REAR, TANDEM:
(Handrickson HX-400-54) Walking Beam, 40,000-lb Capacity, 54° Axle Spacing, Rubber
Springs, with Transverse Torque Rods, Rubber End Bushings

PAINT:
Cab schematic 100WM
Location 1 9219, Winter White (Std)
Chassis schematic N/A
### Vehicle Specifications
#### 2020 HV513 SFA (HV513)

<table>
<thead>
<tr>
<th>Description</th>
<th>F/R Wt (lbs)</th>
<th>Tot Wt (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Chassis, Model HV513 SFA with 207.00 Wheelbase, 123.50 CA, and 57.00 Axle to Frame.</td>
<td>7786/4536</td>
<td>12322</td>
</tr>
</tbody>
</table>

### AXLE CONFIGURATION

**AXLE CONFIGURATION (Navistar) 6x4**

**Notes**
- Pricing may change if axle configuration is changed.

### ENGINE

**ENGINE, DIESEL (International A26) EPA 2017, 430HP @ 1700 RPM, 1550 lb-ft Torque @ 1000 RPM, 2100 RPM Governed Speed, 430 Peak HP (Max)**

**Incluedes**
- DEAERATION SYSTEM with Surge Tank
- HOSE CLAMPS, RADIATOR HOSES Gates Shrink Band Type; Thermoplastic Coolant Hose Clamps
- RADIATOR HOSES Premium, Rubber

**FAN DRIVE (Horton Drivemaster) Direct Drive Type, Two Speed with Residual Torque Device for Disengaged Fan Speed**

**Includes**
- FAN Nylon

**AIR CLEANER Dual Element**

**ANTI-FREEZE Red, Extended Life Coolant, To -40 Degrees F/ -40 Degrees C, Freeze Protection**

**BLOCK HEATER, ENGINE (Phillips) 120V/1500W**

**Includes**
- BLOCK HEATER SOCKET Receptaion Type, Mounted below Drivers Door

**COLD STARTING EQUIPMENT Automatic, with Engine ECM Control**

**EMISSION COMPLIANCE Low NOx Idle Engine, Complies with California Clean Air Regulations, Includes “Certified Clean Idle” Decal on Hood**

**FAN DRIVE SPECIAL EFFECTS Fan Cooling Ring with Fan Shroud Effects, Engine Mounted**

**FAN OVERRIDE Manual, with Electric Switch on Instrument Panel, (Fan On with Switch On)**

**FEDERAL EMISSIONS (International A26) EPA, OBD and GHG Certified for Calendar Year 2020**

### TRANSMISSION

**TRANSMISSION AUTOMATIC (Allison 4500 RDS) 5th Generation Controls, Wide Ratio, 6-Speed with Double Overdrive, with PTO Provision. Less Retarder, Includes Oil Level Sensor, On/Off Highway**

**ALLISON SPARE INPUT/OUTPUT for Rugged Duty Series (RDS), General Purpose Trucks, Construction**

**NEUTRAL AT STOP Allison Transmission Shifts to Neutral When Service Brake is Depressed and Vehicle is at Stop, Remains in Neutral Until Service Brake is Released**

**OIL COOLER, AUTO TRANSMISSION (Modine) Water to Oil Type**

**PTO LOCATION Dual, Customer Intends to Install PTO at Left Side and/or Top of Transmission**

**SHIFT CONTROL PARAMETERS (Allison) 3000 or 4000 Series Transmissions, Performance Programming**

**TRANSMISSION OIL Synthetic, 83 thru 76 Pints**

---

Proposal: 4398-01
## Vehicle Specifications
### 2020 HV513 SFA (HV513)

<table>
<thead>
<tr>
<th>Description</th>
<th>F/R Wt (lbs)</th>
<th>Tot Wt (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANSMISSION SHIFT CONTROL Column Mounted Stalk Shifter</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>CLUTCH Omit Item (Clutch &amp; Control)</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td><strong>REAR AXLES, SUSPENSIONS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AXLE, REAR, TANDEM (Meritor MT-40-14X-4DCR-P) Single Reduction, 40,000-lb Capacity, with Lube Oil Pump, w/.433&quot; (11mm) Wall Housing Thickness, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, R Wheel Ends. Gear Ratio: 4.63</td>
<td>0/1922</td>
<td>1922</td>
</tr>
<tr>
<td>SUSPENSION, REAR, TANDEM (Hendrickson HMX-400-54) Walking Beam, 40,000-lb Capacity, 54&quot; Axle Spacing, Rubber Springs, with Transverse Torque Rods, Rubber End Bushings</td>
<td>0/492</td>
<td>492</td>
</tr>
<tr>
<td>AXLE, REAR, LUBE (EmGard FE-75W-90) Synthetic Oil, 50 thru 64.99 Pints</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>DIFF. SWITCH CONTROLS Two Independent Switches for Control Traction Differentials on Tandem Rear Axles, Mounted on Dash</td>
<td>1/0</td>
<td>1</td>
</tr>
<tr>
<td>SUSPENSION/REAR-AXLE IDENTITY for Meritor Tandem Rear Axles with Bar-Pin Beam Attachment Type Suspensions</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td><strong>FRONT AXLES</strong></td>
<td></td>
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</tr>
<tr>
<td>AXLE, FRONT NON-DRIVING (Meritor MFS-14-143A) Wide Track, I-Beam Type, 14,000-lb Capacity</td>
<td>60/0</td>
<td>60</td>
</tr>
<tr>
<td><strong>FRONT SUSPENSIONS</strong></td>
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<tr>
<td>SUSPENSION, FRONT, SPRING Parabolic Taper Leaf, Shackle Type, 14,000-lb Capacity, with Shock Absorbers</td>
<td>44/0</td>
<td>44</td>
</tr>
<tr>
<td><strong>CABS, COWLS, BODIES</strong></td>
<td></td>
<td></td>
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<tr>
<td>CAB Conventional, Day Cab</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>ACCESS, CAB Steel, Driver &amp; Passenger Sides, Two Steps per Door, for use with Day Cab and Extended Cab</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>AIR CONDITIONER with Integral Heater and Defroster</td>
<td>51/5</td>
<td>56</td>
</tr>
<tr>
<td>CAB INTERIOR TRIM Classic, for Day Cab</td>
<td>0/0</td>
<td>0</td>
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<tr>
<td><strong>Includes</strong></td>
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<tr>
<td>• CONSOLE, OVERHEAD Molded Plastic with Dual Storage Pockets, Retainer Nuts and CB Radio Pocket, Located Above Driver and Passenger</td>
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<tr>
<td>• DOME LIGHT, CAB Door Activated and Push On-Off at Light Lens, Timed Theater Dimming, Integral to Overhead Console, Center Mounted</td>
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<tr>
<td>• SUN VISOR (2) Padded Vinyl, 2 Movable (Front-to-Side) Primary Visors, Driver Side with Toll Ticket Strap</td>
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<tr>
<td>CAB LRAR SUSPENSION Air Bag Type</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>CAB SOUND INSULATION Includes Dash Insulator and Engine Cover Insulator, Premium Floormat, and Sound Dampening Patches</td>
<td>27/0</td>
<td>27</td>
</tr>
<tr>
<td>FRESH AIR FILTER Attached to Air Intake Cover on Cowling in Front of Windshield Under Hood</td>
<td>1/0</td>
<td>1</td>
</tr>
<tr>
<td><strong>GAUGE CLUSTER</strong> Base Level, English with English Speedometer and Tachometer, for Air Brake Chassis. Includes Engine Coolant Temperature, Primary and Secondary Air Pressure, Fuel and DEF Gauges, Oil Pressure Gauge, Includes 3 Inch Monochromatic Text Display</td>
<td>0/0</td>
<td>0</td>
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</table>
### Vehicle Specifications
#### 2020 HV513 SFA (HV513)

<table>
<thead>
<tr>
<th>Description</th>
<th>F/R Wt (lbs)</th>
<th>Tot Wt (lbs)</th>
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</thead>
<tbody>
<tr>
<td>GRAB HANDLE, EXTERIOR Chrome, Towel Bar Type, with Anti-Slip Rubber Inserts, for Cab Entry Mounted Left Side at B-Pillar</td>
<td>3/0</td>
<td>3</td>
</tr>
<tr>
<td>INSTRUMENT PANEL Flat Panel</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>MIRROR, CONVEX, LOOK DOWN Right Side, Bright, 6&quot; x 10.5&quot;</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>MIRRORS (2) C-Loop, Power Adjust, Heated, LED Clearance Lights, Bright Heads and Arms, 7.5&quot; x 14&quot; Flat Glass, Includes 7.5&quot; x 7&quot; Convex Mirrors, for 102&quot; Load Width</td>
<td>0/0</td>
<td>0</td>
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</table>

**Notes:** Mirror Dimensions are Rounded to the Nearest 0.5".

| MODESTY PANEL Painted                                                      | 0/0          | 0            |
| SEAT, DRIVER (National Model HP) Air Suspension, High Back, Vinyl, 2 Arm Rests, Isolator, 7.5 Adjuster, 3 Chamber Lumbar, 6 Way Front Adjust, 3 Way Rear Cushion Adjust, 3-14 Degree Back Angle Adjustment, Adj Side Bolster, Bellows, Back Cycler | 3/1          | 4            |
| SUNSHADE, EXTERIOR Aerodynamic, Painted Roof Color, with Integral Clearance/Marker Lights | 14/3         | 17           |
| WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature | 5/0          | 5            |

#### FRAMES

| FRAME RAILS Heat Treated Alloy Steel (125,000 PSI Yield); 11.25" x 4.00" x 0.500" (285.75mm x 101.6mm x 12.7mm), 480.8" (12212mm) Maximum OAL | 320/522      | 842          |
| BUMPER EXTENSION, FRONT 4 0"                                              | 20/0         | 20           |
| BUMPER, FRONT Swept Back, Steel, Heavy Duty                               | 0/0          | 0            |
| WHEELBASE RANGE 199" (505cm) Through and Including 264" (670cm)           | 0/0          | 0            |

#### BRAKES

| BRAKE SYSTEM, AIR Dual System for Straight Truck Applications | 0/0 | 0 |

**Includes:**
- BRAKE LINES Color and Size Coded Nylon
- DRAIN VALVE Twist-Type
- GAUGE, AIR PRESSURE (2) Air 1 and Air 2 Gauges, Located in Instrument Cluster
- PARKING BRAKE CONTROL Yellow Knob, Located on Instrument Panel
- QUICK RELEASE VALVE On Rear Axel for Spring Brake Release 1 for 4x2, 2 for 6x4
- SLACK ADJUSTERS, FRONT Automatic (with Air Cam Brakes)
- SLACK ADJUSTERS, REAR Automatic (with Air Cam Brakes)
- SPRING BRAKE MODULATOR VALVE R-7 for 4x2, SR-7 with relay valve for 6x4/6x6

<p>| AIR BRAKE ABS (Bendix AntiLock Brake System) 4-Channel (4 Sensor/4 Modulator) Full Vehicle Wheel Control System | 0/0 | 0 |
| BRAKES, FRONT, AIR CAM 16 5&quot; x 6&quot;. Includes 24 SqIn Long Stroke Brake Chambers | 28/0 | 26 |
| BRAKE CHAMBERS, FRONT AXLE (Bendix) 24 SqIn | 18/0 | 18 |
| BRAKES, REAR, AIR CAM S-Cam, 16 5&quot; x 7 0&quot;, Includes 30/30 Sq In Long Stroke Brake Chamber and Spring Actuated Parking Brake | 0/52 | 52 |
| BRAKE CHAMBLRS, RFAR AXLE (Bendix LvorSure) 30/30 Spring Brake | 0/78 | 78 |</p>
<table>
<thead>
<tr>
<th>Description</th>
<th>F/R Wt</th>
<th>Tot Wt</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIR COMPRESSOR (Bendix BA-921 Head Unload) 15.9 CFM</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>AIR DRYER (Bendix AD-9) with Heater</td>
<td>22/5</td>
<td>27</td>
</tr>
<tr>
<td>AIR DRYER LOCATION Mounted Inside Left Rail, Back of Cab</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>AIR TANK LOCATION (2) Mounted Under Battery Box, Outside Right Rail, Back of Cab, Perpendicular to Rail</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>DRAIN VALVE (Bendix DV-2) (1) Automatic, with Heater, with (2) Berg Pull Chains, for Air Tank</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>TRAILER CONNECTIONS Four-Wheel, with Hand Control Valve and Tractor Protection Valve, for Straight Truck</td>
<td>0/0</td>
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</table>

**Notes:** When electronic stability control is ordered with trailer connections on a 4x2 truck, please check the operator manual for trailer weight restrictions.

**STEERING**

<table>
<thead>
<tr>
<th>Description</th>
<th>F/R Wt</th>
<th>Tot Wt</th>
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</thead>
<tbody>
<tr>
<td>STEERING GEAR (Sheppard M100) Power</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>STEERING COLUMN Tilting</td>
<td>10/5</td>
<td>15</td>
</tr>
<tr>
<td>STEERING WHEEL 4-Spoke, 18” Dia., Black</td>
<td>0/0</td>
<td>0</td>
</tr>
</tbody>
</table>

**DRIVELINES**

<table>
<thead>
<tr>
<th>Description</th>
<th>F/R Wt</th>
<th>Tot Wt</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRIVELINE SYSTEM (Dana Spicer) SPL250 Main Driveline with SPL170 Interaxle Shaft, for 6x4</td>
<td>0/7</td>
<td>7</td>
</tr>
</tbody>
</table>

**EXHAUST SYSTEMS**

<table>
<thead>
<tr>
<th>Description</th>
<th>F/R Wt</th>
<th>Tot Wt</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXHAUST SYSTEM Single, Horizontal Aftertreatment Device, Frame Mounted Right Side Under Cab, for Single Vortical Tail Pipe, Frame Mounted Right Side Back of Cab</td>
<td>30/47</td>
<td>77</td>
</tr>
<tr>
<td>AFTERTREATMENT COVER Aluminum</td>
<td>8/3</td>
<td>11</td>
</tr>
<tr>
<td>ENGINE COMPRESSION BRAKE by Jacobs, for N13/A26 Engines, with Selector Switch and On/Off Switch</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>EXHAUST HEIGHT 10’ 11”</td>
<td>2/0</td>
<td>2</td>
</tr>
<tr>
<td>MUFFLER/TAIL PIPE GUARD (1) Aluminum</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>SWITCH, FOR EXHAUST 2 Position, Lighted &amp; Latching, On/Off Type, Mounted in IP, Inhibits Diesel Particulate Filter Regeneration as Long as Switch is in On Position</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>TAIL PIPE (1) Turnback Type</td>
<td>0/0</td>
<td>0</td>
</tr>
</tbody>
</table>

**ELECTRICAL SYSTEMS**

<table>
<thead>
<tr>
<th>Description</th>
<th>F/R Wt</th>
<th>Tot Wt</th>
</tr>
</thead>
<tbody>
<tr>
<td>ELECTRICAL SYSTEM 12-Volt, Standard Equipment</td>
<td>0/0</td>
<td>0</td>
</tr>
</tbody>
</table>

**Includes:**
- DATA LINK CONNECTOR For Vehicle Programming and Diagnostics In Cab
- HAZARD SWITCH Push On/Off. Located on Instrument Panel to Right of Steering Wheel
- HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever
- PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light
- STARTER SWITCH Electric, Key Operated
- STOP, TURN, 1AIL & DVE LIGHTS Dual, Rear, Combination with Reflector
- TURN SIGNAL SWITCH Self Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change Feature
- WINDSHIELD WIPER SWITCH 2 Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever

*Proposal: 4396-01*
<table>
<thead>
<tr>
<th>Description</th>
<th>F/R Wt (lbs)</th>
<th>Total Wt (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>: WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>: WIRING, CHASSIS Color Coded and Continuously Numbered</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATOR (Leece-Neville AV160P2013) Brush Type; 12 Volt 160 Amp. Capacity, Pad Mount</td>
<td>0/3</td>
<td>3</td>
</tr>
<tr>
<td>BACK-UP ALARM Electric, 102 dBA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BATTERY BOX Aluminum, with Plastic Cover, 18&quot; Wide, 2-4 Battery Capacity, Mounted Right Side Back of Cab</td>
<td>-11/-11</td>
<td>-22</td>
</tr>
<tr>
<td>BATTERY SYSTEM (Fleetrite) Maintenance-Free, (3) 12-Volt 2250CCA Total, Top Threaded Stud</td>
<td>6/6</td>
<td>12</td>
</tr>
<tr>
<td>BODY BUILDER WIRING Back of Day Cab at Left Frame or Under Sleeper, Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/Accessory Power/Ground and Sealed Connector for Stop/Turn</td>
<td>2/0</td>
<td>2</td>
</tr>
<tr>
<td>2-WAY RADIO Wiring Effects; Wiring with 20 Amp Fuse Protection, Includes Ignition Wire with 5 Amp Fuse, Wire Ends Heat Shrink and 10' Coil Taped to Base Harness</td>
<td>2/0</td>
<td>2</td>
</tr>
<tr>
<td>CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>CLEARANCE/MARKER LIGHTS (5) (Truck Lite) Amber LED Lights, Flush Mounted on Cab or Sunshade</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>ELECTRIC TRAILER BRAKE/LIGHTS Accommodation Package to Rear of Frame; for Combined Trailer Stop, Tail, Turn, Marker Light Circuits, Includes Electric Trailer Brake Accommodation Package with Cab Connections for Mounting Customer Installed Electric Brake Unit, Less Trailer Socket</td>
<td>0/2</td>
<td>2</td>
</tr>
<tr>
<td>HORN, AIR (2) Single Tone, Chrome, Roof Mounted, with Lanyard Pull Cord</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>HORN, ELECTRIC Disc Style</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>JUMP START STUD Remote Mounted</td>
<td>2/0</td>
<td>2</td>
</tr>
<tr>
<td>POWER SOURCE, ADDITIONAL Auxiliary Power Outlet (APO) &amp; USB Port, Located in the Instrument Panel</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>RADIO AM/FM/WB/Clock/Bluetooth/USB Input/Auxiliary Input</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>SPEAKERS (2) 6.5&quot; Dual Cone Mounted in Doors</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>STARTING MOTOR (Mitsubishi Electric Automotive America 105P) 12-Volt. w/ Soft-Start</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>SWITCH, BODY CIRCUITS, MID with Remote Power Module Mounted on Battery Box Back of Cab, Up to 6 Outputs &amp; 6 Inputs Each, Max 20 amp per Channel, Max 80 amp Total, Includes 1 Switch Pack with Momentary Switches</td>
<td>4/0</td>
<td>4</td>
</tr>
<tr>
<td>TEST EXTERIOR LIGHTS Pre-Trip Inspection will Cycle all Exterior Lamps Except Back-up Lights</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>TRAILER AUXILIARY FEED CIRCUIT for Electric Trailer Brake Accommodation/Air Trailer ABS, with 30 Amp Fuse and Relay, Controlled by Ignition Switch</td>
<td>1/0</td>
<td>1</td>
</tr>
<tr>
<td>TURN SIGNALS, FRONT Includes LED Sido Turn Lights Mounted on Fender</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>USB PORT (1) Located in the Instrument Panel</td>
<td>0/0</td>
<td>0</td>
</tr>
</tbody>
</table>

**FRONT END**

<table>
<thead>
<tr>
<th>Description</th>
<th>F/R Wt (lbs)</th>
<th>Total Wt (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONT END Tilting, Fiberglass, with Three Piece Construction, Includes Long Hood</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>agnaRAG SCHL LN Mounted Behind Grille</td>
<td>5/0</td>
<td>5</td>
</tr>
<tr>
<td>FFENDER EXTENSIONS Rubber</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>GRILLE Stationary, Chrome</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>INSULATION, SPILL PANELS for Sound Abatement</td>
<td>3/0</td>
<td>3</td>
</tr>
<tr>
<td>Description</td>
<td>F/R Wt</td>
<td>Tot Wt</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>LOGOS EXTERIOR Model Badges</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>LOGOS EXTERIOR, ENGINE Badges</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td><strong>SPEEDOMETER, TOOLS, MISC</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KEYS - ALL ALIKE Fleet - Includes Ignition and Cab Door Keys</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>LABEL, DEF &quot;DEF ONLY&quot;</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>PAINT SCHEMATIC, PT-1 Single Color, Design 100</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Includes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>: PAINT SCHEMATIC ID LETTERS &quot;WM&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAINT TYPE Base Coat/Clear Coat, 1-2 Tone</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>PROMOTIONAL PACKAGE Government Silver Package</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>SAFETY TRIANGLES</td>
<td>11/1</td>
<td>12</td>
</tr>
<tr>
<td><strong>FUEL TANKS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FUEL TANK Top Draw, Non-Polished Aluminum, D-Style, 19&quot; Tank Depth, 100 US Gal (379L), Mounted Left Side, Under Cab</td>
<td>27/35</td>
<td>62</td>
</tr>
<tr>
<td>DEF TANK 9.5 US Gal (36L) Capacity, Frame Mounted Outside Left Rail, Under Cab</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>DEF TANK COVER Stainless Steel</td>
<td>2/0</td>
<td>2</td>
</tr>
<tr>
<td>FUEL/WATER SEPARATOR (Racor) Fuel Pre-Filter and Filter Base, Includes Water-In-Fuel Sensor</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>LOCATION FUEL/WATER SEPARATOR Mounted Outside Left Rail, 34&quot; Back of Cab</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td><strong>WHEELS, TIRES - FRONT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WHEELS, FRONT (Maxion 90542) DISC, 24.5x8.25 Rims, Painted Steel, 2-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs</td>
<td>24/0</td>
<td>24</td>
</tr>
<tr>
<td>(2) TIRE, FRONT 11R24.5 Load Range H HSR2 (CONTINENTAL), 476 rev/mile, 75 MPH, All Position</td>
<td>18/0</td>
<td>18</td>
</tr>
<tr>
<td><strong>WHEELS, TIRES - REAR</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WHEELS, REAR (Accuride 28827) DUAL DISC, 24.5x8 25 Rims, Powder Coat Steel, 10-Stud, 285 75mm BC, Hub-Piloted, Flanged Nut, with .472&quot; Thick Increased Capacity Disc and with Steel Hubs</td>
<td>0/152</td>
<td>152</td>
</tr>
<tr>
<td>(8) TIRE, REAR 11R24.5 Load Range H HDR2 (CONTINENTAL), 468 rev/mile, 75 MPH, Drive</td>
<td>0/200</td>
<td>200</td>
</tr>
<tr>
<td><strong>WHEELS MISC OPTIONS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAINT IDENTITY, FRONT WHEELS Disc Front Wheels, with Vendor Applied White Powder Coat Paint</td>
<td>0/0</td>
<td>0</td>
</tr>
</tbody>
</table>

**Services Section:**

**WARRANTY**

WARRANTY Standard for HV513, HV613 Models, Effective with Vehicles Built July 1, 2017 or Later.

CTS-2030A
### INTERNATIONAL®

**Vehicle Specifications**

**2020 HV513 SFA (HV513)**

<table>
<thead>
<tr>
<th>Description</th>
<th>F/R Wt</th>
<th>Tot Wt</th>
</tr>
</thead>
<tbody>
<tr>
<td>SRV CONTRACT, EXT ENGINE (Navistar) To 48-Month/100,000 Miles (160,000 km), Unlimited Hours, Includes Engine, Engine Electronics, Turbocharger, Water Pump and Fuel Injectors, for International A26 Engines</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td>SRV CONTRACT, EXT VEH COVERAGE (Navistar) To 60-Month/100,000 Miles (160,000 km), Excludes Extended Warranty for Engine and Transmission, for Rear Axle Rating of 52,000 lbs or less</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Component Weight:</strong></td>
<td>8858/8226</td>
<td>17084</td>
</tr>
<tr>
<td>ISW Quote - Dated 2/11/20 - 15' Material Box w/tarp, Pintle hitch &amp; electric brake controller</td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Body Allied:</strong></td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Steel Surcharge &amp; OBD</strong></td>
<td>0/0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Goods Purchased:</strong></td>
<td>0/0</td>
<td>0</td>
</tr>
</tbody>
</table>

The weight calculations included in this proposal are an estimate of future vehicle weight. The actual weight as manufactured may be different from the estimated weight. Navistar, Inc. shall not be liable for any consequences resulting from any differences between the estimated weight of a vehicle and the actual weight.
## Financial Summary
2020 HV513 SFA (HV513)

### (US DOLLAR)

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Factory List Price Including Options:</td>
<td>$114,610.00</td>
</tr>
<tr>
<td>Total Goods Purchased:</td>
<td>$1,400.00</td>
</tr>
<tr>
<td>Total Preparation And Delivery:</td>
<td>$450.00</td>
</tr>
<tr>
<td>Freight</td>
<td>$2,250.00</td>
</tr>
<tr>
<td>Total Freight:</td>
<td>$2,250.00</td>
</tr>
<tr>
<td>Total Factory List Price Including Freight:</td>
<td>$118,710.00</td>
</tr>
<tr>
<td>Total Vehicle Price:</td>
<td>$118,710.00</td>
</tr>
<tr>
<td>Total Body/Allied Equipment:</td>
<td>$25,500.00</td>
</tr>
<tr>
<td>Total Sale Price:</td>
<td>$144,210.00</td>
</tr>
<tr>
<td>Total Per Vehicle Sales Price:</td>
<td>$144,210.00</td>
</tr>
<tr>
<td>Net Sales Price:</td>
<td>$144,210.00</td>
</tr>
</tbody>
</table>

Thank you for the opportunity to offer our quotation for your equipment needs. We look forward to your acceptance of this proposal. All prices are firm for thirty days from the date of this quotation. Prices are subject to revision after this date. Payment terms are C.O.D. No credit card payments will be accepted.

Despite all efforts by McCandless Truck Center LLC to meet delivery dates, certain contingencies which cannot be foreseen or guarded against may cause delays in production and delivery. Custom aggregs the McCandless Truck Center, LLC shall not be held liable for any damages for delay in delivery.

Approved by Seller:

![Signature]

Official Title and Date

Accepted by Purchaser:

Firm or Business Name

Authorized Signature and Date

This proposal is not binding upon the seller without Seller's Authorized Signature

Official Title and Date

The TOPS FET calculation is an estimate for reference purposes only. The seller or retailer is responsible for calculating and reporting/paying appropriate FET to the IRS.

The limited warranties applicable to the vehicles described herein are Navistar, Inc.'s standard printed warranties which are incorporated herein by reference and to which you have been provided a copy and hereby agree to their terms and conditions.

*Per State of Colorado Award #31100685*

IFB 19-030

Proposal: 4398-01
<table>
<thead>
<tr>
<th>Qty</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>15 or 16' COLT Material Master</td>
</tr>
<tr>
<td></td>
<td>Body W/ 3/16 Hardox 500 Floor &amp; 1/8&quot; Hardox 450 walls</td>
</tr>
<tr>
<td></td>
<td>(no hi-lift, no sub frame, and no cylinder)</td>
</tr>
<tr>
<td></td>
<td>Includes:</td>
</tr>
<tr>
<td></td>
<td>Spread Chains</td>
</tr>
<tr>
<td></td>
<td>Pedestal, Body Hinge &amp; Body Props</td>
</tr>
<tr>
<td></td>
<td>Air Latch Tail Gate</td>
</tr>
<tr>
<td></td>
<td>1/4 Cab Shield</td>
</tr>
<tr>
<td></td>
<td>Wire, Lights &amp; Plumbing</td>
</tr>
<tr>
<td></td>
<td>Epoxy Primer</td>
</tr>
<tr>
<td></td>
<td>Options:</td>
</tr>
<tr>
<td></td>
<td>Hi-Lift Tail Gate</td>
</tr>
<tr>
<td></td>
<td>Sub Frame</td>
</tr>
<tr>
<td></td>
<td>Tarp Arm Bracket</td>
</tr>
<tr>
<td></td>
<td>8&quot; Spread Apron</td>
</tr>
<tr>
<td></td>
<td>Muncie &quot;Wet Kit&quot; (Reservoir, Console, PTO., Pump and Hydraulic Oil)</td>
</tr>
<tr>
<td></td>
<td>Hot Shift PTO</td>
</tr>
<tr>
<td></td>
<td>180 Custom Hoist Inverted Cylinder</td>
</tr>
<tr>
<td></td>
<td>Tarp</td>
</tr>
<tr>
<td></td>
<td>12&quot; Steel Side Boards</td>
</tr>
<tr>
<td></td>
<td>Vibrator</td>
</tr>
<tr>
<td></td>
<td>Coal Gate</td>
</tr>
<tr>
<td></td>
<td>Installation of Spread Apron</td>
</tr>
<tr>
<td></td>
<td>Installation of Lights, Wire, Air Lines, Air Cylinders, Hoist Cylinder,</td>
</tr>
<tr>
<td></td>
<td>Installation of Cab Shield</td>
</tr>
<tr>
<td></td>
<td>Installation of Finish Coat of Paint (Black)</td>
</tr>
<tr>
<td></td>
<td>Installation of Muncie &quot;Wet Kit&quot;</td>
</tr>
<tr>
<td></td>
<td>Installation of Box</td>
</tr>
<tr>
<td></td>
<td>Installation of Tarp</td>
</tr>
<tr>
<td></td>
<td>Pintle Hook, Plate, Glad Hands And Electric Plugs.</td>
</tr>
<tr>
<td></td>
<td>Electric Brake Controller</td>
</tr>
<tr>
<td></td>
<td>Installation Of Pintle Plate, Glad Hands And Electric Plug.</td>
</tr>
<tr>
<td></td>
<td>Receiver Hitch</td>
</tr>
<tr>
<td></td>
<td>Frame Job</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State &amp; RTA 3%</th>
<th>City &amp; County 4%</th>
<th>FET 12%</th>
</tr>
</thead>
</table>

Approved By: [Signature]

DATE: 11-Feb-20
Navistar is pleased to announce the availability of the optional International® HX® Series and International® HV™ Series **A26 Vocational Confidence Warranty**, an exclusive 4-year/100,000 mile/unlimited hours, A26 comprehensive engine coverage specific to vocational segments of HX® Series and HV™ Series vehicles powered by an International® A26 engine. Navistar is offering this unique program to businesses in vocational segments as a testament of its confidence in the quality and performance of their severe service duty product. This offer is limited to the order and production dates below. Reach your customers quickly to receive this special coverage.

**Program Highlights**

- **Program Pricing with A26 Engine:** $999.00
  - Order must include feature code HOSSC (Contract 219446) to receive 4 years/100,000 miles/unlimited hours A26 comprehensive engine coverage.
- **Program Ordering Period:** January 1, 2020 - December 31, 2020
- **Production:** Units must be built by December 31, 2021
- **Delivered to User (DTU):** Units must be electronically DTU’d within 1 year from the factory invoice date.
- **Eligible Model and Specifications:**
  - **Model:** HX515, HX615 (HV513, HV613)
  - **Engine:** International® A26 (noted in TABLE A)
  - **Max GVWR/GCWR:** Up to class 8 truck and tractors
- **Order Provisions:** Applies to sold units only, stock trucks are excluded from this program
  - Built stock units that are sold and DTU’d by 12/31/2020 may apply for contract 219446 by completing a registration form and sending to ServiceContracts@Navistar.com. All registration forms must be received by 1/31/2021.

**TABLE A: International A26 Engine Feature Codes that qualify for Vocational Truck 4 Year Comprehensive Engine Warranty Offer:**

<table>
<thead>
<tr>
<th>Feature code</th>
<th>Engine HP Rating</th>
<th>Engine Torque (lb-ft)</th>
<th>Warranty Coverage*</th>
</tr>
</thead>
<tbody>
<tr>
<td>12BDX</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12BDY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12BDZ</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12BEA</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
- The 4 year / 100,000 miles / unlimited hours warranty is not limited by application and is available to all customers who spec and order a new truck under this program.

- Warranty coverage applies to new sold orders only.

- The new orders are not a replacement of existing dealer orders.

- All trucks must be built by December 31, 2021. Any trucks that fall outside the built by dates, do not qualify for the warranty coverage.

- Unit must be DTU'd within a maximum period of 1 year from the factory invoice date.

- Ideallease customers and dealers are eligible for this warranty.
EXTENDED VEHICLE COVERAGE

This Extended Vehicle Coverage option(s) provides coverage for 60 months or 100,000 miles / 160,000 kilometers traveled from new vehicle delivery date, whichever expiration occurs first.

During this period, Navistar, Inc ("Navistar") will repair or replace any of the covered components as defined below which prove defective in material and/or workmanship in normal use, with new or ReNHWed parts. Exceptions are listed herein under What is Not Covered.

**Not applicable for rear axle weight ratings over 52,000 pounds**

### GROUP 01 - FRAME AND BUMPER

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>021</td>
<td>BUMPER, FACIA</td>
</tr>
<tr>
<td>067</td>
<td>CARRIER, TIR</td>
</tr>
<tr>
<td>071</td>
<td>BUMPER</td>
</tr>
<tr>
<td>072</td>
<td>DEFLECTOR, BUMPER A/R</td>
</tr>
<tr>
<td>079</td>
<td>GUARD, BUMPER</td>
</tr>
<tr>
<td>123</td>
<td>LATCH ASSEMBLY</td>
</tr>
<tr>
<td>211</td>
<td>BRACKET OR MOUNTING</td>
</tr>
<tr>
<td>282</td>
<td>HINGE</td>
</tr>
<tr>
<td>306</td>
<td>OUTRIGGER, BUS PLATFORM MOUNTING</td>
</tr>
</tbody>
</table>

### GROUP 02 - FRONT AXLE

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>016</td>
<td>ARM, STEERING</td>
</tr>
<tr>
<td>032</td>
<td>I-BEAM, FRONT AXLE</td>
</tr>
<tr>
<td>069</td>
<td>NUT, WHEEL BEARING ADJUSTING</td>
</tr>
<tr>
<td>107</td>
<td>BREATHER</td>
</tr>
<tr>
<td>182</td>
<td>PLUG (STUD GASK)</td>
</tr>
<tr>
<td>202</td>
<td>BEARING, WHEEL HUB</td>
</tr>
<tr>
<td>264</td>
<td>HUB CAP</td>
</tr>
<tr>
<td>304</td>
<td>GEAR, IN-EXTERNAL</td>
</tr>
<tr>
<td>332</td>
<td>STOP LIGHTER</td>
</tr>
<tr>
<td>377</td>
<td>FLANGE &amp; NUT, COMP</td>
</tr>
</tbody>
</table>

### GROUP 03 - SUSPENSION

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>062</td>
<td>EQUALIZER/ROCKER ARM AND BUSHING</td>
</tr>
<tr>
<td>076</td>
<td>TORQUE ARM &amp; BUSHING ASSEMBLY</td>
</tr>
<tr>
<td>078</td>
<td>TRAILING ARM &amp; BUSHING ASSEMBLY</td>
</tr>
<tr>
<td>081</td>
<td>WALKING ARM &amp; BUSHING ASSEMBLY</td>
</tr>
<tr>
<td>112</td>
<td>BUSHING, HUB BEARING (HUB) OR COMPRESSION</td>
</tr>
<tr>
<td>126</td>
<td>CLAMP</td>
</tr>
<tr>
<td>241</td>
<td>ARMS, ASSEMBLY</td>
</tr>
<tr>
<td>243</td>
<td>CONTROL ARM SUSP. OR MNT</td>
</tr>
<tr>
<td>311</td>
<td>SHOCK ABSORBER</td>
</tr>
<tr>
<td>411</td>
<td>BRACKET, SHOCK ABSORBER MOUNTING</td>
</tr>
</tbody>
</table>

### GROUP 04 - BRAKES

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>044</td>
<td>TANK, AIR VACUUM</td>
</tr>
<tr>
<td>054</td>
<td>KNOB</td>
</tr>
<tr>
<td>055</td>
<td>PUMP</td>
</tr>
<tr>
<td>067</td>
<td>ACTUATOR PISTON</td>
</tr>
<tr>
<td>072</td>
<td>HYDRAULIC POWER BRAKE ASSEMBLY</td>
</tr>
<tr>
<td>076</td>
<td>ACTUATOR, STEERING</td>
</tr>
<tr>
<td>214</td>
<td>CYLINDER, SERVICE HYDRAULIC</td>
</tr>
<tr>
<td>217</td>
<td>CYLINDER, SERVICE HYDRAULIC</td>
</tr>
<tr>
<td>236</td>
<td>ACTUATOR, ASSEMBLY AUTOMATIC</td>
</tr>
<tr>
<td>241</td>
<td>CYLINDER, BRAKE CHAMBER</td>
</tr>
<tr>
<td>247</td>
<td>BREATHER</td>
</tr>
<tr>
<td>273</td>
<td>CYLINDER, MASTER</td>
</tr>
<tr>
<td>311</td>
<td>BRAKE MOTOR</td>
</tr>
<tr>
<td>324</td>
<td>HOSE, PIPE</td>
</tr>
<tr>
<td>332</td>
<td>FILTER</td>
</tr>
<tr>
<td>335</td>
<td>OUTBOARD BRAKE</td>
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</tbody>
</table>

### GROUP 05 - HITCHES

<table>
<thead>
<tr>
<th>Code</th>
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<tbody>
<tr>
<td>307</td>
<td>CROSSMEMBER</td>
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<tr>
<td>309</td>
<td>CROSSMEMBER, ENGINE</td>
</tr>
<tr>
<td>391</td>
<td>PINTLE/TOW HOOK, LOOP OR TRAILER HITCH</td>
</tr>
<tr>
<td>531</td>
<td>BUMPER FRAME</td>
</tr>
<tr>
<td>583</td>
<td>BUMPER, STOP CAP,</td>
</tr>
<tr>
<td>680</td>
<td>RAIL, FRAME SIDE</td>
</tr>
<tr>
<td>739</td>
<td>REINFORCEMENT OR GusSETS</td>
</tr>
</tbody>
</table>

### GROUP 06 - BOAT, CENTER

<table>
<thead>
<tr>
<th>Code</th>
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</thead>
<tbody>
<tr>
<td>511</td>
<td>HUB, LOCKING</td>
</tr>
<tr>
<td>532</td>
<td>JOINT, UNIVERSAL (AXLE SHAFT ONLY)</td>
</tr>
<tr>
<td>535</td>
<td>KNURLED, STEERING</td>
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<tr>
<td>667</td>
<td>KING PIN &amp; HUB BEARING</td>
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<tr>
<td>750</td>
<td>TI-Rod &amp; END</td>
</tr>
<tr>
<td>761</td>
<td>STOP, WHEEL</td>
</tr>
<tr>
<td>770</td>
<td>SEAL, PINION OIL</td>
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<tr>
<td>799</td>
<td>SEAL, KING PIN</td>
</tr>
<tr>
<td>812</td>
<td>SHAFT/HUB AXLE</td>
</tr>
<tr>
<td>836</td>
<td>SPINDLE</td>
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</table>

### GROUP 07 - HOSE, PIPE

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
<tr>
<td>352</td>
<td>HOSE, PIPE</td>
</tr>
<tr>
<td>353</td>
<td>FITTING</td>
</tr>
<tr>
<td>406</td>
<td>BOAT HANGER</td>
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<tr>
<td>417</td>
<td>SUSPENSION AIR CONTROL MANIFOLD ASSEMBLY</td>
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<tr>
<td>438</td>
<td>SUSPENSION, LCM</td>
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<tr>
<td>458</td>
<td>SPRING LEAF ASSEMBLY</td>
</tr>
<tr>
<td>524</td>
<td>BOAT &amp; MOUNTING</td>
</tr>
<tr>
<td>544</td>
<td>BRACKET, ASSEMBLY, SPRING</td>
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<tr>
<td>561</td>
<td>SHACKLE, PINS &amp; HINGE</td>
</tr>
<tr>
<td>734</td>
<td>CROSSMEMBER, AUTO SUSPENSION</td>
</tr>
<tr>
<td>760</td>
<td>SWAY BAR ASSEMBLY</td>
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<tr>
<td>764</td>
<td>STOP, AXLE</td>
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</tbody>
</table>

### GROUP 08 - TANK, AIR VACUUM

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
<tr>
<td>231</td>
<td>RESERVOR</td>
</tr>
<tr>
<td>254</td>
<td>WHITE FLUID TANK</td>
</tr>
<tr>
<td>256</td>
<td>CASE, MOUNTING AND MNT</td>
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<tr>
<td>257</td>
<td>LUBE PUMP, PARKING BRAKE</td>
</tr>
<tr>
<td>261</td>
<td>CALF, LINKAGE, PARKING BRAKE</td>
</tr>
<tr>
<td>267</td>
<td>LINKAGE, CAM ASSEMBLY</td>
</tr>
<tr>
<td>268</td>
<td>BRAKE</td>
</tr>
</tbody>
</table>
GROUP 09 – COOLING
012 - SOLENOID VALVES
022 - CORE
026 - SHUTTER ASSEMBLY
040 - CAP, RADIATOR
047 - HOSE/PIPE, RADIATOR
064 - TANK & NECK, RADIATOR
083 - SHROUD CLAMP
085 - SHROUD MOUNTING BRACKET
091 - SHROUD, ENGINE MOUNTED
108 - CYLINDER ASSEMBLY, ACTUATING
123 - MOUNTING, RADIATOR
136 - MOTOR
142 - ROD ASSEMBLY, CONTROL
146 - PLUG, DRAIN
176 - SHROUD
189 - CLAMP, HOSE
197 - SHUTTERSTAT
210 - GLASS, SIGIT
211 - TANK & MOUNTING, SURGE
222 - SOLENOID
228 - HOSE, DEAERATION
240 - MOTOR / PUMP

GROUP 10 – INSTRUMENTS
053 - HEAD ASSEMBLY
126 - SIGNAL, LOW PRESSURE (WIG-WAG)

GROUP 11 – CLUTCH
099 - BEARING & SLEEVE ASSEMBLY, RELEASE
099 - SPRING, PEDAL RETURN
101 - CYLINDER, MASTER
133 - CYLINDER, SLAVE
237 - CABLE, CLUTCH CONTROL
292 - TORK AND CROSS SHAFT, CLUTCH RELEASE

GROUP 12 – ENGINE
160 - SENSOR, AMBIENT TEMPERATURE
209 - INTAKE AIR HEATER, RELAYS
323 - SOLENOID
380 - CIRCUIT BREAKER
552 - ENGINE COOL WEATHER COVER
712 - COUPLER, INTAKE THROTTLE VALVE (IVC)
718 - PIPE & CAP ASSEMBLY, OIL FILTER
740 - HOOD ASSY, L/H
744 - HOOD DRIVES, VISCOUS
746 - HOOD DRIVES, ON/OFF
748 - CONTROL, HOOD CLUTCH
760 - PULLEY, LAN
802 - AIR MODUL

352 - HOSE/PIPE
353 - FITTING
380 - CIRCUIT BREAKER
427 - BOTTLE AND HOSE, COOLANT RECOVERY
504 - FAN MODULE
616 - COOLER, IN TANK OIL
701 - PUMP ASSEMBLY
740 - BLADE ASSEMBLY, FAN
755 - ELECTRONIC FAN CONTROLLER
756 - HYDRAULIC FLUID RESERVOIR
767 - OIL COOLER (OIL-TO-AIR)
811 - RELAY/MAGNETIC SWITCH
852 - PIPE, CHARGE AIR COOLER
853 - CLAMP, CHARGE AIR COOLER
865 - SWITCH, TEMPERATURE
909 - HARNESS, CAB (WIRE / CONNECTORS / TERMINALS)
925 - CHARGE, AIR COOLER, CHASSIS MOUNTED
940 - HARNESS, PDM DISTRIBUTION

352 - HOSE / PIPE
353 - FITTING
349 - LEVER ASSEMBLY, RELAY
352 - HOSE / PIPE
353 - FITTING
403 - EXTERNAL LINKAGE
430 - SELF-ADJUSTING MECHANISM
467 - PEDAL
690 - INTERMEDIATE PLATE
862 - PLATE ASSY, PRESSURE
811 - RELAY/MAGNETIC SWITCH
814 - PEDAL ASSEMBLY, ACCELERATOR
828 - FRONT MOUNT BOLT
836 - REAR MOUNT BOLT
865 - SWITCH, TEMPERATURE
908 - BRACKET, AIR COMPRESSOR MIG
911 - BRACKET, ALTERNATOR MIG
914 - BRACKET, RIGID RACK COMPRESSOR MOUNTING
919 - BRACKET, POWER STRG PUMP MIG
919 - COUPLING, ACCESSORY DRIVE
918 - GEAR, POWER STRG PUMP DRIVER
916 - TENSIONER, BELT
938 - PULLEY IDLER BEARING
GROUP 13 - TRANSMISSION
005 - KNOB
107 - BREATER
114 - CASE
125 - FLANGE, COMPANION
138 - BLOCK, RESISTOR
159 - HOUSING, DELL
146 - PLUG (FILL & DRAIN)
153 - PLUG, EXPANSION
173 - SENSOR, VEHICLE SPEED (VSS)
191 - RETAINER, BEARING
205 - BEARING
260 - RING, LOCK
274 - WASHER, THRUST
313 - DETENT POPPET BALL & SPRING
352 - HOSE/PIPE
353 - FITTING
379 - SHIFT RAIL & FORK
380 - CIRCUIT BREAKER
400 - GEARS, MAINSHAFT
402 - GEARS, COUNTERSHAFT
492 - SYNCHRONIZER
521 - COUNTERSHAFT
573 - MAINSHAFT

616 - COOLER, OIL (OIL-TO-AIR)
676 - FITTINGS, OIL COOLER LINE
677 - LINE, OIL COOLER
695 - DIP STICK ASSEMBLY
736 - CYLINDER, AIR SHIFT
769 - LEVER, SHIFT
783 - LINKAGE/CABLE, REMOTE SHIFT CONTROL
796 - VALVE, SLAVE (AIR SHIFT)
801 - MODULE, ELECTRONIC CONTROL (ECM)
807 - MODULE, VEHICLE PERSONALITY (VPM)
825 - SWITCH, ON/OFF
839 - SWITCH, BRAKE
866 - MOUNTING
875 - GASKET

GROUP 14 - REAR AXLE
013 - ADJUSTER, SLACK
016 - ARM, STEERING
031 - DISC WHEEL
068 - SPRING, LIFT
069 - NUT, WHEEL BEARING ADJUSTING
107 - BREATER
108 - RIM
135 - FLANGE/YOKE, COMP
147 - CARRIER
170 - HOUSING, AXLE
187 - PLUG (FILL & DRAIN)
181 - NUT
202 - BEARINGS, WHEEL HUB
203 - AIR BAG ASSEMBLY
216 - STUD
241 - CHAMBER
261 - CARRIER GASKET
264 - HUB CAP
295 - CONTROL (AIR SUSPENSION) CONTROL
274 - WASHER, THRUST
419 - DRUM ROTOR
413 - TRAJECTOR AND CROSSMEMBER ASSEMBLY
452 - HOSE PIPE
454 - FITTING
457 - BEARINGS, INTERNAL AXLE CARRIER
576 - GEAR, HUSHINGS & CROSS, DIFFERENTIAL
880 - CIRCUIT BREAKER

915 - DIFFNL, LTD.SLIP
424 - BOLT, RING GEAR
441 - WHEEL END GEARBOXES
445 - TUBE
448 - GEARS, HELICAL
472 - GEARS, PLANETARY
496 - GEARS, RING&PINION
521 - HOE OL AND MOUNTING
527 - VALVE STEM
576 - SHALE AXLE
578 - GASKET, AXLE KING
590 - SHALE HULL DRGR
606 - CLUTCH SLINGING
616 - SOFT NOID-DIFF LOCK ACTUATION
649 - CONTROL, AIR SHIFT
640 - CYLINDER, AIR SHIFT
642 - DIAPHRAGM
651 - FORK, SHIFT
679 - MOTOR, AIR SHIFT
705 - SOFT NOID, AIR
707 - BEARING, INLET P.D
713 - PUMP, OIL
717 - FILTER & MTLG., OIL
719 - CASE, P.D. DIFF
739 - GEARS, BEARING & CROSS POWER DIVIDER
742 - HOUSING GASKET, P.D
747 - TANK, AIR OR VACUUM
750 - TUB ROD AND END

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909 - HARNESS, CAB ( WIRES / CONNECTORS / TERMINALS )
968 - STABILIZER
969 - KNUCKLE, STEERABLE
970 - KING PIN, KNUCKLE

177 - FILLER NECK/CAP & GASKET
182 - GASKET/O-RING
189 - CLAMP
193 - VALVE, DRAIN
196 - SENSOR, WATER IN FUEL
216 - BRACKET, STACK MOUNTING
234 - CABLE/BOOT, SPARK PLUG
263 - AIR INTAKE GRILL
321 - SWIRL DESTROYER & CONTROL
332 - COIL/MOUNTING, IGNITION
352 - HOSE/PIPE
353 - FITTINGS
380 - CIRCUIT BREAKER
432 - SKIRT, CHASSIS
452 - ENGINE FUEL RAIL
479 - FINISH ( METAL )
500 - BRACKET & BOLTS, MOUNTING
637 - TANK BODY
714 - BODY, THROTTLE
787 - TUBE, FUEL OUTLET
857 - INDICATOR, AIR RESTRICTION
890 - TRANSFER PUMP, ELECTRIC ( TANK TO TANK )
892 - VALVE/CONTROL, FUEL TANK
909 - HARNESS CAB ( WIRES, CONNECTORS & TERMINALS )
976 - VENT, AIR
988 - GUARD, CRASH
329 - INSULATION
330 - SHIELD, SOUND
336 - INSULATION, ENG COMPARTMENT ENG ACC DOOR
345 - LATCH & EXTERIOR HANDLE
348 - BRACE, REINFORCEMENT (BUS CHASSIS)
352 - HOSE/PIPE
353 - FITTING
362 - LATCH, HOOD
368 - LATCH, DOGHOUSE PANEL/ENGINE
380 - CIRCUIT BREAKER
388 - LIGHT, MIRROR
397 - LOCK, KEY
398 - MAP POCKET, PASSENGER DOOR
406 - MAT/ CARPETING, FLOOR
409 - AIR INTAKE BAFFLE/WATER SEP.
Baffle
421 - MIRROR, SPOT
423 - MIRROR, EXTERIOR (BASIC)
433 - MIRROR, INTERIOR
459 - MOUNTING, FRONT CAB
463 - MOUNTING, INTERMEDIATE BODY
468 - MOUNTING
546 - PANEL, BACK
555 - DOGHOUSE PANEL/ENGINE COVER
567 - PANEL, FLOOR
568 - PANEL, HALO
569 - PANEL, ENGINE SURROUND
584 - PANEL, INSTRUMENT
593 - PANEL, ROCKER
611 - PANEL, SPLASH
612 - VALANCE, LOWER BUMPER
613 - CLOSEOUTS, WHEEL
619 - PANEL, SKIN
625 - RIVELEASTNER
627 - WIND
637 - STRUCTURAL
666 - REGULATOR & HANDLE, WINDOW
675 - ARMREST
684 - ROOF
711 - SEAT
718 - DEFLECTOR MOUNTING, AIR

GROUP 17 - WHEELS
041 - DISC WHEEL
057 - CLAMP, RIM
087 - HUB (DISC WHEEL)
093 - SPACER, RIM
108 - RIM (DE MOUNTABLE)
184 - NL
216 - VALVE

721 - SPRING/SHOCK ABSORBER & MOUNTING, CAB
739 - STOP ASSEMBLY, DOOR
748 - SUB-FRAME
795 - EMBLEM GRAPHIC, EXTERIOR
799 - CONSOLE
802 - MANIFEST BOX/DOOR POUCH
804 - TRIM, INTERIOR
805 - TRIM, BUNK
806 - MIRROR, INTERIOR
807 - UNDER BUNK LIFT ASSIST SHOCK
811 - RELAY/MAGNETIC SWITCH (ELECTRIC MIRROR)
822 - UNDERCOATING
825 - SWITCH, ELECTRIC MIRROR
833 - VALVE, CONTROL
844 - VENTILATOR
855 - VISOR, SUN
867 - VENT WINDOW GLASS
894 - DEFLECTOR, BUG
896 - TRIM, HOOD
898 - SOFA
904 - TABLE
907 - HARNESS, CAB (WIRES / CONNECTORS / TERMINALS)
926 - SHOR POWER CONNECTION
928 - DOOR, HOOD / ENGINE ACCESS
929 - HINGE / BRACKET, FRONT HOOD MOUNTING
934 - REINFORCEMENT, HOOD
935 - TORSION BAR, HOOD ASSIST
936 - LATCH, ENGINE ACCESS DOOR
956 - FENDER EXTENSION
958 - BRACKET, SUN SHADE MOUNTING
962 - GLASS, MIRROR HEAD
963 - MIRROR, OTHER
964 - GLASS, CAB SIDE WINDOW
972 - PANEL, REAR TRIM
973 - PANEL, DOOR TRIM - DRIVER SIDE
974 - PANEL, DOOR TRIM - PASSENGER SIDE
975 - HOLDER, CUP
991 - MOTOR, MIRROR
992 - HEATER, MIRROR
994 - BRACKET, MIRROR

302 - WHEEL, DE MOUNTABLE, RIM
303 - SPIDER, DE MOUNTABLE, RIM
337 - RING, SIDE LOCK
386 - SPOT, WHEEL
422 - TIRE (DE MOUNTABLE)
425 - TUBE
527 - VALVE STEM
GROUP 18 - SCR AFTERTREATMENT
045 - HOSE, PUMP TO TANK SUPPLY / SUCTION
046 - HOSE, PUMP TO TANK RETURN
047 - HOSE, PUMP TO DOSER / INJECTOR
048 - HOSE, DOSER TO TANK RETURN
110 - GAUGE, DEF FILL LEVEL (DASH)
124 - SENSOR ASSEMBLY, DEF TANK
177 - CAP, FILLER TANK
179 - COVER, TANK (BRIGHT)
180 - COVER, SUPPLY MODULE
181 - HEATER, TANK
189 - CLAMP, HOSE
350 - HOSE, TEE TO DOSER
351 - HOSE, DOSER TO TEE
353 - FITTING, HOSE
354 - TEE, HOSE
388 - LAMP, DEF
500 - BRACKET/STRAP, DEF TANK
501 - BRACKET, SUPPLY MODULE PUMP
502 - BRACKET, ACM
565 - WIRING, (SENSOR)

GROUP 19 - ACCESSORIES
001 - FAN, DEFROSTER
005 - KNOB
008 - COVER/SHIELD
015 - CLUTCH, COMPRESSOR
026 - COMPRESSOR
029 - COMPRESSOR/ROTARY
032 - ARM, WIPER
043 - CONDENSER
045 - LINKAGE, WIPER
067 - REFRIGERANT
070 - SWITCH, RADIATOR FAN SHUTTER OVERRIDE
076 - CORE (HEATER)
077 - VALVE, WATER
094 - LIQUID VAPORATOR
100 - METER ASSEMBLY, ENGINE
105 - WHEEL, BLOWER
108 - MOUNT, CONTROL
124 - MOTOR, WIPER (AIR OR VACUUM)
135 - MOTOR, BLOWER
146 - MOTOR
148 - BLOCK, RISER
190 - DRIVE ASSEMBLY, CRANKING MOTOR
149 - ACCUMULATOR / DRYER
178 - CONDENSER, 134A
183 - VALVE, EXPANSION
184 - VALVE, EXPANSION
187 - DUCT, AIR CONDITIONER/DISTRIBUTION
197 - HORN ASSEMBLY
214 - VALVE, CONTROL
222 - SOLENOID

603 - DRAIN PLUG, TANK
637 - TANK, DIESEL EXHAUST FLUID
750 - HOSE, ENGINE TO COOLANT VALVE SUPPLY LINE
751 - HOSE, COOLANT VALVE TO TANK
752 - HOSE, TANK TO COOLANT VALVE
753 - HOSE, COOLANT VALVE TO ENGINE
754 - HOSE, TANK TO DEF SUPPLY MODULE
755 - HOSE, DEF SUPPLY MODULE TO ENGINE
787 - PICKUP, TANK
793 - TANK DEF, COOLANT FLOW VALVE
801 - MODULE, PDM
905 - WIRING, DEF FILL LEVEL GAUGE
906 - WIRING, ACM
908 - WIRING, SUPPLY MODULE
909 - WIRING, HEATED LINE
910 - WIRING, HEAD UNIT
233 - VALVE, CHECK
248 - TANK ASSEMBLY & MOUNTING
251 - HARNESS, COILED RIBBON (CLOCK SPRING)
284 - ANTENNA & LEAD-IN (ENTERTAINMENT)
286 - LEAD-IN, ANTENNA (C.B.)
290 - CONTROL, RADIO (SLEEPER BOX)
299 - RADIO-BASIC ASSEMBLY
310 - AIR RING
317 - SCHRADE VALVE, LOW SIDE
318 - SCHRADE VALVE, HIGH SIDE
325 - SOLENOID, PNEUMATIC
327 - SWITCH, AIR HORN
331 - ELECTRIC AIR COMPRESSOR, SEAT
331 - SPEAKER
334 - SHOCK, SEAT
338 - ADJUSTABLE ASSEMBLY, SEAT
345 - CONTROL, SEAT POSITION & OCCUPANTS, ADJ
346 - SWITCH, SEAT ADJUSTMENT
347 - BRACKET, MOUNTING
351 - FRAME, SEAT
352 - HOSE, PIPE
353 - FITTING
354 - CONTROL, AIR SEAT
355 - MOUNTING BUSHING (MAIN CASE)
357 - MOTOR, ROVER OVER
363 - BAG, AIR
364 - AIRBAG, SIDE ROLL SEAT
366 - SENSOR, COLLISION ROLL ASSOCIATE
428 - COVER, SEAT BACK

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380 - COVER, SEAT CUSHION
381 - RETRACTOR, SEAT BELT
382 - CUSHION, BACK
383 - CIRCUIT BREAKER
385 - CUSHION, SEAT
386 - BELT/BUCKLE, SEAT
400 - ETHER START ASSEMBLY
411 - PLATE, FIFTH WHEEL
412 - FILTER, AUXILIARY OIL
413 - HINGE PINS, FIFTH WHEEL
415 - HINGE PIN BUSHING INSERTS
     (HOLLAND LO/NO-LU)
417 - CONTROL, FIFTH WHEEL
435 - HEATER ASSEMBLY, ENGINE
436 - SOCKET, ENGINE HEATER
443 - BACK-UP CAMERA
457 - PUMP
458 - RESERVOIR
473 - AMPLIFIER
481 - C.B.-BASIC ASSEMBLY
483 - CD CHANGER
489 - DVD ENTERTAINMENT SYSTEM
491 - SATELLITE MODULE-BASIC ASSEMBLY
503 - SUBWOOFER
506 - LOCK CYLINDER, FIFTH WHEEL
517 - HUBODOMETER
531 - MULTI-LIHER
539 - SANDER
545 - SKID PLATE
576 - DECK PLATE/CAT WALK
579 - BODY (STAKE, DUMP, ETC.)
605 - BUG SCREEN
632 - HVAC HOSE, UNDER CAB TO REAR
640 - JACK, HYDRAULIC
649 - JACK, MECHANICAL
675 - R.I.N., ARM
676 - REFLECTOR
693 - WINTER FRONT
698 - AIR DEFLECTOR-SIDEL
699 - AIR DEFLECTOR-ROOF MOUNTED
705 - SOLENOID, AIR
706 - SOLENOID PACK, AIR
708 - MODULE, BLOWER SPEED I/P M
709 - MODULE, HVAC CONTROL
733 - ACTUATOR, BLEND AIR DOOR
734 - ACTUATOR, MOTOR/DOOR - FRESH AIR
735 - ACTUATOR, MOTOR/DOOR - AIR DISTRIBUTION
747 - TANK, AUXILIARY AIR
749 - CABLE, PULL
763 - SENSOR, REFRIGERANT PRESSURE
764 - SENSOR, INLET TEMPERATURE
765 - SENSOR, DISCHARGE TEMPERATURE
807 - MODULE, VEHICLE PERSONALITY (VPM)
811 - RELAY / MAGNETIC SWITCH
819 - TUBE, ORIFICE
820 - TUBE, DRAIN
825 - SWITCH
826 - SWITCH, BUNK-ON/OFF
827 - CONTROL, TEMPERATURE/BLOWER
829 - SWITCH, TEMPERATURE (ETHER START)
830 - SWITCH, INTERMITTENT
831 - SENSOR, SUNLOAD
832 - SWITCH, LOW FLUID LEVEL
833 - SENSOR, ILOS
837 - SWITCH, CLUTCH
838 - SWITCH, SET-RESUME
849 - MODULE, DIAGNOSTIC - APADS
850 - SWITCH, OIL PRESSURE (PRESSURESTAT)
880 - SWITCH, PRESSURE - LOW
881 - SWITCH, PRESSURE - HIGH
882 - SWITCH, THERMOSTATIC
885 - FREEZE SENSOR
900 - MODULE, SMART CRUISE
901 - ANTENNA ASSEMBLY, GPS
902 - CABLE ASSEMBLY, GPS
906 - BOX, TOOL
912 - TRIM, CHASSIS

WHAT IS NOT COVERED

Components / Items:
- Correction of loose fasteners, spacers, nuts, and in other holes
- Adjustments (e.g., headlights, brake clutch adjustment, steering system adjustments, coolant level)
- Items warranted by their respective manufacturer (e.g., tires, S/N in board computers, etc.
- Air conditioning, clutch, batteries, tires, fuel, lubricants
- Any part that is not a Navistar part number
- Unauthorized parts other than Navistar service parts or Ford Motor Company parts
- Body - equipment and accessories not installed by either of the authorized Navistar employees at Navistar manufactured plants
- Front and rear axle alignment
- Engine, Engine Electronics, Injectors, Turbocharger
• Hybrid Electric Components (except Hybrid/Electric Drive Cooling).

Repairs:
• Maintenance-related items/repairs or those as a result of normal wear and tear, including tune-ups, brake/clutch lining, clutch brake, windshield wiper blades, windshield wiper nozzles, gaskets, belts, seals, tire balancing, lubrication, batteries and other similar procedures/parts required to keep vehicle in good working condition. Such maintenance items or repairs include, but are not limited to oil changes, oil filters, air filters, desiccant cartridge, fuel filters, tire rotation, cleaning/polishing, engine tune-up, adding oils, tightening of air intake and coolant clamps, ash tray, cigarette lighter element, fire extinguishers, fluorescent ballast and tubes, fuses, gladhand and gladhand rubbers, trailer hoses, hose tenders, trailer electrical cables, light bulbs, mattress, mud flaps, mud flap mounting bracket.
• Repairs to any part of the vehicle subjected to misuse, negligence, improper maintenance, improper operation, or which is the result of an accident.
• Fades, runs, mismatch or damage to paint, trim items, upholstery, chrome, polished surfaces, etc., resulting from environmental causes, improper polishers, cleaners or washing solutions, or chemical or industrial fallout.
• No coverage will be granted if Power Train, Propulsion and Suspension sales guidelines (specifications) are not strictly adhered to by all owners and operators of this vehicle.
• Accidents, acts of nature or other events beyond control of Navistar.

Other:
• Vehicles sold and/or operated outside the United States or Canada.
• Vehicles/components which have had unauthorized alterations or modifications.
• Vehicles on which the odometer reading has been altered.
• Incidental or consequential costs or expenses which the owner may incur as a result of a malfunction or failure covered by this warranty, such as vehicle damage, communication expenses, meals, lodging, overtime, loss of use of engine or vehicle ("downtime"), loss of time, inconvenience, cargo loss or damage, and other similar costs and expenses.
• Replacement of defective parts which were, not authorized International® equipment when first installed.
• Towing, unless additionally purchased.

OBTAINING SERVICE
To obtain service under this Service Contract, return this vehicle to any International® truck dealer authorized to service this model vehicle and engine. To locate an authorized dealer near you, please call the Navistar Customer Service Center at 800-444-1TRUCK (800-448-7825).

DISCLAIMER
FOLLOWING THE EXPIRATION OF THE STANDART NAVISTAR LIMITED WARRANTY AND DURING THE PERIOD OF THIS SERVICE CONTRACT, NO WARRANTIES OR ADDITIONAL COVERAGE ARE GIVEN BEYOND THOSE DESCRIBED HEREIN. THIS EXTENDED WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, EXCEPT FOR THE APPLICABLE STANDARD NAVISTAR LIMITED WARRANTY FOR YOUR VEHICLE. NAVISTAR SPECIFICALLY DISCLAIMS WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. ALL OTHER REPRESENTATIONS TO THE PURCHASER, AND ALL OTHER OBLIGATIONS OR LIABILITIES NAVISTAR FURTHER EXCLUDES LIABILITY FOR INCIDENTAL, SPECIAL, INDIRECT AND CONSEQUENTIAL DAMAGES, ON THE PART OF NAVISTAR OR SELLER.
No person is authorized to give any other warranties or to assume any liabilities on Navistar’s behalf unless specifically made or assumed in writing by Navistar, and no other person is authorized to give any warranties or to assume any liabilities on the seller’s behalf unless specifically made or assumed in writing by the seller.

Remedies Under State or Provincial Law: Some States and Provinces do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights, and you may also have other legal rights, which vary by State or Province.

Navistar, Inc., except in Canada where it is Navistar Canada, Inc.
The City Council Regular Session meeting was called to order at 5:30 P.M. by Mayor Jim Gelwicks with Councilors Boe Freeburn, Jim Miles, Mallory Logan and Diego Plata present along with Western Liaison Adam Engleman, City Attorney Kathy Fogo, City Manager Russ Forrest, Finance Director Ben Cowan, and City Clerk Erica Boucher. Additional City staff present were Public Works Director David Gardner, Community Development Director Anton Sinkewich, and Interim Parks and Recreation Director Dan Vollendorf. Also in attendance were Gunnison County Commissioner Jonathon Houck, an applicant for the Parks and Rec Advisory Committee, and representatives from Western Colorado University’s Citizens’ Climate Lobby group. The press was there. A Council quorum was present.

Citizen Input:
Mayor Gelwicks asked if there were any citizens present who wanted to speak during Citizen Input. Western Colorado University students Hannah White and Evelyn Luna came forward. They are representatives of Western’s Citizens’ Climate Lobby chapter. This is a non-partisan group focused on climate change. They distributed an informational handout on the Energy Innovation and Carbon Dividend Act (HR 763). Ms. White informed Council that as citizens engaged in the fight against climate change, the Western student body submitted a letter of support for HR 763 to Representative Tipton. She encouraged Council to also submit a letter of support for HR 763. Ms. Luna summarized the key elements of HR 763. Council thanked the students for coming to speak to Council.

No other citizens came forward to speak to Council during Citizen Input.

Pre-scheduled Citizens:
Gunnison County Commissioner Jonathan Houck came before Council to give a quarterly update on Gunnison County activities. Gunnison County Commissioners are taking time to visit Gunnison County municipalities throughout the year to increase communication and engagement. The Commissioner thanked Council and City staff for their collaboration and work on Lot 22 and the GardenWalk LIHTC project. He noted that the County has been working on a variety of legislation related to housing, such as funding and infrastructure, to possibly increase resources for the County. He mentioned the possibility of Down Payment Assistance Grant in the future. Next, he mentioned that the Sustainable Tourism Outdoor Recreation (STOR) committee received a large planning grant from GOCO to support recreation infrastructure throughout the County, which will in turn support local economies. Commissioner Houck described the State Park Concept that GOCO is exploring. The County has been working with Colorado Parks and Wildlife and the Department of Natural Resources in an effort to keep the possibility of a state park in Gunnison in their queue. County and state-owned land adjacent to the City would be the makings of a state park. The County is also focused on the CORE Act. Four public lands bills are wrapped into one large bill that has passed through the House of Representative and is on its way to the Senate. For Gunnison, the two most important parts are the items related to Thompson Drive and the Curecanti Boundary Legislation. Passage of the Curecanti Boundary Legislation would give the Park Service greater ability to cohesively manage the area’s public lands. Currently, management of Curecanti falls under the Park Service, Forest Service, and BLM. The Park Service is well-versed in successful management strategies for recreation and camping. Gunnison County Board of Commissioners will be making a formal request to Senator Bennett to begin working on legislation for the Gunnison Public Land Initiative. The Grand Mesa Gunnison Uncompaghre National Forest Service Plan revisions are underway. As part of GMUG, the Forest Service has been developing the Spruce Beetle Epidemic Aspen Decline Management Response. This is a 10-year adaptive management plan, which examines a variety of ways for the Forest Service to address immediate and long-term forest needs and activities, such as dying trees and timber harvests. This adaptive management plan aims to have the strength, but be nimble enough to address issues such as beetle kill, fire mitigation, timber harvesting, and infrastructure. Commissioner Houck transitioned to an update on airport planning. The airport master plan is available and includes a terminal overhaul, examination of parking issues, making sure the airport...
is competitive, and establishes a welcoming representation of Gunnison to visitors. The goal for renovations is to enhance and not inhibit general aviation services. Commissioner Houck stated that Board appointments were recently made. Other topics mentioned include the monthly planning meetings on the 3-Mile Plan, which will start taking place between stakeholders as Gunnison 2030 wraps up. Also discussed was the importance of outreach for the Census, especially outreach to seasonal workers, immigrants, and university students using a variety of methods. The County received a grant to assist with outreach. Collaborative work will begin on the Complete Highway Access Plan with CDOT. Also mentioned was the Dark Sky Initiative and land for a future fire station. Council and the Commissioner thanked each other for their collaborative work together over the past year.

**Council Action Items:**

**Approval of the February 11, 2020 Regular Session meeting minutes.** Councilor Logan and Councilor Miles seconded the motion to approve the minutes of the February 11, 2020 Regular Session meeting as submitted.

- Roll call, yes: Freeburn, Miles, Gelwicks, Logan, and Plata. So carried.
- Roll call, no: None.

**Appointment of Parks and Recreation Advisory Committee (PRAC) member.** Mayor Gelwicks asked the PRAC candidate to come forward and state his interest in the position. Nate Schwartz explained to Council that he is interested in serving on PRAC. He has lived in Gunnison for eight years, was an active member of Program Council while he attended Western Colorado University and enjoyed being involved. He appreciates and utilizes Gunnison’s recreational opportunities. Councilor Logan expressed mild concern over the candidate’s employment in Crested Butte because the committee meets weekdays, typically mid-day. Candidate Schwartz confirmed that he would be able to attend daytime meetings as long as he could give his employer advance notice of the meetings. The meetings are set far enough out that it should not be an issue.

Councilor Logan moved and Councilor Plata seconded the motion to appointment Nate Schwartz as the City-resident to the Parks and Rec Advisory Committee.

- Roll call, yes: Miles, Gelwicks, Logan, Plata and Freeburn. So carried.
- Roll call, no: None.

**Intergovernmental Agreement for the Gunnison/Hinsdale Combined Emergency Telephone Service Authority.**

City Manager Forrest and City Attorney Fogo stated that no substantial changes were made to the IGA since recommended changes were discussed at the January 28, 2020, Regular Session meeting. The other agencies included in the IGA will also be asked to sign-off in the coming weeks, but the desire is for the City of Gunnison to sign first as the City’s role on the board will experience the most change. Gunnison will no longer be the primary decision maker regarding cost of fees, budget, and operations. Gunnison will now have a vote with 7 other members. A contract will be put into place on behalf of Communications employees to continue to receive employee benefits under the umbrella of the City. The City Attorney explained that an entity would be considered in “Default” for failure to pay. If an agency decided to leave the Board, it would need to reapply prior to returning to participation. An entity must meet the 1% threshold to be a voting member on the Board. Twenty-two different entities are considered “users” of the service including Gunnison Valley Hospital. There seems to be consensus throughout valley emergency services leadership that having a single communications center for region, staffed with experienced and knowledgeable employees and entities working in collaboration, is a best practice to ensure safety for Gunnison and Saguache County residents and visitors. The purpose of the IGA rewrite is to provide more power sharing amongst the entities. Councilor Logan moved and Councilor Miles seconded the motion to direct the Mayor to sign the GHCESTA intergovernmental agreement on behalf of the City of Gunnison.

- Roll call, yes: Gelwicks, Logan, Plata, Freeburn and Miles. So carried.
- Roll call, no: None.

**Van Tuyl Pocket Parks.** Interim Parks and Rec Director Dan Vollendorf presented community input from residents of the Van Tuyl neighborhood and the staff recommendations for the three pocket parks. Staff recommendations to Council were based on input from multiple neighborhood
outreach actions and budgetary allowances. Staff recommended that enhancements to the three pocket parks be done in phases. The first phase would include general cleanup, weed mitigation, light landscaping, dog stations, shade trees, benches, and trashcans. Phase 2 would consist of a nature play area, establishment of a bike pump track, a soft surface path, benches, landscaping, dog stations and trashcans. This area will need additional focus and resources for storm water storage. When discussing Phase 2, the conversation included parking and traffic flow. The neighborhood doesn’t want to use park space for parking, but the Parks Department does recommend the addition of two to three parallel parking spaces on the north end for maintenance vehicles and ADA accessibility. Residents supported the least amount of development for Phase 3 to include an existing pond which provides for storm water detention. Due to the regular flooding of the pond, staff recommended creating a depression for overflow and the addition of boulders along the pond which will provide access to the water and will help with bank erosion. Shade trees would also be added to this parcel of the park. The Parks Department would like to begin to make some progress on the parcels, but since no monetary resources have been directly allocated, the department will call on neighborhood volunteers to assist with the work. Councilmembers made several recommendations of community groups who may be able to assist with trail building and earthwork. Staff will continually communicate with residents of Van Tuyl to both seek their assistance and provide information on the progress of the parks. Council directed staff to proceed with their recommendations regarding the three pocket parks at Van Tuyl.

Ordinance No. 1, Series 2020, Second Reading: An Ordinance of the City Council of the City of Gunnison, Colorado amending the monthly rates charged by the City of Gunnison Public Works Department for Refuse and Recycling.

Councilor Plata introduced and read Ordinance No. 1, Series 2020 aloud by title only. Councilor Plata moved and Councilor Logan seconded the motion to adopt Ordinance No. 1, Series 2020 on second reading. No discussion occurred.

Roll call, yes: Plata, Freeburn, Miles, Gelwicks and Logan. So carried.
Roll call, no: None.

Authorization to Purchase a Compost Screen. Public Works Director David Gardner came before Council to seek authorization to sole source purchase a compost screen to be used at the Wastewater Treatment Plant (WWTP). The cost of the compost screen is in the 2020 budget. The compost screen, TROM 512, manufactured by Screen USA, Inc., best fits the needs of the department. The original cost of the TROM 512 was $169,000, but will cost $139,000 after Public Works is credited $30,000 for trading in its current screen. This selected screen offers a large, dual maintenance access panel on each side of the trammel allowing for complete access to the trammel drum and drive wheels. Another benefit of this model is that access to the engine can be made through the front. Quotes were also gathered from two other manufacturers which came in much higher and did not meet the work requirements as well as the TROM 512 does for the WWTP. This screen will serve the City for 15-20 years.

Councilor Logan moved and Councilor Miles seconded the motion to give authorization to the Public Works Director to sole surface purchase a compost screen for use at the Wastewater Treatment Plant in the amount of $139,000.

Roll call, yes: Freeburn, Miles, Gelwicks, Logan and Plata. So carried.
Roll call, no: None.

Council took a break at 6:44 p.m. and returned at 6:52 p.m.

Gunnison Letter of Support for OEDIT Funding for Downtown Boutique Hotel. City Clerk Boucher explained to Council that ICELab Director David Assad asked for a letter of support for an OEDIT mini-grant of $2,000 to help finance the development of marketing materials to promote the downtown boutique hotel to investors. Community Development Director Anton Sinkewich addressed new councilmembers questions about the downtown hotel and reviewed that the City and developers had resolved previous issues regarding the height of the building in the B1 zoning district and parking. The developer met all requirements set forth by the City. Councilor Plata moved and Councilor Miles seconded the motion to support the Tourism and Prosperity Partnership’s mini-grant application and directed the Mayor to sign the letter of support.

Roll call, yes: Miles, Gelwicks, Logan, Plata and Freeburn. So carried.
Roll call, no: None.
Financial Policies Amendment. Finance Director Cowan made the request to amend two of the City’s Financial Policies to further control the acquisition of capital purchases that may include ongoing costs. They are 1) savings in an adopted capital project not justified for reallocation to other capital projects without prior approval by the City Council and/or City Manager; and 2) savings in an adopted operational budget line, which cannot be used for justification to increase expenses for a capital expenditure without prior approval by Council or the City Manager. Requiring approval from Council or the City Manager results in better budgetary transparency and allows the Finance department to have more clarity and consistency when double-checking vouchers to ensure that funds are being coded appropriately and that money is being spent as approved. Department heads need to receive approval when/if they have funds available to reallocate into different capital projects. Capital project funds should not be moved into operational expenses because funds for capital projects are unique as they are typically one-time allocations and can be rolled forward for continuation of a project. The suggestion was made to amend the policies that capital funds can not be rolled into operational expenses and operational expenses can not be rolled into capital funds without prior approval. A capital item is defined as an expense greater than $5000 that may have use for more than one year. Councilor Freeburn moved and Councilor Miles seconded the motion to adopt the City of Gunnison Financial Policies as presented on February 25, 2020 with the amendment that capital funds can not be used for operational expenses without Council and/or City Manager approval. Roll call, yes: Gelwicks, Logan, Plata, Freeburn and Miles. So carried. Roll call, no: None.

Ordinance No. 2, Series 2020; First Reading: An Ordinance of the City Council of the City of Gunnison, Colorado amending Title 8 Business Regulation, Chapter 8.50 Marijuana Business Licensing Regulations, Sections 8.50.040 and 8.50.080 of the City of Gunnison Municipal Code. Councilor Logan introduced Ordinance No. 2, Series 2020 and asked that it be read aloud by title only. The City Attorney read Ordinance No. 2, Series 2020 aloud by title only. Councilor Logan moved and Councilor Miles seconded the motion to pass and publish Ordinance No. 2, Series 2020 on first reading. The City Clerk confirmed that the purpose of the amendments to Sections 8.50.040 and Sections 8.50.080 of the Gunnison Municipal Code regarding retail and medical marijuana establishments and licenses are made in an effort to increase public awareness about changes regarding new ownership or location and to enhance the public hearing process. Staff recommended that retail and medical marijuana establishment applicants follow the same certified mailing process as is outlined in the Land Development Code for public hearings. This ordinance would also make public hearings required for both transfer of ownership and transfer of location licenses. Staff set forth this amendment to have consistency between the two licensing processes. A transfer of ownership licenses is basically creating a new license. To increase public awareness of a retail or medical marijuana establishment relocation, a public hearing would be beneficial. Staff informed that Council public hearing notifications do require the listing of the applicant’s address on the documents. The Clerk’s office uses the applicant listed in the application as according to state statute. Applicants understand that this information is made public. Council is not interested in proceeding with amendments the buffer zone. Roll call, yes: Logan, Plata, Freeburn, Miles and Gelwicks. So carried. Roll call, no: None.

Resolution No. 4, Series 2020: A Resolution of the City Council of the City of Gunnison, Colorado supporting the grant application for a new construction grant from the Division of Housing of the Colorado Department of Local Affairs for the Lazy K Housing project. Councilor Logan introduced Resolution No. 4, Series 2020 and asked that it be read aloud by title only. The City Attorney read Resolution No. 4, Series 2020 aloud by title only. Councilor Logan moved and Councilor Plata seconded the motion to adopt Resolution No. 4, Series 2020. Approval of Resolution No. 4, Series 2020 gives the City the flexibility and possibility to apply for an infrastructure grant from the Division of Housing through the Colorado Department of Local Affairs. It was noted that $20,000 per deed-restricted housing unit may be available through this grant. If this grant was received, it would make a significant amount of money ($500,000) available to Council for other strategic priorities, such as a Highway Access Plan with CDOT. Roll call, yes: Plata, Freeburn, Miles, Gelwicks and Logan. So carried. Roll call, no: None.
**Report on Rough Draft of Council’s Strategic Priorities.** Council gave feedback to staff regarding a purpose statement and strategic priorities based on their February 4 facilitated retreat with Managing Results consultant, Mike Calderazzo. Council shared with staff that a clear connection between the City and Western Colorado University was absent from the suggested purpose statements. An inclusion of heritage would also help enhance a purpose statement. Council suggested some language for a purpose statement. Council confirmed that their four strategic priorities of Economic Prosperity and Housing, Infrastructure and Public Safety, Multi-modal transportation, and Resiliency and Sustainability were recorded appropriately. Next steps will be for staff to fill in specific goals, actions and strategies for Council to approve. This document is a living, nimble document, but is also meant to identify the City’s direction and assist with accountability. Discussion occurred around the language “…a destination for unique mountain town shopping…” and what that means to Council. Multiple ideas were discussed with no determinations at that time. It was also suggested to use the term “attainable” when discussing housing and not “affordable.” It was also noted that under Resiliency and Sustainability, the sustainability plan to be developed is an internal City document. It was suggested that Council and the City’s commitment to public safety, engagement, and sustainability in projects be placed at the beginning of the document to set the stage. Conversation occurred about parking in the central business district and better ADA accessibility in the future. Councilor Plata asked that Council’s final strategic priorities be available in Spanish.

**Reports. Staff and Council gave reports.** During the City Manager report, Council directed the City Manager to add the City of Gunnison to the Mt. 2030 Pledge. The City has fulfilled the three requirements, which are to lead community conversations, engage with other leaders, and actively share and communicate best practices with other communities.

With no further business for the Regular Session, Mayor Gelwicks adjourned the Regular Session meeting at 8:37 p.m.

Mayor

Attest:

City Clerk
To: City Council  
From: City Clerk Erica Boucher  
Date: March 10, 2020  
Re: Appointment of City-resident to the Senior Center Advisory Committee (SCAC)

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**PURPOSE AND BACKGROUND**

On November 12, 2019, City Council adopted Resolution No. 15, Series 2019, which established the Senior Center Advisory Committee (SCAC). The Resolution states that members are to be diverse and representative of the senior population and serve staggering terms. The initial make-up of the committee consists of seven (7) members as outlined in the Resolution.

1. The Committee shall consist of seven (7) members appointed by City Council. All residents of the City of Gunnison and the Gunnison County Metropolitan Recreation District are eligible to serve. No more than two Committee members may reside outside the City limits. Council appointments should ensure the Committee represents diverse backgrounds and experiences. Preference shall be considered for applicants for the Committee are eligible for Senior Center membership and other senior programs offered by the Gunnison Community Recreation Center (age 55 and up). For initial Committee appointments, members from the following groups shall be contacted and encouraged to apply:
   a. Former members of the Boomers & Beyond organization, including participants in activities such as Book Club, Bridge, Mahjong, Dominoes, hiking, and potlucks;
   b. Regular attendees of the Young At Heart lunch program;
   c. Regular players of Gunnison Pickleball;
   d. Retired employees of Western Colorado University;
   e. Members-at-large who are registered to vote in Gunnison County and reside in the Gunnison Valley at least half-time and have demonstrated active involvement in Senior Center activities when in the Gunnison Valley.

City staff and Council made an effort to fill the Senior Center Advisory Committee at the January 28, 2020, Regular Session meeting. At that time, there were not enough City-resident candidates to fill the five City-resident openings. City-resident seat remained open. On Sunday, February 23, the City Clerk received a letter of interest from City-resident Arden Anderson. His letter of interest for SCAC is included in the e-packet for your consideration.

For your information, SCAC held its first meeting on February 18, 2020. At that meeting, SCAC decided on leaders and terms. Chair and Vice Chair selections and terms:
   - Jody Coleman, Chair, 3 years
   - Sharon Mills, Vice Chair 3 years
   - Kathy Seitz 3 years
   - Gail Davidson 2 years
   - Cathie Elliott 2 years
   - Audrey Miller 2 years

**Action Requested of Council:** To consider the appointment of a City-resident candidate to the Senior Center Advisory Committee.
To: Erica Boucher - Gunnison City Clerk

From: Arden Anderson

Regarding: Application for Appointment to the Senior Advisory Committee

Dear Ms. Boucher,

The purpose of this note is for me to request to be considered for appointment to the City’s newly forming Senior Advisory Committee. I have a few qualifications that might serve me well as a member of this Committee.

I am 66 years old and have been a resident of Gunnison for 35 years. I have been an active member of Boomers and Beyond, the local senior’s group, since its inception. During that time I have helped to organize and support a variety of activities for seniors including hikes, bird walks, snowshoe trips, cross country ski trips, bridge games and lessons, photography lessons, computer instructions and senior potlucks.

I am retired now but during my working life I managed the Outdoor Recreation and Wilderness Programs for the Bureau of Land Management. This experience gave me a strong appreciation for the value of staying active throughout life to promote physical and mental well being. We rarely had all the resources we needed to carry out our work. As a result, I put a lot of effort into building and maintaining collaborative partnerships with a variety of interest groups to work together to accomplish mutually beneficial goals. An example of this would be the partnership between the City, the County, the BLM and a variety of interest groups to develop and manage the Hartman Rocks Recreation Area just outside of town. You can imagine that working for the government I attended more than my share of meetings and was trained as a facilitator to help make meetings more organized, focused and effective. I was also responsible for organizing and conducting public meetings often on controversial issues. My facilitation skills helped me to redirect potential conflict and animosity into more productive discussion, analysis, collaboration and action. For a time I also acted as the Field Manager for the entire office supervising 17 permanent staff and managing a budget of over a million dollars.

In addition, I have supported the community and County with a variety of volunteer activities over the years. Some of these include:
- Red Cross Disaster Response Volunteer - 20 years
- Gunnison Valley Ambulance - 10 years active duty, 20 additional years as support, instructor, tester etc.
- Western State Mountain Rescue Team - 13 years - much of that as team leader
- Hunter Education Instructor - 30 years
- Gunnison and Crested Butte Health Fair volunteer - 30 years
- Community Health Coalition of the Gunnison Valley (and its earlier iterations) - 25 years
- Spanish language Interpreter for the Multicultural Office - 15 years
- Sunshine Singers - playing music for folks at the Senior Care Center - weekly for 10 years
- Habitat for Humanity volunteer and supervisor - off and on for 15 years
- Gunnison Art Center as a performer, bartender, maintenance etc - 10 years
Audubon Society Christmas Bird Count Coordinator - 20 years
Colorado Parks and Wildlife monitoring Sage Grouse, spawning salmon, bird banding etc - 20 years
Gunnison Emergency Operations Center volunteer - 10 years
Public Health Flu vaccination clinics - 20 years
Public land cleanup and trail maintenance projects including City cleanup - 30 years
Presenting educational programs at the library - off and on for 20 years
Pandemic Response Planning Committee - 4 years
Community Services Block Grant Committee member and Chairman - 8 years
Community Foundation of the Gunnison Valley - help with various projects including developing the Wellness Guide
Guest lecturer at a variety of classes from Kindergarten to the University level - off and on for 30 years.

Hopefully among all of that you might see the potential for knowledge, skills and abilities that could prove useful in my participation on the Senior Advisory Committee.

As the Baby Boom generation moves into retirement there will be an increasing number of seniors in our town. Seniors are living longer than ever and that trend is likely to continue. This group has particular strengths, challenges and needs. My vision for a successful community is one that helps realize the potential of their strengths, looks for ways to avoid or reduce the challenges and makes sure that essential needs are met. The City has made an important step toward that goal by funding a part time senior coordinator. That being said, it seems clear that the City does not have a ton of money to funnel into addressing senior issues. As a result I think that considerable effort and creativity need to be devoted toward achieving these goals in the absence of a significant funding source. Innovative and successful programs to improve the quality of life for seniors could be attractive to grant funders. A strong and effectively functioning Senior Advisory Committee can be an important partner in that effort. I would like to see if I can help the Committee to realize that potential.

Please let me know if there is any additional information you need in order to consider me as a candidate for this position.

Arden Anderson
arden@gunnison.com
(970) 901-5739

******************************************************************
Thought for the Day
I personally measure success in terms of the contributions an individual makes to his or her fellow human beings. Margaret Mead
******************************************************************
The Gunnison Municipal Court operates under the leadership of Judge James R. McDonald. Our City Attorney, Kathy Fogo, acts as City Prosecuting Attorney. Administrative and day to day operations of the Municipal Court are carried out by Court Administrator, Melissa McLeod.

Our court is a member of the CAMCA or Colorado Association of Municipal Court Administrators. CAMCA provides a valuable network to municipal courts all over the state and enables our court employees to receive up to date information and training on court procedures and new legislation affecting our operation. Last year, our Court Administrator joined the CAMCA Education Committee and conducted a training in Montrose, CO that saw participants from around the state. Judge McDonald is a member of the Colorado Municipal Judges Association. He networks with other municipal judges by attending workshops and conferences hosted by CMJA.

Colorado municipal courts operate under the state statutes and procedures outlined in C.R.S. 13-10-101 et seq. and the Colorado Municipal Court Rules.

Our Municipal Court is a “Court of Record” which means all court proceedings are recorded and the judge must be an attorney.

The Gunnison Municipal Court utilizes Justice System’s FullCourt Enterprise Software System. This enables us to enter all court cases and track them with greater accuracy. Monthly statistics, financial records, and case documentation can be easily accessed via this software system. The FullCourt software was updated in 2013 to FullCourt Enterprise.

The Gunnison Municipal Court meets approximately twice a month on Wednesday afternoon at
2:00 PM, in the City Council Chambers on the second floor of the Municipal Building, 201 West Virginia Avenue. A copy of the 2020 court schedule is included in this report. All of our court sessions are open to the public. The court is flexible in meeting some of the out of town defendants’ needs by conducting arraignments and hearings via telephone. Gunnison Municipal Court is ADA accessible and we utilize local contract translators to provide translation as needed. Many pertinent court documents, such as the advisement of defendant rights, are available in Spanish. Municipal Court operations information is available to the public on the City’s website at http://www.gunnisonco.gov/government/municipal_court/index.php.

Officers with the Gunnison Police Department can write citations into municipal or county court. Some violations are only written into county court. Examples of these include domestic violence, DWAI, DUI, and all felony offenses. The Municipal Court does not process civil suits. Most citations are violations under Title 5 General Offenses under our City Code. The City Code can be found at http://www.codepublishing.com/co/gunnison/.

Paying Out of Court
Once a person receives a municipal citation, they can pay the citation out of court, thus pleading guilty. They can do this by mail, in person at the Clerk’s office or via telephone or online. Payment is accepted by cash, check, money order or credit card. The link to the online payments is: http://www.gunnisonco.gov/government/municipal_court/pay_a_ticket.php. Defendants can only pay ahead of their court date if the citation is written as a penalty assessment, that is, the preset fine is written on the face of the citation. If the citation is written as a summons, then the defendant must appear in court. If a person chooses to appear in court, either because he or she wants to contest the charges and plead not guilty or because the citation is written as a summons, then they appear on the court date written on the citation.

Appearing in Court
A defendant’s first appearance is called an arraignment. At the arraignment, each person is given a written copy of the advisement, which they must read and sign, and they are also verbally advised of their rights by the Judge. The person then pleads guilty, not guilty or asks for a continuance. If they plead guilty, they can make a statement to the Judge. Defendants are assessed a fine, fees, and in some circumstances additional penalties such as useful public service, driving classes and/or substance abuse evaluations. The current court cost assessed to a defendant pleading guilty or found guilty by the court is $20.00.

Plea Agreements
In some instances, a plea agreement may include a deferred sentence or a modification to a different charge. The deferral or modification is offered at the discretion of the City’s Prosecuting Attorney and has to be approved by the Judge. The defendant appears in court, pleads guilty and is ordered to pay fines, fees, including a $50.00 deferred sentence fee, and surcharges as applicable. Upon successful completion of the deferred sentence agreement the original charge is dismissed.
Assessed Fees and Surcharges
Alcohol related offenses are assessed a $50.00 Safe Ride surcharge. When a bench warrant or a default judgement is entered, a $30.00 fee is added to the case. To cancel either the default judgement or the bench warrant a defendant will need to pay all fines and fees, including the added $30.00 fee. Shelter fees and PD pickup fees are assessed when an animal is picked up by a Neighborhood Services Officer. Once the animal has been picked up a $10.00 fee is imposed and remitted to the Gunnison Police Department and an additional $20.00 is charged for each day the animal spends in the shelter. The shelter fee is transferred to the animal shelter.

Municipal court fees have not been updated in several years. The last time our court cost was increased, from $15.00 to $20.00, was in 2007. In looking at what other courts around the state assess in fees it appears that increasing our fees would be appropriate.

Requesting a Trial
If a person pleads not guilty, they are given a court date for a trial to court, where the trial is conducted in front of the Judge. If they wish to have a jury trial, they must request a jury trial in writing within 21 days of their entry of plea and pay a fee of $25.00. All trials are prosecuted by the City Attorney. We did not receive any requests for jury trials in 2019.

Court Activity
Attached is a six-year breakdown of the Municipal Court activity for the years 2014 through 2019. The total number of cases filed and processed in Municipal Court in 2019 was 493 cases, with a total of $34,732.50 in fines and fees collected. All fines and fees, except for the safe ride surcharge, victim restitution, and shelter fees collected by the Municipal Court are revenues placed into the City’s general fund. Fines and fees collected by the Court are not used to directly fund either the Court or Police Department. A breakdown of violations, fines and fees collected is included in this report.

Collections
Recent legislation has restricted the courts ability to collect fines and fees ordered by the court once a defendant has appeared before the judge. With these limitations, the court is exploring the option of utilizing the State of Colorado’s Central Collections Services, currently utilized by our Finance Department. These services do impose an additional 18% on the debtor to cover the collection service and 100% of the debt owed to the City of Gunnison is remitted back to the City upon collection.
# 2020 COURT SCHEDULE

Court will be held on the 2nd floor, in the City Council Chambers
201 W. Virginia Avenue in Gunnison, CO

**All Court dates are on Wednesdays at 2:00 PM**

<table>
<thead>
<tr>
<th>Month</th>
<th>January</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
<th>November</th>
<th>December</th>
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<tr>
<td>Date</td>
<td>15th</td>
<td>12th</td>
<td>11th</td>
<td>8th</td>
<td>6th</td>
<td>3rd</td>
<td>22nd</td>
<td>5th</td>
<td>2nd</td>
<td>7th</td>
<td>4th</td>
<td>9th</td>
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<td>17th</td>
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<td>19th</td>
<td>23rd</td>
<td>21st</td>
<td>18th</td>
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*(WSCU & RE1J Spring Break 3/16/2020 - 3/20/2020)*
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<thead>
<tr>
<th>Defendant</th>
<th>Charge</th>
<th>Received</th>
<th>Receipt</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
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<td></td>
<td></td>
<td>Total For Bad Check Fee: $20.00</td>
</tr>
<tr>
<td>Fee: Bench Warrant Fees</td>
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<td>Total For Bench Warrant Fees: $60.00</td>
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<tr>
<td>Fee: Court Costs</td>
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<td></td>
<td></td>
<td>Total For Court Costs: $1,222.00</td>
</tr>
<tr>
<td>Fee: Deferral Sentence Fee</td>
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<td></td>
<td></td>
<td>Total For Deferral Sentence Fee: $250.00</td>
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<tr>
<td>Fee: Fine</td>
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<td></td>
<td>Total For Fine: $27,914.00</td>
</tr>
<tr>
<td>Fee: Fine not paid or postmarked within 30 days of violation</td>
<td></td>
<td></td>
<td></td>
<td>Total For Fine not paid or postmarked within 30 days of violation: $480.00</td>
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<tr>
<td>Fee: SafeRide Surcharge</td>
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<td></td>
<td></td>
<td>Total For SafeRide Surcharge: $3,600.00</td>
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<tr>
<td>Fee: Shelter Fee</td>
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<td>Total For Shelter Fee: $191.50</td>
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<tr>
<td>Fee: Victim Restitution</td>
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<td>Total For Victim Restitution: $995.00</td>
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<tr>
<td>Total:</td>
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<td></td>
<td></td>
<td>$34,732.50</td>
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</table>
To: City Council
From: Erica Boucher, City Clerk
Date: March 10, 2020
Re: Ordinance No. 2, Series 2020; Second Reading: A Ordinance of the City Council of the City of Gunnison, Colorado, amending Title 8 Business Regulation, Chapter 8.50 Marijuana Business Licensing Regulations, Sections 8.50.040 and 8.50.080 of the City of Gunnison Municipal Code

Background and Purpose
The purpose of this memo is to provide Council with an ordinance to amend Title 8 Business Regulation, Chapter 8.50 Marijuana Business Licensing Regulations, Sections 8.50.040 and 8.50.080 of the City of Gunnison Municipal Code to increase consistency between processes for Transfer of Ownership and Transfer of Location licenses and to enhance the public hearing notification process. Staff drafted the included ordinance to formally enhance the public notification process and to have consistency between Transfer of Location and Transfer of Ownership licenses regarding public hearings.

Council voted to pass and publish Ordinance No. 2, Series 2020 on first at the February 25, Regular Session meeting. The ordinance was published by title only in the Gunnison Country Times on March 5, 2020. As of March 6, no additional comments were received.

Action Requested of Council: Introduce, read by title only by the City Attorney, motion, second, and vote to adopt Ordinance No. 2, Series 2020 on second reading.
ORDINANCE NO. 2
SERIES 2020

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GUNNISON, COLORADO, AMENDING TITLE 8 BUSINESS REGULATION, CHAPTER 8.50 MARIJUANA BUSINESS LICENSING REGULATIONS, SECTIONS 8.50.040 AND 8.50.080 OF THE CITY OF GUNNISON MUNICIPAL CODE

WHEREAS, the City Council of the City of Gunnison, Colorado passed Ordinance No. 5, Series 2015, establishing rules, standards and policies for licensing and regulating the use of land within the boundaries of the City of Gunnison for the retail sale, cultivation, manufacturing, and testing of marijuana and marijuana products; and

WHEREAS, to enhance communication with City residents living in and adjacent to marijuana establishments, Council desires to provide formal notice of public hearings through a certified mailing to adjoining residents and property owners within 100 feet of potential new medical and retail marijuana establishments; and

WHEREAS, a lack of consistency was identified between the public hearing requirements for a Transfer of Location License and for a Transfer of Ownership License; and

WHEREAS, currently, the Gunnison Municipal Code requires a public hearing for a Transfer of Ownership License, but not for a Transfer of Location License; and

WHEREAS, Council wishes to have consistency between Sections 8.50.080 and 8.50.090 of the Gunnison Municipal Code and better inform residents of changes in marijuana establishment ownership and locations by adding a public hearing requirement for Transfer of Location License.

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

Section 1. Title 8 Business Regulation, Chapter 8.50 Marijuana Business Licensing Regulation, Section 8.50.040 License application processing and procedure, is hereby amended to state:

A. Medical Marijuana Establishment.

1. Public Hearing – City Council. Upon receipt of a complete application and the fees required for a local license, the city shall set a public hearing on the application to be held not less than 30 days after the receipt by city council of the application. Notice of such hearing shall be given pursuant to Section 44-11-302, C.R.S. In addition, a certified mailing of the public hearing notice shall be accomplished by the City Clerk or assignee. The notice shall be sent by certified mail to all adjoining property owners at least 15 days prior to the public hearing. The list of all adjoining property owners’ names and addresses shall be created by the applicant, using the current Gunnison County Assessor’s records, and shall be submitted with the application. The list shall include all property owners within 100 feet of the subject property boundary. The applicant shall pay the certified postage for each name on the list to the City of Gunnison. Each mailed notice shall contain the name(s) and address(es) of the applicant(s), the address of proposed location, date and type of license application, date, time, and place of public hearing, name of the decision-making body conducting the hearing and such other information as may be required to fully apprise the public of the nature of the application. The public hearing shall be conducted in the following format:

a. Call to order.
b. Record of attendance.
c. Applicant identification.
d. Report from city clerk/city attorney.
e. Determination of the neighborhood within city limits.
f. Applicant’s testimony.
g. Testimony in favor.
h. Testimony in opposition.
i. Close public hearing.
2. No action shall be taken by city council following the public hearing.

3. Following receipt of proof by the state local licensing authority of conditional licensing of the applicant by the state licensing authority, the city shall proceed to make findings of fact and approve or deny the application as set forth in GMC 8.50.050.

B. Retail Marijuana Establishment.

1. If the state licensing authority receives an application for original licensing for any retail marijuana establishment, the state licensing authority shall provide, within seven days, a copy of the application to the city, and the city shall determine whether the application complies with the city’s time, place, and manner restrictions regarding retail marijuana businesses. All city-specific application requirements contained in GMC 8.50.030(B)(1) through (4) must be included in the application and must be completed in order for the city to inform the state licensing authority whether the application complies with such local restrictions as required by Section 44-12-301, C.R.S. The city clerk as the local licensing authority shall provide such determination to the state licensing authority.

2. Public Hearing. If the applicant receives conditional state licensure from the state licensing authority, the city shall set a public hearing before the city council on the application to be held following public notice as set forth in Section 44-12-302, C.R.S. In addition, a mailing of the public hearing notice shall be accomplished by the City Clerk or assignee. The notice shall be sent by certified mail to all adjoining property owners at least 15 days prior to the public hearing. The list of all adjoining property owners’ names and addresses shall be created by the applicant, using the current Gunnison County Assessor’s records, and shall be submitted with the application. The list shall include all property owners within 100 feet of the subject property boundary. The applicant shall pay the certified postage for each name on the list to the City of Gunnison. Each mailed notice shall contain the name(s) and address(es) of the applicant(s), the address of proposed location, date and type of license application, date, time, and place of public hearing, name of the decision-making body conducting the hearing and such other information as may be required to fully apprise the public of the nature of the application. The public hearing shall be conducted in the following format:

   a. Call to order.
   b. Record of attendance.
   c. Applicant identification.
   d. Report from city clerk/city attorney.
   e. Determination of the neighborhood within city limits.
   f. Applicant’s testimony.
   g. Testimony in favor.
   h. Testimony in opposition.
   i. Close public hearing.

3. Council Action Following Hearing. The city council may take action on the application following the public hearing, either on the same day as the public hearing, or at such regular session as determined by council. The city council shall make findings of fact and approve or deny the application as set forth in GMC 8.50.050.

Section 2. Title 8 Business Regulation, Chapter 8.50 Marijuana Business Licensing Regulations, Section 8.50.080 Transfer of location, is hereby amended to state:

A license for a marijuana establishment may be transferred to another location within the city pursuant to Section 44-11-310, C.R.S., for medical marijuana establishments, and pursuant to Section 44-12-309, C.R.S., for retail marijuana establishments. An application to transfer the location of a license must be accompanied by the transfer of license location fee set by city council by resolution. In addition, the applicant must comply with GMC 8.50.030(B)(1) through (4), except that no application fee is required, will be subject to any reasonable restrictions that exist or may be placed upon the new location by city council, and shall be subject to the procedures for licensure set forth in GMC 8.50.040.

Section 3. Severability. Should any section, clause, phrase, or provision of this ordinance be ruled invalid or unenforceable by any court of competent jurisdiction, it is hereby
declared the intent of the City Council of the City of Gunnison, Colorado, that the remaining provisions of this ordinance shall be given full force and effect if it is possible to do so.

INTRODUCED, READ, PASSED, AND ORDERED PUBLISHED this 5th day of March, 2020 on first reading, and introduced read, and adopted on second and final reading this 10th day of March, 2020.

(SEAL)

ATTEST:

________________________
Jim Gelwicks, Mayor

Erica Boucher, City Clerk

Published by Title in the
Gunnison Country Times Newspaper
March 5th, 2020.
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GUNNISON AMENDING THE RATES TO BE CHARGED BY THE CITY OF GUNNISON ELECTRIC DEPARTMENT FOR ELECTRICITY CONSUMED.

WHEREAS, Section 40-3.5-102, Colorado Revised Statutes, vests the power and authority to set rates and charges for electrical service in the City Council for electrical service provided within the authorized service area of the City of Gunnison Electric Department;

WHEREAS, Section 9.2 of the City of Gunnison Municipal Home Rule Charter requires that the City Council set rates for electrical service by ordinance; and

WHEREAS, Section 9.2 of the City of Gunnison Municipal Home Rule Charter requires that said rates be at least sufficient to pay the costs of operation and maintenance of the City’s electrical system, interest and principal of all bonds payable from the revenues thereof, and to replace, when necessary, obsolete components thereof; and

WHEREAS, the City Council of the City of Gunnison has, after public notice as required by Section 40-3.5-104, Colorado Revised Statutes, held a public hearing upon the amended rates contained herein on March 10, 2020; and

WHEREAS, the City Council of the City of Gunnison has considered the current electrical service rates and charges, and has determined that a change in the electrical service rates and charges is necessary;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GUNNISON, COLORADO, ORDAINS THAT:

Section 1. The electrical rates as set forth in Section 12.40.020(A), Rate Tables, Electrical Rates, of the City Code of the City of Gunnison, is hereby amended to read as follows:

<table>
<thead>
<tr>
<th>Electrical Rates</th>
<th>2019 Rates</th>
<th>2020 Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential:</td>
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<td></td>
</tr>
<tr>
<td>Monthly Service</td>
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<tr>
<td>Charge</td>
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<td></td>
</tr>
<tr>
<td>Flat Rate</td>
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<tr>
<td>Time of Day Rate</td>
<td>$19.25</td>
<td>$20.75</td>
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<tr>
<td>Usage Charge</td>
<td>$0.08430 /kWh</td>
<td>$0.0897 /kWh</td>
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<tr>
<td>Time of Day Rate</td>
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</tr>
<tr>
<td>On-Peak</td>
<td>$0.10260 /kWh</td>
<td>$0.01120 /kWh</td>
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<tr>
<td>Off-Peak</td>
<td>$0.05010 /kWh</td>
<td>$0.0545 /kWh</td>
</tr>
<tr>
<td>Commercial:</td>
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<tr>
<td>Monthly Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charge</td>
<td>$25.00</td>
<td>$28.00</td>
</tr>
<tr>
<td>Usage Charge</td>
<td>$0.08700 /kWh</td>
<td>$0.0927 /kWh</td>
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<tr>
<td>City Government Service:</td>
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</tr>
<tr>
<td>Monthly Service</td>
<td></td>
<td></td>
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<tr>
<td>Charge</td>
<td>$25.00</td>
<td>$28.00</td>
</tr>
<tr>
<td>Usage Charge</td>
<td>$0.08700 /kWh</td>
<td>$0.0927 /kWh</td>
</tr>
<tr>
<td>Western Colorado University:</td>
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<tr>
<td>Monthly Service</td>
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<td>$95.00</td>
<td>$100.00</td>
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<tr>
<td>Usage Charge</td>
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<tr>
<td>Demand Charge</td>
<td>$9.50 /kW</td>
<td>$10.50 /kW</td>
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<td>Contract Lights:</td>
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<tr>
<td>Monthly Charge</td>
<td>$10.15</td>
<td>$11.15</td>
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<tr>
<td>Wind Power Attributes</td>
<td>$1.70 /100 kWh per month</td>
<td>$1.70 /100 kWh per month</td>
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</table>
Net Metering Fee $2.50 per month $2.50 per month
Wholesale Rate $0.03825/kWh $0.03825/kWh
Large Generation System Interconnection Fee $5.46/kW per month $5.46/kW per month
Avoided Cost Rate $0.02749/kWh $0.02924/kWh

**Section 2.** The rates and charges set forth herein shall be effective as of April 11, 2020, and thereafter.

**INTRODUCED, READ, PASSED, AND ORDERED PUBLISHED** this 10th day of March, 2020, on first reading, and introduced, read, and adopted on second and final reading this 24th day of March, 2020.

Mayor

(SEAL)

Top

ATTEST:

City Clerk

Published by title in the *Gunnison Country Times*
February 6, 2020.
Memorandum

To: City Council
From: David Gardner
Date: 3/2/2020
Re: Multi-Agency Paving Project

Background:

The City of Gunnison has collaborated with Gunnison County and Crested Butte South Metropolitan District in order to get bulk discount pricing on paving. The City is acting as lead in this agreement. The joint paving project was advertised for competitive bidding on December 11, 2019. One bid was received from United Companies on February 18, 2020 for the project:

United Companies Total Bid Proposal Amount $2,530,945.95

Bid Proposal per Agency:
- City of Gunnison $2,082,991.00
- Gunnison County $ 353,425.50
- Crested Butte South Metro. Dist. $ 94,529.45

A budget roll forward estimate, a bid abstract, and site plan sheets are attached for your information.

The City of Gunnison will issue a Notice of Award on behalf of all the agencies involved. A contract has been drafted which all agencies and the contractor will sign. Each agency is responsible for construction management and payment of their own project.

The City of Gunnison portion of the project consists of the following:

1. **Palisades Road and Drainage Improvements**
   - Removal of existing curb & gutter, and concrete valley gutters.
   - A full depth reclamation of existing 1 inch asphalt mat and base materials.
   - New 24 inch curb & gutter and valley gutters. Includes connections to existing driveways, sidewalks, and alleys.
   - New 2.5 inch mat of hot mix asphalt.
   - Extension of existing storm sewer collection system and installation of new inlets and pipeline.

2. **City of Gunnison Public Works Parking and Drainage Improvements**
   - Grading, excavation, and base material placement for asphalt subbase.
• Concrete valley gutter installation.
• New 3 inch mat of hot mix asphalt.
• Replacement of six storm inlets, concrete aprons, and installation of a storm-sewer pipeline extension.
• Heavy use area concrete pavement.
• Replacement of traffic detector loops at two access control gates.

**Action Requested:**
It is recommended the City award the project to United Companies, in the total amount of $2,530,945.95 with the City of Gunnison’s commitment being $2,082,991.00. Furthermore, it is recommended authority be given to the City Manager to execute any and all documents, including the contract, to initiate an approximate construction start date of mid-May, 2020.
## City of Gunnison
### Street Improvement Budget Roll-Forward Estimate

<table>
<thead>
<tr>
<th>Income Statement</th>
<th>2019 YTD</th>
<th>2019 Amended Budget</th>
<th>2020 Original Budget</th>
<th>With Roll-Forward Adjustments</th>
<th>2020 Amended Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4035 STREET IMPROVEMENTS</strong></td>
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<td>4330 Professional Services</td>
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<td>7,500.00</td>
<td>(15,404.12)</td>
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<tr>
<td>4360 Contracted Services</td>
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<tr>
<td>9101 Tree Program</td>
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<td>5,000.00</td>
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<td>9102 Tree Chipping</td>
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<td><strong>1,549,100.00</strong></td>
<td><strong>2,947,988.05</strong></td>
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Roll-Forward
## Contractor's Bid Abstract

**City of Gunnison, Gunnison County, Crested Butte South Metro**

### Multi-Agency Paving & Rehabilitation 2020

<table>
<thead>
<tr>
<th>Contract Item #</th>
<th>Quantity</th>
<th>Unit</th>
<th>Description</th>
<th>Unit Price</th>
<th>Total Price</th>
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### City of Gunnison

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**BID PROPOSAL AMOUNT:** $1,876,641.00

### Gunnison County

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<th>Quantity</th>
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<th>Description</th>
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**BID PROPOSAL AMOUNT:** $348,475.50

### Crested Butte South Metro Dist.

<table>
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**BID PROPOSAL AMOUNT:** $89,229.45

**TOTAL BID PROPOSAL AMOUNT:** $2,530,945.95

### Total Bid Amount

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**Total Bid Proposal Amount:** $2,314,345.95

---

*Note: The quantities and prices are approximate and subject to change.*
Memorandum

To:       City Council
From:    David Gardner
Date:     3/3/2020
Re:       Safe Routes to School Sidewalk Construction

Background:

The City of Gunnison advertised for and received the following bids for the above reference project:

- Western Gravel Constructors: $559,993.00
- KSK, LLC: $569,000.00

The following is the City’s financial statement towards the project:

- City of Gunnison 20% Match: $87,500.00 (Public Works Street Budget)
- Federal Funds 80%: $350,000.00
- City of Gunnison Additional Funds: $122,493.00 (Public Works Street Budget)
- Total Available Funds: $559,993.00
- Engineering Design: $85,700.00 (Public Works Street Budget - PAID)
- Total Project Costs: $645,693.00

CDOT issued concurrence on the award of this project on February 25, 2020 and a conditional Notice To Proceed on Construction on March 2, 2020.

A budget roll-forward estimate, concurrence documents, notice to proceed letter, and site plan sheets are attached for your review.

Action Requested:

It is recommended the City award the project to the low bidder, Western Gravel Constructors, in the amount of $559,993.00. Furthermore, it is recommended authority be given to the City Manager to execute any and all documents, including contract, to initiate an anticipated start date of May 4, 2020.
## City of Gunnison
### Street Improvement Budget Roll-Forward Estimate

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City of Gunnison

Safe Routes To School

CDOT Project # M590-002
Project Code 22713

Award Concurrence Documentation

Prepared for:
Colorado Department of Transportation
Jason Huddle, Program Manager
J B Simmons, Civil Rights Business Resource Center

February 7, 2020

City of Gunnison
Public Works Department
1100 W. Virginia Ave
Gunnison, CO 81230
970-641-8020
February 7, 2020

Jason Huddle  
Local Agency Project Manager  
Colorado Department of Transportation  
jason.huddle@state.co.us

RB Simmons  
CRBRC  
Colorado Department of Transportation  
rb.simmons@state.co.us

Subject: Award Concurrence Request – Safe Routes to School  
CDOT Project Number M590-002 CDOT Project Code: 22713

Dear Jason and R B,

This letter is to request concurrence from CDOT to award a contract for the Safe Routes to School project referenced above. The City of Gunnison is the local agency and the construction manager for this project.

The City of Gunnison put the project out to bid on December 12, 2019. The City held a mandatory pre-bid meeting on January 15, 2020 and accepted questions regarding the project until January 21, 2020. Two bids were received at a public bid opening on January 31, 2020, these bids are summarized below. A tabulation of the bid results compared to the engineer’s estimate is include as an attachment to this letter along with CDOT Forms 605, 606, 621 received from the low bidder.

### Safe Routes to School Project  
#### Summary of Bid Results

<table>
<thead>
<tr>
<th>Contractor</th>
<th>Location</th>
<th>Bid Total</th>
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<tbody>
<tr>
<td>Western Gravel Constructors LLC</td>
<td>Montrose, CO</td>
<td>$559,993.00</td>
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<tr>
<td>KSK, LLC</td>
<td>Grand Junction, CO</td>
<td>$569,000.00</td>
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</tbody>
</table>

The available funds/sources and anticipated expenses are summarized the attached financial statement. As shown on this statement, there is not anticipated project overages at this time; however, should this occur, the City of Gunnison is committed to fund any cost overruns.
The DBE goal for this project is 3% and the OJT goal is set at zero (-0-) hours. Western Gravel Constructors has a DBE participation of 5% for this project. Completed CDOT forms 1413, 1414, and 1415 have been submitted and are attached. CDOT form 1416 is not applicable.

Contact information for this project will be:

<table>
<thead>
<tr>
<th>City of Gunnison</th>
<th>City of Gunnison</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cody Tusing, P.E.</td>
<td>David Gardner, P.E.</td>
</tr>
<tr>
<td>City Engineer</td>
<td>Public Works Director</td>
</tr>
<tr>
<td>1100 W. Virginia Ave</td>
<td>1100 W. Virginia Ave</td>
</tr>
<tr>
<td>Gunnison, CO 81230</td>
<td>Gunnison, CO 81230</td>
</tr>
<tr>
<td><a href="mailto:ctusing@gunnisonco.gov">ctusing@gunnisonco.gov</a></td>
<td><a href="mailto:dgardner@gunnisonco.gov">dgardner@gunnisonco.gov</a></td>
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</table>

The City of Gunnison recommends to the Colorado Department of Transportation award the Safe Routes to School contract to Western Gravel Constructors, LLC for $559,993.00. Please feel free to contact me if you have any questions or need additional information to complete this request.

Sincerely,

Dave M. Gardner
City of Gunnison
Public Works Director

Encl:
CDOT Form 605 (Contractor’s Performance Capability Statement)
CDOT Form 606 (Anti-Collusion Affidavit)
CDOT Form 621 (Assignment of Antitrust Claims)
CDOT Form 1413 (Bidders List) from each bidder
CDOT Form 1414 (Anticipated DBE Participation Plan) from each bidder
CDOT Form 1415 (DBE Commitment Confirmation)
Project Special Provisions showing project DBE goal
Project Financial Statement
Bid Tabulation with Engineer’s Estimate and contractor’s DBE
Bid Opening Results

Cc: Raelene Shelly, CDOT
    David McCollough, CDOT
Financial Statement for local Agency Project

Available Funds:

- City of Gunnison (LA Match): $87,500.00
- Federal Funds (Grant): $350,000.00
- City of Gunnison (LA Overmatch): $122,493.00
- Total Available Funds: $559,993.00

Destination of Funds:

- Western Gravel Constructors, LLC. $559,993.00

Though not anticipated, the City of Gunnison is responsible for any project shortfall.

David M. Gardner
City of Gunnison
Public Works Director
CITY OF GUNNISON
BID TABULATIONS

PROJECT: Safe Routes to School
DATE AND TIME OF OPENING: Friday, January 31 2:00 p.m.
1100 W. Virginia Ave, Gunnison, CO 81230

<table>
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<th>Bid Form</th>
<th>Total Bid Amount</th>
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Official Bid Tabulation
PROJECT: City of Gunnison Safe Routes to School
City of Gunnison

Spruce Street & Arthur Avenue

CDOT PROJECT NO.: M590-002
CDOT PROJECT CODE: 22713

Bid Date: 1/31/2020
Engineer's Opinion of Cost

ITEM NO.
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SECTION
NUMBER
201-00000
202-00012
202-00200
202-00203
202-00210
202-00220
203-00010
203-01597
207-00205
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630-80355
630-80360
630-80380
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700-70016
700-70310
700-70380

CONTRACT ITEM
Clearing & Grubbing
Removal of Tree Stump
Removal of Sidewalk
Removal of Curb and Gutter
Removal of Concrete Pavement
Removal of Asphalt Mat
Unclassified Excavation (CIP)
Potholing
Topsoil
Erosion Log Type 1 (12 Inch)
Aggregate Bag
Pre-fabricated Concrete Washout Structure
Storm Drain Inlet Protection (Type I) (84 Inch)
Removal and Disposal of Sediment (Labor)
Removal and Disposal of Sediment (Equipment)
Erosion Control Management
Reset Mailbox Structure
Reset Ground Sign
Adjust Manhole
Seeding (Native)
Soil Conditioning
Mulching (Weed Free)
Mulch Tackifier
Rock Mulch (Weed Free)
Wildlife Biologist
Removal of Nests
Netting
Environmental Health and Safety Management
Monitoring Technician
Health and Safety Officer
Material Handling (Stockpile)
Solid Waste Disposal
Aggregate Base Course (Class 6)
Hot Mix Asphalt (Patching) (Asphalt)
Concrete Pavement (6-inch)
12 Inch Plastic Pipe
Fence (Plastic)
Concrete Sidewalk (4-inch)
Concrete Curb Ramp
Curb and Gutter Type 2 (Section IIB)
Sanitary Facility
Irrigation Repair (Special)
4-inch Plastic Pipe (Irrigation/Sleeve)
Construction Surveying
Mobilization
Public Information Management
Flagging
Traffic Control Inspection
Traffic Control Management
Construction Traffic Sign (Panel Size A)
Portable Message Sign Panel
Drum Channelizing Device
Traffic Cone
F/A Minor Contract Revisions
F/A Fuel Cost Adjustment
F/A Landscaping
F/A Erosion Control

UNIT
LS
EACH
SY
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HR
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LF
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Estimated
Quantity

Unit Cost

1
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19
$500.00
147
$35.00
802
$25.00
158
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341
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291
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8
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130
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1
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$5,000.00
Total Construction Items:

Western Gravel Constructors

KSK, LLC

Total Cost

Unit Cost

Total Cost

Unit Cost

Total Cost

$10,000.00
$9,500.00
$5,145.00
$20,050.00
$5,530.00
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$1,000.00
$5,000.00
$5,000.00

$491,961.00

$559,993.00

$569,000.00

Top


Western Gravel Constructors, LLC

Apparent Low Bidder
Form 605
Form 606
Form 621
Form 1413
Form 1414
Form 1415
Form 1416 - N/A
1. List names of partnerships or joint ventures  

☐ none

2. List decreases in the contractors fiscal or workmanship qualifications compared to the last prequalification statement submitted to CDOT. (Attach additional sheets if necessary.)

   a. Key personnel changes  

☐ none

   b. Key equipment changes  

☐ none

   c. Fiscal capability changes (legal actions, etc.)  

☐ none

   d. Other changes that may effect the contractors ability to perform work.  

☐ none

I DECLARE UNDER PENALTY OF PERJURY IN THE SECOND DEGREE, AND ANY OTHER APPLICABLE STATE OR FEDERAL LAWS, THAT THE STATEMENTS MADE ON THIS DOCUMENT ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

Contractor’s firm or company name

Western Gravel Constructors

By  

D. Allan  

Date  

1/30/20

Title

Managing Member

2nd Contractor’s firm or company name (if joint venture)

By  

Date

Title
I hereby attest that I am the person responsible within my firm for the final decision as to the price(s) and amount of this bid or, if not, that I have written authorization, enclosed herewith, from that person to make the statements set out below on his or her behalf and on behalf of my firm.

I further attest that:
1. The price(s) and amount of this bid have been arrived at independently, without consultation, communication or agreement for the purpose or with the effect of restricting competition with any other firm or person who is a bidder or potential prime bidder.

2A. Neither the price(s) nor the amount of this bid have been disclosed to any other firm or person who is a bidder or potential prime bidder on this project, and will not be so disclosed prior to bid opening.

2B. Neither the prices nor the amount of the bid of any other firm or person who is a bidder or potential prime bidder on this project have been disclosed to me or my firm.

3A. No attempt has been made to solicit, cause or induce any firm or person who is a bidder or potential prime bidder to refrain from bidding on this project, or to submit a bid higher than the bid of this firm, or any intentionally high or non-competitive bid or other form of complementary bid.

3B. No agreement has been promised or solicited for any other firm or person who is a bidder or potential prime bidder on this project to submit an intentionally high, noncompetitive or other form of complementary bid on this project.

4. The bid of my firm is made in good faith and not pursuant to any consultation, communication, agreement or discussion with, or inducement or solicitation by or from any firm or person to submit any intentionally high, noncompetitive or other form of complementary bid.

5. My firm has not offered or entered into a subcontract or agreement regarding the purchase or sale of materials or services from any firm or person, or offered, promised or paid cash or anything of value to any firm or person, whether in connection with this or any other project, in consideration for an agreement or promise by any firm or person to refrain from bidding or to submit an intentionally high, noncompetitive or other form of complementary bid or agreeing or promising to do so on this project.

6. My firm has not accepted or been promised any subcontract or agreement regarding the sale of materials or services to any firm or person, and has not been promised or paid cash or anything of value by any firm or person, whether in connection with this or any other project, in consideration for my firm’s submitting any intentionally high, noncompetitive or other form of complementary bid, or agreeing or promising to do so on this project.

7. I have made a diligent inquiry of all members, officers, employees, and agents of my firm with responsibilities relating to the preparation, approval or submission of my firm’s bid on this project and have been advised by each of them that he or she has not participated in any communication, consultation, discussion, agreement, collusion, or other conduct inconsistent with any of the statements and representations made in this affidavit.

8. I understand and my firm understands that any misstatement in this affidavit is and shall be treated as a fraudulent concealment from the Colorado Department of Transportation, of the true facts relating to submission of bids for this contract.

I DECLARE UNDER PENALTY OF PERJURY IN THE SECOND DEGREE, AND ANY OTHER APPLICABLE STATE OR FEDERAL LAWS, THAT THE STATEMENTS MADE ON THIS DOCUMENT ARE TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE.

Contractor's firm or company name
Western Gravel Constructors

By

Date
1-30-20

Title
Managing Member

2nd contractor's firm or company name (if joint venture)

By

Date

Title

Sworn to before me this 31st day of, January, 2020

Notary Public

My commission expires
June 19, 2022

NOTE: This document must be signed in ink.
COLORADO DEPARTMENT OF TRANSPORTATION
ASSIGNMENT OF ANTITRUST CLAIMS

Contractor and Colorado Department of Transportation (CDOT) recognize that in actual economic practice antitrust violations ultimately impact on CDOT. Therefore, for good cause and as consideration for executing this contract and for receiving payments hereunder:

1. Contractor hereby irrevocably assigns to CDOT any and all claims it may now have or which may hereafter accrue to it under federal or state antitrust laws in connection with the particular project, goods or services purchased or acquired by CDOT pursuant to this contract.

2. Contractor hereby expressly agrees:
   a. That, upon becoming aware that a third party has commenced a civil action asserting on Contractor's behalf an antitrust claim which has been assigned to CDOT hereunder, Contractor shall immediately advise in writing:
      (1) Such third party that the antitrust claim has been assigned to CDOT, and
      (2) CDOT that such civil action is pending and of the date on which, in accordance with subparagraph a. (1) above, Contractor notified such third party that the antitrust claim had been assigned to CDOT;
   b. To take no action which will in any way diminish the value of the claims or rights assigned or dedicated to CDOT hereunder; and
   c. Promptly to pay over to CDOT its proper share of any payment under an antitrust claim brought on Contractor's behalf by any third party and which claim has been assigned to CDOT hereunder.

3. Further, Contractor agrees that in the event it hires one or more subcontractors to perform any of its duties under the contract, Contractor shall require that each such subcontractor:
   a. Irrevocably assign to CDOT (as a third party beneficiary) any and all claims that such subcontractor may have or which may thereafter accrue to the subcontractor under federal or state antitrust laws in connection with any goods or services provided by the subcontractor in carrying out the subcontractor's obligations to Contractor;
   b. Upon becoming aware that a third party has commenced a civil action on the subcontractor's behalf asserting an antitrust claim which has been assigned to CDOT hereunder, shall immediately advise in writing:
      (1) Such third party that the antitrust claim has been assigned to CDOT, and
      (2) Contractor and CDOT that such civil action is pending and of the date on which, in accordance with subparagraph b. (1) above, the subcontractor notified such third party that the antitrust claim had been assigned to CDOT;
   c. Take no action which will in any way diminish the value of the claims or rights assigned or dedicated to CDOT hereunder; and
   d. Promptly pay over to CDOT its proper share of any payment under an antitrust claim brought on the subcontractor's behalf by any third party and which claim has been assigned or dedicated to CDOT pursuant hereto.

I, acting in my capacity as officer of a bidder (bidders if a joint venture) do agree to the above assignment of antitrust claims.

Contractor's firm or company name

Western Gravel Constructors

By [Signature]

Date 1-30-20

Title Managing Member

2nd contractor's firm or company name. (If joint venture.)

By

Date

Title
# BIDDERS LIST

<table>
<thead>
<tr>
<th>Firm Name</th>
<th>Email</th>
<th>Work Proposed (Select all that apply)</th>
<th>DBE (Y/N)</th>
<th>Selected (Y/N)</th>
</tr>
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<tr>
<td>ACM Construction</td>
<td><a href="mailto:acmrobert@outlook.com">acmrobert@outlook.com</a></td>
<td>Traffic Control</td>
<td>N</td>
<td>Y</td>
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<tr>
<td>Crickett Construction</td>
<td><a href="mailto:ats.crickett@gmail.com">ats.crickett@gmail.com</a></td>
<td>Traffic Control</td>
<td>Y</td>
<td>N</td>
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<tr>
<td>Fall Creek Communications</td>
<td><a href="mailto:sarahbalfour.pim@gmail.com">sarahbalfour.pim@gmail.com</a></td>
<td>PIM</td>
<td>Y</td>
<td>Y</td>
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<tr>
<td>United Companies</td>
<td><a href="mailto:misty.grosse@unitdco.com">misty.grosse@unitdco.com</a></td>
<td>Material Supply</td>
<td>N</td>
<td>Y</td>
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<tr>
<td>SGM Engineering</td>
<td><a href="mailto:ericb@sgm-inc.com">ericb@sgm-inc.com</a></td>
<td>Survey</td>
<td>N</td>
<td>Y</td>
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<tr>
<td>Horizon Environmental</td>
<td><a href="mailto:kerryr@horizonenservices.com">kerryr@horizonenservices.com</a></td>
<td>Erosion Control</td>
<td>Y</td>
<td>Y</td>
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</table>

I certify that the information provided herein is true and correct to the best of my knowledge.

Drew Abbott
Name
Signature/Initials
Manager
Title
Date

**Work Proposed Categories:**
1. Materials and Supplies
2. Flagging and Traffic Control
3. Trucking and Hauling
4. Precast Concrete, Foundations, and Footings
5. Concrete Paving, Flatwork and Repair
6. Lighting and Electrical
7. Signs, Signal Installation, and Guardrail
8. Fencing
10. Utility, Water and Sewer Lines
11. Structural Steel and Steel Reinforcement
12. Hiprap and Anchored Retaining Walls
13. Landscape and Erosion Control
14. Bridge and Bridge Deck Construction
15. Asphalt Paving
16. Road and Parking Lot Marking
17. Chip Seal, Crack Seal, Joint Seal and Crack Fill
18. Bridge Painting and Coating
19. Stairway and Ornamental Metal
20. Parking Lots and Commercial Sidewalks
21. Cleaning Demolition, Excavation and Earthwork
22. Engineering and Surveying Services
23. Public Relations and Involvement
24. Piles and Deep Foundations
25. Waste Management and Recycling
26. Site Clean Up
27. Mechanical and HVAC
28. Tunnel Construction
29. Profiling and Grinding
30. Environmental Health and Safety

This form must be submitted by the proposal deadline. For CDOT projects, submit to cdot_hq_dbeforms@state.co.us.
**ANTICIPATED DBE PARTICIPATION PLAN**

**Bidder:** Western Gravel Constructors  
**Project:** Gunnison Safe Routes to School

**Contact:** Drew Abbott  
**Phone:** 970-497-5678  
**Email:** drew.abott

**Preferred Contact Method:** email  
**Region:**

<table>
<thead>
<tr>
<th>DBE Firm Name</th>
<th>Work to Be Performed</th>
<th>Commitment Amount</th>
<th>Eligible Participation</th>
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<tbody>
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<td>Fall Creek Communications</td>
<td>Public information Services</td>
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<tr>
<td>Horizon Environmental Services</td>
<td>Storm water and Erosion Control</td>
<td>25,000.00</td>
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**Total Eligible Participation**

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<th>Total Rsf Amount</th>
<th>Total Eligible Participation Percentage</th>
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<tr>
<td>30,000.00</td>
<td>559,993.00</td>
<td>5.4%</td>
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**Bidder Signature**

Drew Abbott  
Manager  
1/31/2020

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This section must be signed by an individual with the authority to bind the Bidder. By signing this form, as an authorized representative of the Bidder, you declare under penalty of perjury in the second degree and any other applicable state or federal laws that the statements made in this document are true and complete to the best your knowledge. Further, you attest that you have read the Standard Special Provision Disadvantaged Business Enterprise Requirements and understand the following:

CDOT shall not award a contract until it has been determined that the contract goal has been met or that you have otherwise demonstrated good cause. Once your proposal has been submitted, commitments may not be modified or terminated without the approval of CDOT. If selected as the lowest apparent bidder, you shall submit a Form 1415 for each commitment listed above. If you have not met the contract goal, you will also be required to submit documentation of all good faith efforts to meet the contract goal.

It is your responsibility to ensure that the selected DBEs are certified for the work to be performed and that their eligible participation has been properly counted. For additional information and instructions on calculating eligible participation, see the Standard Special Provision Disadvantaged Business Enterprise Requirements.

This form must be submitted by the proposal deadline. For CDOT projects, submit to cdot_hq_dbeforms@state.co.us.

Civil Rights and Business Resource Center  
CDOT Form # 1414 01/14
COLORADO DEPARTMENT OF TRANSPORTATION
COMMITMENT CONFIRMATION

SECTION 1. This section must be completed by the Contractor.

<table>
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<tr>
<th>Project:</th>
<th>Gunnison Safe Routes to School</th>
<th>Project Code:</th>
<th>22713</th>
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<tbody>
<tr>
<td>Bidder/Contractor:</td>
<td>Western Gravel Constructors LLC</td>
<td>Phone:</td>
<td>970-487-5680</td>
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<tr>
<td>Contact:</td>
<td>Drew Abbott</td>
<td>Email:</td>
<td><a href="mailto:drew.abbott@westerngravel.com">drew.abbott@westerngravel.com</a></td>
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<td>Fall Creek Communications</td>
<td>DBE Phone:</td>
<td>970-739-3732</td>
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<tr>
<td>DBE Address:</td>
<td>428 S. Park Dr Cortez, CO 81321</td>
<td>DBE Email:</td>
<td><a href="mailto:sarahbalfour.pim@gmail.com">sarahbalfour.pim@gmail.com</a></td>
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Commitment Details

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<th>Category</th>
<th>Work to be Performed</th>
<th>DBE Work Code(s)</th>
<th>Commitment Amount</th>
<th>Eligible Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Trucking</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Supplies</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Services</td>
<td>Public Information Management</td>
<td>541820</td>
<td>$3,000.00</td>
<td>$3,000.00</td>
</tr>
</tbody>
</table>

Total

This section must be signed by an individual with the power to contractually bind the Bidder/Contractor. You declare under penalty of perjury in the second degree and any other applicable state or federal laws that the statements made in this document are complete, true and accurate to the best of your knowledge.

Bidder/Contractor Representative: [Signature] 2/4/10

SECTION 2. This section must be completed by the DBE. (Attach additional pages if necessary).

This document is not a contract with the Bidder/Contractor; it is an acknowledgment of the obligation that the Bidder/Contractor is making to CDOT. The amounts listed above may be less than the subcontractor or purchase order amount, but can never be more, and shall not reflect any mark up by the Bidder/Contractor. All questions must be answered.

Are you contracting directly with the Bidder/Contractor or with one of its subcontractors? If with a subcontractor, provide the firm name.

<table>
<thead>
<tr>
<th>Bidder/Contractor</th>
<th>No</th>
</tr>
</thead>
</table>

Will you be purchasing supplies or materials or leasing or renting equipment from the Bidder/Contractor or its subcontractors? If so, explain.

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

Do you intend to subcontract any portion of the work listed above? If yes, state to which firms, what work and the approximate amount. Include trucking subcontractors and owner-operators.

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

Will you be providing trucking services on this project? If so, state how many of your own trucks and employees you will have on this project.

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

Who within your firm will be supervising and responsible for your firm's work on this project?

Sarah Balfour

Will you be acting as a broker on this project? If so, state what you will be brokering and your approximate brokerage fee.

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

Will you be acting as a supplier on this project? If so, please state what you will be supplying and whether you will manufacture the items.

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>
This section must be signed by an individual with the power to contractually bind the DBE. You declare under penalty of perjury in the second degree and any other applicable state or federal laws that the statements made in this document are complete, true and to the best of your knowledge. You attest that you are eligible to participate as a DBE on this contract for the work listed above and have the capacity to perform the work as stated.

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Signature</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sarah Balfour</td>
<td>Owner</td>
<td>Sarah Balfour</td>
<td>2/5/2020</td>
</tr>
</tbody>
</table>

See the DBE Standard Special provision for additional information on completing and submitting this form.

**Pre-award CDOT projects:** Submit this form to the CDOT Civil Rights and Business Resource Center via fax to (303)757-9019. All originals must be sent to: CDOT Civil Rights and Business Resource Center, 4201 E. Arkansas Ave. Room 150, Denver, CO 80222.

**Pre-award local agency projects:** Submit this form to the local agency. All originals must be sent to: CDOT Civil Rights and Business Resource Center, 4201 E. Arkansas Ave. Room 150, Denver, CO 80222.
**COLORADO DEPARTMENT OF TRANSPORTATION**

**COMMITMENT CONFIRMATION**

**SECTION 1. This section must be completed by the Contractor.**

| Project: | Gunnison Safe Routes to School | Project Code: | 22713 |
| Bidder/Contractor: | Western Gravel Constructors LLC |
| Contact: | Drew Abbott |
| DBE Firm Name: | Horizon Environmental |
| DBE Address: | PO Box 9057 Durango, CO 81302 |

<table>
<thead>
<tr>
<th>Category</th>
<th>Work to be Performed</th>
<th>DBE Work Code(s)</th>
<th>Commitment Amount</th>
<th>Eligible Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trucking</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supplies</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Services</td>
<td>Erosion Control</td>
<td>541330</td>
<td>$25,000.00</td>
<td>$25,000.00</td>
</tr>
</tbody>
</table>

Total: $25,000.00

This section must be signed by an individual with the power to contractually bind the Bidder/Contractor. You declare under penalty of perjury in the second degree and any other applicable state or federal laws that the statements made in this document are complete, true and accurate to the best of your knowledge.

**SECTION 2. This section must be completed by the DBE. (Attach additional pages if necessary).**

This document is not a contract with the Bidder/Contractor; it is an acknowledgement of the obligation that the Bidder/Contractor is making to CDOT. The amounts listed above may be less than the subcontractor or purchase order amount, but can never be more, and shall not reflect any mark up by the Bidder/Contractor. All questions must be answered.

- Are you contracting directly with the Bidder/Contractor or with one of its subcontractors? If with a subcontractor, provide the firm name. Directly with Bidder
- Will you be purchasing supplies or materials or leasing or renting equipment from the Bidder/Contractor or its subcontractors? If so, explain. NO
- Do you intend to subcontract any portion of the work listed above? If yes, state to which firms, what work and the approximate amount. Include trucking subcontractors and owner-operators. NO
- Will you be providing trucking services on this project? If so, state how many of your own trucks and employees you will have on this project. NO
- Who within your firm will be supervising and responsible for your firm's work on this project? Neal Matosky
- Will you be acting as a broker on this project? If so, state what you will be brokering and your approximate brokerage fee. NO
- Will you be acting as a supplier on this project? If so, please state what you will be supplying and whether you will manufacture the items. NO
This section must be signed by an individual with the power to contractually bind the DBE. You declare under penalty of perjury in the second degree and any other applicable state or federal laws that the statements made in this document are complete, true and to the best of your knowledge. You attest that you are eligible to participate as a DBE on this contract for the work listed above and have the capacity to perform the work as stated.

Levi Mead
Vice President

DBE Representative
Title
Signature
Date

2/5/20

See the DBE Standard Special provision for additional information on completing and submitting this form

Pre-award CDOT projects: Submit this form to the CDOT Civil Rights and Business Resource Center via fax to (303)757-9019. All originals must be sent to: CDOT Civil Rights and Business Resource Center, 4201 E. Arkansas Ave. Room 150, Denver, CO 80222

Pre-award local agency projects: Submit this form to the local agency. All originals must be sent to: CDOT Civil Rights and Business Resource Center, 4201 E. Arkansas Ave. Room 150, Denver, CO 80222.
Disadvantaged Business Enterprise (DBE) Contract Goal

This is a federally-assisted construction project. As described in the CDOT DBE Standard Special Provision, the Bidder shall make good faith efforts to meet the following contract goal:

3 Percent DBE participation.
KSK, LLC

Form 1413
Form 1414
# Bidders List

**City of Gunnison Safe Routes to School**

<table>
<thead>
<tr>
<th>Project Name and Number</th>
<th>Project Code</th>
<th>Proposal Date</th>
<th>Contractor</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>m590-002</td>
<td>22713</td>
<td>1-31-2020</td>
<td>KSK, LLC</td>
<td>3</td>
</tr>
</tbody>
</table>

**Subcontractors/Suppliers/Vendors:** The bidder must list all firms seeking to participate on the contract. This information is used by the Colorado Department of Transportation (CDOT) to determine overall goals for the Disadvantaged Business Enterprise Program. Failure to submit this form may result in the proposal being rejected.

<table>
<thead>
<tr>
<th>Firm Name</th>
<th>Email</th>
<th>Work Proposed (Select all that apply)</th>
<th>DBE (Y/N)</th>
<th>Selected (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Martinez Western</td>
<td><a href="mailto:Martinez@martinezwestern.com">Martinez@martinezwestern.com</a></td>
<td>5, 15</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Horizon Environmental</td>
<td>Kerry@horizonenvecom</td>
<td>13 Wildlife</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>High Desert Surveying</td>
<td><a href="mailto:jt.fletcher@highdesertgt.com">jt.fletcher@highdesertgt.com</a></td>
<td>22</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Saw Pr</td>
<td><a href="mailto:Sherry@sawpr.com">Sherry@sawpr.com</a></td>
<td>23</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>

**I certify that the information provided herein is true and correct to the best of my knowledge.**

Name: **Kirk Knowles**

Signature/Initials: [Signature]

Title: **Managing Member**

Date: 1-30-20

**Work Proposed Categories:**

1. Materials and Supplies
2. Flagging and Traffic Control
3. Trucking and Hauling
4. Precast Concrete, Foundations, and Footings
5. Concrete Paving, Flatwork and Repair
6. Lighting and Electrical
7. Signs, Signal Installation, and Guardrail
8. Fencing
10. Utility, Water and Sewer Lines
11. Structural Steel and Steel Reinforcement
12. Riprap and Anchored Retaining Walls
13. Landscape and Erosion Control
14. Bridge and Bridge Deck Construction
15. Asphalt Paving
16. Road and Parking Lot Marking
17. Chip Seal, Crack Seal, Joint Seal and Crack Fill
18. Bridge Painting and Coating
19. Stairs and Ornamental Metal
20. Parking Lots and Commercial Sidewalks
21. Clearing, Demolition, Excavation and Earthwork
22. Engineering and Surveying Services
23. Public Relations and Involvement
24. Piles and Deep Foundations
25. Waste Management and Recycling
26. Site Clean Up
27. Mechanical and HVAC
28. Tunnel Construction
29. Profiling and Grading
30. Environmental Health and Safety

*This form must be submitted by the proposal deadline. For CDOT projects, submit to cdot_hq_dbeforms@state.co.us.*

CDOT Form #1413 01/14
**COLORADO DEPARTMENT OF TRANSPORTATION**

**ANTICIPATED DBE PARTICIPATION PLAN**

**Bidder:** KSR, LLC  
**Contact:** Kirk Knowles  
**Phone:** 970-260-3377  
**Email:** KSKLLC.KIRK@GMAIL.COM  
**Preferred Contact Method:** EMAIL  
**Project:** M590-002  
**Project Code:** 22713  
**Date of Proposal:** 1-31-2020  
**Contract Goal:** 3.070  
**Region:** 3  

<table>
<thead>
<tr>
<th>DBE Commitments</th>
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<tbody>
<tr>
<td><strong>DBE Firm Name</strong></td>
<td><strong>Work to Be Performed</strong></td>
</tr>
<tr>
<td>SAW PR</td>
<td>Public Information</td>
</tr>
<tr>
<td>HORIZON ENVIRONMENTAL</td>
<td>Wildlife Biologist, Nest Removal, Nesting</td>
</tr>
<tr>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**Total Eligible Participation:** $17,900.00  
**Total Bid Amount:** $569,000.00  
**Total Eligible Participation Percentage:** 3.1490  

**Bidder Signature**

This section must be signed by an individual with the authority to bind the Bidder. By signing this form, as an authorized representative of the Bidder, you declare under penalty of perjury in the second degree and any other applicable state or federal laws that the statements made in this document are true and complete to the best your knowledge. Further, you attest that you have read the Standard Special Provision Disadvantaged Business Enterprise Requirements and understand the following:

CDOT shall not award a contract until it has been determined that the contract goal has been met or that you have otherwise demonstrated good cause. Once your proposal has been submitted, commitments may not be modified or terminated without the approval of CDOT. If selected as the lowest apparent bidder, you shall submit a Form 1415 for each commitment listed above. If you have not met the contract goal, you will also be required to submit documentation of all good faith efforts to meet the contract goal.

It is your responsibility to ensure that the selected DBEs are certified for the work to be performed and that their eligible participation has been properly counted. For additional information and instructions on calculating eligible participation, see the Standard Special Provision Disadvantaged Business Enterprise Requirements.

**Kirk Knowles**  
**Title:** Member  
**Signature:**  
**Date:** 1-30-2020

This form must be submitted by the proposal deadline. For CDOT projects, submit to cdot_hq_dbeforforms@state.co.us.

Civil Rights and Business Resource Center  
CDOT Form # 1414 01/14
February 25, 2020

Attn: David Gardner
City of Gunnison
1100 W. Virginia Avenue
Gunnison, CO 81230

Dear Mr. Gardner:

The City’s award of project SAR M590-002 (22713) to Western Gravel Constructors, LLC is approved based on my review of the request for concurrence dated February 7, 2020, and supported by the associated financial statement along with the receipt of the following documents:

-CDOT Form 605, Contractors Performance Capability Statement
-CDOT Form 606, Anti-Collusion Affidavit
-CDOT Form 621, Assignment of Anti-Trust Claims and
-Documentation of conformance with CDOT DBE Contract Goal Policy

The reimbursement of Federal funds for this project is subject to the requirements of the Inter-Governmental Agreement (IGA) between the City and the Colorado Department of Transportation. Any funding that may be required to complete the project beyond the funds approved under the IGA will be the responsibility of the City.

Please be sure to include a copy of FHWA Form 1273 as part of your entity's contract with the above selected contractor. Your cooperation in this matter is appreciated.

Sincerely,

RB Simmons
CDOT Award Officer
PH: 303-757-9416

cc: Jason Huddle, R-3
    Region EEO Officer, R-3
    Yehdego/Ngo, HQ-Accounting
    Civil Rights
    Central Files
March 2, 2020

Mr. David Gardner  
Public Works Director  
PO Box 239
Gunnison, CO 81230

Dear Mr. Gardner,

This is your conditional “NOTICE TO PROCEED FOR CONSTRUCTION” for the above-mentioned project. CDOT has reviewed the bid package and has determined the package complies with our requirements.

After receipt of this letter, the City is permitted to award the contract to the apparent successful qualified bidder and issue a “Notice to Proceed”.

Please follow the Local Agency Construction Manual for the remainder of the process. This manual is fairly comprehensive as to what is required from this point forward. Your CDOT Resident Engineer for this project is Ms. Raelene Shelly, Resident Engineer and she can be reached at 970-683-6420. If you need to reach me, I can be reached at (970) 683-6253.

Please provide a copy of the As-Built set of plans to the CDOT Resident Engineer and the Local Agency Program Manager once the construction of the project is complete.

Sincerely,

_______________________________
Jason Huddle - Region 3  
Local Agency Program Manager

xc: Smith  
Shelly  
Cesark  
Baker

File w/ electronic copies
### Keyed Notes

1. **Alignment is shown at the top edge of drawing.**
2. **Refer to typical sections on drawings G-100 to G-200 for proposed sketch design.**
3. **Listed floor levels, entrance, and grade adjustments to the latest Fort Collins standard plan.**
4. **For convenience of curb ramps, access to underground utility entrances, refer to drawing 0-100 to G-125.**
5. **Proposed 4" conduit for future irrigation system contact to coordinate final location with property owner.**
6. **All work to be paid for under item 4."**

### Keyed Notes

- **Proposed concrete:**
- **Proposed conduit:**
- **Existing pavement:**
- **Proposed cut:**
- **Proposed fill:**
- **Proposed irrigation sleeve (see note 4):**

---

### Legend

- **PROPOSED CONCRETE:**
- **PROPOSED CONDUIT:**
- **EXISTING PAVEMENT:**
- **PROPOSED CUT:**
- **PROPOSED FILL:**
- **PROPOSED IRRIGATION SLEEVE:**

---

### Sheet Revisions

<table>
<thead>
<tr>
<th>Sheet No</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>JUB</td>
<td></td>
</tr>
</tbody>
</table>

---

### As Constructed

- **GUNNISON SAFE ROUTES TO SCHOOL**
- **PLAN - SPRUCE ST.**

---

### Contact Information

- **JUB ENGINEERS, INC.**
  - 4745 Boardwalk Drive Building D, Suite 200, Fort Collins, CO 80525
  - Phone: (970) 411-8020
  - Fax: (970) 411-8021

- **JUB ENGINEERS, INC.**
  - 1100 West Virginia Avenue, Gunnison, CO 81230
  - Phone: (970) 641-8020
  - Fax: (970) 641-8021

---

### Notes

- **Call before you dig.**
- **Know what's below.**

---

### Scale in Feet

- **0**
- **20**
- **40**
City Council:

On December 10, 2019 and February 25, 2020, Western Colorado University students came before Council to speak about their desire to fight climate change. The students have been establishing a local, campus-based Citizens’ Climate Lobby chapter at Western for this purpose. The mission of Citizens’ Climate Lobby (CCL) is to “empower everyday people to work together on climate change solutions.”

Though their involvement in the Citizens’ Climate Lobby, the university students became aware of H.R. 763, the Energy Innovation and Carbon Act of 2019. The student body of Western Colorado University submitted a letter of support to Representative Tipton. Representatives from Western’s CCL chapter encouraged Council to do the same. This bipartisan bill was introduced in the House on January 24, 2019. Eighty representatives have cosponsored this bill as of March 4, 2020. Last action occurred on the bill on January 25, 2020 when it was referred to the subcommittee on energy by the Committee on Energy and Commerce.

Below is a brief summary of the Energy Innovation and Carbon Dividend Act of 2019 from Congress.gov. Follow the click to read the full bill.

**Summary:**
This bill imposes a fee on the carbon content of fuels, including crude oil, natural gas, coal, or any other product derived from those fuels that will be used so as to emit greenhouse gases into the atmosphere. The fee is imposed on the producers or importers of the fuels and is equal to the greenhouse gas content of the fuel multiplied by the carbon fee rate. The rate begins at $15 in 2019, increases by $10 each year, and is subject to further adjustments based on the progress in meeting specified emissions reduction targets. The bill also imposes a specified fee on fluorinated greenhouse gases.

The bill includes:

- exemptions for fuels used for agricultural or non-emitting purposes,
- exemptions for fuels used by the Armed Forces,
- rebates for facilities that capture and sequester carbon dioxide, and
- border adjustment provisions that require certain fees or refunds for carbon-intensive products that are exported or imported.

The fees must be deposited into a Carbon Dividend Trust Fund and used for administrative expenses and dividend payments to U.S. citizens or lawful residents. The fees must be decommissioned when emissions levels and monthly dividend payments fall below specified levels. The bill also suspends certain regulations that limit greenhouse gas emissions. The suspensions expire if the emissions targets established by this bill are not reached after a specified time period.

**Question: How does the carbon dividend work?**
Answer: Equal shares are allocated to every adult with a SSN or ITIN (individual taxpayer identification number), with half shares allocated for each child under 19 years old. The dividend is administered by the Treasury Department, with costs over time not to exceed 2% of revenues. The first monthly payment will be made in the month prior to the program starting. The carbon dividend will be included in gross income for income tax purposes, but will not be included in means testing for Federal assistance. Nobody will lose Federal support as a result of carbon dividend.

**Action Requested of Council:** To decide if Council supports signing a letter in favor of H.R. 763, the Energy Innovation and Carbon Dividend Act.
To: Gunnison City Council  
From: Erica Boucher, City Clerk  
Date: March 10, 2020  
Re: Appointment of Deputy City Clerk

With Tara Kindall’s resignation from the City of Gunnison, the City Clerk launched a search for a new deputy city clerk in October 2019. The first attempt to hire a deputy failed. A second search was launched in December 2019 and 32 applications were received. The City Clerk narrowed down the applicant pool from 32 to six candidates after a review of resumes and cover letters. The six semi-finalists participated in a spreadsheet, grammar, basic math and writing test at City Hall in January. The six candidates then participated in a panel interview with the City Clerk, Municipal Judge, and Police Department Records Manager in February. Four of the six candidates also met with the Court Administrator and City Clerk to discuss the position and to get to know each other. The City Clerk gathered feedback from everyone who met with the candidates and discussed qualifications and office fit of each candidate with the Court Administrator, search committee, and the City Manager. Based on all of the feedback received throughout the process of direct interviews with finalists, multiple reference checks, application materials, and the skills test, a finalist emerged. The City Clerk conducted two follow-up conversations with the finalist.

The City Clerk recommends that Cassandra (Cassie) Mason be hired to fill the position of deputy city clerk, and requests that Council confirms that appointment via motion as per Section 3.13 of the City Charter. Her resume is included in the e-packet. She will also be present on March 10, at the Regular Session meeting to answer any questions.

**Action Requested of Council:** A motion, second, and vote to confirm the appointment of Cassandra Mason to the position of deputy city clerk.
CASSIE MASON
335 Crocus Road
Gunnison, CO 81230
(970) 310-4118
cassiecanfield@gmail.com

PROFILE
Process-minded administrative leader with experience managing programs and coordinating initiatives.

EDUCATION
Master of Public Administration, University of Southern California, 2007, Dean’s Merit Scholar
Bachelor of Arts, International Studies, Colby College, 2001

PROFESSIONAL EXPERIENCE
Assistant Dean, School of Graduate Studies Dec 2017 – present
Executive Assistant, School of Graduate Studies Aug 2016 -Dec 2017 (promoted)
Program Coordinator, Education Department Nov 2013 – Aug 2016
Western Colorado University, Gunnison, Colorado

Position Summary: Manage operations within the School of Graduate Studies at Western Colorado University, developing processes and policies for the growth of graduate degree programs

• Financial Management:
  o Create annual program budgets, generate and present budget reports and perform other financial analysis
  o Ensure that each program has sufficient cash reserves
  o Oversee annual graduate program expenditures of over $3.7 million
  o Responsible for Office of Grad Studies budget with revenue of $300,000

• Administration:
  o Onboard, train, coordinate six program staff responsible for graduate program admissions, purchasing and logistics
    ▪ Organize monthly staff training & development sessions
  o Interpret and administer academic policy to graduate students, faculty, and advisors
  o Mediate student complaints and communicate formal grievance procedures as appropriate
  o Oversee preparation of faculty contract recommendations
  o Prepare reports on behalf of the University as they relate to graduate education and research
  o Lead evaluation efforts
    ▪ Develop, administer, analyze and distribute data related to program reviews, student surveys, admissions
  o Oversee graduate student billing

• Enrollment Management: Oversee graduate enrollment processes, including recruitment strategies, admissions, registration, and commencement
  o Develop and implement student recruitment strategies
  o Plan and implement admissions communication plans
  o Supervise the processing and review of 600+ annual admissions applications/year
  o Manage admissions CRM and coordinate all graduate CRM users
Coordinate and oversee graduate student registration and onboarding
Serve as graduate student registrar, processing student petitions related to course registration

**Information Technology:**
- Oversaw design and implementation of new admissions CRM software and texting platform for all graduate programs

**Program Development:**
- Assist in the development and implementation of new graduate degree programs and accelerated undergraduate programs
- Review all graduate curriculum and academic policy proposals
- Organize grad student professional development events and initiatives

**Project Manager, Upper Gunnison Natural Resource Information Center**
*Sustainable Development Strategies Group, Gunnison, CO*  
Dec 2013 – Dec 2014
- Prepared funding proposals
- Implemented work plans
- Hired and supervised student employees

**Compliance Analyst, Office of Research Compliance Administration**
*University of California at Santa Cruz, Santa Cruz, CA*  
April 2007 – June 2008
- Coordinated the Human Subjects Research Institutional Review Board and Stem Cell Research Oversight Committee
- Analyzed research proposals for compliance with University policy and federal law
- Reviewed Principal Investigator Conflict of Interest disclosures
- Drafted modifications to campus policies and guidelines as appropriate to comply with federal law
- Guided faculty and students on research requirements
- Prepared agenda and kept minutes; provided regulatory guidance to committee members

**Paralegal**
*Brancart & Brancart, Loma Mar, CA*  
Oct 2002 – Sept 2004
- Provided paralegal support to plaintiff’s law firm specializing in housing rights
- Drafted legal documents and correspondence
- Interviewed witnesses and clients
- Managed office equipment and supplies
- Certified Notary Public

**PROFESSIONAL AFFILIATIONS**
American Society for Public Administration
National Association for Graduate Enrollment Management

**OTHER INTERESTS**
Hiking, cross country skiing, gardening, travel, crossword puzzles
To: City Council  
From: Councilor Mallory Logan  
Date: March 10, 2020  
Re: Gunnison Valley Regional Housing Authority (GVRHA) Discussion

At the December 12, 2019, Regular Session meeting, Council reorganized and in some cases councilmembers volunteered to participate on new committees and/or boards. Councilor Mallory Logan stated a willingness to be the Gunnison City Council representative on the Gunnison Valley Regional Housing Authority (GVRHA) board. In an effort to be the most effective representative for the City of Gunnison, Councilor Logan asked for a Council discussion about GVRHA and their role and purpose on the Board.

Councilor Logan submitted the following questions and issues for Council to discuss and receive direction on prior to GVRHA’s strategic planning meeting on Friday, March 13, 2020.

What do our customers (valley citizens) need from the GVRHA, and can GVRHA fill these needs?

**Potential Needs**
- Build housing projects to meet market demands?
- Public (builders, investors etc.) / private (municipalities and county) partnerships around both funding and building projects to meet market demands?
- Grant funding for projects?
- Manage housing projects?
- Run housing lotteries?
- Create and manage deed restrictions?
- Monitor and evaluate demand for housing?
- Educate prospective homeowners on how to obtain and retain housing?

**Other Potential Questions to Consider for Discussion**
1. Purpose: Given above, what is the purpose of GVRHA?
2. Goals: Given above, what are the strategic goals of GVRHA?
3. Resources: Are there financial resources to achieve the priorities in #4? If NOT, is there any will to create sustainable funding for GVRHA priorities? If NOT, what is the purpose of GVRHA? Also, are there appropriate resources working for the authority to achieve strategic results?
4. Governance Structure: Is current structure appropriate to achieve results defined above? ie, board skillsets: finance, construction, grant writing, property management, etc.

The 2019 GVRHA Annual Report and Summary are included in the e-packet, which provides a good baseline of information.

Also included in the e-packet are Mayor Gelwicks’ 2019 Housing Report and the IGA with the GVRHA from 2017.

**Action Requested of Council:** To have a Council discussion about the GVRHA prior to the Housing Authority’s upcoming strategic planning meeting on March 13, 2020.
A lot of issues are being discussed at the Gunnison Valley Regional Housing Authority. I need your guidance in the direction we would like to proceed. I am not asking you to commit to an approach. We may change our minds in the future. But as some of these discussions may be difficult, I want to understand your thinking today. The following questions are on my mind.

Do you favor an ongoing GVRHA?
Should GVRHA generate its own money to maintain administrative functions.
Should GVRHA have project dollars?
Source of money: property, sales or other (if later what?)
Should contributions from the 4 governmental units be equal or adjusted?
IF GVRHA, decides to go back to the voters:
When is best time for ballot question?
What level of support could you give what?

Below are several things to help your understanding.

First, is a memo written by John Messner, as a starting point. It is thoughtful and represents some of the ideas being discussed. Note: John is not saying that this is his or the County’s proposal.

Memo: Localized Funding Mechanisms for Housing

Background:
It has been a goal of the Gunnison Valley Regional Housing Authority, a multi-jurisdictional housing authority by state statute consisting of the towns of Crested Butte, Mt. Crested Butte, City of Gunnison and Gunnison County, to develop a permanent funding source for housing development, maintenance, land acquisition and for housing related programs since its inception 8 years ago. A number of studies and analysis have been done regionally and locally to understand the nature and breadth of the affordable and workforce housing needs of our community. These studies have included information on number of units, style and structure of units, suggested geographic location of units, suggested AMI mixes based on geography and the mix of rental vs. ownership. The studies have also created a baseline understanding of potential projects being contemplated and areas where publicly owned land is available that could potentially be utilized for housing in the future. They highlight potential paths forward for development that include tax incentive projects, public private partnerships and publicly funded for sale projects. In addition, there has been a significant amount of analysis and adjustment to local building and land use regulations to encourage, incentivize and minimize the barriers to projects and development that helps create workforce and affordable housing. Where we may be missing some information and analysis is in the potential options for developing local or regional funding mechanisms for supporting and/ or constructing workforce and affordable housing projects.
The goal of this memo is not to provide a comprehensive list of options and opportunities but rather to start a discussion on the potential for different funding options, to determine the palatability of the different options discussed and to analyze how these funding mechanisms either individually or in combination could develop an adequate funding base to address our communities housing challenge.

There are a number of funding mechanisms already being utilized in the different entities within the Housing Authority.

Funding Mechanisms Available by Jurisdiction:

Multi-Jurisdictional Housing Authority-
- Mill Levy not to exceed 5 mills
- Sales/ Use Tax not to exceed 1%
- Impact fee on new construction if one of the two above are already in place (The sales tax or mill levy can be bonded upon)

Statutory County-
- New Mill Levy
- New Sales/ Use Tax
- Utilization of existing Mill Levy (This is a little sticky, to be discussed)
- Utilization of existing Sales Tax (Can only be used for county capital expenditures by ballot language)
- Excise Tax on Marijuana Grows
- User Fees/ Licensure
- Impact Fee

Home Rule Municipalities-
- New Mill Levy
- New Sales/ Use Tax
- Utilization of existing Mill Levy
- Utilization of existing Sales Tax
- Specific Occupation Tax
- Excise Tax
- Marijuana Tax
- User Fees/ Licensure
- Impact Fee
- Real Estate Transfer (Only if grandfathered in)

A Path Forward:

I think it is understood by all that the desire of all of the entities within the housing authority to take significant steps towards addressing the housing challenge our community faces. And if you look at the projects that are currently in the works, we are all pro-actively taking steps towards making an impact on the situation. We have Homestead, Paradise Park, Lazy K, Brush Creek, Stallion Park, Pitchfork, Lot 22, GardenWalk (others that I am not remembering). This is in addition to steps and projects that have been accomplished in the past. I also think there is an understanding and an expectation in the community that affordable and workforce housing is a critical issue to be addressed moving forward. So how to we keep moving this issue forward, creating a narrative to the citizens of Gunnison County as to the How, What and Why? Here are my thoughts:
1. Each entity of the Housing Authority independently develop a funding mechanism dedicated to housing in the range of $300,000 to 500,000 per year. If needed to go to the ballot this would be in 2019. Each jurisdiction understands its constituents, and their willingness to support a certain initiative and funding mechanism, whether that is new or re-allocated is up to the jurisdiction. This funding mechanism can be utilized to create the base of funding for the housing authority (currently $58,000ish per year) and also be banked/ utilized by the entity for current and upcoming housing projects.

2. These individual funding mechanisms can also be utilized to support projects in other jurisdictions to develop the funding amount necessary to make them happen. There may be times that it makes sense for the county, crested butte and mt. crested butte to pool funding to develop a project. Same goes with CB and Gunnison or Mt. CB and the County or any of the above. This gives us the flexibility and the expectation that we work together to create these projects and make decisions on funding based on project specific needs and goals.

3. The Housing Authority begins the process of choosing and analyzing two big projects within its jurisdiction. One up-valley and one down-valley. Could be in municipalities, CB South, Almont or unincorporated Gunnison County. These would be projects that are not currently contemplated but ones that would significantly address some level of the Housing Needs Assessment and have the potential to be understood and supported by the citizens of Gunnison County. In developing these projects, most likely in some sort of public/private partnership, a dollar amount would be understood as to what it would take to accomplish these projects.

4. After understanding the total amount of funding necessary, what could be offset by grants, tax incentives and state and federal funding, as well as what would be offset by the private sector, a ballot initiative would be run in 2020 to either levy a sales tax or mill levy or both to bond upon to meet the financial goals of accomplishing these 2 projects. The funding mechanism would sunset once the project has been paid off. I believe a specific, tangible project would be more likely supported by the voters of Gunnison County with a specific outcome.

**CITY OF GUNNISON CONTRIBUTES FROM CURRENT REVENUES**

First, can the City of Gunnison provide up to a half million from current revenues?

Ben & Russ did a back of the envelope, where $500,000 could come from the 2019 budget.

$218,000 cut from Council Strategic Fund- most likely means you have nothing for a public private partnership for Lazy K housing.

$150,000 cut of all community and economic grants

$74,000 cut from pay roll eliminating 1-2 employees.

$58,000 cut for Housing Authority since that becomes a mute issue with a $.5 million contribution.
Compiled Tax/Fee Information

Below are approximate revenue numbers pulled from various sources. I believe they are accurate for discussion purposes, they are not certified calculations.

Revenue generated from Gunnison County:
1 cent Sales $1.7 to $1.9 million (depending on use of state or local definitions)
1 mil of Property Tax $600,000

City of Gunnison:
Total 2019 Property tax $286,000 Equals (Fire Department expenditures from city)
4% sales at $5.1 million
$562,000 equals 2018 street and alley maintenance budget
$584,000 equals 2019 budget for Community Development
$117,379 City 2018 building permit fees

City of Gunnison 1 Cent shared county levy sales: $789,000.

Gunnison County, Crested Butte and Mt. Crested Butte all collect linkage fees from commercial and residential properties for housing. The fee does not require a vote, but a study containing three components, housing need, nexus to employment demands and mitigation charges.
Below is the county chart for linkage:

The following table will be added to the Appendix:

<table>
<thead>
<tr>
<th>RESIDENTIAL LINKAGE FEES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SQUARE FOOTAGE</td>
</tr>
<tr>
<td>0</td>
</tr>
<tr>
<td>1,000</td>
</tr>
<tr>
<td>2,000</td>
</tr>
<tr>
<td>3,000</td>
</tr>
<tr>
<td>4,000</td>
</tr>
<tr>
<td>5,000</td>
</tr>
<tr>
<td>6,000</td>
</tr>
<tr>
<td>7,000</td>
</tr>
<tr>
<td>8,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COMMERCIAL AND INDUSTRIAL LINKAGE FEES</th>
</tr>
</thead>
<tbody>
<tr>
<td>JOB GENERATION PER 1,000 SQ FT</td>
</tr>
<tr>
<td>9</td>
</tr>
</tbody>
</table>

* Notwithstanding any other provision of this Division, if the construction costs as defined in the International Building Code as adopted and amended by Gunnison County are less than $150 per square foot for these residences, the Workforce Housing Fee shall be collected when the Certificate of Occupancy is issued.

Calculation for multiple-family residences: Fees for multiple-family residences shall be calculated by dividing the gross square footage of the multiple-family structure by the total number of units in it.

Square footage measurement: Square footage shall be measured as required by the applicable building code adopted and amended by Gunnison County.
GUNNISON HOUSING SITUATION

MLS LISTINGS IN CITY LIMITS:

<table>
<thead>
<tr>
<th>JULY 2018</th>
<th>PRICE</th>
<th>JAN 2019</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Under $250,000</td>
<td>5</td>
<td>(3 condos, 2 manufactured/mobile)</td>
</tr>
<tr>
<td>11</td>
<td>$250,000 to $350,000</td>
<td>12</td>
<td>(7 town homes, 1 manufactured/mobile)</td>
</tr>
<tr>
<td>10</td>
<td>Over $350,000</td>
<td>7</td>
<td>(2 town homes)</td>
</tr>
</tbody>
</table>

In the fall of 2017, the city did a quick cost sheet for 40 units of low cost housing in Lazy K. The price point was $187,000, free land and half million subsidy.

---

<table>
<thead>
<tr>
<th>Site:</th>
<th>Lazy K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>8/13/18</td>
</tr>
<tr>
<td>Spreadsheet Version:</td>
<td>v2 8/13/18</td>
</tr>
</tbody>
</table>

### REVENUE

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Gross Sales Revenue</td>
<td>$7,491,005</td>
</tr>
</tbody>
</table>

### EXPENSES

#### LAND

- Land Cost / Unit: $0
- Land Cost / SF: $0

#### DIRECT (HARD) COSTS

- Demolition: $0
- Site Improvements: $20,000
- Structure: $4,320,000
- Single Family: $4,320,000
- Townhomes: $0
- Condominiums: $0

#### INDIRECT (SOFT) COSTS

- Land Closing Costs: $0
- Outstanding Property Taxes: $0
- Property Taxes (during Construction): $58,700
- HOA Dues: $0
- Builder’s Risk Insurance: $17,900
- Aaasal Protection Program (AIP): $5,350
- Survey, Platting: $12,000
- Soil Testing: $5,800
- Design Review Board: $0
- Design Review Board Performance Deposit: $0
- Architectural & Engineering: $330,000
- Building Permit & Plan Review Fees: $90,000
- Fire Dept: $0
- Water & Sewer Tax Fees: $496,000
- Road Impact Fee: $0
- Misc. Municipal Fees: $0
- Improvement Survey: $0
- Electric Service: $0
- Cable Service: $0
- Gas Service: $7,900
- Telephone Service: $0
- Project Sign: $0
- Legal - General: $0
- Legal - HOA: $0

**TOTAL DIRECT AND INDIRECT COSTS**

- $6,068,305

**CONTINGENCY**

- $252,188
On the next page is a Gunnison sales data prepared by ReMax. Data from within City Limits.

Note: in late summer 2016 a house in the Palisades sold for $155,000 and others listed for under $250,000.
## RECENT SALES DATA

Disclaimer:
The source of data is CREN MLS and deemed reliable, but not guaranteed.

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Sales (City of Gunnison Only)</strong></td>
<td>80</td>
<td>87</td>
</tr>
<tr>
<td><strong>Condos/Townhouses (Units Sold):</strong></td>
<td>38</td>
<td>37</td>
</tr>
<tr>
<td>Sold Price High</td>
<td>$316,000.00</td>
<td>$324,500.00</td>
</tr>
<tr>
<td>Sold Price Low</td>
<td>$90,000.00</td>
<td>$59,000.00</td>
</tr>
<tr>
<td>Sold Price Average</td>
<td>$204,205.00</td>
<td>$204,891.00</td>
</tr>
<tr>
<td>Sold Price Median</td>
<td>$199,500.00</td>
<td>$217,000.00</td>
</tr>
<tr>
<td><strong>Modular / Manufactured (Units Sold):</strong></td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>Sold Price High</td>
<td>$275,000.00</td>
<td>$289,000.00</td>
</tr>
<tr>
<td>Sold Price Low</td>
<td>$1,000.00</td>
<td>$168,000.00</td>
</tr>
<tr>
<td>Sold Price Average</td>
<td>$149,500.00</td>
<td>$238,375.00</td>
</tr>
<tr>
<td>Sold Price Median</td>
<td>$161,000.00</td>
<td>$248,500.00</td>
</tr>
<tr>
<td><strong>Stick Built (Units Sold):</strong></td>
<td>38</td>
<td>42</td>
</tr>
<tr>
<td>Sold Price High</td>
<td>$570,000.00</td>
<td>$612,000.00</td>
</tr>
<tr>
<td>Sold Price Low</td>
<td>$155,000.00</td>
<td>$185,000.00</td>
</tr>
<tr>
<td>Sold Price Average</td>
<td>$311,612.00</td>
<td>$352,050.00</td>
</tr>
<tr>
<td>Sold Price Median</td>
<td>$310,000.00</td>
<td>$340,000.00</td>
</tr>
</tbody>
</table>

Recent Activity in Palisades:

<table>
<thead>
<tr>
<th>Address</th>
<th>SF</th>
<th>BD</th>
<th>BA</th>
<th>GR</th>
<th>List Price (U/C)</th>
<th>Sold Date</th>
<th>Sold Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Floresta</td>
<td>2496</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>$325,000.00</td>
<td>06/08/18</td>
<td>$345,000.00</td>
</tr>
<tr>
<td>11 Irwin</td>
<td>1920</td>
<td>4</td>
<td>1.75</td>
<td>1</td>
<td>$329,000.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Irwin</td>
<td>1546</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>Sold 06/08/18</td>
<td>$345,000.00</td>
<td></td>
</tr>
<tr>
<td>23 Quartz</td>
<td>2156</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>Sold 11/20/18</td>
<td>$388,500.00</td>
<td></td>
</tr>
<tr>
<td>10 Quartz</td>
<td>1248</td>
<td>3</td>
<td>1.5</td>
<td>2</td>
<td>Sold 10/23/18</td>
<td>$325,000.00</td>
<td></td>
</tr>
<tr>
<td>27 Quartz</td>
<td>3481</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>Sold 07/06/18</td>
<td>$437,000.00</td>
<td></td>
</tr>
</tbody>
</table>
GVRHA
Administrative Functions

Since June of 2017, the board has asked the administrative staff to cover the following:
- Write, inventory, track deed restrictions
- Maintain First Refusal Rights/Foreclosure
- Sec 8 Housing certifications (often with significant backlogs)
- Qualify renters (examples: Mountain View, Anthracite)
- Run lotteries for housing
- Qualify incomes for rehab programs/loans (example: Gunnison Mobile Homes)
- Work to maintain HEAT (Involves joint effort with foundation)
- Manage rental units
- Handle tenant/landlord disputes
- Provide LIHTC support

To properly cover these tasks, which benefit all entities, will take 5 to 6 staff with a budget of $350,000 to $450,000.

Bonding for Housing

At our January meeting we talked about the possibility of bonding to construct 300 units (150 up valley/150 down valley).

The following is a very rough estimate of what could be bonded for 15 years at 5%.
With a variety of mixed housing, 25 units/acre:
- 800 to 1200 square feet/unit
- For simplicity, 300 units at 1,000 square feet.
Building cost per square foot (for years 2020-2023) @ $270 average cost

\[
\begin{align*}
300 \text{ units} & = $81 \text{ million} \\
\text{land/infrastructure} & = 2.8 \text{ million} \\
\text{SUBTOTAL} & = $84 \text{ million} \\
20\% \text{ grants/??} & <$17 \text{ million}> \\
\text{BOND AMOUNT} & $67 \text{ million} \\
\text{Yearly payment} & 6.5 \text{ million ($30 million in interest over 15 years)}
\end{align*}
\]

Housing authority yearly taxing ability:
- 1 cent sales tax (using state criteria) $1.7 million (26% of above = 78 units)
- 5 mils property tax $3 million (46% of above = 138 units)
2019 ANNUAL REPORT SUMMARY

Summary of Programs

Property Management
- Anthracite Place Apartments
- Mountain View Apartments
- Stallion Park Condominiums
- Elk Valley Townhomes
- Gunnison Watershed School District rental homes

Program Administration
- Housing Choice Voucher administration
- GV-HEAT
- Down Payment Assistance loans (2020)
- Property Rehab loans (2020)

Other GVRHA Services
- Deed Restricted Sales and Monitoring
- Development Consulting
- Lottery Administration
- Loan Servicing

GVRHA Funding

At year-end 2019 the GVRHA realized $519,524 in revenues and $490,258 in expenditures, with a net income of $29,266. The Fund Balance at the end of the year was $1,270,148 which includes the GVRHA loan to Anthracite Place Apartments of $1,030,600.

49.95% of revenues came from the contributions of each member to the Authority; 18.30% came from property management fees; 24.30% was from GV-HEAT program contributions and donations and 7.17% came from other program administrative fees.

Local Project Engagement

Crested Butte
- Conducted three lotteries for the sale of 23 deed-restricted home sales.
- Prepared 15 buyers for purchase process – including contracts, amend/extends, informational meetings
- Conducted three separate Homebuyer Education classes to prepare lottery participants

Mt. Crested Butte
- Drafted new Deed Restriction for Homestead neighborhood. This Deed Restriction applies to 22 new townhomes
- Worked with Homestead development consultant on lottery and sales process
- Drafted revised Housing Guidelines with Town staff and consultant
- Participated in North Village Parcel F development team

*City of Gunnison*
- Participated on Lazy K Neighborhood RFP selection team for 54 new for-sale homes
- Participated in Lazy K Deed Restriction development team
- Member of Land Development Code Housing team
- Member of 2030 Comp Plan Housing team
- Partnered with Belmont Development for LIHTC GardenWalk 36-unit project
- Provided $100,000 loan to GardenWalk project
- Obtained $450,000 grant from CO-Division of Housing for GardenWalk
- Listed and sold one Rock Creek deed-restricted residence

*Gunnison County*
- Established Stallion Park buyer qualifications, sales prices and process
- Revised Deed Restriction for all County affordable housing properties
- Managed lease-up process for 7 Elk Valley townhomes
- Participated in Lot 22 of Rock Creek RFP Selection team for planned 74 homes

*Valley Housing Foundation*
- Planned for partnership on Redden Mobile Home Park in Crested Butte for 5 new units

*Gunnison Watershed School District*
- Assisted in developing housing program guidelines
- Providing property management services for two rental properties

*Program Expansion and Additions*
- Obtained grant for property rehabilitation loan program for low- to moderate-income households
- Applied for grant for down payment assistance loan program for low- to moderate-income households
- Significantly expanded the reach of the GV-HEAT program (Gunnison Valley - Home Energy Advancement Team)

*Major Internal Projects*
- 2019 Gunnison Valley Housing Plan completed and adopted by GVRHA Board April 2019
- Initiated revision to GVRHA 2015 Housing Guidelines
- Facilitated Loan Servicing Implementation for Rehab and Down Payment Assistance loans

*By the Numbers*
- GVRHA managed 58 units for households earning at or below 60% of AMI, including seniors and individuals with disabilities
- GVRHA managed six (6) units serving households between 100% - 180% of AMI
- GVRHA administered 17 Housing Choice Vouchers: 11 are for households at or below 30% of AMI, 6 are at 50% or below.
- Provided homebuyer education classes to 51 households
- Processed and approved 40 applications from low-income households for the GV-HEAT/CARE program
  - Completed 29 home energy assessments and
  - Completed 29 home retrofits
- Approved 11 applications from very-low income households for the federal Weatherization Assistance Program (WAP)
  - Completed 8 home weatherization assessments
  - Completed 8 weatherization retrofits
GVRHA MISSION AND VISION STATEMENTS

As per the Board of Directors, Gunnison Valley Regional Housing Authority’s mission is to:

“... advocate, promote, plan and provide the long-term supply of desirable and affordable housing in Gunnison County to maintain a well-rounded community.”

This coincides with GVRHA’s stated vision to:

“...support the quality of life and economic vitality of the unique communities in the Gunnison Valley by increasing housing choices and opportunities for local residents.”

The GVRHA Board of Directors has made a purposeful decision to not be the developer in the creation of affordable housing, however, each public and private entity contemplating development of affordable housing should have the GVRHA as part of the development team. The GVRHA Executive Director and staff have the expertise and experience in rural/resort housing development after having participated in public, private and public/private deed-restricted housing ventures that created over 400 homes for locals.
GVRHA BOARD OF DIRECTORS

The 2020 Board of Directors for the GVRHA include:

- Roland Mason (President), Gunnison County - elected member
- Jim Schmidt (Vice President), Town of Crested Butte - elected member
- Chris Haver (Secretary), Town of Crested Butte - elected member
- Matt Feier (Treasurer) CBMR an At-Large member
- Carlos Velado, Town of Mt. Crested Butte - appointed member
- Scott Cox, Gunnison County - appointed member
- Mallory Logan, City of Gunnison - elected member
- Shaun Matuszewicz, City of Gunnison - appointed member
- Michael Bacani, Town of Mt. Crested Butte - elected member

GVRHA STAFF BIOGRAPHIES

EXECUTIVE DIRECTOR – Jennifer Kermode

Jennifer Kermode originally moved to the Gunnison Valley in May of 2017 to take the lead at the Gunnison Valley Regional Housing Authority. She left behind a strong, pro-active housing authority in Summit County, Colorado, where she was at the helm for nine years.

Jennifer has used her twelve years of affordable housing experience to grow rural and resort communities in Colorado by creating innovative programs to address unique housing challenges. Past achievements include regionalizing resources, obtaining a permanent funding source for housing efforts, developing unique community education programs and establishing a master lease program to address the impacts of short-term rentals.

Current achievements include assisting the Town of Crested Butte in building and selling 19 deed-restricted for-sale homes, entering into a partnership with a private developer for a 36-unit apartment campus in Gunnison serving low-income households, assisting the City of Gunnison in selection of a developer for 54 for-sale homes, and the Town of Mt. Crested Butte in building 22 for-sale homes deed-restricted to local workforce. Jennifer is also on the Board of Directors of the Colorado Mountain
Housing Coalition, which strives to empower the voice of small Western Slope housing agencies on policies and regulations at the State and federal level.

When Jennifer’s not out on her home golf course or ski area, she’s busy serving as Secretary on the Board of Directors for the Gunnison Country Chamber of Commerce and is actively engaged with the Rotary Club of Gunnison and serves as their Treasurer.

**HOUSING PROGRAM MANAGER – Shannon Frias**

Shannon Frias has lived in Gunnison for 37 years, attending Gunnison High School and Western Colorado University (formally known as Western State College). Shannon worked at the Gunnison County Housing Authority from 2002 to 2007. During this time, she managed the senior and disabled apartment building, Mountain View, managed the Section 8 voucher program, and the Mutual Self Help Build program. After 6 years away from the Housing Authority, Shannon returned in 2013. Since her return she manages Mountain View Apartments, the Housing Choice Voucher Program (formally Section 8) and does the bookkeeping and loan servicing for varies programs at the Housing authority.

**HOUSING SPECIALIST & MANAGER – Chris Peterson**

Chris Peterson graduated from Western Colorado University in 2013 with a double major in Economics and Business Administration and a minor in Sociology. As a longtime manager, her career path has taken her through various industries, beginning with a General Manager position at a fast food restaurant and continuing through retail store management, law firm management and now housing management.

In 2019, Chris became a Certified Tax Credit Specialist for her work managing Anthracite Place Apartments in Crested Butte, Colorado. In addition to her certification, she received training in Fair Housing, continued training in some Low-Income Housing Tax Credit (LIHTC) projects and participated in many webinars/courses on mental health and property management. Chris was invited to speak at a state housing conference on suicide prevention as a property manager, but an unexpected, extended medical leave prevented her participation. In 2020 she looks forward to continuing to expand on LIHTC management, diving deeper into affordable housing management, and presenting at conferences.

Alongside her professional capacities, Chris has held many volunteer rolls in the community. Most prominently, in 2016 she began volunteering with the American Foundation for Suicide Prevention. Since that time, Chris has served as the Chair of the Gunnison Out of the Darkness Campus Walk for a total of
five Out of the Darkness Walks and continues in the role. Additionally, she is on the AFSP Colorado Chapter Board of Directors, the Suicide Prevention Coalition of Colorado Board of Directors, a member of Crested Butte State of Mind, and a member of the Gunnison Health and Wellness Coalition.

PROGRAM ADMINISTRATOR – Loren Ahonen

Loren Ahonen originally moved sight-unseen to Gunnison in January of 2007 to attend Western State Colorado University. Since then, he has earned two degrees from Western: a BA in Politics & Government/Environmental Studies in 2011 and a Master in Environmental Management – Sustainable and Resilient Communities in 2018.

Loren is the Program Administrator for the Gunnison Valley Home Energy Advancement Team (GV-HEAT). GV-HEAT focuses on promoting energy efficiency, affordability, and safety at the household level in Gunnison County. By connecting households to energy efficiency programs and resources, GV-HEAT helps improve housing equity by lowering cost, increasing quality of life, and improving health and safety for clients across the income spectrum. In addition to administering GV-HEAT, Loren also serves as adjunct faculty and stewards renewable energy initiatives at Western Colorado University. As an educator, he teaches ENVS 410 Environmental Ethics, a capstone course for Environment and Sustainability undergraduate students.

He has served numerous roles in Gunnison as a volunteer and professional working in the community and at the University. Currently he serves as a member of the South Advisory Committee for the Gunnison County Metropolitan Recreation District and founded an alumni association for Western cross country/track & field athletes called Supporters of the Big Red Machine. He has also been involved in Gunnison Valley Mentors.
GVRHA SUMMARY OF PROGRAMS

To provide for the long-term supply of desirable and affordable housing in Gunnison County, GVRHA provides several crucial managerial roles and programs to constituent communities. These include:

**Property Management**
- Anthracite Place Apartments
- Mountain View Apartments
- Stallion Park Condominiums
- Elk Valley Townhomes
- Gunnison Watershed School District rental homes

**Program Administration**
- Housing Choice Voucher administration
- GV-HEAT
- Down Payment Assistance loans (2020)
- Property Rehab loans (2020)

**Other GVRHA Services**
- Deed Restricted Sales and Monitoring
- Development Consulting
- Lottery Administration
- Loan Servicing

GVRHA FUNDING

At year-end 2019 the GVRHA realized $519,524 in revenues and $490,258 in expenditures, with a net income of $29,266. The Fund Balance at the end of the year was $1,270,148 which includes the GVRHA loan to Anthracite Place Apartments of $1,030,600.

49.95% of revenues came from the contributions of each member to the Authority; 18.30% came from property management fees; 24.30% was from GV-HEAT program contributions and donations and 7.17% came from other program administrative fees.

In November of 2018 the GVRHA put a referred measure on the ballot for a 1.5% property tax to fund affordable housing development and programs but the measure failed. The GVRHA Board does not contemplate putting another referred measure on the ballot in the near future.
GVRHA SUMMARY OF COMMUNITY ENGAGEMENT AND OUTREACH

GVRHA serves as a functional resource to connect our communities with resources and opportunities to address affordable housing needs. With that in mind, the Executive Director sought to extend GVRHA’s presence throughout the Gunnison Valley in 2019. This connection and engagement within the community is an outgrowth of the Executive Director’s value of relationship-building in small communities and the opportunities brought forth. In 2019, the Executive Director engaged many opportunities, and fostered many connections. A summary of these connections and collaborations includes:

**Local Organizational Involvement**

- One Valley Leadership Council participant (genesis from OVPP)
- Rotary Club of Gunnison member and Club Treasurer
- Gunnison Country Chamber of Commerce Board member – Secretary
- Inclusion in Mayors and Managers monthly lunches
- Affiliate member of the Community Foundation of the Gunnison Valley
- Leadership Team member of the Gunnison County Community Health Coalition

**Regional Organization Involvement**

- Colorado Mountain Housing Coalition Board member – Treasurer
- Housing Colorado member
- CO-NAHRO member (Colorado-National Association of Housing and Rehabilitation Officials)
- PHADA member (Public Housing Authorities Directors Association)
- Delta Housing Authority Loan Committee (for rehab loans including Gunnison households)
Local Project Engagement

Crested Butte

- Conducted three lotteries for deed-restricted home sales. These lotteries culminated in the sale and closing of 17 homes
- Prepared 15 buyers for purchase process – including contracts, amend/extends, informational meetings
- Conducted three separate Homebuyer Education classes to prepare lottery participants

Mt. Crested Butte

- Drafted new Deed Restriction for Homestead neighborhood. This Deed Restriction applies to 22 new townhomes
- Worked with Homestead development consultant on lottery and sales process
- Drafted revised Housing Guidelines
- Participated in North Village Parcel F development team

City of Gunnison

- Participated on Lazy K Neighborhood RFP selection team
  - Project totals 54 homes in phased development
- Participated in Lazy K Deed Restriction development team
- Member of Land Development Code Housing team
- Member of 2030 Comp Plan Housing team
- Partnered with Belmont Development for LIHTC GardenWalk project
  - Ground broken in October 2019 for 36 units
- Provided $100,000 loan to GardenWalk project
- Obtained $450,000 grant from CO-Division of Housing for GardenWalk
- Listed and sold one Rock Creek deed-restricted residence

Gunnison County

- Established Stallion Park buyer qualifications, sales prices and process
  - Applies to total of four homes
- Revised Deed Restriction for all County affordable housing properties
- Managed lease-up process for Elk Valley townhomes
  - Total of seven homes
• Participated in Lot 22 of Rock Creek RFP Selection team
  ▪ Helped facilitate developer selection for planned 74 homes

Valley Housing Foundation
• Planned for partnership on Redden Mobile Home Park in Crested Butte
  ▪ Project totals five units

Gunnison Watershed School District
• Assisted in developing housing program guidelines
• Providing property management services for two rental properties

Program Expansion and Additions
• Obtain grant for property rehabilitation loan program for low- to moderate-income households
• Obtain grant for down payment assistance loan program for low- to moderate-income households

Major Internal Projects
• 2019 Gunnison Valley Housing Plan completed and adopted by GVRHA Board April 2019
• Provided update to GVRHA Housing Guidelines
• Facilitated Loan Servicing Implementation for Rehab and Down Payment Assistance loans

GVRHA PROPERTY MANAGEMENT

ANTHRACITE PLACE APARTMENTS OVERVIEW
Anthracite Place Apartments (APA) is a Low-Income Housing Tax Credit (LIHTC) complex serving a total of 30 households. Of these households, 13 are individuals under 50% AMI and an additional 17 individuals under 60% AMI. Rental rates are based upon the income-qualification and AMI of the tenant. For tenants at or below 50% AMI rent is $644 for a one bedroom and $771 for a two bedroom. For those tenants above 50% of AMI but below 60% AMI rent is $779 for a one bedroom and $933 for a two bedroom.

Management Summary
Overall, the three-year-old property is in good condition, but there are major expenses each year with both the fire alarm system and the heating system. GVHRA has looked in various options to improve both systems in the hopes of not only saving money but also making the building run more efficiently.
While occupancy remains high at APA, the availability of affordable, workforce housing in the Gunnison Valley continues to be a challenge. Given this reality, GVRHA and the property manager are always seeking ways to house residents efficiently. As a result, the waitlist policy for APA has been adjusted numerous times over the past few years. After assessing the cost of maintaining a waitlist, the process was shifted so that with each notice of a unit opening, the GVRHA would run an ad in the Crested Butte News for the opening. We believe that this will save both time and money and fill up open units faster. This process adjustment was implemented by management at the end of 2019.

APA is a No Pets property, but we are required to allow Service and Emotional Support Animals. We have chosen to use PetScreening.com for approval of any animal a tenant (or guest) wishes to have at APA. Each person is required to register their Service/Support animal on PetScreening.com by uploading both veterinary records and information from a medical/mental health provider, PetScreening.com verifies all of the information and then sends out an approval. This not only saves management time but also avoids any HIPAA issues.

Snow removal is a constant challenge during the winter months. The snow removal policy for APA is that we have the walks shoveled 1 time per day after 2” has accumulated. The parking area is plowed after a minimum of 4”. This policy has been continuous since the building became occupied.

Twice a year management takes a day to pick up improperly stored/unclaimed bikes. We store them in Gunnison and tenants that wish to reclaim their bikes must make arrangements to meet in Gunnison and pay $25/day for storage of their bike (or other personal property) tenants are welcome to pick up their items during normal business hours.

Comprehensive management of APA includes taking care of the physical property, tenant relations, and qualification files. All emergency calls from both tenants and emergency personnel are always forwarded directly to the property manager.

MOUNTAIN VIEW APARTMENTS OVERVIEW

Mountain View Apartments is an independent living, 28-unit apartment building that houses seniors 62 and older as well as disabled individuals. The apartment building is subsidized through HUD. Residents at Mountain View pay rent based on their income. The rent is 30-40% of a family’s income. GVRHA
manages the property in accordance with the rules and regulations regarding qualifications of residents as established by the Colorado Housing and Finance Authority (CHFA) and the US Department of Housing and Urban Development (HUD). This includes Tenant Income Certifications and annual updates/renewals and interim certifications.

**Funding Sources**

Mountain View Apartments is owned by Gunnison County and managed by GVRHA. Gunnison County pays GVRHA a monthly management fee and an operational fee. The management fee is based on the HUD management fee schedule. This schedule is updated once a year around October. The operational fee is based on the Property Management Agreement between Gunnison County and Gunnison Valley Regional Housing Authority.

**Rent Structure**

The rent structure at Mountain View is determined by several factors. First, HUD establishes a Market Rent each year as shown in the table below. Next income-qualifications are assessed for all tenants per program guidelines. This means subtracting medical expenses and other considerations. Following this income verification and adjustment process, the tenant pays 30% of their income to rent. The remaining gap from tenant rent to the Market Rent is covered by HUD’s Housing Assistance Payment.

<table>
<thead>
<tr>
<th>Bedrooms</th>
<th>Apartments</th>
<th>2019 Market Rent</th>
<th>Income Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>25</td>
<td>$713.00</td>
<td>50% Area Median Income</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>$864.00</td>
<td>50% Area Median Income</td>
</tr>
</tbody>
</table>

**Marketing and Outreach**

GVRHA follows HUD guidelines when marketing. HUD requires subsidized and unsubsidized multifamily housing programs with five or more units to complete an Affirmative Fair Housing Marketing Plan (AFHMP). The purpose of this AFHMP is to help applicants offer equal housing opportunities regardless of race, color, national origin, religion, sex, familial status, or disability. The AFHMP helps owners/agents (respondents) effectively market the availability of housing opportunities to individuals of both minority and non-minority groups that are least likely to apply for occupancy. Affirmative fair housing marketing
and planning should be part of all new construction, substantial rehabilitation, and existing project
marketing and advertising activities.

Program Administration

The management of Mountain View Apartments is subject to:

- HUD Handbook 4350.3
- Title VI of the Civil Rights Act of 1964
- Title VIII of the Fair Housing Act
- Section 504 of the Rehabilitation Act of 1975
- The Age Discrimination Act of 1975
- The Americans with Disabilities Act
- The Violence Against Women Act of 2005

Residents at Mountain View have their rent subsidized through HUD.

This requires:

- Annual certifications of each tenant’s income, assets and medical expenses on their move in anniversary date. These certifications are processed through the OneSite platform and are transmitted to HUD monthly through TRACS, Tenant Rental Assistance Certification System;
- Monthly submission of a HAP (Housing Assistance Payment) report. This determines the monthly subsidy paid to the owner;
- HUD REAC (Real Estate Assessment Center) inspections. Both administrative and physical property inspections are conducted;
- Annual Housing Qualification Standards (HQS) inspections;
- Annual inspections of building maintenance, including water back flow, nurse call system, sprinkler system, fire extinguishers, and alarm system;
- Monthly elevator inspection and a yearly full maintenance/inspection;
- Annual OCAF, Operating Cost Adjustment Factor, report and submission. This allows the property to raise the cost of the market rent based on the determination of HUD.

As a publicly funded housing complex, Gunnison County, the owners of Mountain View, acquired a loan through Colorado Housing and Finance Authority (CHFA) in financing the building. CHFA serves as the
Contract Administrator (CA) in Colorado for HUD’s Section 8 project based rental assistance portfolio. The loan compliance requires:

- Annual submission of IRS 8703
- Annual submission of loan compliance form
- CHFA MOR (Management and Occupancy Review)
- Following HUD guidelines in all move ins, move outs, transfers, maintenance, house rules, lease, and annual certifications.

Navigating the abundance of reporting requirements and documentation are a necessity in managing Mountain View appropriately.

Management Goals and Outcomes
Throughout 2019, the Housing Program Manager sought to achieve the following goals while managing Mountain View Apartments.

1. **Maintain a 100% lease-up rate**

   **Summary of Mountain View Lease Up**

<table>
<thead>
<tr>
<th>Total Units</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Turnovers</td>
<td>8 (including 1 transfer)</td>
</tr>
<tr>
<td>Total Turnover days</td>
<td>331 days</td>
</tr>
<tr>
<td>Shortest Turnover</td>
<td>0 days</td>
</tr>
<tr>
<td>Longest Turnover</td>
<td>149 days</td>
</tr>
<tr>
<td>Average Turnover</td>
<td>41 days</td>
</tr>
<tr>
<td>Occupancy Potential</td>
<td>87.01</td>
</tr>
</tbody>
</table>

2. **House seniors and individuals with disabilities at or <50% AMI**

   In 2019 there were four new move-ins at Mountain View Apartments. Two of the new tenants were at or below 30% AMI and the remaining two tenants were at or below 50% AMI.
3. **Maintain an active waitlist**

In 2019 the wait list for Mountain View averaged 17 applicants. The average applications received per month is two.

Maintaining an active waitlist helps ensure that there is less turnover time with unoccupied units. This management principle is reflected in the Mountain View Apartment’s Tenant Selection Plan.

4. **Closing the Waiting List(s)**

The Gunnison Valley Regional Housing Authority maintains an open Waiting List(s) policy for Mountain View Apartments and will not close the waiting list. The Waiting List is always open for applicants. The application process is first-come, first-serve based on the time and date of the application.

5. **Maintain safe and secure housing for seniors and individuals with disabilities**

Mountain View utilizes a Maintenance Plan that is updated as needed. Per the maintenance plan GVRHA’s approach to maintenance at Mountain View is as follows:

A well-maintained property reflects the property’s management. While the GVRHA strives to make Mountain View the best possible social environment for its residents, continued and diligent maintenance is the foundation for maintaining building integrity. Promoting resident safety and curb appeal are only two reasons for a sound and defined maintenance policy.

It is the philosophy of the GVRHA to maintain rental housing with a 75% proactive (scheduled inspections) and 25% (work orders) reactive approach. By conducting regular inspections, potential problems can be addressed before they become maintenance emergencies.

The mission of the GVRHA is to provide affordable housing and to promote the wise and sustainable use of resources. Therefore, this Preventative Maintenance Plan is based on the provision of safe, affordable housing while embracing natural resource conservation.’
Additional Mountain View Considerations
Providing a safe, healthy, and welcoming environment at Mountain View also requires additional duties, including but not limited to:

- Managing day to day building operations
- Creating and conducting monthly activities for the residents
- Scheduling all maintenance including apartment turn over

ELK VALLEY TOWNHOMES AND STALLION PARK CONDOMINIUMS

Elk Valley Management Summary
There are eight units within Elk Valley. Each of the homes have 3 bedrooms, 2.5 baths and attached garages. Rent is set on a sliding scale, with amounts range from $1,300 to $2,300. Additional monthly utility/services expenses have been estimated to be $235 per unit. The Elk Valley units were completed in the spring of 2019 through Gunnison County. However, it took until October of 2019 to determine the structure of occupancy for the units. For the homes six homes managed by GVRHA, there are specific requirements for applicants which include, 12 months residency within Gunnison County working 30+ hours per week on an annual basis, 80% or more of income made within Gunnison County, and total household income between 70 and 160% of AMI.

The number of available leases at Elk Valley has changed overtime, leading to a staggered cycle of lease up. As of this report, six units are to be leased through GVRHA. Three are currently occupied and the remaining three should be leased by the end of January 2020. The leasing process for the first few units did take longer as the original lease-up documents had to be drafted and reviewed thoroughly. The remaining two units will be utilized by Gunnison County. One unit has been reserved by the hospital in a 100-year lease and the other is reserved by the County to entice new employees to the valley.

Stallion Park
Throughout 2019, GVRHA had 10 households on the Stallion Park waitlist. Traditionally, the waitlist is long, and the process moves slowly given limited changes in occupancy. With the completion of the Elk Valley Townhomes, Gunnison County decided that the existing four Stallion Park units would
transition from rental to a for-sale product. As a result, all leases in the building expire on March 30, 2020.

PROGRAM ADMINISTRATION

HOUSING CHOICE VOUCHER PROGRAM

The Housing Choice Voucher (HCV) program is the federal government's primary resource for assisting very low-income families, the elderly, and the disabled to afford decent, safe, and sanitary housing in the private market. Since housing assistance is provided on behalf of the family or individual, participants can find their own housing, including single-family homes, townhouses and apartments.

The participant is free to choose any housing that meets the requirements of the program and is not limited to units located in subsidized housing projects. However, the owner of the property must be willing to accept the HCV payment.

HCV Goals and Outcomes

1. Increase the number of Vouchers in Gunnison County

The Housing Program Manager administers all the Housing Choice Vouchers for Gunnison County. At the end of 2019 GVRHA had 17 vouchers as compared to 21 vouchers in 2018. At this time the Division of Housing has put a freeze on issuing further vouchers.

A summary of HCV activity in Gunnison County for 2019 appears below.

- 4 families ported out of Gunnison County
- 1 family ported in
- 2 vouchers are on hold. Participants are in the process of moving, are temporarily hospitalized, or have not found housing to accept their voucher
- 7 families were issued vouchers, but either declined, did not show for the briefing or did not find housing before the voucher expired

Once the freeze of vouchers is lifted, the goal is to issue all available vouchers and work with landlords to house all voucher holders.
2. Service families <30% AMI

In the HCV program, a family’s income may not exceed 50% of the median income for the county or metropolitan area in which the family chooses to live. By law, a Public Housing Authority must provide 75% of its available vouchers to applicants whose incomes do not exceed 30% of the area median income. Median income levels are published annually by HUD and vary by location.

Of the 17 vouchers currently administered, 11 total households are 30% or less AMI and six are 50% or less AMI. This means 65% of voucher holders are below 30% AMI and 55% are below 50% AMI. When the HCV freeze is lifted, the goal is to process all vouchers at 30% AMI or lower to meet compliance standards.

HCV Funding Sources

GVRHA administers the HCV program under the direction of the Colorado Division of Housing. To administer the HCV program, DOH enters a contractual relationship with HUD referred to as a Consolidated Annual Contributions Contract.

The Division of Housing pays GVRHA an administration fee per voucher each month.

HCV Program Administration

GVRHA follows the Division of Housing Administration Plan and the HUD 4350.3 handbook to administer the HCV program.

This requires the Housing Program Manager to:

- Supervise the receipt of program applications; qualification and placement of applicants on waiting list; orientation of program participants
- Issue housing choice vouchers to applicants
- Coordinate and schedule HQS inspections.
- Calculate participant/tenant payments, utility allowances, and housing assistance payment contracts at initial examination and interim and annual reexaminations.
- Oversee the distribution of information regarding the programs to prospective participants.
• Inform and educate owners and landlords
• Submit files for DOH review

GV-HEAT PROGRAM

The Gunnison Valley Home Energy Advancement Team (GV-HEAT) offers a suite of energy efficiency and weatherization programs to improve housing affordability and equity throughout Gunnison County. GV-HEAT achieves this goal through grant-based interventions at the household level to improve energy efficiency, decrease utility and energy costs, all while improving quality of life for occupants.

2019 GV-HEAT Targets and Goals

• Complete 30 household retrofits through Colorado’s Affordable Residential Energy (CARE) program
  o Targeting 20 City of Gunnison utility clients and 10 Gunnison County Electric Association clients
• Complete 10 household retrofits through the Weatherization Assistance Program (WAP) program
• Complete 15+ household audits through Energy Smart Colorado
  o Facilitate at least 5 retrofits in these homes
• Find unique solutions to complicated projects at homes with significant sustainability and resilience issues
**2019 GV-HEAT Outcomes**

<table>
<thead>
<tr>
<th>Aggregated Work</th>
<th>Retrofits Completed</th>
<th>Assessments Completed</th>
<th>Applications Approved</th>
<th>Applications Submitted</th>
<th>Outreach Contacts Made</th>
<th>Quality Control Inspections Completed</th>
</tr>
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<tbody>
<tr>
<td><strong>Colorado's Affordable Residential Energy (CARE)</strong></td>
<td>29</td>
<td>29</td>
<td>40</td>
<td>43</td>
<td>86</td>
<td>10</td>
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<tr>
<td><strong>Weatherization Assistance Program (WAP)</strong></td>
<td>8</td>
<td>8</td>
<td>11</td>
<td>12</td>
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<td>8</td>
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<tr>
<td><strong>Energy Smart Colorado (ESC)</strong></td>
<td>3</td>
<td>9</td>
<td>11</td>
<td>11</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td><strong>Housing Rehabilitation Loan Program</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Figure 1 - Represents the aggregated work of the core programs utilized by GV-HEAT. All WAP work completed by Housing Resources of Western Colorado with application facilitation from GV-HEAT*

**Quantifying Outcomes**

**Income-Qualified Work**

While GV-HEAT met targets for income-qualified work in 2019, it is essential to further characterize the impact of that work. The following offers a brief analysis of the work completed through the CARE and WAP programs in 2019.

**Colorado’s Affordable Residential Energy (CARE)**

GV-HEAT provided free energy efficiency retrofits to 29 distinct households in 2019. This falls one short of the target, but the 30th home was not completed due to extenuating circumstances in the home that delayed the assessment process. This meant that available funding for the 2019 CARE program was exhausted before reaching the 30th household.
All told, GV-HEAT invested $101,084.64 into CARE client homes through funding from Energy Outreach Colorado (EOC) and additional grant resources. More specifically this included $41,878.17 in grant funding from EOC, $40,955.41 in rebates from local utilities, and a combined total of $18,953.93 in Health and Safety work split between EOC and GV-HEAT funding.

The investment in client homes was intended to maximize impact within program restrictions. As such, CARE households received an average investment of $1,350.91 in EOC grant funding alongside additional rebated dollars of nearly $1,000 on average. Across the representative utilities, the average utility rebate per client was as follows:

- Gunnison County Electric Association - $1,000* This is a flat investment in the complete retrofit
- City of Gunnison Electric - $977.35
- Atmos Energy - $685.58

Across serviced households, the mean total investment per home (including potential health and safety concerns and the initial assessment) totaled $3,242.60.

These investments in CARE client households were made to some of those most in need within the Gunnison Valley. While all CARE clients must fall below 80% of the Area Median Income (AMI) the clients served in 2019 represent a significant range of the low to middle-income threshold.
Figure 2 - Represents the distribution of CARE clients in standardized income brackets. The unknown category represents clients where the household income was not directly reported, but instead based on qualification for other social programs.

Most clients (11) served in the CARE program fell at 30% AMI or below. The population in this income bracket represents those most likely to be energy-burdened in their housing. Additionally, the CARE program served a significant number (8) of households in the 60% - 80% AMI category – which remains consistent with a local perception of middle-income populations still being cost constrained in the Gunnison Valley.

The mean AMI serviced through the CARE program was 50%.

From a pure income perspective, the CARE program served households between an income range of $2,304 – to $51,323. However, these incomes mean little when stripped from the number of people in the household.

On the following page, Figure 3 highlights the discrepancy of annual income based on household size.
In total, the CARE program benefited 81 distinct individuals across the 29 households serviced. This yields an average of 2.13 persons per household which aligns closely with the Gunnison County average of 2.35 people per household.

**Weatherization Assistance Program (WAP)**

GV-HEAT’s income-qualified work is also supported by the WAP program. WAP is a program funded by the Colorado Energy Office and serviced by predetermined weatherization providers across the states. Gunnison County is serviced by Housing Resources of Colorado which is based out of Grand Junction with a satellite office in Montrose. HRWC can service 10 households per year in Gunnison County.

With outreach, recruitment, and application assistance from GV-HEAT, HRWC filled its Gunnison County quota for the second year in a row. Historically filling the State apportioned quota in Gunnison County has been challenging for HRWC.

The WAP quota of 10 households for the 2019-20 program year was filled by August 2019. In total, eight households received service within the 2019 calendar year, with two more to be serviced in Spring 2020 consistent with the WAP fiscal year.
The WAP program provides similar services to CARE but has more flexibility in addressing heat sources and domestic hot water. Given that, WAP has more resources to invest per home which tends to correlate with a higher average investment per household. Of the retrofits completed thus far in the WAP program year (which runs from July to June) the mean investment in a home is $4,079.16. WAP is also intended to service a lower income bracket than the CARE program with a maximum qualifying income of 200% of the poverty rate. Of households where a direct income was reported, the average household income serviced by WAP in Gunnison County was 38% AMI.

As seen with GV-HEAT’s other income-qualified work, WAP served a relatively diverse income range. Figure 4 characterizes WAP clients by Gunnison County AMI bracket.

![Figure 4 - WAP '19: Households Served by AMI Bracket](image)

*Figure 4 - Represents the income brackets serviced by the WAP program in Gunnison County. Unknown represents clients without a directly reported income who qualified through other social service programs. Given the income qualifications for other social service programs, it is likely these households fall around, or in, the 30% AMI category.*

**Cost Savings Analysis**

The goal of GV-HEAT’s work is to incentivize, and complete, physical retrofits of the local housing stock to promote energy efficiency while reducing utility costs. In doing so, the program promotes a comprehensive understanding of affordability by considering alternative dimensions of the affordability conversation beyond mortgage and rent payments.
In general, energy efficiency programs like GV-HEAT utilize a deemed savings model to project cost savings for the work completed. While this is an imperfect solution, it is the standardized assessment mechanism in energy efficiency work. Long term monitoring of utility costs is also possible but requires continued engagement by client households and their willingness to share private utility data. It’s also worth noting that real world cost savings are impacted by the behaviors of occupants as the home operates as a system – additional occupants or other behavioral changes can positively or negatively impact the system.

GV-HEAT is currently working with its program partners at WAP and CARE to adequately compile data for deemed savings reporting across the aggregated work in 2019.

**Single-Family Owner-Occupied Rehabilitation Loan Program**

GV-HEAT’s work with the WAP and CARE programs is devoted to specific, pre-approved energy efficiency measures. Both programs operate by providing retrofit measures within broad categories like air-sealing, insulation, lighting change, etc. This structure leaves some categories of work outside the boundaries of the programs. For that reason, GV-HEAT has partnered with the Delta Housing Authority (DHA) to promote and market the Division of Housing’s Single-Family Owner-Occupied Rehabilitation (SFOO) Loan program.

The SFOO loan program is a low interest, no money down, revolving loan fund intended for low to middle-income households to complete larger renovations at their home (including activities like replacing roofs, re-siding, plumbing work, electric, and other more extensive repairs.) This program is available to households below 80% of AMI who meet the program application standards. DHA manages the SFOO loan program for Gunnison County, and many other counties in Region 10. However, SFOO loan program administration will shift to GVRHA in 2020.

During the 2019 program year DHA’s SFOO loan program provided service to four Gunnison County households.
Non-Income Qualified Work

Energy Smart Colorado

In 2019, GV-HEAT completed eight Energy Smart Colorado (ESC) including seven residential energy assessments and one assessment for a local, small business. While this is a modest amount of work, it represents an increase from the 2018 program year and is consistent with assessment totals over the last three years.

Six of these assessments were completed at Atmos Energy client households which allowed for a rebate on the assessment and any Quick Fix installations. In total, these assessments yielded $1,410 in Atmos rebate investment.

The ESC program connects with households to a qualified residential energy analyst and helps connect existing utility rebates for the service. Throughout 2019 the only participating utility in the Gunnison Valley was Atmos Energy. This left all-electric households, or those with propane service, to pay the full cost of the assessment at $300. This upfront cost did deter some potential clients.

GV-HEAT intended to facilitate 15 ESC residential energy assessments in 2019 but was unable to meet that goal. As a result, the program administrator has sought to create more effective partnerships with local utilities to subsidize and promote residential energy assessments in 2020.

Regarding the eight ESC assessments completed, three have led to households completing retrofits recommended from the residential energy assessment. While short of the total assessments completed, the goal of facilitating retrofits in at least 33% of households was met in 2019. Data on deemed savings associated with the retrofits will be fully compiled when all retrofit work is completed.

Additionally, in households served by Atmos Energy ‘Quick Fix’ measures were installed during the audit to remediate simple concerns at the home. These Quick Fix installations accumulate to 71.05 therms of gas in deemed savings, translating to $60.40 in annual savings. GV-HEAT recognizes the savings encapsulated in the Quick Fixes are small, but they are intended as tool to incentivize participation while creating a baseline for retrofit savings post assessment.
**GV-HEAT Funding and Grant Requests**

Early in 2019, it became clear that existing funding available through GV-HEAT may not be adequate to help client households fully address the resiliency of their housing. After identifying needs to find leverageable funding for household-level work not covered by the CARE and WAP programs, the program administrator sought additional resources to close the funding and resilience gap.

The program administrator identified a new funding resource at The Colorado Health Foundation and targeted a past funding source in the Valley Housing Fund.

Program administrator successfully obtained two grant requests (The Colorado Health Foundation and Gunnison Valley Housing Foundation) for a total of $51,800.

- The Colorado Health Foundation provided two years of funding for a total of $41,800
- The Valley Housing Fund provided one year of funding for a total of $10,000
  - $28,750 of additional funding in 2019. This represents an increase of 38% to the 2019 GV-HEAT budget

Additionally, programmatic successes in 2019 led to the GCEA Board voting to increase funding for the CARE program while also delivering unrestricted funds to GV-HEAT to promote ESC residential energy assessments in 2020.

**Marketing and Outreach**

With consistent management in place, the program administrator sought to increase the scope and efficacy of GV-HEAT marketing and outreach efforts in 2019. The following is a summary those efforts:

- Obtained marketing and outreach funding through CHF grant cycle
  - $5,000 to market and administer the program
- Modified marketing and outreach strategies and goals
  - Created radio advertisements on KVLE, KEJJ, and KBut
  - Created RTA bus advertisements
  - Established data sharing relationship with State of Colorado to provide outreach to Gunnison and Hinsdale County LEAP recipients
  - Launched a door-to-door outreach strategy
• Invigorated relationships with County Health and Human Services and local non-profits for active referrals
• Established a relationship with staff at the Senior Center to try to better reach Gunnison’s elderly population
• Established consistent relationships with Inmigrantes Unidos de Gunnison and the Hispanic Affairs Project to help better serve our Spanish and Cora speaking communities
  o Coordinated consistent interpretation services to facilitate this need
  o Hosted one direct outreach event and participated in another
• Coordinated with GCEA and City of Gunnison utilities to more effectively promote GV-HEAT resources

**GV-HEAT Program Administration**

To increase the capacity of GV-HEAT, the program administrator also made operational adjustments to program implementation.

• In conjunction with staff at Energy Outreach Colorado, program administrator restructured the existing workflow for the CARE program. This resulted in a three-fold increase in jobs completed from 2018 to 2019.
  o A unique local-regional model was developed with EOC to administer the CARE program utilizing local outreach (GV-HEAT) and assessment (Little Foot Building) and regional retrofit contracting through the Energy Resource Center out of Alamosa, Colorado.
• Participated in Building Performance Institute (BPI) Building Analyst training
  o Nationally recognized building science certification
  o Gained certification as Building Analyst good for three years
• Received a scholarship to attend the 2019 Colorado Health Symposium sponsored by The Colorado Health Foundation
  o Networked with crucial stakeholders and garnered program administration experience from other Colorado communities considering the nexus of housing and health.
• Provided consultation to the Crested Butte Climate Action Plan
• Attempted to facilitate combined City of Gunnison/GVRHA application process for USDA Rural Energy Savings Program funding
Program offered significant opportunity to help households at all income levels finance energy efficiency work. Presented opportunity to be help utilized in the City’s mobile home rehabilitation goals.

- Facilitated dialogue amongst local governments regarding the conditions of several mobile home parks, the revised Mobile Home Parks Act, and opportunities to promote the resilience of manufactured/mobile home parks in our communities

**GV-HEAT Revenue**

- Energy Outreach Colorado/Colorado’s Affordable Residential Energy = Total $97,494.29
  - $45,000 EOC Grant
  - $9,998.23 in EOC health & safety waivers
  - $42,496.06 in CARE utility rebates
    - $16,615 from City of Gunnison
    - $12,340.41 from Atmos Energy
    - $12,000 from Gunnison County Electric Association

- Energy Smart Colorado = $1,410 in Atmos rebates
  - $900 in assessment rebates
  - $270 in Quick Fix install rebates
  - $240 in Energy Advising rebates

- The Colorado Health Foundation = $41,800
  - $28,750 in 2019
  - $23,050 committed for 2020

- The Valley Housing Fund = $10,000

**ADDITIONAL GVRHA SERVICES**

**DEED RESTRICTED HOUSING LOTTERY ADMINISTRATION**

Depending on the property/development location, size, and original deed restriction if applicable, lotteries serve a wide range of AMIs and household sizes. GVRHA normally opens the application acceptance process for 2-4 weeks and does their best to process applications as they are received.
After the application acceptance has closed letters are sent to applicants notifying them of the lottery procedure, the number of picks they have qualified for, the lottery date and time, and what units they are eligible to purchase (if applicable). Ticket numbers are assigned to each household and double checked by staff members. GVRHA works with both applicants and the owner/developer of units to ensure a fair, streamlined, and relatively simple process the day of the lottery.

Lotteries take up a fair amount of time between the application deadline and the lottery date itself. Generally, lottery timelines are scheduled around GVRHA’s slower seasons to ensure adequate time is allotted to administer the lottery.

**GVRHA STAFF TIME AND PROGRAM ADMINISTRATION ANALYSIS**

In gauging the efficacy of the GVRHA it is essential to quantify the resources and staff-time applied to specific programs and their implementation. The following weekly staff-time allocation is calculated and self-reported by GVRHA staff.

**Executive Director**

The Executive Director works at minimum a 40-hour work week.

The Executive Director’s duties are split between administration, development, local and regional collaboration, professional networking, and staff and program oversight.

**Housing Specialist & Manager**

On average the Property Manager works a 40-hour work week. Given a standard work week the Housing Specialist & Manager’s program implementation time is as follows:

- Anthracite Place Apartments – 30 hours per week
- Elk Valley Townhomes and Stallion Park Condos – 4 hours per week
- GVRHA Lottery Administration – 4 hours per week
- GVRHA administrative/clerical work – 2 hours per week

**Housing Program Manager**

On average the Housing Program Manager works a 40-hour work week. Given a standard work week the Housing Program Manager’s program implementation time is as follows:

- Mountain View Apartments - 10 hours per week
- Housing Choice Voucher Program - 15 hours per week
• GVRHA bookkeeping/clerical work – 15 hours per week

**GV-HEAT Program Administrator**

On average, the program administrator worked 138 hours a month in 2019. At a weekly rate this is 34 hours a week. Of that weekly total time spent on each activity was as follows:

**GV-HEAT Administration Activities**

- GVRHA & Staff Meetings - 2 hours per week
- Stakeholder Engagement & Meetings - 1 hour per week
- Research and Reading - 2 hours per week
- Grants Administration/Budgeting/Invoicing - 2 hours per week
- Marketing and Outreach - 8 hours per week
- Direct Program Administration - 17 hours
- Supplemental Client Interactions - 2 hours per week
  
  Total = 34 hours

**Program Specific Administration**

- GVRHA Work and Miscellaneous - 3.5 hours per week
- SFOO Rehab Loans - < .5 hours per week
- Energy Smart Colorado - 2 hours per week
- Weatherization Assistance Program - 1 hour per week
- Colorado’s Affordable Residential Energy Program - 27 hours per week
  
  Total = 34
FIRST AMENDMENT TO THE
INTERGOVERNMENTAL AGREEMENT
ESTABLISHING THE
GUNNISON VALLEY REGIONAL HOUSING AUTHORITY

THIS FIRST AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT is entered into as of the Effective Date defined below by and among the BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF GUNNISON, COLORADO, whose address is 200 E. Virginia, Gunnison, CO 81230 ("Gunnison County"), the CITY OF GUNNISON, whose address is P.O. Box 239, Gunnison, CO 81230 ("Gunnison"), the TOWN OF CRESTED BUTTE, whose address is P.O. Box 39, Crested Butte, CO 81224 ("Crested Butte"), and the TOWN OF MT. CRESTED BUTTE, whose address is P.O. Box 5800, Mt. Crested Butte, CO 81225 ("Mt. Crested Butte"); (collectively, the "Parties").

RECITALS

A. The provisions of Section 18 of Article XIV of the Colorado Constitution and C.R.S. § 29-1-203, allow Colorado local governments to cooperate or contract with one another to provide any function, service or facility lawfully authorized to each local government.

B. The provisions of C.R.S. § 29-1-204.5 allow Colorado local governments to contract with each other to establish a separate governmental entity to be known as a multijurisdictional housing authority.

C. A multijurisdictional housing authority established pursuant to C.R.S. § 29-1-204.5 may be used by the contracting local governments to effect the planning, financing, acquisition, construction, reconstruction or repair, maintenance, management, and operation of housing projects or programs pursuant to a multijurisdictional plan to provide: (a) dwelling accommodations at rental prices or purchase prices within the means of families of low or moderate income; and (b) affordable housing projects or programs for employees of employers located within the jurisdiction of the authority.

D. Gunnison County, Gunnison, Crested Butte and Mt. Crested Butte recognize the benefits and advantages obtained by working together on affordable housing projects and programs for local low-to moderate-income families and for employees of local employers, and therefore desire to continue to participate with one another and the Gunnison Valley Regional Housing Authority.

NOW, THEREFORE, for and in consideration of the mutual promises, covenants, and obligations herein set forth, the parties hereby mutually agree as follows:

ARTICLE I
ESTABLISHMENT OF AUTHORITY

Section 1.1 Establishment and Name of Authority. The parties hereby establish a multijurisdictional housing authority to be known as the "Gunnison Valley Regional Housing Authority (the "Authority").

Section 1.2 Purpose. The purpose of the Authority shall be to effect the planning, financing, acquisition, construction, reconstruction or repair, maintenance, management, and operation of housing projects or programs in Gunnison County, including the incorporated jurisdictions, to provide:
(a) dwelling accommodations at rental prices or purchase prices within the means of families of low- or moderate-income; (b) affordable housing projects or programs for employees of employers located within the jurisdiction of the Authority; (c) senior housing facilities; (d) administer housing voucher programs funded through the U.S. Department of Housing and Urban Development or other similar programs; and (e) mixed income or mixed use properties that facilitate either of the purposes set forth in Section 1.2(a) or (b).

Section 1.3 **Functions or Services.** The functions and services of the Authority include, but are not necessarily limited to the following:

a. Advise local governments of the practical applications of local housing policy and infrastructure needs;
b. Review development proposals and participate as appropriate;
c. Facilitate partnerships to create housing;
d. Allocate funds for eligible housing projects;
e. Facilitate the establishment of a housing land trust;
f. Identify and facilitate the acquisition of vacant land that may be developed for affordable housing;
g. Identify financing opportunities;
h. Propose ballot initiatives;
i. Acquire existing housing or other real estate to assure retention of or conversion to affordable housing stock;
j. Acquire land and obtain development approvals. Issue request for proposals for private sector and non-profit entities to build;
k. Develop new for-sale and rental affordable housing;
l. Rehabilitate existing housing;
m. Manage affordable housing properties;
n. Administer housing voucher programs;
o. Construct infrastructure to serve affordable housing;
p. Qualify applicants for affordable housing home ownership or Authority rental properties;
q. Conduct lotteries for the sale or rental of affordable housing properties;
r. Provide assistance for deed restriction enforcement and interpretations;
s. Provide office hours at the facilities of Authority parties.

Section 1.4 **Boundaries.** The boundaries of the Authority shall be coterminal with the boundaries of the separate governmental entities that comprise the Authority, unless said boundaries are modified by the Authority.

Section 1.5 **Separate Entity.** The Authority shall be a political subdivision of the state, and a governmental authority separate and apart from the parties, and shall be a validly created and existing political subdivision and public corporation of the state, irrespective of whether a party to this Agreement terminates its participation (whether voluntarily, by operation of law, or otherwise) in the Authority subsequent to its creation under circumstances not resulting in the rescission or termination of this Agreement establishing the Authority. It shall have the duties and the privileges, immunities, rights, liabilities and disabilities of a public body politic and corporate. The Authority may deposit and invest its moneys in the manner provided in the Agreement and in the manner provided in C.R.S. § 43-4-616. The bonds, notes and other obligations of the Authority shall not be the debts, liabilities or obligations of the parties. Further, the parties to this Agreement do not waive or limit their right or
ability to pursue their own individual affordable housing projects separate and apart from the Authority.

Section 1.6 Term. The term of the Authority shall be continuous until terminated or rescinded in the manner set forth in Section 6.1.

ARTICLE II
POWERS

Section 2.1 Powers of Authority. The Authority shall have the following general powers:

a. To plan, finance, acquire, construct, reconstruct or repair, maintain, manage, and operate housing projects and programs pursuant to a multijurisdictional and individual jurisdiction plan within the means of families of low- or moderate-income;

b. To plan, finance, acquire, construct, reconstruct or repair, maintain, manage, and operate affordable housing projects or programs for employees or employers located within the boundaries of the Authority;

c. To make and enter into contracts with any person, including, without limitation, contracts with state or federal agencies, private enterprises, and nonprofit organizations also involved in providing such housing projects or programs, irrespective of whether such agencies are parties to this Agreement;

d. To employ agents and employees and to set the salaries of same;

e. To cooperate with state and federal governments in all respects concerning the financing of such housing projects and programs;

f. To acquire, hold, lease (as lessor or lessee), sell, or otherwise dispose of any real or personal property, commodity or service;

g. Only with the express prior written permission of the local government within which the subject property is located, to condemn property for public use, if such property is not owned by any governmental entity or any public utility and devoted to public use pursuant to state authority; provided, that the Authority has obtained the prior written consent of the party or parties having jurisdiction over the property to be condemned;

h. To levy, in all of the area within the boundaries of the Authority, a sales or use tax, or both, upon every transaction or other incident with respect to which a sales or use tax is levied by the state, as more fully described in Section 4.3 of this Agreement;

i. To levy, in all of the area within the boundaries of the Authority, an ad valorem tax, as more fully described in Section 4.4 of this Agreement;

j. To incur debts, liabilities, or obligations;

k. To sue and be sued in its own name;

l. To have and use a corporate seal;

m. To fix, maintain and revise fees, rents, security deposits, and charges for functions, services, or facilities provided by the Authority;

n. To adopt, by resolution, bylaws or regulations respecting the exercise of its powers and the carrying out if its purposes;

o. To exercise any other powers that are essential to the provision of functions, services, or facilities by the Authority and that are specified in this Agreement;
p. To do and perform any acts and things authorized by C.R.S. § 29-1-204.5, as it may be amended from time to time, and by any other applicable law, under, through, or by means of an agent or by contracts with any person, firm, or corporation; and

q. To establish enterprises for the ownership, planning, financing, acquisition, construction, reconstruction or repair, maintenance, management, or operation, or any combination of the foregoing, of housing projects or programs authorized by C.R.S. § 29-1-204.5, as it may be amended from time to time, and by any other applicable law, on the same terms as and subject to the same conditions provided in C.R.S. § 43-4-605, as it may be amended from time to time.

r. To propose a referred measure to the electorate providing that the Authority is authorized to collect and spend or reserve all revenues of the Authority from existing property tax, sales and use tax, non-federal grants and other revenue sources in any given year or in perpetuity to fulfill any of the prescribed purposes of the Authority, notwithstanding any limitation set forth in Article X, Section 20 of the Colorado Constitution.

ARTICLE III
ADMINISTRATIVE PROVISIONS

Section 3.1 Board of Directors. The Authority shall be governed by a Board of Directors, in which all legislative power of the Authority shall be vested.

a. Number and Qualification of Directors. Each of the parties shall appoint two members to the Board, at least one of whom shall be an elected official of the appointing party. The Board of Directors shall select an additional member at large. All members must be residents of Gunnison County, Colorado and shall have reached the age of 18 years on the effective date of their appointment.

b. Term of Office. Each Board member who is an elected official shall serve a four-year term expiring on January 31 following each year of a Presidential General Election or to the expiration of his or her term in office, whichever occurs first. Each appointed Board member shall serve a two-year term commencing on January 31 following each election held on the first Tuesday in November in each odd-numbered year.

c. Vacancies. Vacancies other than by reason of expiration of terms shall be filled by the original appointing entity for the unexpired term.

d. Resignation or Removal. Any Board member may resign at any time, effective upon receipt by the Secretary or the President of written notice signed by the person who is resigning. Members of the Board serve at the pleasure of their appointing entity. The appointing entities may terminate the appointment of their appointees at will at any time without cause. Furthermore, unless excused by the Board, if a director fails to attend three regular meetings of the Board in any twelve-month period, or otherwise fails to perform any of the duties devolving upon him or her as director, he or she may be removed by the Board and the appointing entity shall fill such vacancy within sixty (60) days after such removal. Consideration of removal of a director by the Board shall be at a regular or special meeting of the Board, reasonable notice of which shall be given to the director to be removed and the entity which appointed him or her.

e. Compensation of Directors. Directors shall receive no compensation for their services, but shall be entitled to the necessary expenses, including traveling expenses, incurred in the discharge of their duties.
f. **Action by Board.** Each member of the Board shall have one vote on matters brought before the Board. A majority of the directors shall constitute a quorum and a majority of the quorum shall be necessary for any action taken by the Board. Notwithstanding the foregoing, or any other provision herein to the contrary, the following actions shall require the approval of seventy-five percent (75%) of the full board of directors: (i) condemnation of property for public use; (ii) proposal of ballot initiatives; (iii) the removal of a director under Section 3.1(d) herein; and (iv) termination of the Authority. Meetings of the Board of Directors shall be open to the public and conducted in accordance with the C.R.S. § 24-7-201 et seq.

g. **Duties of the Board.** The directors shall govern the business and affairs of the Authority. The directors shall also comply with all provisions of parts 1,5, and 6 of Article 1 of Title 29 of the Colorado Revised Statutes, which provisions relate to the obligations of local governments with respect to budgets, accounting, and audits, as such provisions may be amended from time to time.

Section 3.2 **Officers.** The officers of the Authority shall be a President, a Vice-President, a Secretary, a Treasurer, each of whom shall be elected by the Board of Directors. Such other officers and assistant officers as may be deemed necessary may be elected or appointed by the Board of Directors. Any two or more offices may be held by the same person, except the offices of President and Secretary.

a. **Election and Term of Office.** The officers of the Authority shall be elected annually by the Board. Each officer shall hold office until his/her successor shall have been duly elected and shall have been qualified or until his or her death or until he or she shall resign or shall have been removed in the manner hereinafter provided.

b. **Resignation or Removal.** Any officer may resign from office at any time, effective upon receipt by the Secretary or President of written notice signed by the person who is resigning. Any officer may be removed from office by the Board whenever in the Board’s judgment the best interests of the Authority will be served thereby.

c. **Vacancies.** A vacancy in any office because of the death, resignation, removal, disqualification or otherwise, may be filled by the Board for the unexpired portion of the term.

d. **Duties.**

   (i) **President.** The President, when present, shall preside at all meetings of the Board of Directors. He or she may sign, with the Secretary or any other proper officer of the Authority deeds, mortgages, bonds, contracts, or other instruments which the Board of Directors has authorized to be executed, except in cases where the signing and execution thereof shall be expressly delegated by the Board of Directors to some other officer or agent of the Authority, or shall be required by law to be otherwise signed or executed; and in general shall perform all duties incident to the office of President and such other duties as may be prescribed by the Board of Directors from time to time.

   (ii) **Vice-President.** In the absence of the President or in the event of his or her death, inability or refusal to act, the Vice-President shall perform the duties of the President, and when so acting, shall have all the powers of and be subject to all the restrictions upon the President. The Vice-President shall perform such other duties
as from time to time may be assigned to him or her by the President of the Board of Directors.

(iii) Secretary. The Secretary shall: (a) keep the minutes of the proceedings of the Board of Directors; (b) see that all notices are duly given in accordance with the provisions of the C.R.S. § 24-72-201 et seq and this Agreement or as otherwise provided by law; (c) sign with the President; (d) in general perform all duties incident to the office of Secretary and such other duties as from time to time may be assigned to him or her by the President or by the Board of Directors.

(iv) Treasurer. The Treasurer shall be the financial officer for the Authority and shall: (a) coordinate with the department of revenue regarding the collection of sales and use tax authorized pursuant to paragraph (f.1) of subsection (3) of C.R.S. § 29-1-204.5; (b) have charge and custody of and be responsible for all funds of the Authority; (c) receive and give receipts for moneys due and payable to the Authority from any source whatsoever, and deposit all such moneys in the name of the Authority in such banks, trust companies or other depositories as designated by the Board of Directors; and (d) in general perform all the duties incident to the office of Treasurer and such other duties as from time to time may be assigned to him or her by the President or the Board of Directors. All checks written from an Authority bank account over $10,000 shall require the signature of the Treasurer and a single member of the Board of Directors or the signature of two members of the Board of Directors.

Section 3.3 Executive Director. The Executive Director shall be the chief executive officer of the Authority, shall supervise the activities of the Authority, shall see that all policies, directions and orders of the Board are carried out and shall, under the supervision of the Board, have such other authority, powers and duties as may be prescribed by the Board. The Executive Director shall be appointed by a majority vote of the Board, shall report to the Board of Directors, and shall have his or her salary and compensation set by the Board. The Executive Director shall have the authority to hire additional staff members pursuant to the budget adopted by the Board and shall also have firing authority over those staff members.

Section 3.4 Committees. The Board of Directors may create such committees as it deems necessary or appropriate in order to carry out the affairs of the Authority.

Section 3.5 Conflicts of Interest. No member of the Board nor any immediate member of the family of any such member shall acquire or have any interest, direct or indirect, in (a) any property or project acquired, held, leased or sold by the Authority; or (b) any entity with whom the Authority has contracted with to plan, finance, construct, reconstruct, repair, maintain, manage or operate any property, project or program related to the Authority. If any Board member has such an interest, whether direct or indirect, he or she shall immediately disclose the same in writing to the Board of Directors, and such disclosure shall be entered upon the minutes of the Board. Upon such disclosure, such Board member shall not participate in any action by the Board affecting the project, property, or contract unless the Board determines that, in light of such personal interest, the participation of such member in any such act would not be contrary to the public interest.

Section 3.6 Insurance. The Authority shall purchase and maintain at all times an adequate policy of public entity liability insurance, which insurance shall at the minimum provide the amount of coverage described in C.R.S. § 24-10-115(1), including errors and omissions coverage. The Authority
may purchase such additional insurance as the Board deems prudent. The Authority’s employees acting within the scope of their employment shall be indemnified pursuant to C.R.S. § 24-10-110.

ARTICLE IV
SOURCES OF REVENUE

Section 4.1 Sources of Revenue. The expected sources of revenue for the Authority may include, but are not limited to the following:

a. federal, state, local and private grants or donations;
b. property management fees;
c. rents or other lease income;
d. interest on interest-bearing accounts;
e. proprietary revenue of the parties in accordance with this Agreement;
f. sales and/or use taxes levied in accordance with this Agreement and other applicable law;
g. ad valorem taxes levied in accordance with this Agreement and other applicable law;
h. revenue or general obligation bonds issued in accordance with applicable law.

Section 4.2 Prerequisites for All Tax Levies. The Authority shall not establish or increase any tax unless first submitted to a vote of the registered electors of the Authority in which the tax is proposed to be collected. Moreover, prior to levying any tax within the boundaries of the Authority, the Board of Directors shall:

a. Adopt a resolution determining that the levying of such taxes or fees will fairly distribute the costs of the Authority’s activities among the persons and businesses benefited thereby and will not impose an undue burden on any particular group of persons or businesses; and

b. Obtain the prior written consent of the governing party or parties having jurisdiction over the property on which the taxes or fees are proposed to be levied or imposed.

Section 4.3 Sales and Use Taxes. Any sales or use tax imposed or levied by the Authority on any transactions within the boundaries of the Authority shall not exceed the rate of one percent. Prior to levying any sales or use tax, the Authority shall designate a financial officer who shall coordinate with the Colorado Department of Revenue regarding the collection, administration, and enforcement of any sales or use tax to be levied in the manner established by C.R.S. § 29-1-204.5, as it may be amended from time to time, and by other applicable law. The authority shall apply the proceeds of all sales or use taxes solely towards the purposes, function, or services authorized by this Agreement.

Section 4.4 Ad Valorem Taxes. The Authority may levy an ad valorem tax on all properties within the Authority’s boundaries at a rate not to exceed five mills on each dollar of valuation for assessment of the taxable property within such boundaries. To levy an ad valorem tax, the Board shall certify to the Gunnison County Board of County Commissioners the levy of ad valorem property taxes in accordance with the schedule prescribed by C.R.S. § 39-5-128, as it may be amended from time to time. Thereafter, Gunnison County shall levy and collect the ad valorem taxes in the manner
prescribed by law. All taxes levied under this Section 4.4, together with interest thereon and penalties for default in payment thereof, and all costs of collecting them shall constitute, until paid, a perpetual lien on and against the property taxed, and such lien shall be on a parity with the tax lien of other general taxes.

Section 4.5 Other Sources of Revenue. The parties shall provide, at a minimum, funding for the Authority for the first three (3) full calendar years, beginning on January 2013, in the total aggregate amount of One Hundred Eighty Thousand 00/100 Dollars ($180,000) for each year. The parties acknowledge that such funding may not be adequate to completely fund the Authority for such years. Funding from each party shall be subject to annual availability and appropriation by the governing body of each jurisdiction.

a. Proportional Shares of Funding. The Parties agree that the responsibility for funding the obligations set forth in section 4.5 herein should be shared by the Parties in the following amounts:

<table>
<thead>
<tr>
<th>Gunnison County</th>
<th>Ninety Thousand 00/100 Dollars ($90,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Gunnison</td>
<td>Thirty Thousand 00/100 Dollars ($30,000)</td>
</tr>
<tr>
<td>Town of Crested Butte</td>
<td>Thirty Thousand 00/100 Dollars ($30,000)</td>
</tr>
<tr>
<td>Town of Mt. Crested Butte</td>
<td>Thirty Thousand 00/100 Dollars ($30,000)</td>
</tr>
</tbody>
</table>

b. Payment Dates. The parties shall pay their respective sums due to the Authority no later than January 30th of each year. In addition to the foregoing, the parties may, from time to time, pay the Authority with proprietary revenues or other public funds for services rendered or facilities provided by the Authority, as contributions to defray the cost of any purpose set forth in this Agreement, and/or as advances for any purpose subject to repayment by the Authority.

Section 4.6 Renewed Commitments from Jurisdictional Parties. The jurisdictional parties agree that the success of the Authority is of paramount importance to the communities they represent. Additionally, the parties agree that the success of the Authority is equally important to each of the jurisdictional bodies. To ensure the continued and growing success of the Authority, the parties to this Agreement acknowledge and agree that continued and sustainable operational funding is needed. The parties hereby agree to fund the Authority for the next five (5) full calendar years, beginning on January 01, 2018 in the total aggregate amount of Two Hundred Thirty-Five Thousand Dollars ($235,000) each year. Funding from each party shall be subject to annual availability and appropriation by the governing body of each jurisdiction.

a. Proportional Shares of Funding. The parties agree that the responsibility for funding the Authority should be equally divided amongst them and that currently the funding is not equally split. To ensure the affordability of each entity to meet the funding obligations hereunder, the parties agree to the funding schedule as follows:

<table>
<thead>
<tr>
<th>Party</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>County</td>
<td>$79,750</td>
<td>$69,000</td>
<td>$64,000</td>
<td>$58,750</td>
<td>$58,750</td>
</tr>
<tr>
<td>City of Gunnison</td>
<td>$53,000</td>
<td>$58,750</td>
<td>$58,750</td>
<td>$58,750</td>
<td>$58,750</td>
</tr>
<tr>
<td>Crested Butte</td>
<td>$58,750</td>
<td>$58,750</td>
<td>$58,750</td>
<td>$58,750</td>
<td>$58,750</td>
</tr>
</tbody>
</table>
Mt. Crested Butte $43,500 $48,500 $53,500 $58,750 $58,750

b. Payment Dates. The parties shall pay their respective sums due to the Authority on a quarterly basis each year. In addition to the foregoing, the parties may, from time to time, pay the Authority with proprietary revenues or other public funds for services rendered or facilities provided by the Authority, as contributions to defray the cost of any purpose set forth in this Agreement, and/or as advances for any purpose subject to repayment by the Authority.

ARTICLE V
AUTHORITY PROPERTY

In the event of termination or dissolution of the Authority, all right, title and interest of the Authority in General Assets (as hereinafter defined) shall be conveyed to the jurisdictions that are parties to this Agreement at the time of termination, as tenants-in-common subject to any outstanding liens, mortgages, or other pledges of such General Assets. The interest in the General Assets of the Authority conveyed to each party shall be that proportion which the total dollar amount paid or contributed by such jurisdiction to the Authority for all purposes during the life of the Authority bears to the total dollar amount of all such payments and contributions made to the Authority by all such jurisdictions during the life of the Authority. The term “General Assets” as used herein shall include all legal and equitable interests in real or personal property, tangible or intangible, of the Authority.

ARTICLE VI
TERMINATION OR ADDITIONAL MEMBERS

Section 6.1 Termination of Authority. This Agreement may be terminated by the approval of seventy-five percent (75%) of the full Board of Directors or when less than two parties are willing to remain as parties to this Agreement. Upon termination, each party hereto shall be released from all further liability and obligations hereunder. Notwithstanding the foregoing, the right of the Board or the parties to terminate this Agreement shall be abrogated if the Authority has bonds, notes or other obligations outstanding at the time of the proposed termination unless provision for full payment of the same has been made by escrow or otherwise.

Section 6.2 Termination of Participation. Any party may terminate its participation in this Agreement as of the end of any calendar year by giving at least 90 days’ written notice to the other parties provided that such withdrawing party shall pay all of its obligations hereunder or any effective funding agreement to the effective date of the termination of its participation.

Section 6.3 Amendment to Provide for Additional Members. This Agreement may be amended to add one or more additional parties upon: (a) resolution of the Board of Directors providing for such amendment; and (b) approval of such amendment by the governing body of the prospective additional party and each then-existing party.

ARTICLE VII
COMMITMENTS FROM JURISDICTIONAL PARTIES

Section 7.1 Multijurisdictional Plan. The parties to this Agreement agree to assist the Authority in developing and implementing multijurisdictional housing plan to provide: (a) dwelling
accommodations at rental prices or purchase prices within the means of families of low- or moderate-income; (b) affordable housing projects or programs for employees of employers located within the boundaries of the Authority; (c) senior housing facilities; and mixed income or mixed use properties that facilitate the purposes of (a), (b) or (c). The parties will assist in developing a pipeline of projects derived from the multi-jurisdictional housing plan based on key findings and recommendations of the most recent housing needs assessment for the Gunnison Valley.

Section 7.2 Contract with the Authority. When deemed appropriate and reasonable by the relevant party, the jurisdictional parties agree to contract with the Authority for the provision of property management and project services.

ARTICLE VIII
GENERAL PROVISIONS

Section 8.1 Effective Date. The Effective Date of this Agreement shall be the date of the last party to sign.

Section 8.2 Entire Agreement. This Agreement embodies the entire agreement about its subject matter among the parties and supersedes all prior agreements and understandings, if any, and may be amended or supplemented only by an instrument in writing executed by all parties to this Agreement.

Section 8.3 No Third-Party Beneficiaries. The parties to this Agreement do not intend to benefit any person not a party to this Agreement. No person or entity, other than the parties to this Agreement, shall have any right, legal or equitable, to enforce any provision of this Agreement.

Section 8.4 Signatory Authority. Each person signing this Agreement in a representative capacity, expressly represents the signatory has the subject party’s authority to so sign and that the subject party will be bound by the signatory’s execution of this Agreement. Each party expressly represents that except as to the approval specifically required by this Agreement, such party does not require any third party’s consent to enter into this Agreement.

Section 8.5 Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed to be an original and all of which together shall constitute one original Agreement.

Section 8.6 Severability. If any term or provision of this Agreement shall be adjudicated to be invalid, illegal or unenforceable, this Agreement shall be deemed amended to delete therefrom the term or provision thus adjudicated to be invalid, illegal or unenforceable and the validity of the other terms and provisions of this Agreement shall not be affected thereby.

Section 8.7 Notices. Except as otherwise provided in this Agreement, all notices or other communications by the Authority or any party hereto, any Board member or officer shall be in writing; shall be sufficiently given and shall be deemed given when actually received.

Section 8.8 Interpretation. Subject only to the express limitations set forth herein, this Agreement shall be liberally construed (a) to permit the Authority and the parties to exercise all powers that may be exercised by a multi-jurisdictional housing authority pursuant to Colorado law; (b) permit the parties hereto to exercise all powers that may be exercised by them with respect to the subject matter of this Agreement and applicable law; and (c) to permit the Board of Directors to exercise all powers that may be exercised by the board of directors of a multi-jurisdictional housing authority pursuant to Colorado
law and by the governing body of a separate legal entity created by contract among the parties pursuant to C.R.S. § 29-1-203.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year set forth below.

AGREED:

(SEAL)

BOARD OF COUNTY COMMISSIONERS
GUNNISON COUNTY, COLORADO

Deputy Clerk to the Board
Phil Chamberland, Chairperson
Date: __________________

Approved as to form:

County Attorney

CITY OF GUNNISON, COLORADO

City Clerk
Jim Gelwicks, Mayor
Date: August 8, 2017

Approved as to form:

City Attorney
TOWN OF CRESTED BUTTE, COLORADO

Glenn Michel, Mayor
Date: ________________

Approved as to form:

Town Attorney

TOWN OF MT. CRESTED BUTTE, COLORADO

Todd Barnes, Mayor
Date: ________________

Approved as to form:

Town Attorney
March 3, 2020

To: City Council  
From: Dan Vollendorf  
Date: 03/03/2020  
Re: Parks and Recreation Semi Annual Report

Overview:

Over the last six months, the Gunnison Parks and Recreation Department administered dozens of programs for hundreds of participants, opened the doors to the Jorgensen Skating Complex, and fired up the surface lift at Cranor Ski Hill. We also hosted some exciting events such as Fright Night, Middle School Night, the O Be Joyful ski races, and threw the best Christmas Party the City of Gunnison has seen in years. We managed to accomplish these tasks (and many more) while being dramatically short staffed in many areas of our department for prolonged periods of time.

Here is a closer look at what the branches of our department have been up to over the last six months.

Recreation Programs:

Part of the Gunnison Parks and Recreation Department’s mission is to produce a variety of quality recreation programs and events in a safe, healthy atmosphere. We also try to provide opportunities for all demographics, keep fees as low and affordable as possible, and be responsive to our customers when they provide feedback as to the type of programming that they would like to see.

One of the most exciting things that happened in the rec world was the purchase (and installation) of the new spring floor in the multi-purpose room. The spring floor was purchased through the recreation fund as well as contributions from the CARA gymnastics program. Ginny Baylor, our Recreation Coordinator, did a fantastic job of researching which floor to buy and then mobilized many of the gymnasts in the CARA program to help with the installation. We have received numerous compliments regarding how nice the new floor (and matting) looks, and it greatly benefits the gymnasts who practice on it on a daily basis.

Throughout the fall and into the winter, we enjoyed strong participation numbers in most of our programs. That was certainly the case for our staple programs such as soccer, football, basketball, and gymnastics but also true for some of our smaller unique programs like aerial dance, kids cooking classes, and women’s boxing. We are also pleased to report that we have made some significant gains in the offerings that we have for our senior population. We now have a Silver Sneakers Classics class, Silver Sneakers Boom Muscle class, and a Silver Sneakers Splash class. Couple that with the Tai chi class that we started and we have a nice set of options for active seniors.
We are currently wrapping up most of our winter programs and will be starting a busy spring season right after spring break.

**Ice Rink:**

The Jorgensen Event Center’s ice rinks continue to be well utilized. Here is a comparison from the number of ice times sold from October 2018 – January 2019 compared to October 2019 – January 2020. Rates for the 2018-2019 season were $110 outside and $144 inside. This season they are $120 outside, and $158 inside. Over 90% of the ice sold is at a discounted rate of 50% off. This season, the outdoor ice rink opened on December 19th. Last season it opened on December 4th.

<table>
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<tr>
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<tbody>
<tr>
<td>Indoor:</td>
<td>$49,236</td>
<td>$52,934</td>
</tr>
<tr>
<td>Covered:</td>
<td>571</td>
<td>613</td>
</tr>
<tr>
<td>Total:</td>
<td>673</td>
<td>661</td>
</tr>
</tbody>
</table>

The West Elk Hockey Association (our valley wide hockey organization) purchases the majority of ice time, followed by the Crested Butte High School hockey team, Western State’s men’s and women’s club teams, and Western’s Figure Skating club. We also have a few local groups who purchase ice time on Friday nights for their invitation only leagues. Ice skating lessons at the rink have been very popular as well.

Concession sales continue to improve at the rink (please see below) but we have seen a dip in the memberships sold.

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
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<tbody>
<tr>
<td>Concessions</td>
<td>$17,278</td>
<td>$19,698</td>
<td>$24,767</td>
</tr>
<tr>
<td>Rink Membership</td>
<td>$3,425</td>
<td>$5,123</td>
<td>$4,705</td>
</tr>
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</table>

Andy Eflin, our Rink Manager, has been working on a Request for Proposal for the ice shavings dump tank. We hope to have that RFP out by next week.

**Aquatics:**

The aquatics center continues to be the most utilized area of the Rec Center. Our aquatics team does a fantastic job of getting all kids from preschool (including Tenderfoot), kindergarten, and 1st and 2nd grades from the Gunnison Elementary School into swimming lessons during the school year. That offering has also been extended to incorporate kindergarteners from Crested Butte as well. Also this fall, we welcomed the Gunnison High School swim team into our facility for all of their practices.

We have seen a higher retention rate of lifeguards and it has been much easier to fill shifts on holidays thanks to higher hourly rates and holiday pay.
**Senior Center:**

We have made significant progress integrating members of our senior community into our parks and recreation system. In early January, we had only sold five senior center memberships. That number is now up to eighty-nine memberships sold (and many more that will be sold when snowbirds return in June). Elizabeth Gillis, our Program Coordinator for seniors, has done a great job of taking former Boomers and Beyond members and helping them obtain their Senior Center membership following the dissolving of that organization. We are also now up to 234 Silver Sneakers members who utilize our facilities on a regular basis.

Aaron Gouw, who is doing his Assistantship with our department, recently announced that he will be leading a fall prevention class as well as organizing a volunteer program to bring seniors to the senior center, as well as to bring volunteers to seniors to visit at their home. We look forward to the start of those endeavors.

Lastly, on the senior front, the Senior Advisory Committee was formed and had their first meeting in February. All seats on the committee are now filled, and they are poised to do great things for seniors in our community.

**Cranor Ski Hill:**

In January 2019, we had enough snow to open Cranor Ski Hill. Cranor is only open on weekends and when RE1J is not in session for holidays. Cranor is a unique asset that our department offers to our community and we receive numerous compliments for opening it every day that we are out there. Forty-five kids showed up and participated in the O Be Joyful ski races on President’s Day and we were blessed to have some great volunteers helping run the races and judge the free style jumps.

On Sunday, March 1st we were inspected by the Colorado Tramway Safety Board and are proud to announce that they found no deficiencies. Cranor will close on Sunday, March 8th.

**Parks:**

Throughout the winter, we were down a full time parks employee. The two remaining full time parks staff (Mark Mykol and Jerad Besecker), did a fantastic job of staying on top of snow removal, helping to get Cranor opened, and accomplishing projects. Thankfully, we will be back to being fully staffed just in time for the busy season. This summer the parks crew will be focusing on major park projects at Lazy K, IOOF, and the Van Tuyl Pocket Parks, as well as their heavy day to day workload that every spring and summer bring.
Memorandum

To: City Council
From: Ben Cowan
Date: 2/25/2020
Re: Firemen’s Pension Board Semi-Annual Update

Purpose:
The bylaws of the Gunnison Firemen’s Pension Fund requires a report to be provided to City Council semi-annually. The last meeting was held on February 24, 2020. Here is a quick synopsis of the actions taken at the meeting.

Semi-Annual Report:

1) **Financial Report.** The fund balance was $2,407,268.52. $12,500 had been paid to Wells Fargo, $4,500 for actuarial services and benefits had been paid totaling $241,500 for the four quarters. Investment income totaled $370,581.30. The District needs to pay the 2019 state match, which has been billed. The amount will be accrued to 2019. The net gain during 2019 was $247,763.30.

2) **Investment Report.** The portfolio target allocation was 50% equities, 47% fixed income and 3% cash. The net of fees rate of return was 17.66%, whereas the benchmark was 17.98%. 56 basis points is counted in the weighting for administrative fees (not actuarial fees), so the portfolio performed very well during 2019.

3) **Benefit Payments.** The Board authorized maintaining the monthly benefit payments of $500 (for 39 retirees), with $250 per month for surviving spouses (4 surviving spouses). The survivor’s death benefit also stayed at $1,000.

Please let me know if you have any questions or would like a copy of the minutes in their entirety.
Schedule of Up-Coming Events: March and April

Up-coming dates:

March

- **Tuesday, March 10**: Council Meeting, Council Chambers, 5:30 pm

- **Thursday, March 12**: Census online and phone portal to respond opens March 12.

- **Friday, March 13**: AmeriCorps Healthy Future Swearing Ceremony, Council Chambers, Noon – 1:00 pm

- **Monday, March 16-Friday, March 20**: Gunnison Schools Spring Break. Erica will be out.

- **Tuesday, March 24**: Council Meeting, Council Chambers, 5:30 pm

- **Thursday, March 26**: Conversations with Council, Census Discussion and Engagement, Gunnison Library, 6:00 pm

April

- **Wednesday, April 1**: Census Day

- **Tuesday, April 14**: Council Meeting, Council Chambers, 5:30 pm

- **Saturday, April 25**: Community Clean-Up, Registration at IOOF Park, 8:00 am – noon.

- **Tuesday, April 28**: Council Meeting, Council Chambers, 5:30 pm. Councilor Freeburn will be out.

Reminder: If you are using a City-owned tablet or laptop, please remember to leave it on, but connected to the internet a few days a month so security updates made be completed to the device.

City Council events and meetings are in green.
A. Review the Land Development Code as it relates to PUDs

A large-scale development is scheduled for a public hearing on March 24th. The Land Development Code and its associated processes related to planned unit developments (PUD) is a detailed body of regulation, which is critical to follow when considering an application. It is also important that both the Planning and Zoning Commission and the City Council utilize both the process, the criteria and findings specified in the Land Development Code when considering an application. Staff wanted to ask if the City Council would like to receive an overview of the Land Development Code PUD process and the associated criteria for decision making prior to considering a specific application. If Council would like to receive an overview of the LDC for planned unit developments (PUDs) could we schedule a work session with Council on March 24th at 4:00 p.m. or at some other time and date prior to the evening meeting on the 24th?

B. Taylor River City of Gunnison Campground

As you may know, the City of Gunnison owns land along the Taylor River that has been a campground. The Parks and Recreation Department manage this land. Typically, every year staff looks for a camp host to keep the camp clean and collect money. This year there may be several individuals and potentially a Gunnison based company/entrepreneur that would potentially be interested in running the camp for the City of Gunnison. To create a fair playing field the Parks and Recreation staff issued a request for proposals to both fairly solicit interest and proposals for running the campground for the 2020 season.

C. Lazy K Park and Housing

Staff will provide an update on the Lazy K project and the GOCO grant staff has pursued.

D. Other

The City Manager may also have other updates to provide since the packet was completed and transmitted to the City Council.
Results/Project Update

The following tables are an update summary of the progress to implement the 2017 Council Strategic Plan. This table update will also be used to update Council on other projects and follow-up directed by Council. The 2020 Strategic Plan can be found at: xxxx. It should be noted that the strategic results are summarized below and that there are specific strategies for each result in body of the Strategic Plan. Recent changes are in red.

2020 Strategic Plan under development after the February 4, 2020 Council Retreat