

**GUNNISON
CITY COUNCIL AGENDA
MEETING IS HELD AT CITY HALL
201 WEST VIRGINIA AVENUE, GUNNISON, COLORADO
2nd FLOOR COUNCIL CHAMBERS
REMOTE ACCESS MEETING
Approximate meeting time: 3.5 hours**

**TUESDAY
APRIL 11, 2023**

**REGULAR SESSION &
WORK SESSION**

5:30. P.M.

The public may attend this City Council meeting in-person or by phone or computer via Zoom. To register to access this meeting remotely, click [Gunnison City Council Regular Session](https://us02web.zoom.us/webinar/register/WN_y-KrRIEbQRO5ETsvyIAYqw) or go to: https://us02web.zoom.us/webinar/register/WN_y-KrRIEbQRO5ETsvyIAYqw

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

II. Public Input: (estimated time 3 minutes)

At this agenda time, non-agenda scheduled members of the public may present issues of City concern to Council on topics that 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.

III. Council Action Items

A. RTA Transit Station Proposal Presentation

Background: RTA staff will present to Council their preferred location for a new RTA transit station within the City of Gunnison. No public comment on the proposal will be heard by Council at this time. Staff suggest that comments and discussion on the proposal be held for a future meeting and that Council direct staff to assess impacts to City operations.

Staff contact: Acting City Manager Ben Cowan

Action Requested of Council: No Council action requested.

Estimated Time: 25 minutes

B. ICELab Update

Background: ICELab staff will provide an annual update on its operations.

Community contact: ICElab Director David Assad

Actions Requested of Council: No Council action requested.

Estimated Time: 15 minutes

C. Consent Agenda

Background: *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 member of the public requests an item be removed and discussed separately. Items removed from the consent agenda will then be considered after consideration of the consent agenda.*

Staff contact: City Clerk Erica Boucher

Action Requested of Council: A motion to approve the Consent Agenda with the following items:

- Approval of the March 28, 2023, Regular Session Meeting minutes
- Excuse Councilor Miles from the March 7th and March 28th Regular Session meetings.

Estimated time: 5 minutes

D. Approval of the April 4, 2023, Special 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 following 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

Actions Requested of Council: A motion to approve the April 4, 2023, Special Session Meeting minutes.

Estimated Time: 2 minutes

E. Purchase of New Utility Maintenance Vehicle

Background: This truck will be used to haul large pumps, water repair tools, and trailer heavy equipment such as the mini excavator. Staff issued an RFP for this vehicle via BidNet and received a favorable response from Transwest Chevy. The vender has the truck in stock, and quoted: \$56,652 for a 2023 Chevy 2500HD utility truck. The bid is within the budget.

Staff contact: Water & Wastewater Superintendent Mike Rogers

Action requested of Council: A motion to authorize the Acting City Manager to approve the purchase of a 2023 Chevy 2500 HD utility truck in an amount not to exceed \$56,652.

Estimated Time: 10 minutes

F. Quartz and 11th Landscaping

Background: The City was awarded a \$22,970 grant from the UGRWCD, which will cover half of the costs for xeriscaping and landscaping at Quartz & 11th Street.

Staff contact: Parks and Recreation Director Dan Vollendorf

Action Requested of Council: A motion to authorize the Acting City Manager to enter into a contract with Alpine Landscapes in an amount not to exceed \$48,995 to xeriscape the space at 11th and Quartz.

Estimated time: 5 minutes

G. Ordinance No. 4, Series 2023, Second Reading: *An Ordinance of the City Council of the City of Gunnison, Colorado, Amending the City of Gunnison Land Development Code Sections 13 And 16 to Clarify and Improve Incentives and Definitions for Workforce and Affordable Housing*

Background: A Text Amendment has been initiated by Community Development staff to clarify and improve incentives for workforce and affordable housing development and remove extraneous processes that would no longer be applicable with the improved incentives.

Staff contact: Community Development Director Anton Sinkewich

Actions Requested of Council: Introduce, read by title only, motion, second, and order to adopt Ordinance No. 4, Series 2023, on second reading.

Estimated Time: 5 minutes

H. Resolution No. 6, Series 2023: *A Resolution of the City Council of the City of Gunnison, Colorado, Opposing Statewide Land Use and Zoning Preemptions in Senate Bill 23-213*

Background: As directed by Council at its April 4 Special Session meeting, staff has drafted a resolution in opposition to Senate Bill 23-213, which would affect the City of Gunnison's authority to regulate zoning and land use.

Community contact: City Attorney Kathy Fogo

Action Requested of Council: Introduce, read by title only, and motion to pass Resolution No. 6, Series 2023.

Estimated Time: 5 minutes

I. Traffic Safety Projects Update

Background: Traffic safety has been an ongoing concern for our community and City Council. Staff will provide an update on progress and background info on "quick win" ideas that can be implemented this spring.

Staff contact: Community Development Director Anton Sinkewich and Police Chief Keith Robinson

Action Requested of Council: Discuss traffic safety updates, potential actions and provide direction to staff as needed. Council may approve funds as necessary to proceed as desired.

Estimated time: 45 minutes

J. Staff and Council Reports

Background: Council and staff will provide updates and introduce discussion items for

future meetings.

City Attorney Report

City Clerk Schedule Update

City Manager Update

Western Liaison Update

City Councilors with City-related meeting reports; discussion items for future Council meetings

IV. Regular Session Meeting Adjournment.

V. Work Session on Streets Funding: IMS Report

Background: Voters did not approve a November 2022 ballot question seeking to increase funding of street maintenance in an amount necessary to sustain the current number of lane miles of City streets. Discussion of strategies to address the problem will be a topic of ongoing discussions.

Staff contact: Acting City Manager and Finance Director Ben Cowan

Action Requested of Council: No Council action requested.

Estimated Time: 1 hour.

VI. Work Session 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. Work sessions are recorded; however, minutes are not produced. For further information, contact the City Clerk's office at 970.641.8140. **TO REQUEST INTERPRETATION SERVICES OR 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.**



To: City Council
From: Ben Cowan, Acting City Manager
Date: Friday, April 7, 2023
Subject: RTA Transit Center Proposal

Purpose:

To receive a formal proposal from the Gunnison Valley Regional Transportation Authority (RTA) regarding the placement of a regional transit center.

Background:

The City of Gunnison 2022 Strategic Plan includes the following result:

Result C.4: By December 31, 2026, the City will establish/build a multi-modal transportation hub with valley partners to provide cross- town, and regional connectivity for Gunnison residents and visitors.

This result is associated with the following two strategies:

Work with the Regional Transportation Authority as part of the 2022 Access Plan to identify a location for a multi-modal transportation hub by December 31, 2021.

Working with the Regional Transportation Authority, develop a funding strategy and pursue appropriate grants to build a multi-modal transportation hub by December 31, 2023.

The location related strategy is past the target date from the plan as there were no funds available for the project, the draft location analysis had never been adopted by the RTA Board, and the City had to do some planning.

However, this project is under discussion now because the RTA has been told that the State of Colorado has designated \$1M for the project and that these funds will be available in 2025. The transit center will likely cost more than \$1M, so the RTA will likely start applying for additional funds. It will be much easier for them to be granted an award if a location can be determined. Through preliminary discussions at a staff level, the requested location will be on City property utilized by the Community Center. Staff advised the RTA that the City may not sell land without a vote of the people but could enter into a long-term lease arrangement.

The RTA has requested time on the City Council agenda to make a formal proposal for consideration.

Staff Recommendation:

Since this will be the first public discussion related to the location of a regional transit center, staff recommends simply hearing the proposal and having the Council ask any clarifying questions.

Depending on the request, there will be various impacts on the current use of the site, effects to the utility infrastructure in the area, and the movement of buses may change the queuing of traffic around the rec center.

Staff also anticipates there will be significant public input related to the proposal and we would like to have time to provide the opportunity for citizens to weigh in as the Council considers the proposal. Since you have a heavy agenda on April 11, we suggest the Council does not receive input in the meeting but rather provide the public an opportunity to submit their input on the below form, written as addressed to the City, or in person at a future meeting (possibly April 25, 2023).

Citizen Input Form

<https://forms.gunnisonco.gov/Forms/RTA>

Council's Strategic Criteria:

This policy initiative or project addresses/relates to each of these criteria as follows.

A. Public Safety and Community Resilience.

Access to various modes of transportation increases resilience.

B. Public Engagement which fosters racial and cultural equity, inclusivity, and diversity.

The City seeks citizen input regardless of the source and provides services without regard to racial or ethnic origin.

C. Achieving the City's Environmental Sustainability Goals.

Utilizing bus service reduces fuel dependency. According to the American Public Transportation Association, public transportation use saves the U.S. the equivalent of 4.2 billion gallons of gasoline annually — and more than 11 million gallons of gasoline per day. Public transportation use saves the equivalent of 300,000 fewer automobile fill-ups every day. Approximately 85 percent of greenhouse gas emissions from the transportation sector are related to the surface transportation system. Public transportation use is one of the most effective actions individuals can take to conserve energy. Riding public transportation far exceeds the benefits of other energy-saving household activities, such as using energy-efficient light bulbs, adjusting thermostats, or using energy-efficient appliances.

Action(s) Requested of Council:

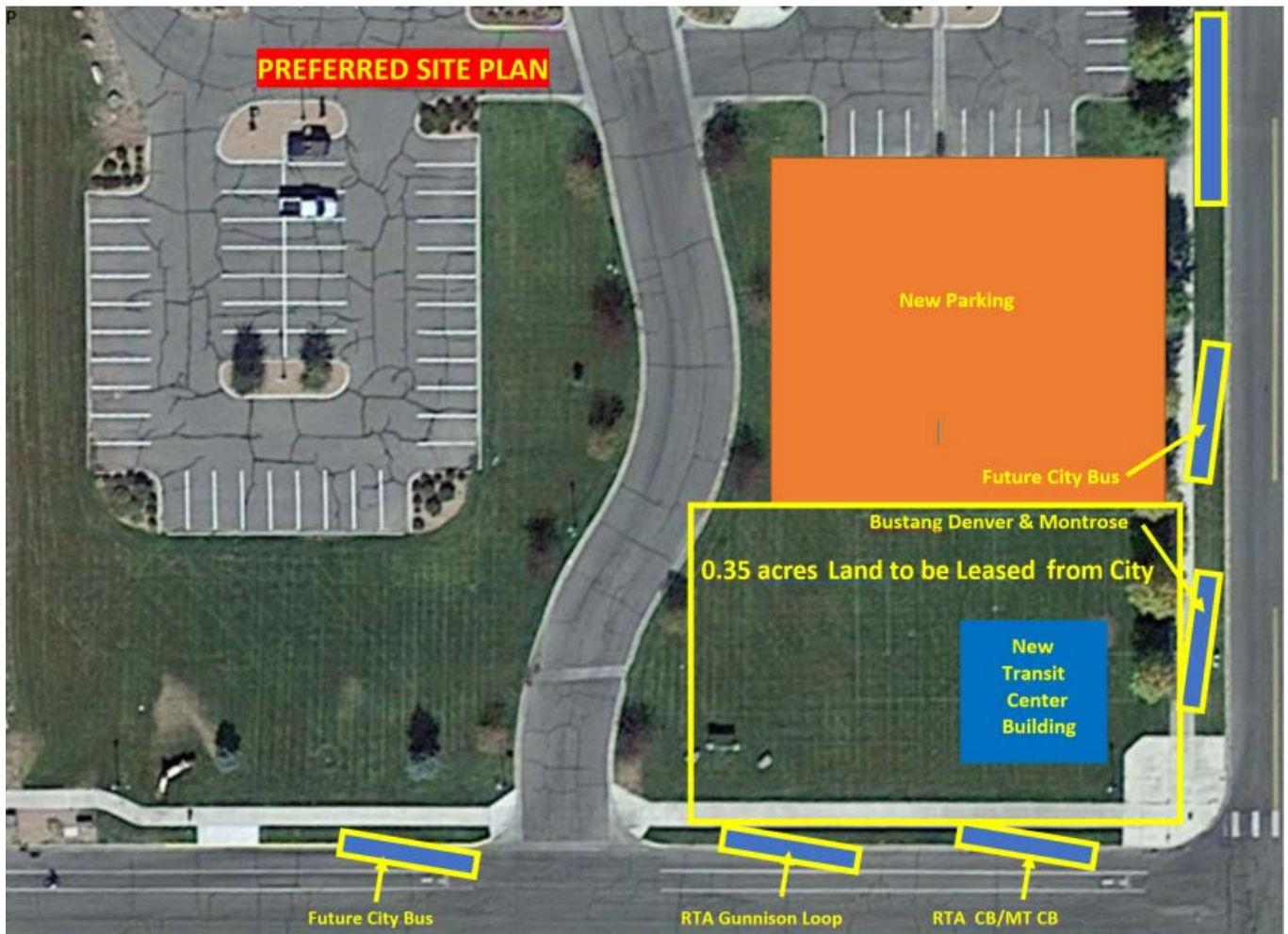
No action is requested at this time.

Staff suggests the Council simply receive the proposal and direct staff to assess impacts to City operations such as Parks and Recreation, utility infrastructure, and street access and queuing.

Staff further suggests the City collects input from the public regarding the proposed location until a future meeting for additional discussion.

Gunnison Transit Center - Preferred Draft Site Plan





- GVRTA proposes leasing the land in the yellow box from the city for 50 years with an up-front lease payment of \$250,000.
 - AT the end of the lease, the building would become the property of the City.
 - The lease funds would be dedicated to building two new U-9 soccer fields at another location.
 - One possible location would be at the Gunnison Community School campus.
 - We've spoken to Leslie Nichols and the school district is open to discussions about this idea.
- Parking will be provided by the GVRTA at the north and south ends of the main parking area and would be owned by the City.
- The GVRTA would construct three or four bus pullouts concurrently with the construction of the transit center.
- Future bus pullouts can be constructed as needed.

Gunnison Transit Center - Draft Site Plan – Alternative 2





- GVRTA proposes leasing the land in the yellow box from the city for 50 years with an up-front lease payment of \$50,000.
 - AT the end of the lease, the building would become the property of the City.
- Parking will be provided by the GVRTA at the north end of the main parking area and would be owned by the City.
- The GVRTA would construct three bus pullouts concurrently with the construction of the transit center.
- Future bus pullouts can be constructed as needed.
- We would ask for a commitment that no buildings would be built on the soccer fields during the lease so that sight lines would be preserved to future Colorado Avenue bus pullouts.



Gunnison Valley RTA

City of Gunnison Multimodal Transit Center

Project Budget by Funding Source:

Projected Costs as of 2/26/2023:	2023 Planned	By Funding Source	
	Budget	Local	Federal CDS
Architectual & Engineering (A&E) Procurement	\$ 15,000	\$ 15,000	
A&E and Project Management	\$ 285,000	\$ 285,000	
Soccer Field Relocation	\$ 250,000	\$ 250,000	
Parking Lot Construction	\$ 300,000	\$ 100,000	\$ 200,000
Utility and Drainage Relocation	\$ 200,000	\$ 20,000	\$ 180,000
Construction of Bus Pullouts	\$ 350,000	\$ 35,000	\$ 315,000
Building Construction	\$ 2,400,000	\$ 775,000	\$ 1,625,000
Grading and Landscaping	\$ 200,000	\$ 20,000	\$ 180,000
Total	\$ 4,000,000	\$ 1,500,000	\$ 2,500,000
 Federal CDS Section 5339 funding	 \$ 2,500,000	 62.5%	
Local Funds	\$ 1,500,000	37.5%	

Local Funds are comprised of:

\$ 1,000,000	State FASTER funds (FY 2025)
\$ 500,000	GVRTA Local Sales Tax Revenues (from fund balance)
\$ 1,500,000	



Gunnison Valley RTA

City of Gunnison Multimodal Transit Center

Project Timeline:

Complete negotiations:

- 2023 – April and May – Complete negotiations with the City of Gunnison for land lease.
- 2023 – June – take possession of land (sign lease).

Design and Engineering and Environmental Process:

- 2023 – July – Publish Request For Qualifications for Architectural and Engineering (A&E) firms.
- 2023 – August – Statements of Qualifications due.
- 2023 – September – Sign A&E Contract and give Notice to Proceed.
- 2023 – November – 30% Design complete.
- 2024 – February – Submit application for NEPA Categorical Exclusion Application.
- 2024 – March – Receive approval for Categorical Exclusion
- 2024 – July – 100% Design complete

Construction Process:

- 2024 – August – Construction Bid Packet completed.
- 2024 – August – Request for Proposals for contractors published.
- 2024 – September – Contractor selected and contract signed.
- 2024 – October – Subcontractors approved.
- 2024 – October – Construction begins.
- 2025 – Spring – Soccer field constructed.
- 2025 – Summer – Parking lot constructed.
- 2025 – December – Construction completed.
- 2025 – December – Grand opening.

Adopted February 17, 2023



Gunnison Valley RTA
Gunnison Transit Center
Analysis, Criteria, & Preferred Location

GVRTA Commuter Bus Service

The Commuter Bus portion of the GVRTA mission is to provide “a long term and energy efficient public transit system between the north and south ends of the Highway 135 corridor”. The GVRTA provides a “Commuter Bus” service. Commuter Bus is different from a Fixed Route transit system both philosophically and from a regulatory standpoint.

Philosophically, Commuter Bus service is intended to move large numbers of people one direction during the morning and the other during the evening. The GVRTA Commuter Bus service is set up to meet the needs of workers, and as a result, other passengers such as students, recreationalists, shoppers, and the general public also benefit by being able to use the system. Over 75% of GVRTA passengers ride the bus at least three days per week. In previous passenger surveys, data shows that 63% of winter passengers and 76% of summer passengers were commuting to/from work.

From a legal perspective, the definition of “Commuter Bus Service” is important to the GVRTA because the ADA does not require complementary paratransit to be provided with respect to Commuter Bus service operated by public entities, while entities operating Fixed Route service are required to do so.

Characteristics that define Commuter Bus service include:

- No attempt to comprehensively cover a service area
- Limited route structure
- Extended Length
- Operate predominately in one direction
- Limited stops, origins and destinations
- Interface with another mode of transportation
- Limited purposes of travel

Significant changes to the characteristics of the current GVRTA Commuter Bus service towards Fixed Route service could trigger complimentary ADA paratransit requirements which would require a substantial change the GVRTA mission and would add significant capital and annual operating costs.

Transit Center Elements

A transit center is a hub served by several transit lines and/or other modes of transportation. In their simplest form, transit centers typically provide sheltered waiting areas for transit users as they

wait for route-to-route and/or mode-to-mode transfers. More significant centers may include buildings that house an enclosed lobby area with ticket sales booths, an information center, dispatch for the various modes of transit, offices, staff break rooms, restrooms, and additional features such as multipurpose meeting rooms, and/or locations for other community entities.

Often, transit centers incorporate park-and-ride facilities and transit centers can be at the end of a transit route and/or located at a significant destination, such as a downtown or near a major shopping area. Prominent transit center facilities can create a more visible and permanent presence for transit service. For success, transit centers must be clean, safe and comfortable. Innovative transit center design can showcase environmentally sound construction practices, incorporating everything from recyclable building materials and solar panels to geothermal wells.

A transit center in the City of Gunnison would link GVRTA Commuter Bus service to other transit services in the valley including a potential future Fixed Route system within the City of Gunnison. Such a system will become necessary at some point in the future to serve the various residential and commercial areas within the city as well as the Gunnison – Crested Butte Regional Airport as the city continues to grow. This Fixed Route system will differ from the GVRTA Commuter Bus service in both legal and philosophical ways and the two systems should connect to each other and to other modes of transportation at a properly located transit center.

Transit centers include elements determined by the programmatic requirements of each individual project. It is important to consider not only these elements but also their layout and relationship to one another to meet service and operation requirements. Key elements of transit centers are detailed in the following tables.

(credit: Oregon's Transportation and Growth Management Program -2013).

Key Elements of Transit Centers	
Element	Description
Sheltered Waiting Area	Either a collection of shelter structures with seating and/or an enclosed lobby area within a building. Clear sight lines are important between the waiting area and the bus loading area. It is a great opportunity to incorporate community-based art.
Ticket Vending and Information	Usually a number of automated ticket vending machines and/or retail counter with staff. Route maps, timetables, and "real-time" arrival and departure information should be available.
Bus Loading	A defined area for passengers to get on and off buses.
Bicycle Parking	Located near waiting area. A safe, secure and highly visible bicycle parking should be provided in an area that has limited potential for pedestrian conflicts. It may consist of racks and/or lockers.
Pedestrian Walkways	Locate separate from other modes to avoid conflicts.
ADA Accessibility	ADA parking located closest to bus boarding area. ADA accessibility integrated throughout facility.
Optional Elements	
Staff Break Room/Restrooms	Transit centers provide a place for driver relief, satisfy labor requirements for breaks, and/or switch drivers.

Commercial/Regional Bus Service	Some transit centers provide space for commercial (i.e. Greyhound) and/or other regional bus service.
Automobile Parking	Clear access and safe movement to and within the site for vehicles. Parking should be connected to the loading area and walkways yet it is best to isolate from bus access.
Passenger Drop-Off	Pick-up and drop-off near the passenger waiting area. This area should include parking spaces with time-limited parking (e.g., 15-minute parking). The location of the passenger drop-off areas should avoid conflicts with parked vehicles or buses.
Office Space	Office space for transit agency staff can be provided within the transit center building.
Meeting/Community Room	Provision of a multi-purpose room provides transit staff with conference room capability and the public with meeting space. Meeting rooms can also be made available to community groups on a free, but reservation-required, basis.

GVRTA Criteria for Gunnison Transit Center location

The GVRTA believes that the preferred location for a transit center should:

- Take into consideration and be close to where passengers are going.
 - Be within walking/biking distance from at least one area of affordable/worker housing
 - Be within walking/biking distance to Western Colorado University (students are prime users of transit)
 - Be within walking/biking distance to groceries and other essential shopping
- Have easy access for bicycles and pedestrians
- Have easy access to either Hwy 50 or Hwy 135
- Be located such that agencies can provide efficiency of routes within required headways
- Have space to provide day parking for GVRTA passengers
- Have space to provide long-term parking for Denver and Montrose Bustang Outrider passengers
- Consider the potential for transit-oriented development
- Have space to provide loading and unloading for:
 - Outbound GVRTA Commuter Bus to Crested Butte and Mt. Crested Butte
 - Inbound GVRTA Commuter Bus – heading through Gunnison to other bus stops before returning to the transit center to head back Northbound *
 - CDOT Bustang Outrider Intercity Bus between Crested Butte & Denver
 - Projected to be twice daily in the future
 - Future CDOT Bustang Outrider Intercity Bus between Crested Butte & Montrose
 - Future Gunnison Fixed Route Buses (Intra-City circulator, Airport, etc.)
 - Gunnison Hotel Shuttles
 - Passenger pickup and drop-off (friends, family, Uber, Lyft, etc.)

A transit center building should (at a minimum) provide a dispatch and information center, a waiting area, and restrooms. Community amenities including outdoor waiting areas and landscaping should create an attractive environment from the street and for the waiting passengers.

Possible Locations for a Gunnison Transit Center

Early discussions in the Draft Gunnison City Comprehensive Plan (Gunnison 2030) identified three possible locations for a Transit Center within the City of Gunnison.

- City owned property adjacent to the Gunnison Recreation Center (Spencer Ave)
- At the Gunnison Crested Butte Regional Airport
- On the vacant parcel at the northeast corner of New York Avenue and Pine Street
- Teller Avenue and Hwy 50 next to the Chamber of Commerce Visitor's Center

While the GVRTA has previously considered other possible locations for a transit center, these locations all have merit due to their advantage of currently being owned by public entities. Placing these four locations into a matrix based upon the criteria listed in the previous section yields the following results:

GVRTA Criteria Matrix for Gunnison Transit Center Location				
Criteria	Gunnison Recreation Center	Gunnison Crested Butte Regional Airport	NE Corner of New York Ave. and Pine Street	Teller & Hwy 50 by the Visitor's Center
Be within walking distance from at least one area of affordable/worker housing	Yes	No	?	Yes
Be within walking distance to Western Colorado University	Yes	No	No	Yes
Be within walking distance to groceries and other essential shopping	Yes	No	Yes	No
Have easy access for bicycles and pedestrians	Yes	No	Yes	Yes
Have easy access to either Hwy 50 or Hwy 135	Yes	Yes	Yes	Yes
Be located such that agencies can provide efficiency of routes within required headways	Yes	No	Yes	Yes
Have space to provide day parking for GVRTA passengers	Yes	?	No	No
Have space to provide long-term parking for Denver and Montrose Bustang passengers	Yes	Yes	No	No
Potential for transit-oriented development	?	?	?	?
Have space to provide loading and unloading for all of the various needs mentioned in the previous section	Yes	Yes	No	No

GVRTA Preferred Location for a Gunnison Transit Center

With the understanding that the City of Gunnison owns the land and has the final say, the GVRTA believes that the location on Spencer Avenue just south of the Gunnison Community Recreation Center is an ideal location for a transit center to serve the community. It is on the current Gunnison Valley RTA Commuter Bus route and this location can serve as a stop for GVRTA commuter coaches heading to Mt. Crested Butte and for GVRTA commuter coaches arriving from the north end of the valley before continuing on the current route through the City of Gunnison.*

CDOT's Bustang – Outrider service to Denver now starts and ends in Crested Butte and makes a scheduled stop in Gunnison in both directions. GVRTA is working with CDOT to see if this service can be expanded from once-daily to twice-daily in the near future. Outrider service could easily use this location as their Intercity bus stop so that their passengers could connect to other

transportation modes. The fact that the location is close to WCU would help to ensure ridership on this route.

Future Bustang – Outrider service between Crested Butte and Montrose would also use the transit center and it is anticipated that some passengers will transfer between the Denver and Montrose buses allowing for service between Montrose and Salida (and beyond). This future service has been delayed due to the pandemic and the delayed completion of improvements on State Hwy 50 through the Little Blue Canyon, but could start as soon as 2024 or 2025.

Space is also available at this location for staging GVH senior buses, hotel shuttles, passenger drop-off as well as for future Fixed Route service within the City of Gunnison.

This location is in a high-density part of the community. It is close to the University, shopping at City Market, Walmart, & the businesses in the mini-malls, residential areas including newly built affordable housing, and the Community Center itself while still affording enough space to accommodate bus stops on the north side of Spencer Avenue and potentially along the west side of Colorado.

The street is currently wide enough to accommodate buses, vans, and motor coaches without interrupting vehicle or bicycle traffic flows. There is room on the site to add parking spaces as necessary. The only change required to the GVRTA Commuter Bus route would be to stop at the new transit center before heading north and after the WSU stop on Colorado Avenue. This would replace the current stop at the corner of Denver and Hwy 135 (the Mocha's stop) which would be abandoned.

A transit center at this location would provide a GVRTA dispatch/information center, a waiting area, and restrooms and possibly other community amenities. The Gunnison Community Recreation Center location on Spencer Avenue meets all of the needs for a successful transit center and would be an asset to the residents and guests of the City of Gunnison and the Gunnison Valley.

For these reasons the GVRTA has chosen The Gunnison Community Recreation Spencer location on Spencer Avenue to be our preferred location for a Gunnison Transit Center.

***Note on intra-city circulation within Gunnison:**

GVRTA Commuter Bus service stopping at a Transit Center as it pulls into Gunnison on the north end of the City and also after looping through the City would allow people to get across the City in both directions. For example, a passenger going from Jorgenson Park to the Community School would be able to catch the GVRTA bus at the park on Teller Avenue, transfer buses at the Transit Center and continue over to the Community School on 11th Avenue.



To: City Council
From: Ben Cowan, Acting City Manager
Date: Friday, April 7, 2023
Subject: ICELab Update

Purpose:

To receive an update from the ICELab related to job creation.

Background:

The City of Gunnison 2022 Strategic Plan includes the following result:

Result B.2: By December 31, 2025, 100 net new jobs paying >\$60,000/year will be created (Average of 20 jobs per year over \$60,000 should be generated).

This result is associated with the following two strategies:

Financially support the ICE Lab to help achieve this goal. The ICELab has a similar goal to create jobs paying more than \$60,000 per year by creating and attracting new businesses to the Gunnison Valley. This will include a marketing program to communicate to entrepreneurs that the Gunnison Valley is an attractive place to “live, learn, and earn.” Key elements of a marketing campaign should include emphasizing the following:

- Creation of affordable housing in the future.
- Highly livable community with great schools and an abundance of recreational amenities.
- Strong health care system.
- Safe and secure community.

This collaboration and communication is ongoing.

The 2023 budget includes \$40,000 for ongoing support of the ICELab.

Staff Recommendation:

Report only. Information provided will be used to update the accountability for achievement of results in the Strategic Plan.

Council's Strategic Criteria:

This policy initiative or project addresses/relates to each of these criteria as follows.

A. Public Safety and Community Resilience.

Broadening economic diversity increases economic resiliency.

B. Public Engagement which fosters racial and cultural equity, inclusivity, and diversity.

The City provides services without regard to racial or ethnic origin.

C. Achieving the City's Environmental Sustainability Goals.

n/a

Action(s) Requested of Council:

No action is requested at this time.



ICELAB
@WESTERN

2023 UPDATE

Creating higher paying jobs in Gunnison County

Metrics/Goals

Economic Development Metrics									
Year		2019		2020		2021		2022	
Gunnison County	Cumulative Metrics	Goal	Actual	Goal	Actual	Goal	Actual	Goal	Actual
	Companies Recruited	1	1	2	2	3	4	4	4
	Jobs Created	5	5	12	22	20	33	30	43
	Jobs >\$50k/60k Created	1	3	3	6	5	10	8	15
	Revenue \$ Increase	\$200,000	\$847,000	\$700,000	\$1,144,971	\$1,500,000	\$1,633,426	\$2,500,000	\$2,811,027
	WCU Interns/Grads placed	2	5	4	13	7	19	11	23

The ICELab has met or exceeded all goals for the 4th year in a row.



Moosejaw Outdoor Accelerator

2023 Cohort:



Moosejaw
OUTDOOR ACCELERATOR





Outdoor Industry Funding Summit





Additional Programming

There has been a lot happening!

- Paul M. Rady School of Computer Science & Engineering
 - EMEN 4825: New Venture Creation
 - Capstone Project Sponsorship
- Spanish Speaking BIL with RMMFI
- Airport Installations
- Tradeshow Support
 - Outdoor Retailer
 - Big Gear Show
- Startup Weekend
 - Greater Colorado Venture Fund
- Incubator



Funding

- Gunnison County LMD
- City of Gunnison
- Grants
 - OREC
 - OEDIT
- Sponsors



ICELAB
@WESTERN

Thank you
City of Gunnison

Creating higher paying jobs in Gunnison County



To: City Council
From: City Clerk Erica Boucher
Date: April 11, 2023
RE: Consent Agenda

Background:

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 member of the public 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.

Action Requested of Council: A motion, second and vote to approve the Consent Agenda as presented with the following items:

- Approval of the March 28, 2023, Regular Session Meeting minutes
- Excuse Councilor Miles from the March 7th and March 28th Regular Session meetings.

March 28, 2023

**REGULAR SESSION
GUNNISON CITY COUNCIL**

5:30 P.M.

The Gunnison City Council Regular Session meeting was called to order on Tuesday, March 28, 2023, at 5:33 p.m. by Mayor Diego Plata in Council Chambers, located at 201 W. Virginia Avenue in Gunnison, Colorado. The Regular Session was also held online. Present in Council Chambers were Mayor Plata, Mayor Pro Tem Logan, Councilor Freeburn, Councilor Gelwicks, City Attorney Fogo, Acting City Manager/Finance Director Cowan, City Clerk Boucher, and Western Liaison KC Wenzel. Also present were Public Works Director Gardner, Community Development Director Anton Sinkewich, and Electric Superintendent Will Dowis. Members of the public attended in-person and online. Councilor Miles was absent. The press was present. A Council quorum was present.

Mayor Plata expressed gratitude and appreciation for first responders, police officers, and partners in the school district for all they do to keep the school children safe. He shared this sentiment in the wake of the school shooting in Tennessee and asked for a moment of silence. A moment of silence was taken.

Motion to Amend the March 28, 2023, Agenda. Mayor Plata asked for a motion to amend the March 28, 2023, Agenda. Councilor Gelwicks moved and Councilor Freeburn seconded the motion to amend the March 28, 2023, Agenda to include authorization to purchase a 2023 Ford F-150 XL Eco Boost Hybrid pickup truck.

Acting City Manager Cowan explained that when the City purchases higher priced items, it goes through a bidding process or through a purchasing consortium. The City belongs to a state consortium called Sourcewell to ensure the City is getting fair pricing. The restricted number of vehicles available at this time is due to supply and demand, and the vehicle chip shortage has resulted in a backlog in electric vehicle production and availability. The City has been looking for an electric vehicle to replace the vehicle currently in use by the City's GIS survey technician. A fully electric truck was desired, but none are on the market. The F-150 XL Eco Boost Hybrid pickup truck recently became available. Eleven other municipalities are interested in this truck. If the Gunnison does not present a purchased order to the seller as soon as possible, the truck will be sold to another buyer.

Roll call, yes: Freeburn, Plata, Logan, and Gelwicks. So carried.

Roll call, no: None.

Public Input. Bryan Miller, 720 N. Blvd., approached Council to share deep concerns he has about residents' safety on the highways. He stated that increasing street and highway safety is a major need and concern for the community. He strongly encouraged Council to look at more or different actions that could be taken to improve street safety, especially since there is support for it at all levels of government.

Mayor Plata called for other public input. There were no additional public comments in-person or online.

PUBLIC HEARING

Mayor Plata called the public hearing to order on Tuesday, February 14, 2023, at 5:40 p.m. in Council Chambers located at 201 W. Virginia Avenue in Gunnison, Colorado. The Mayor stated that the public hearing was also being conducted remotely. He stated that he, Mayor Plata, Councilor Gelwicks, Councilor Freeburn, Mayor Pro Tem Logan, Acting City Manager/Finance Director Cowan, City Attorney Fogo, City Clerk Boucher, and Western Liaison Wenzel were in attendance.

Mayor Plata stated that the purpose of the public hearing was to receive input on the proposed electric rate schedule.

Mayor Plata requested confirmation that the hearing had been properly published. City Clerk Boucher confirmed that the hearing had been properly published in the newspaper, on the City Hall bulletin boards, and on the City's website.

Mayor Plata asked for staff comments. Public Works Director David Gardner and Electric Superintendent Will Dowis came before Council. Director Gardner stated that staff is proposing a 3% electric rate increase. Of that amount, 1.6% will be used to receive all available carbon free and renewable energy from our power supplier MEAN to serve Gunnison's entire load. Being 100% carbon free is a goal that Gunnison has been working on with MEAN for the last four years. The other 1.4% is to help offset material cost increases for items such as transformers, meters, poles, wire, and to offset costs for other necessary items whose costs have greatly increased. The 1.4% increase is not enough to cover all raising costs, but with the economic climate of the day, staff recommended keeping rate increases to a minimum. By investing in 100% carbon free, the City will increase its wind power from 6.9 million to roughly 10 million. The rest will be filled in with landfill gas. There will be some nuclear, along with 40 megawatts of hydro and 60 megawatts of solar power. Costs for supplies have increased greatly over the last year and the lead time for equipment is now up to 18 months.

Councilor Gelwicks asked if the City was experiencing equipment shortages due to wear and tear. Superintendent Dowis replied that there isn't a shortage at this time primarily because he was able to receive approval to purchase items with a lot of lead time. The Electric Division will be changing out poles to enhance infrastructure. While the City is not short yet, materials are becoming very hard to get. The City practices inventory control by managing equipment availability to withstand delays. The City may authorize the cost of the equipment in one year, but it does not get expensed for the infrastructure until it is put into service. Acting City Manager Cowan reminded Council that a 5% rate increase was approved in the 2023 budget. Based on later recommendations from MEAN, the City adjusted the recommended rate increase to 3%, and 1.6% of the 3% is for the Green Energy Program.

Superintendent Dowis spoke about the Green Energy Program that Gunnison would be buying into at the 1.6% rate. As part of this program, for every kilowatt that the City purchases, it is buying that much in terms of renewable generation. The City is generating in renewables what it uses. Mayor Pro Tem Logan asked about the status of the City's WAPA allocation, considering the increase in snow pack this year. Dowis said that the City has its contract with WAPA for rate of delivery. If it becomes available, the City gets its rate of delivery returned. Staff isn't expecting any change this year with WAPA, but they usually give an update in September. Dowis clarified that the City does not get its power from Blue Mesa Reservoir. The City's hydro power comes from dams around the Salt Lake City area. If the City were to get more WAPA allocation in the future, staff could look at lowering electric rates.

Mayor Pro Tem Logan asked why the renewable power costs more, as it feels like a disincentive to invest in renewables. Dowis responded that it can take double the amount to generate power with wind compared to nuclear, for example. Mayor Pro Tem also asked if Gunnison decided not to join the Green Energy Program, would the renewable power be available to be used by another community in the MEAN coop. Dowis said yes, but the City has been working toward going 100% renewable for a long time, and if the City doesn't invest now it will be years before another opportunity may come before the City. Mayor Pro Tem Logan expressed some second thoughts about investing in renewables at this time. City Attorney Fogo said that the points being brought up would be more appropriate for the agenda item later in the meeting rather than during the public hearing.

Mayor Plata called for public comments from anyone attending online or in Chambers. Gunnison resident Laurie Gery approached Council. She asked if the City could anticipate or predict if the extremely high costs of supplies would continue to increase or to decrease. Dowis said that he can't specifically answer that question as future prices are unknown. Director Gardner explained that the City looks at expenses and revenues annually through a cost of services analysis so the City can stay competitive with its pricing, and not just raise rates without justification. A second question that Laurie Gery asked was in reference to a newspaper article that talked about the need to ensure that our systems are unlikely to produce wildfires. Superintendent Dowis clarified that this information was from Gunnison County Electric Association (GCEA) who serves the more rural areas of Gunnison. Wildfires within the city limits is a very minimal threat. GCEA and the City's Electric Division are two separate entities. Council thanked resident Laurie Gery for her questions.

Kyle Balch approached Council and asked why the City is working so hard to become 100% renewable when other communities would be willing to buy into the energy at the higher rate. Dowis stated that with this rate, electric resources and participation in the Green Energy Program the City is adding renewables. Mr. Balch said that the City should not go 100% renewable if the

energy is not 100% reliable. Acting City Manager Cowan further explained that the financial contributions would go to places like Kimball, Nebraska, to retrofit older turbines on wind farms to increase wind production. Dowis clarified that they replaced the Kimball windfarm, replacing the old farm and adding a 30-megawatt wind farm.

Mayor Plata called for additional comments from the attendees in the audience and online. No one came forward to speak. Mayor Plata asked if the Clerk had received any other comments. The Clerk did not receive any additional comments besides the written comment submitted by Linda Hamilton which was included in Council's packet. Councilor Gelwicks stated that he was a bit confused by the comments. Mayor Plata stated that further discussion of them may be needed. He asked for questions from Council.

Councilor Freeburn said it was good that the rate increase changed from 5% down to 3%. He does not like to see rate increases in any way but supports staff's recommendation for the 3% rate change to ensure working infrastructure. He feels that overall the community supports renewable energy, and he also understands Mr. Balch's comments.

City Attorney Fogo said that public hearing is the opportunity for the public to ask questions and share comments. Councilor Gelwicks and Mayor Pro Tem Logan had no other questions. Mayor Plata referred back to Linda Hamilton's comments. To his understanding, she is asking why the green energy rates, net metering fees, and the wholesale rates are staying the same, when all other electric rates are being increased 3%. Staff clarified that renewable rates may be adjusted after April 1 when MEAN assesses their mix of fixed and variable costs related to renewables. At this time, the City is moving forward with the rates MEAN presented in the fall of the 2022. The City needs to know what rate MEAN will be reimbursing the City before adjustments are made and presented. The City tries to get as close as possible to what MEAN will be paying the City as a producer of power. Mayor Plata called for final comments from the public.

Gunnison resident Joe Dix asked about if the different renewable energy sources are hierarchical. Dowis said that MEAN distributes what is most available. For example, if MEAN has mostly wind available than Gunnison receives wind power first, followed by solar, and then landfill gas. Later in the year, the City will receive documentation from MEAN to show the percentage of renewable energy sources received. MEAN combines landfill gas, wind, and solar energy into a group and then the City gets its allocation. The percentage of each kind of energy changes annually. WAPA stands for Western Area Power Association, and is Gunnison's hydro power generation. Director Gardner shared that the City's priority has been to get to 100% carbon free as part of the City's sustainability plan and the City has the opportunity to accomplish that this year. The City is buying a certain fixed allocation. It doesn't get to choose the make-up of renewables based on price. Acting City Manager Cowan said that the City is part of MEAN (Municipal Energy Association of Nebraska), which is a co-op and the City is a partner. With that, the City has a voting right on the board. MEAN purchases energy as a large consortium that covers the region from Nebraska to Colorado. Energy rates are established on an annual basis. Council is making long-term decisions, like whether or not to participate in the Green Energy program. If the City doesn't sign on to the program today, it doesn't impact what MEAN will do as a group but could impact the decisions and investments made in the future. If there isn't participation in green energy programs, the prices will never decrease, and opportunities will go away. Mr. Dix thanked Council for their time.

Hearing no more comments from the public, staff, or Council, the Mayor closed the public hearing at 6:08 p.m. Council returned to the Regular Session.

City Attorney Fogo emphasized that public hearings are to receive information from those who testify and not to have discussion. Discussion is scheduled to occur later in the meeting. Public hearings are meant to receive input prior to making a decision.

PUBLIC HEARING

Mayor Plata called the public hearing to order on Tuesday, March 28, 2023, at 6:09 p.m. in Council Chambers located at 201 W. Virginia Avenue in Gunnison, Colorado. The Mayor stated that the public hearing was also being conducted remotely. He stated that he, Mayor Plata, Councilor Gelwicks, Councilor Freeburn, Mayor Pro Tem Logan, Acting City Manager/Finance Director Cowan, City Attorney Fogo, City Clerk Boucher, and Western Liaison Wenzel attended the public hearing in Council Chambers.

Mayor Plata stated that the purpose of the public hearing was to receive public input on the merits of Text Amendment application, ZA 23-2, proposing to amend Section 13. Incentives, and Section 16. Definitions within the *City of Gunnison Land Development Code*.

Mayor Plata requested confirmation that the hearing had been properly published. City Clerk Boucher confirmed that the hearing had been properly published in the newspaper, on the City Hall bulletin boards, on the City's website, and the certified mailing was completed.

Mayor Plata asked for staff comments. Community Development Director Anton Sinkewich came before Council. He stated that this proposed text amendment was the result of numerous work sessions with the Planning and Zoning Commission and City Council, with the intention to remove barriers and create additional incentives for the creation of workforce and affordable housing in the City of Gunnison. Affordable housing and workforce housing availability has been identified as a central issue in nearly every public engagement process in the City. Ensuring the continued availability of attainable housing in our community is central to fostering racial and cultural equity, inclusivity, and diversity, and is a central component of our community's ongoing resiliency. The proposed amendment will replace Section 13. INCENTIVES to clarify and improve incentives available, and remove extraneous processes that would be no longer applicable with the improved incentives. Definitions for "Workforce Housing" and "Affordable Housing" will also be added to Section 16. Definitions. The definitions have been removed from the text of Section 13 to avoid redundancy in the Code. The Planning and Zoning Commission held a public hearing on February 22, 2023, regarding this request and unanimously voted to recommend approval of Text Amendment, ZA 23-2 to City Council. The Council packet contains the staff report with the proposed amendments, the Planning and Zoning Commission's recommendation, the application page, and the draft Ordinance. Staff had no additional comments.

Mayor Plata called for public comments from anyone attending online or in Chambers. Ian Karras, 709 N. Pine Street, approached Council. He stated that he did not have a chance to review the proposed text amendment before Council but will review it in the future. He informed Council that he has an extra lot on his property, which is in a R1 zoning area and across the street from a R2 zoned area where ADUs are allowed. He would like to see a change for his neighborhood so ADUs could be built. Mayor Plata asked for additional comments from the public. No one came forward to speak. Mayor Plata asked if the Clerk had received any other comments. She had not received any additional comments. Council did not have any follow-up questions.

Hearing no more comments from the public, staff, or Council, the Mayor closed the public hearing at 6:15 p.m. Council returned to the Regular Session.

Council Action Items.

Consent Agenda. Councilor Gelwicks moved and Mayor Pro Tem Logan seconded the motion to approve the Consent Agenda, which included the following items: Approval of the February 28, 2023, Regular Session Meeting minutes and Approval of the March 7, 2023, Regular Session Meeting minutes.

Roll call, yes: Freeburn, Plata, Logan, and Gelwicks. So carried.

Roll call, no: None.

Appointment of a Temporary Municipal Judge. Municipal Judge Jim McDonald came before Council to discuss Section 3.21 Qualification and Appointment of Judge of the Charter, which states: "If absent, disqualified, or unable to act in any matter or case, the Municipal Judge may call any eligible person subject to council approval, to act and serve temporarily, and if he fails to, or cannot call in a substitute, the Council shall appoint a substitute." Judge McDonald shared that he briefly spoke to Municipal Court Liaisons, Councilor Freeburn and Councilor Miles about this section. If the judge needed to recuse himself from a case, he would find an appropriate replacement to temporarily serve. If the defendant were to request a trial, the judge would return to Council to request approval of a temporary judge to oversee the trial. Council would have the opportunity to visit with the possible appointed judge. He would be present during the confirmation process. This agenda item is primarily informational for Council, before any judicial action may be needed. No specific judge is recommended for appointment at this time because that would have to be done on a case-by-case basis depending on circumstances and availability. The

temporarily appointed judge would be compensated on an hourly rate, which would likely be established during the confirmation process.

Mayor Pro Tem Logan moved and Councilor Freeburn seconded the motion to authorize Judge Jim McDonald to appoint a replacement judge to handle non-trial matters on a temporary basis, which appointment would be confirmed by City Council prior to any trial being held, should Judge McDonald need to recuse himself.

Roll call, yes: Plata, Logan, Gelwicks, and Freeburn. So carried.

Roll call, no: None.

Ordinance No. 3, Series 2023, Second Reading: *An Ordinance of the City Council of the City of Gunnison, Colorado, Establishing Utility Availability of Service Fees.*

Councilor Freeburn introduced Ordinance No. 3, Series 2023, and read it aloud by title only. Councilor Freeburn moved and Councilor Gelwicks seconded the motion to approve Ordinance No. 3, Series 2023, and adopt on second reading.

Acting City Manager stated that the Availability of Service Fees would apply to those who have short-term rentals and are in-between renters. If the utility services are available for use, even if the property is not occupied, the property owner at a minimum will be charged the default rate of \$113.13/month.

Roll call, yes: Plata, Logan, Gelwicks, and Freeburn. So carried.

Roll call, no: None.

Ordinance No. 4, Series 2023, First Reading: *An Ordinance of the City Council of the City of Gunnison, Colorado, Amending the City of Gunnison Land Development Code Sections 13 and 16 and Improve Incentives and Definitions for Workforce and Affordable Housing.* Councilor Freeburn introduced Ordinance No. 4, Series 2023, and read it aloud by title only. Councilor Freeburn moved and Mayor Pro Tem Logan moved to pass and ordered to publish Ordinance No. 4, Series 2023, on first reading.

Acting City Manager Cowan clarified that this text amendment does not address development or construction of ADUs in the R1 Zone District. The text amendment memorializes some administrative practices that are already in place and allows for the waiver of building permit fees for deed-restricted units. Council spoke to Mr. Karras as a follow-up to his comment in the public hearing. They said that there are two major clusters in R1 Zone Districts that exempts the ability to create ADUs. Some residents support this exemption and some residents do not. The issue has not been resolved to everyone's satisfaction and more discussion is needed on this topic. Council also mentioned that sewer capacity can limit a zoning district's option to have ADUs. This amendment is in regards to a definition that is tied to the income level of residents who would qualify for workforce and deed-restricted housing and sales.

Roll call, yes: Logan, Gelwicks, Freeburn, and Plata. So carried.

Roll call, no: None.

Resolution No. 5, Series 2023: *A Resolution of the City Council of the City of Gunnison, Colorado, Adopting Fees.* Acting City Manager Cowan stated that this resolution includes multiple aspects. With the passage of Ordinance No. 4, Series 2023, it includes in the Availability of Service Fees at the rate of \$113.13/month for all four services (sewer, water, electric, and refuse) starting September 1, 2023. This fee is only for people who have unoccupied properties or dilapidated structures, unoccupied short-term rentals, or vacated properties for an extended amount of time. Staff will communicate directly with those who this fees will affect. The resolution also includes the 3% increase to electric rates. Owners of land that has not been developed or owners who remove all service lines will not be affected by this fee.

Council discussed a written comment it received from Linda Hamilton to clear up possible confusion about large solar generation systems. If Council decides to proceed with the Green Energy Program Subscription, the voluntary energy program becomes obsolete because all residents will be paying into the Green Energy Program. Mayor Pro Tem Logan expressed some reservation about buying into the Green Energy Program because of the 1.6% increase to the electric rate and because there are other municipalities who would participate in this program if Gunnison decided not to do so. Councilor Gelwicks suggested that if Gunnison doesn't invest in this program now, it could be another decade before the City would have the opportunity to have 100% carbon-free energy. Superintendent Dowis emphasized that this is Gunnison's opportunity to get renewables. Staff invested multiple years with MEAN to have this opportunity for the City.

A brief discussion occurred about how Gunnison compares to other Colorado municipalities' electric rates. It was shared with Council that at a 5% rate increase as proposed in the budget, Gunnison is still on lower side for costs. This electric rate increase will not be used to pay for infrastructure in Gunnison Rising. The Gunnison Rising developer is responsible for those infrastructure costs. The fact that the renewable energy the City is buying into cannot be sold to another municipality is a good assurance that this program will make a beneficial impact. There is a demand for renewable energy, which is why MEAN is investing in it and working with Gunnison and other municipalities on this program.

Councilor Freeburn introduced Resolution No. 5, Series 2023, and read it aloud by title only. Councilor Freeburn moved and Councilor Gelwicks seconded the motion to adopt Resolution No. 5, Services 2023.

Roll call, yes: Gelwicks, Freeburn, Plata, and Logan. So carried.

Roll call, no: None.

Green Energy Program Subscription Authorization with MEAN. With the passage of Resolution No. 5, Series 2023, which includes the 3% electric rate increase, of which 1.6% is allocated for the Green Energy Program Subscription, Council can enter into the Green Energy Program with MEAN. This will increase Gunnison's allotment to a fixed annual kWh to 10,119,000 and the variable allotment will be distributed annually.

Councilor Gelwicks moved and Councilor Freeburn seconded the motion to authorize the Acting City Manager to sign the Green Energy Program Subscription Confirmation form with MEAN.

Roll call, yes: Freeburn, Plata, Logan, and Gelwicks. So carried.

Roll call no: None.

Approve Engineering Task Order No. 1 for Water Treatment Project. Public Works Director Gardner remained before Council to discuss Task Order No. 1. The City entered into an agreement with JVA Engineering in December 2022 to complete a scope of work, which includes preliminary design of a water treatment plant. JVA's work includes water storage tanks analysis, to identify raw water sources, to evaluate raw water transmission, identify potential new wells, review existing wells and existing pipe capacities, recommend easement acquisition, phasing, and construction sequencing, provide opinion of probable costs, evaluate grant and loan opportunities, evaluate phasing and timelines with a goal of maximizing grant dollars, prepare a preliminary design report, work with architect and staff to produce architectural conceptions, review PUD amendment, participate in meetings with stakeholders, provide updates to Council, and host public hearings. In addition to this work, the need to complete geotechnical work has been identified. There are about 20 locations that need more analysis and testing to ensure this location will be productive for all needs and aspects of the water treatment plant for multiple years into the future.

Staff received two bids for the geotechnical work. Staff recommended proceeding with CMT (formerly Cesare). Both the City and JVA have worked with Cesare in the past on projects, including Lazy K, and have been pleased with his skill and production. JVA Engineering would be the hiring agent of this subcontractor. Ideally, this work would begin as soon as possible. A brief discussion occurred about PFAS. Staff stated that they are planning for treatment of PFAS in the future, when and as needed.

Councilor Gelwicks moved and Pro Tem Logan seconded the motion to authorize the Acting City Manager to execute the Geotechnical Services Letter of Agreement (Task Order No. 1) with JVA Engineering for subcontractor CMT in an amount not to exceed \$86,000.

Roll call, yes: Plata, Logan, Gelwicks, and Freeburn. So carried.

Roll call, no: None.

Authorization to Purchase a 2023 Ford F-150 XL Eco Boost Hybrid Pickup Truck. Public Works Director Gardner shared with Council that staff found a hybrid pickup truck to replace an old truck for in the Public Works' fleet. This truck is scheduled for replacement. The cost of the 2023 Ford F-150 hybrid is \$50,011 plus \$650 for shipping. Purchases over \$50,000 require Council approval. The seller would not adjust the price knowing that 11 other municipalities are interested in the vehicle. This amount was approved in the budget. This position needs a truck that can haul street core machinery and survey equipment. A discussion occurred about the pros and cons of the purchasing used vehicles instead of new vehicles and waiting for an electric vehicle. Staff confirmed that an electric vehicle was not available. Staff also explained that used vehicles still under warranty and in decent shape are hard to find, but the City does look for them. When the City purchases a new vehicle it is typically in the fleet for 15 years.

Councilor Gelwicks moved and Mayor Pro Tem Logan seconded the motion to authorize the Acting City Manager to execute a purchase order with Sourcewell to purchase a 2023 Ford F-150

XL Eco Boost Hybrid pickup truck in an amount not to exceed \$50,661.40.

Roll call, yes: Logan, Gelwicks, Freeburn, and Plata. So carried.

Roll call, no: None.

Council took a recess at 7:15 p.m. and returned to the Regular Session at 7:27 p.m.

Community Development Semi-Annual Report. Community Development Director Anton Sinkewich came before Council. He asked if Council had any questions based on the written report he submitted. It was shared that there has not been any direct communication with the owner of the Columbine Hotel since Community Development's last report. The City may be receiving a formal complaint from a neighboring property owner regarding a negative impact on her property. Council commended Community Development for their on-going work and commitment to professional development. Staff shared that lack of enforcement tools on a property like the Columbine, which caused them to look at other tools, like the Availability of Service Fees, to address abandoned properties. A brief discussion occurred about if the City would encourage property owners of vacant lots to utilize their land or sell it to help with fill-in, and maximize land use for housing. Staff cannot require a property owner to develop or sell their property. It was noted that there are multiple empty storefronts in the central business district. During the April 11th, Regular Session meeting staff will share short-term recommendations on quick wins for traffic control and street safety based on ideas given at the Multi-Modal Access input meetings. Council thanked Director Sinkewich.

Firemen's Pension Semi-Annual Report. This is a report only item. It is confirmed that representatives on the Firemen's Pension Board are voting members.

Staff and Council gave brief reports.

With no additional business to come before Council, Mayor Plata adjourned the Regular Session at 8:50 p.m.

(Seal)

Mayor

Clerk



To: City Council
From: City Clerk Erica Boucher
Date: April 11, 2023
Re: Excuse Councilor Miles from the March 7 and March 28, 2023
Regular Session meetings

Background: Councilors are allowed to be formally excused from a Regular, Special or Reorganization Session meeting by a quorum vote of the City Council per Section 4.4 (F) of the Gunnison Municipal Home Rule Charter.

Councilor Miles was not able to attend the March 7 and March 28, 2023, meetings because of personal travel.

Action Requested of Council: To excuse Councilor Miles from the March 7 and March 28, 2023, Regular Session meetings.

April 4, 2023

**CITY OF GUNNISON COUNCIL
SPECIAL SESSION**

4:30 P.M.

The Gunnison City Council Special Session meeting was called to order on Tuesday, April 4, 2023, at 5:31 p.m. by Mayor Diego Plata in Council Chambers, located at 201 W. Virginia Avenue in Gunnison, Colorado. Present in Council Chambers were Mayor Diego Plata, Mayor Pro Tem Mallory Logan, Councilor Boe Freeburn, Councilor Jim Miles, Councilor Jim Gelwicks, Acting City Manager and Finance Director Ben Cowan, City Clerk Erica Boucher, City Attorney Kathy Fogo and executive recruitment firm consultant Andrew Gorgey of Columbia Ltd. A Council quorum was present.

Council Action Items.

Executive Session. Mayor Pro Tem Logan moved to go into Executive Session to consider personnel matters pursuant to C.R.S. §24-6-402(4)(f) and not involving any specific employees who have requested discussion of the matter in open session, specifically to determine finalists for the open City Manager position. Councilor Miles seconded the motion.

Roll call, yes: Freeburn, Miles, Plata, Logan, and Gelwicks. So carried.

Roll call, no: None.

Mayor Plata stated that Council may take around 90 minutes to two hours in executive session. Once the executive session is concluded, staff will reopen the link to the Special Session and proceed as normal. No formal action may be taken during the executive session.

As the presiding officer, Mayor Plata opened the executive session on Tuesday, April 4, 2023, at 5:35 p.m. for the purpose of considering personnel matters pursuant to C.R.S. §24-6-402(4)(f), and to specifically determine finalists for the open City Manager position. Present in the executive session were Mayor Diego Plata, Mayor Pro Tem Mallory Logan, Councilor Boe Freeburn, Councilor Jim Miles, Councilor Jim Gelwicks, Acting City Manager, Finance Director Ben Cowan, City Attorney Kathy Fogo and Andrew Gorgey of Columbia Ltd. Mayor Plata cautioned participants to confine all discussion to the stated purpose of the executive session and that no formal action may occur in the executive session. He instructed participants that if, at any point in the executive session, any participant believed that the discussion was going outside the proper scope of the executive session, they should interrupt the discussion and make an objection. He then asked the City Clerk to exit Chambers.

At 7:13 p.m., Mayor Plata requested that the City Clerk return to Chambers. Present in the executive session were Mayor Diego Plata, Mayor Pro Tem Mallory Logan, Councilor Boe Freeburn, Councilor Jim Miles, Councilor Jim Gelwicks, Acting City Manager, Finance Director Ben Cowan, City Attorney Kathy Fogo and Andrew Gorgey of Columbia Ltd. Mayor Plata attested that the meeting recording reflected the actual contents of the discussion at the executive session and was in lieu of any written minutes to satisfy the recording requirements of the Open Meeting Law. He asked the participants that if, at any point in the executive session, the discussion went outside the proper scope of the executive session to make an objection. No one stated any objections. The recording will be retained for a 90-day period. The executive session concluded at 7:15 p.m. and returned to the Special Session.

Council went into recess at 7:16 p.m. and returned to the Special Session at 7:33 p.m.

Mayor Plata directed Mr. Gorgey to follow through with the candidates selected for in-person interviews scheduled for April 13 and 14 in Gunnison.

SB23-213 Land Use. City Attorney Fogo shared with Council that there is a lot of information in the 150-page Senate bill that people are working to digest and understand. This bill would not have a lot of immediate impact to the City of Gunnison, but it will have some, especially regarding use-by-right in any zone district that allows single family residential units. The bill currently includes points such as, the removal of size limitations on ADUs. Other areas of concern for home rule municipalities would be the removal of local restrictions that relate to setbacks and occupancy limitations. There are no requirements for ADUs to be deed restricted to assist with affordable housing. Thus far, there is nothing in the bill specifically helps create affordable housing even though that was the intended goal of the bill. Front Range municipalities and resort towns, like

Crested Butte would experience the most impact if this version of the bill passes. City Attorney Fogo presented Council with a variety of actions they could take to express opposition to the bill, if so desired. Options include a resolution, letter of opposition, testimony, or signing onto CML’s letter of opposition. This bill is going to hearing on April 6th. Councilmembers could also speak with their representatives and housing authority leaders. The intention is to kill the bill and redraft it with methods to create affordable housing and to not remove home rule land use authority. The bill deals with HOAs in a similar manner. The bill would give the Department of Local Affairs (DOLA) authority to regulate the various tiers. Tiers are different categories the bill divides municipalities into. For example, tier 1 is larger cities or smaller cities within the metro are and “rural resort job center municipalities.” Councilor Gelwicks suggested signing a resolution opposing the bill from the City’s perspective and share it with our two legislators and the Senate Committee. The bill has multiple committees to still go through before possible adoption. City Attorney Fogo told Council that it is easy for them to sign CML’s letter of opposition online. Council directed staff to write a resolution in opposition of SB23-213 for Council’s adoption at the April 11th, 2023, Regular Session meeting.

(Seal)

Mayor

Attest:

City Clerk



To: City Council
From: Mike Rogers - Water & Wastewater Superintendent
Date: 4/11/23
Subject: Purchase of New Utility Maintenance Vehicle #174

Purpose: Purchase of New Utility Maintenance Vehicle Unit #174.

Background: For FY 2023, Water staff budgeted:

\$85,000- 25-4202-9956 (Vehicle) to purchase a new utility maintenance vehicle.

This vehicle is a ¾ ton heavy duty extended cab work truck capable of pulling and hauling heavy loads. It will be furnished with a utility service body and become part of the Water/Sewer departments daily utility equipment. With the addition of a new water operator in the 2022 budget, the Water Department needs an additional truck that has the ability to transport more staff members and tow heavy equipment trailers to critical infrastructure jobsites with the proper tools and safety equipment aboard. Emergency repair and new construction sites have limited space and access that do not accommodate multiple trucks. This truck will be used to haul large pumps, water repair tools, and trailer heavy equipment such as the mini excavator. Staff issued a RFP for this vehicle via BidNet, and received a favorable response from Transwest Chevy. The vender has the truck in stock, and quoted: \$56,652 for a 2023 Chevy 2500HD utility truck. The bid is well within budget.

Council's Strategic Criteria:

A. Public safety & Community Resiliency:

Will be used to service the community's important water supply and sewer distribution.

B. Public engagement which fosters racial and cultural equity, inclusivity, and diversity:

Bids were issued via a competitive public process via BidNet.

C. Achieving the City's environmental sustainability goals:

Properly equipped vehicles are an important part of keeping the utilities sustainable.

Action(s) Requested of Council:

A motion to authorize the Acting City Manager to approve the purchase of a 2023 Chevy 2500 HD utility truck in an amount not to exceed \$56,652.00.

Appendix A: Bid Info for 2023 Chevy 2500HD utility truck.



Sales Rep.

Michelle Cline

Date 03/06/2023

Stock # SPF151705

Deal # 53154

BUYER INFORMATION

Name City Of Gunnison Phone #
 Address 201 W Virginia Ave Work # (970) 641-8020
 City Gunnison State CO ZIP 81230 County

VEHICLE INFORMATION

Year 2023 Make Chevrolet Model Silverado 2500HD Body Extended Cab Pickup
 VIN 1GB5YLE7XPF151705 Miles 10

TRADE INFORMATION

Year Make Model Body
 VIN Miles
 Payoff Bank

PRICE	\$44,328.00
OPTIONS	
DELIVERY & HANDLING CHARGE *	\$0.00
Service Body	\$12,324.00
List Price Incl. Options	\$56,652.00
Less Trade-In Allowance	
TAXABLE SALE PRICE	\$56,652.00
Sales Tax @ %	\$0.00
TOTAL	\$
Balance Owing on Trade-In	
Down Payment	
Rebate	
Accessories	\$12,324.00
Luxury Tax	
Titling Fee *	\$0.00
TOTAL PRICE	\$ \$56,652.00

PAYMENT \$ \$56,652.00

*THIS CHARGE REPRESENTS COST AND ADDITIONAL PROFIT TO THE SELLER FOR ITEMS SUCH AS INSPECTION, CLEANING AND ADJUSTING NEW AND USED VEHICLES AND PREPARING DOCUMENTS RELATED TO THE SALE.
 ALL SALES AND CONTRACTS ARE EXPRESSLY SUBJECT TO THE TERMS AND CONDITIONS OF A BUYERS ORDER AND INVOICE SIGNED BY BUYER AND ACCEPTED BY DEALER. ANY TRADE-IN ALLOWANCE SHOWN ON THIS BUYER'S OFFER TO PURCHASE IS CONDITIONED UPON THE TRADE-IN, WHEN RECEIVED BY DEALER, BEING IN THE SAME CONDITION, INCLUDING ALL EQUIPMENT AND ACCESSORIES, AS WHEN APPRAISED, AND UPON BUYER ACCEPTING DELIVERY AND COMPLETING THE TRANSACTION AT THE TIME AGREED UPON IN THE BUYERS ORDER AND INVOICE.

Buyers Signature

Accepted By Dealer

QMC 107 Date 03/06/2023

I AUTHORIZE AN INVESTIGATION OF MY CREDIT HISTORY.

SSN# DOB

BUYERS SIGNATURE



Memorandum

To: City Council
From: Dan Vollendorf, Parks and Recreation Director
Date: April 5, 2023
Re: 11th and Quartz Landscaping

Purpose:

One of the projects that the City of Gunnison Parks and Recreation Department is anxious to complete is landscaping the space that was created with the 11th and Quartz alignment. This project was initially brought to Council on September 27, 2022 and while Council liked the conceptual design and xeriscaping plan associated with it, there was a consensus that the cost of was too high. Council gave direction to reduce the scope of the project or to find alternative funding sources.

Upper Gunnison River Water Conservancy District Grant & Alternative Options:

Following the Council meeting on the 27th, staff met with all of the parties involved in the planning process to reduce the scope which included a reduction of flowers, trees, shrubs, and boulders. However, a more palatable solution came to fruition which was to incorporate an educational component that would emphasize water conservation, and planting appropriate trees, grasses, and shrubs in this semi-arid environment. Adding the educational piece (which was supported by the Gunnison Watershed School District – specifically Renee Brekke) would greatly increase our chances of obtaining a grant from the Upper Gunnison River Water Conservancy District (UGRWCD). Therefore we altered the original scope to incorporate educational signs, changed the species of trees that we would plant from narrowleaf cottonwoods to chokecherries and crabapple trees (recommended by the UGRWCD) and applied for a grant this winter which was just recently awarded in the amount of \$22,970 which is 47% of the total project cost of \$48,995.

Action Requested of Council

A motion to authorize the Acting City Manager to enter into a contract with Alpine Landscapes in an amount not to exceed \$48,995 to xeriscape the space at 11th and Quartz.

QUARTZ STREET COMMON SPACE CONCEPT PLAN

CITY OF GUNNISON, 28 JUNE 2022

PRELIMINARY PLANT LIST

COMMON NAME	BOTANICAL NAME
TREES	
Rocky Mountain Juniper	<i>Juniperus scopulorum</i>
Green Ash	<i>Fraxinus pennsylvanica</i>
Narrowleaf Cottonwood	<i>Populus angustifolia</i>
SHRUBS	
Serviceberry	<i>Amelanchier alnifolia</i>
Big Sage Brush	<i>Artemisia tridentata</i>
Mountain Mahogany	<i>Cercocarpus montanus</i>
Sticky Rabbitbrush	<i>Chrysothamnus viscidiflorus</i>
Antelope Bitterbrush	<i>Purshia tridentata</i>
Potentilla	<i>Potentilla fruticosa</i>
Sandcherry	<i>Prunus besseyi</i>
Gambel Oak	<i>Quercus gambelii</i>
Three-Leaf Sumac	<i>Rhus trilobata</i>
Rock Spirea	<i>Holodiscus dumosus</i>
GRASSES	
Indian Ricegrass	<i>Achnatherum hymenoides</i>
Blue Gramma Grass	<i>Bouteloua gracilis</i>
Karl Foerster Grass	<i>Calamagrostis x acutiflora 'Karl Foerster'</i>
Blue Avena Grass	<i>Helictotrichon sempervirens</i>
Switchgrass	<i>Panicum virgatum</i>
PERENNIALS	
Yarrow	<i>Achillea millefolium</i> spp.
Fringed Sage	<i>Artemisia frigida</i>
White Sagebrush	<i>Artemisia ludoviciana</i>
Purple Coneflower	<i>Echinacea purpurea</i>
Hairy False Goldenaster	<i>Heterotheca villosa</i>
Desert Four O'Clock	<i>Mirabilis multiflora</i>
Bearded Penstemon	<i>Penstemon barbatus</i>
Rocky Mountain Penstemon	<i>Penstemon strictus</i>
May Night Salvia	<i>Salvia sylvestris 'May Night'</i>
Autumn Joy Sedum	<i>Sedum 'Autumn joy'</i>
Soapweed Yucca	<i>Yucca glauca</i>



XERISCAPE EXAMPLE WITH TREES



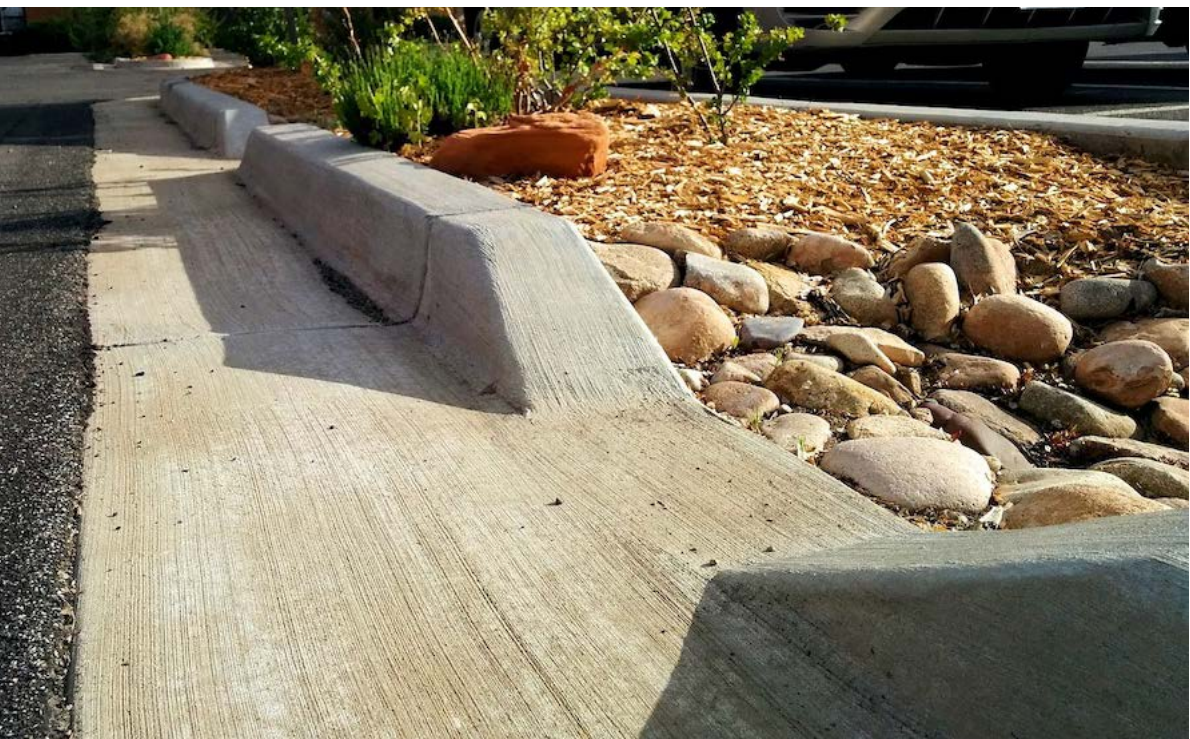
XERISCAPED GRAVEL COURTYARD WITH SEATING



XERISCAPED MEDIAN WITH WATER WISE PLANTS



GRAVEL SWALE WITH XERISCAPE PLANTINGS AND LANDSCAPE BOULDERS



CURB CUT TO CAPTURE RUNOFF



BOULDER GARDEN IN WINTER



LOCAL INSPIRATION: PALISADES & RIVER CORRIDOR



LOCAL INSPIRATION: HARTMAN ROCKS BOULDERS & TRAILS

**ORDINANCE NO. 4
SERIES 2023**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GUNNISON, COLORADO, AMENDING THE *CITY OF GUNNISON LAND DEVELOPMENT CODE* SECTIONS 13 AND 16 TO CLARIFY AND IMPROVE INCENTIVES AND DEFINITIONS FOR WORKFORCE AND AFFORDABLE HOUSING

WHEREAS, ensuring the availability of workforce and affordable housing in our community is a central component of our community’s ongoing resiliency; and

WHEREAS, the *City of Gunnison Comprehensive Plan* recommends to “Explore and Develop City-led incentives to develop workforce and affordable housing options for a wide range of household incomes” and “Review and update local regulations to streamline the development review process and reduce unnecessary complications that could be restrictive to residential development”; and

WHEREAS, the Community Development Department of the City of Gunnison has filed an application with the City of Gunnison, Colorado, seeking approval of a text amendment to the City’s *Land Development Code*; and

WHEREAS, the Planning and Zoning Commission of the City of Gunnison, Colorado, held a public hearing on said application pursuant to notice published in accordance with the *Land Development Code* of the City of Gunnison, Colorado, on February 22, 2023; and

WHEREAS, Section 10.5 of the *City of Gunnison Land Development Code* states that approval of a text amendment to the *Land Development Code* may only occur if the application meets all the Review Standards for Text Amendment; and

WHEREAS, the Planning and Zoning Commission considered the amendment to the *Land Development Code* following a public hearing held on February 22, 2023, and recommended approval of the same. Therefore, staff requests Council to approve the amendments in the form stated or incorporated herein; and

WHEREAS, the City Council of the City of Gunnison, Colorado, held a public hearing on the Text Amendment application to the *Land Development Code* on March 28, 2023.

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

Section 1. *City of Gunnison Land Development Code*, Section 13 Incentives, is hereby amended to read as follows:

Section 13. Incentives

§13.1 PURPOSE

The purpose of this Section is to provide incentives to accomplish high-priority planning goals, including the development of workforce and affordable housing and the preservation of open space and natural features.

§13.2 SPECIFIC STANDARDS APPLIED TO WORKFORCE AND AFFORDABLE HOUSING INCENTIVES

- A. **Deed Restriction Required.** Workforce and Affordable housing units developed pursuant to this Section shall be deed-restricted to assure the availability of the unit for sale or rent to persons meeting the definitions herein. The instrument used to restrict the unit shall be approved by the City Attorney.
- B. **Use By Right.** Workforce and Affordable housing shall be considered a use by right when it meets building density and dimensional design standards for residential uses in applicable zone districts. Application process shall follow Section 6. Development Review Procedures.
- C. **Expedited Review Process.** Applications for development of Workforce and Affordable

housing units submitted pursuant to this Section shall receive priority expedited review by city staff. Application process shall follow Section 6. Development Review Procedures. Review does not guarantee approval, or any specific timeline for approval.

- D. **Building Permit Fees.** Workforce and Affordable housing developments that comply with the terms of this Section shall be exempt from payment of City of Gunnison building permit fees.
- E. **Utility Investment Fees.** Workforce and Affordable housing developments that comply with the terms of this Section shall be eligible for reduced City of Gunnison water and sewer utility investment fees.
- F. **Maximum Density Permitted.** Workforce and Affordable housing development projects may build to maximum building density for residential uses in applicable zone districts.
- G. **Parking Requirements for Upper Story Residential.** Upper story Workforce and Affordable housing units in mixed use developments in the Commercial Zone District and Industrial Zone District that comply with the terms of this Section shall be exempt from minimum parking requirements.

§13.3 TRANSFER OF DEVELOPMENT RIGHTS

Reserved for Future Use

§13.4 OPEN SPACE AND NATURAL FEATURES

Reserved for Future Use

Section 2. Section 16 Definitions, Section 16.2 General Terms Defined, is hereby amended to add the following definitions:

Section 16. Definitions

§16.2 GENERAL TERMS DEFINED

Affordable Housing	Housing for sale or rent meeting the affordability requirements defined by the State of Colorado Department of Local Affairs (DOLA). Units must be priced for sale or rented to meet income qualifications for 80% Area Median Income (AMI) for rental units, and 140% AMI for sale units.
Workforce Housing	Housing for sale or rent restricted to a natural person living in Gunnison County and earning a minimum of 80% their income from employment at a business operating in Gunnison County, and working a minimum of 30 hours/week.

Section 3. If any section, sentence, clause, phrase, word or other provision of this ordinance is for any reason held to be unconstitutional or otherwise invalid, such holding shall not affect the validity of the remaining sections, sentences, clauses, phrases, words or other provisions of this ordinance, or the validity of this ordinance as an entirety, it being the legislative intent that this ordinance shall stand notwithstanding the invalidity of any section, sentence, clause, phrase, word or other provision.

INTRODUCED, READ, PASSED, AND ORDERED PUBLISHED this 28th day of March, 2023 on first reading, and introduced, read, passed and adopted on second and final reading this _ __ day of ___, 2023.

Diego Plata, Mayor

ATTEST:

Erica Boucher, City Clerk

**RESOLUTION NO. 6
SERIES 2023**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GUNNISON,
COLORADO, OPPOSING STATEWIDE LAND USE AND ZONING PREEMPTIONS
IN SENATE BILL 23-213**

WHEREAS, since 1963, the City of Gunnison, Colorado, as a home rule city is committed to the local control of land use planning and zoning because we are closer to the people and property uses; and

WHEREAS, zoning and land use cannot be viewed in isolation from a community, for example, Gunnison is not Denver, Denver is not Eads, Eads is not Durango, Durango is not Craig, Craig is not Boulder; and

WHEREAS, affordable and workforce housing is a strategic goal of the City of Gunnison Council; and

WHEREAS, the City of Gunnison supports the development of affordable, workforce and attainable housing, by providing incentives, increasing density allowances, expanding infrastructure capacity to support deed restricted and workforce housing, allowing ADUs in all zone districts except one limited zone, and adding over 150 low income and workforce housing units through public/private partnerships; and

WHEREAS, the City of Gunnison participated in four Housing Needs studies at the municipal, county and regional levels; and

WHEREAS, 112 rental deed restricted housing units and 44 for-sale deed restricted units have been added to the City's housing stock or under construction in the last three years with an additional 65 deed restricted units planned; and

WHEREAS, the Colorado legislature has not provided adequate time for implementation of state affordable housing land use incentives and increased funding for low-income and workforce housing; and

WHEREAS, Senate Bill 23-213 places 84 pages of statewide statutory mandates upon the City of Gunnison with insufficient understanding of circumstances within our community; and

WHEREAS, Senate Bill 23-213 negates our city and regional long-range planning efforts and our ability to maintain a high quality of life and sound economic environment for our current and future residents, workers, and business owners; and

WHEREAS, Senate Bill 23-213 replaces local voices with limited state-wide public hearings on unspecific locations and non-relevant issues facing our citizens.

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

1. It is the position of the City of Gunnison that municipalities are best suited to determine appropriate zoning laws for their communities and that collaboration and cooperation – not top-down statewide mandates and pandering to special interests – are the solution to Colorado's affordable housing problem;
2. The City of Gunnison opposes Senate Bill 23-213 and strongly urges its legislators to vote NO on this unprecedented and irresponsible preemption.

INTRODUCED, READ, PASSED AND ADOPTED at a Regular Session meeting of the City Council of the City of Gunnison, Colorado, held this 11th day of April, 2023.

Mayor

(SEAL)

(ATTEST)

City Clerk



TO: City Council
FROM: Anton Sinkewich, Community Development Director
Keith Robinson, PD Chief
DATE: April 11, 2023
RE: Traffic safety options discussion

Purpose:

Traffic safety has been an ongoing concern for our community and City Council. Projects have been initiated in the City and County to address concerns and develop strategies for implementation of new initiatives, and to position the City and County for eligibility for future grant funding for capital projects. Efforts include the initiation of an access control plan for HWY 135 and 50, a citywide street safety plan, and a successful “Safe Streets for All” grant application with the County. While these initiatives are ongoing, some “quick win” ideas were identified in our preliminary processes that can be implemented this spring. The following memo includes an update on progress and background info on various implementation possibilities.

Background:

City Council has requested an update on safety-related progress and potential projects. The city-wide safety planning process identified a short list of “quick win” items that could be pursued in the short term to address known issues. Below is a general update of some of these items. Additional information on the **highlighted items** is provided following the table.

Issue	Location	Lead	Implementing Agency/ Details
1) Vegetation maintenance for tree trimming / sight lines	135/ CR 10 US 50/ 10th -	Cody -	CDOT, City, County PW Crews made significant progress on this and will continue spring '23
2) Pedestrian crossing	135/ CR 13A	Anton, Jason	Schools - Reach out to school to encourage track team to use signal at Spencer - DONE
3) Leading Pedestrian Interval	135/ Spencer	Cody	CDOT Initiated/ Under Review
4) Speed limit reduction/ change in transition area locations	135 from Spencer to Denver	Cody	CDOT (send to CDOT to request pre-study initiation) Initiated/ Under Review

5) Speeding – driver speed feedback signs	Add driver speed feedback sign SB 135 s/o Spencer as well as EB and WB US 50 coming into town	Cody/Keith	City - special use permit can be applied for by City to CDOT and City buys and installs device Initiated by PD-See report below
6) New crosswalk and stop bar City Market exit?	135/ City Market access	Cody	City to request CDOT approval, City to install and maintain Spring 23 Implementation
7) Pedestrian signals	135/ Virginia, Main/ Tomichi	Cody	Send request to CDOT to check functionality of ped detection/ request buttons Initiated/ Under Review
8) Signal Operations	Main/ Tomichi	Cody	Send request to CDOT to evaluate SB and EB protected left turns, SB protected right turns, longer leading walk intervals and No Turn on Red signage to reduce ped/ vehicle conflicts Initiated/ Under Review
9) Temporary Curb Extensions	Main/ Tomichi, US 50 / Wisconsin	Anton/ Cody / Mead & Hunt	Develop a sketch with delineators, quick curbs, planters, rubber platforms for CDOT request of special use permit (Delta example) CDOT Grant App was denied. Budget and schematic is attached
10) Pavement Marking Repainting	Main/ Tomichi	Cody	CDOT request to repaint x-walks and stop lines in conjunction with #9 above
11) Close service road	East service road south of US 50 / New York	Cody	Request CDOT to install concrete jersey barriers at north end of service road Under Review
12) Improved Channelization	US 50/ 10 th / Tomichi	Cody/ Mead & Hunt	Develop sketch for CDOT to paint channelized islands, stop lines and right turn lanes to reduce speeds along WB

			US 50 at 10 th Under Review

Project 5. Driver Feedback Signs:

From PD Chief Robinson:

Council has previously indicated that they would like to see driver feedback signs at the edge of town as you enter the city limits. The previous discussion had centered around moving the existing signs, as prior discussion with CDOT had indicated multiple signs in close proximity to each other was not allowed. Two driver feedback signs were purchased at the end of 2022 in the hopes of getting approval from CDOT for installation on N Main Street or an alternate site would be selected.

On March 16, I met with a CDOT representative concerning placement of driver feedback signs on Hwy 135 and 50. The meeting was the first step in obtaining CDOT permits for installation of the signs and preliminary approval was received for the following location and an additional option to increase the number of signs. At my last meeting with Council, I indicated that we would discuss placement prior to moving forward with the permitting process. The following recommendation for Main St (Hwy 135) is:

Keep the one sign currently in place in the 400 Blk N Main, for south bound traffic, as it has an obvious effect on slowing traffic as it enters the central business area. The two signs purchased in 2022 would be installed: for north bound traffic on Main St in the 600 Blk N Main St. and for south bound traffic on Main St. just north of CR 13. This placement would serve to reduce speed coming into town and in both directions past the turns into City Market, Spencer Ave and Colorado St.

Two options exist for Tomichi Ave (Hwy 50):

Option one – is to move the existing signs currently located in the 200 Blk E Tomichi (Hwy 50), west bound traffic, and 600 Blk W Tomichi (Hwy 50), east bound traffic. Signs would be installed on E Tomichi Ave just east of Adams St for west bound traffic and W Hwy 50 just south of Bidwell Ave for east bound traffic. **Cost would be approximately \$2000 for materials.**

Option two – leave the two signs currently on Tomichi Ave (Hwy 50) as they do affect traffic entering the central business district. Purchase and install two new signs at the location reflected in option one. **Cost would be \$4160 per sign and materials, based on 2022 prices.**

Locations identified for both Hwy 135 and 50 are limited by placement of existing CDOT speed limit signs. CDOT is not permitting driver feedback signs to be installed on their posts with existing speed limit signs. Driver feedback signs may be located within the sight line immediately following a CDOT Speed sign. The driver feedback sign would then be set to monitor the speed corresponding to the CDOT sign and the feedback sign cannot have any flashing lights.

Currently, I'm requesting direction from council on placement and number of signs prior to filing for CDOT sign permits or ordering additional materials.

Project 9. Temporary Curb Extensions:

The proposed project would install pedestrian enhancements to improve pedestrian safety at two of Downtown Gunnison's most active pedestrian crossing intersections: Main and Tomichi Street, that is the intersection of HWY 50 and SR 135 and Wisconsin and Tomichi Street, also intersecting HWY 50.

The project objective is to create a safer and more accessible Downtown Central Business District to aid in economic development efforts as well as multimodal safety. This project was developed through community input collected through a city-wide multimodal safety plan that is being done in conjunction with a CDOT Access Control Plan. The project concept and objectives are supported by other existing plans such as the Gunnison 2030 Comprehensive Plan, and the Gunnison Vibrancy Initiative.

This project will create a safer and more accessible Downtown Central Business District by installing pedestrian enhancements at intersection corners to shorten pedestrian crossing distances, creating additional pedestrian refuge areas, and increasing pedestrian infrastructure visibility. Traffic delineation bollards will be installed in the shadow areas of parking lanes in the right-of-way at the street corners to restrict illegal traffic turning movements, creating the dimensional area equivalent of a corner "bulb-out" with a lower cost installation to achieve the same goals. Improvements will be owned and maintained by the City of Gunnison with a Special Use Permit within the CDOT right-of-way.

A schematic design exhibit is included in the council packet.

Staff pursued a CDOT Revitalizing Main Street grant to fund this project, but was unfortunately denied as CDOT communicated that funding is only available for permanent capital projects.

If Council wishes to pursue this project with city funds, the cost would be \$74,800. Assuming City staff project management.

Traffic Delineation bollards (\$48. Per unit)	quantity 100	\$4,800.
Bollard Installation (\$600. Per unit)	quantity 100	\$60,000.
Traffic Control (\$5000. Per intersection)	quantity 2	\$10,000.
Total Materials/Contractor/Equipment		\$74,800.

General Updates:

Safe Streets for All Planning Grant:

The Safe Streets for All - Initial Action Plan for Gunnison County, for the FY22 Safe Streets and Roads for All Action Plan, was selected for award. The selection is for \$160,000 in Federal funding.

While Gunnison County was the primary applicant, the grant application was a collaborative effort between the Community, the City of Gunnison, and the Town of Crested Butte. This effort was done with general support and coordination with the RTA, Mountain Express, and CDOT. The scope of work for the Safe Streets Action Plan will include the SH 135 corridor from US 50

in Gunnison to the intersection of 6th and Elk in Crested Butte and will also include all of the intersecting streets in the City of Gunnison. This corridor was selected due to its critical role in the economic and social welfare of the residents, and the opportunities for improvement. This corridor has been a focus for a long time, the County has already started on planning and design for the Brush Creek intersection, which could become a candidate for future funding under the SS4A program. The City of Gunnison has already started on its safe streets plan, as part of the ongoing CDOT Corridor Access Management plan, that will dovetail with this effort. The Town of Crested Butte has been pursuing improvements in their section for years as well. All of this work will be part of the SS4A Action Plan funded by this grant, which will position specific County, City, and Town projects for grant funding. The aim is to complete the action plan and start submitting applications for construction funds in the 2024 funding cycle. The Federal Highway Administration (FHWA) are responsible for establishing and executing a SS4A grant agreement with Gunnison County.

Traffic Enforcement PD Department Policy:

From PD Chief Robinson:

Traffic enforcement was raised at the March 28th meeting and a few specific questions were raised that I was asked to address. Reference to 500.4 and 500.4.1 are police department policies not traffic laws. Department policy is developed by use of a service provided by Lexipol. Lexipol provides base policy language reflective of best practices, federal law, state law, and court case decisions. The department may modify the recommended policy when it does not fit our specific application but must keep in mind legal suggestions for criminal and civil liability concerns. Purpose of the policy manual is contained within 103.2 Policy:

Except where otherwise expressly stated, the provisions of this manual shall be considered as guidelines. It is recognized that the work of law enforcement is not always predictable, and circumstances may arise which warrant departure from these guidelines. It is the intent of this manual to be viewed from an objective standard, taking into consideration the sound discretion entrusted to members of this department under the circumstances reasonably available at the time of any incident.

Reference in policy to 500, Traffic Function and Responsibility, to issuance of written warnings and citations for violations over 10 MPH were recent modifications, 8/1/2022. State statute requires a driver in a traffic stop, not issued a citation, to receive either a business card or a written warning. The intent of the law was to provide the driver with the information necessary to make a complaint or compliment If they choose to. With increasing accountability on the officers, the option of a business card was eliminated with this current update. The specific reference to citations at 10 MPH over was also new with this revision to provide a consistency in enforcement that had been identified. The specific limit was chosen to define a point at which the officers could use discretion to issue citations based on specific circumstances such as time of day, traffic flow, school zones, weather conditions, etc.

Traffic enforcement continues to be a focus of the department. Officers' activity is monitored by the supervisors to encourage traffic contacts and citations. As of March 24, the department has issued 142 traffic citations for a verity of violations. This represents a 42% citation rate to traffic stops made. The department is currently attempting to hire two officers and has one officer in the field training program, all of which affects traffic enforcement.

Pedestrian safety continues to be a concern and was experienced most recently on March 16, 2023, with a pedestrian car accident at Tomichi Ave and 11th St. With no reference intended to this recent or any past accident pedestrian safety is a two-part solution, drivers and pedestrians are equally responsible for safety.

Model traffic code (802) and state statute (42-4-802) both require drivers and pedestrians to follow the rules at traffic control signals. Drivers and pedestrians also have requirements at marked and unmarked crosswalks.

(1) When traffic control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

(3) A pedestrian shall not suddenly leave a curb or other place of safety and ride a bicycle, electrical assisted bicycle, or electric scooter, or walk or run into the path of a moving vehicle that is so close as to constitute an immediate hazard.

Education is of concern when it comes to pedestrian safety. Education can be helped by utilize the message boards available to the police department and as addressed in the semi-annual police department report expansion of the pedestrian flags. The two pedestrian crosswalks recently installed by Legion Park and at Tomichi Ave/11 St are not traffic signals. They are pedestrian crosswalks that have additional markings and signage beyond what you see at other intersections. With snow removal, hopefully, coming to an end the message trailers will be deployed again. The installation of more pedestrian flags is in the works as they send a message to the pedestrian and the driver that someone is walking into traffic. Expanding education will become more imperative as we continue to address pedestrian safety as markings and signage alone have not proven to make pedestrian crossings safer.

Council's Strategic Criteria:

1. Public Safety and Community Resiliency.

Multimodal traffic safety is a central component of our community's ongoing resiliency and public safety.

2. Public Engagement which fosters racial and cultural equity, inclusivity, and diversity.

Public engagement is required and encouraged as part of the Access Control Plan, Citywide Safety Plan, and Safe Streets for All planning processes, and is central to fostering racial and cultural equity, inclusivity, and diversity.

3. Achieving the City's Environmental Sustainability Goals.

Facilitating multimodal traffic safety improvements in the City of Gunnison will result in efficient use of the city's infrastructure and services, resulting in increased multimodal transportation use and reductions in Vehicle Miles Traveled (VMT) to help achieve the City's environmental sustainability goals.

Attachments:

Temporary “bulbout” configuration for Tomichi and Main and Wisconsin intersections.
“quick win” idea feedback maps

Action requested by Council:

Discuss traffic safety updates and potential actions, provide direction to staff, and approve funds as necessary to proceed as desired.



Vegetation maintenance for tree trimming / sight lines at CO 135 & CR 10

Pedestrian Crossing

Gunnison Municipal Boundary

Speeding - driver speed feedback signs for Southbound traffic on CO 135

Leading Pedestrian Interval

Add a crosswalk (N/S on the east side of the intersection)

Speed limit reduction / change in transition area locations

New crosswalk and stop bar City Market exit

Add a crosswalk (N/S on the east side of the intersection)

Add sidewalks (11th St. to Colorado St.)

Study a 4-way stop

Add stop bars (north and south bound)



New 10' sidewalk and
8' two-way cycletrack



Pedestrian Signals

Develop a typical cross section on
Virginia to accommodate bicycles



Speeding – driver speed feedback
signs for Westbound traffic on US 50

Vegetation maintenance for
tree trimming / sight lines

Resurface



Pavement Marking Repainting

Temporary Curb Extensions



Improved Channelization

Temporary Curb Extensions



Signal Operations

Pedestrian Signals

Close Service Road



Speeding – driver speed feedback
signs for Eastbound traffic on US 50

Study a 4-way stop,
add crosswalks

Move fence on southwest corner
to improve sight distance



Gunnison Municipal Boundary



Schedule of Up-Coming Events: April -June 2023

April

- **Tuesday, April 11, 5:30 pm:** Council Meeting
- **Thursday, April 13, 6:00 pm:** Open House with City Manager Candidates
- **Friday, April 14, 8:15 am-3:00 pm:** Special Session for Executive Session for City Manager Interviews, City Hall Downstairs Conference Room
- **Monday, April 24, 6:00 pm:** Streets Funding Charrette at Community Center
- **Tuesday, April 25, 5:30 pm:** Council Meeting

May

- **Wednesday, May 3:** Bike Safety at GCS
- **Saturday, May 6, 10:00 am:** Western Colorado University Commencement
- **Tuesday, May 9, 5:30 pm:** Council Meeting
- **Friday, May 12, 5:00 pm:** Summer Forecast, IBar Ranch
- **Saturday, May 13, 9:00 am:** Community Cleanup
- **Tuesday, May 23, 5:30 pm:** Council Meeting
- **Friday, May 26:** Last Day of School – Gunnison Community School
- **Saturday, May 27 and Sunday, May 28:** Gunnison Growler Bike Races
- **Monday, May 29:** City Offices Closed for Memorial Day Holiday

June

- **Tuesday, June 13, 5:30 pm:** Council Meeting
- **Tuesday, June 27, 5:30 pm:** Council Meeting

Welcoming Interactive Conference, April 25-29, 2023. Erica Boucher and Ricardo Esqueda attending.
CML Conference, June 25-28, 2023. Kathy Fogo and Councilor Jim Gelwicks attending
ICLEL Conference, April 26-29, 2023. Mayor Diego Plata attending

Recently Awarded Grants:

Crested Butte Snowsports Foundation: \$2500 to operate Cranor Ski Hill free on Wednesdays
Met Rec: \$1500 for Youth Nordic Skiing Equipment and Cranor Operations on Wednesdays

Reminders:

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.



To: City Council
From: Ben Cowan, Acting City Manager
Date: Friday, April 7, 2023
Subject: City Manager Report

Updates

City Manager Recruitment Update

At your April 4, 2023 Special Session, the Council selected four finalists for City Manager recruitment. Each of the finalists has indicated their desire to continue in the process and be announced publicly.

51 applications were received for the City Manager position by the March 13 application period close. Drew Gorgey, with Columbia Ltd., provided twelve recommended finalists that were presented to you in executive session on April 4. You directed staff to invited four finalists to Gunnison to participate in interviews April 13 and 14. A public forum to gather citizen input is scheduled for April 13 at 6 pm at the Gunnison Community Center. As of the writing of this memo, a press release with a short bio and profile photo for each candidate (listed below) is being prepared.

Jarrold Biggs	Durango, CO
Miranda Fisher	Nederland, CO
Michelle Metteer	Minturn, CO
Amanda Wilson	Sandpoint, ID

Public Works Operations Work Hours

Please be advised that Public Works construction crews (Fleet, Electric, Water, Sewer, Wastewater, Streets & Alley, Refuse) **are requesting to make changes annually to its daily work schedules beginning May 1st and ending October 31st by instituting a four-day work week consisting of 10 hours days Monday through Thursday. There is no impact on public office hours or response to urgent matters.**

Public Work staff propose these changes as follows:

- During longer summer months, crews will be more efficient with longer days to ensure work tasks are completed. Each job mobilization will take advantage of longer daylight hours and less time loading equipment to the jobsite.
- Less time spent on maintenance of traffic if work within roadway, and equipment set-up.
- Reduced commuting time and less travel.

Stand-by staff are currently available to handle emergency calls on Saturday, Sunday and Holidays. Fridays between May and October will be included in this rotation.

After hours emergency call out procedures have been established that will give staff and dispatch more efficient guidance on what constitutes emergency call out and what does not. This will be especially helpful during the irrigation season. These procedures will include, but not be limited to:

- Sewer Back-ups.
- Emergency Leak Repairs on both City side and Customer side.
- Emergency Utility Locates.
- Irrigation flooding.
- SCADA alarms.
- Electrical outages.
- Street emergencies such as cave-in, fallen trees, etc. that could impact traffic.
- Non-emergency items that can be scheduled or require private owner/contractor will not be considered a call on Friday, Saturday, Sunday or holidays.

There is no public impact to Refuse and Recycle since daily pickups are done Monday through Thursday.

The Public Works administrative staff that includes the Director, the Administrative Assistant, City Engineer, and the GIS/Engineering Technician will continue to work 8 – 5 Monday through Friday. The office will close to the public on Fridays to facilitate productive work. However, we will encourage the public to continue to contact Public Works via the general number 970-641-8020 which will be staffed as normal.

Appropriate signage will be installed at the Public Works shop. The Administrative Assistant will work remotely on these Fridays to answer phones and do her daily administrative duties.

Superintendents will follow their corresponding work crew's schedules, except for the Water/Wastewater Superintendent, whose office hours remain unchanged.

The Wastewater Treatment Plant Laboratory will remain open 5 days a week with no change.

The Management Staff Team has preliminarily reviewed and approved this request and, barring any concerns from the Council, this request will be approved by me as Acting City Manager.

Council Follow-Up

American Legion Sidewalk

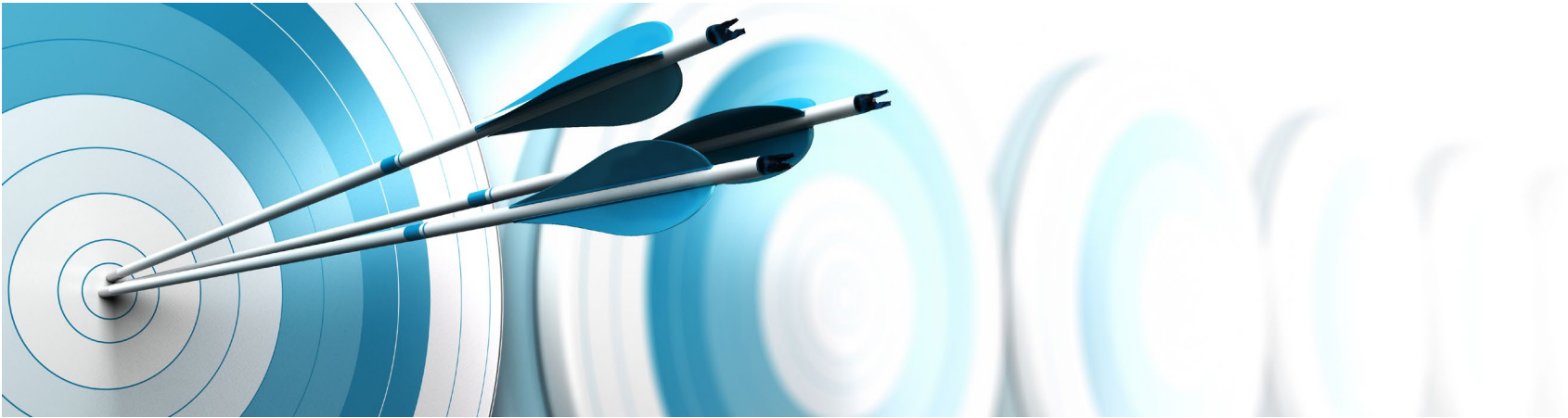
On April 12, 2022, the Council approved \$55,000 for work to replace the sewer line at the American Legion building at the City's Legion Park. Work was also done to relocate the water line. During the budget process, the American Legion requests assistance for inclusion of sidewalk access to the handicap ramp. At that time, it was believed that sufficient funds would be left over to perform that work and the remaining amount from the \$55,000 allocation would be rolled to the 2023 budget for the sidewalk work. However, final costs were \$54,568.17. City staff recommends utilizing savings from the 01-4051-9940 Parks Improvements line item to complete this project and provide access to the building for handicapped persons. There was \$52,040 left from 2022 that was used for Van Tuyl pocket park improvements, and amount will need to be rolled for the 11th and Quartz landscaping project, which was delayed pending the grant application with the Upper Gunnison River Water Conservancy District (UGRWCD), which was ultimately approved for \$22,970.

Please let me know if you have any questions.

Other

The City Manager may also have other updates to provide since the packet was completed and transmitted to the City Council.

Council Strategic Plan Results Update



The following table is a summary of the progress to implement the 2022 Council Strategic Plan. The 2022 Strategic Plan can be found at this [link](#) in its entirety.

While a strategic plan provides a level of discipline for budgeting and management, short-term actions that support strategic initiatives can still occur allowing the City to be opportunistic if a strategy is not specifically listed in this plan. In addition, staff may propose different and/or amend strategies to be nimble to take advantage of future opportunities to achieve desired results. This Strategic Plan is intended to be a dynamic plan that is reviewed and updated at least every two years or more frequently if the need arises.

This section is intended to ensure focus in operations and budgeting remains focused on achievement of stated results for the betterment of the community.

Legend

Complete
Initiated/Underway
Not Yet Initiated
New Update

A. Infrastructure and Public Safety

The City's utilities and infrastructure (roads, water, electricity, and broadband) provide the physical foundation for supporting our economy and community. Historically, Gunnison has underfunded maintenance and capital replacement of infrastructure that may result in the loss of use of that infrastructure for our customers (i.e., the lights could go out/paved roads turn to gravel). In the future, utilities and critical infrastructure will efficiently and effectively support existing residences and businesses now and for the long-term. Infrastructure planning and implementation will encourage and support responsible residential and commercial growth, and community safety will factor into all community projects and investments.

Result	Strategy	Update/Next Steps
<p>Result A.1: By December 31, 2022, the City of Gunnison will begin to implement a 10-year funding, operating, maintenance and replacement plan for water, electricity, solid waste, recycling and wastewater infrastructure, buildings, and facilities so that our utility customers will experience reliable, cost effective, and efficient service.</p>	<p>With new infrastructure investment, ensure that the City is achieving its environmental sustainability goals where practical and feasible.</p> <p><i>Lead: Public Works</i></p>	<p>Street Pavement Condition Analysis & Street Program: The City had a ballot question on the November 2022 budget to adequately fund road maintenance into the future. The proposed budget for 2022 included over \$2 million for street improvements. The Palisade paving project is now completed. The IMS study will be updated to reflect new priorities as a result of the ballot results with current pricing. A January 24 work session provided staff directives to develop an effective street maintenance plan given limited resources. A kickoff to the revised IMS plan is underway with a presentation planned for April 11, 2023.</p> <p>Water Treatment Plant: Public Works has completed an update to the City's 2008 water master plan to evaluate current and anticipate future water distribution and treatment issues. A new surface water treatment plant is being planned over the next five years. This will provide additional redundancy for water delivery to Gunnison in an increasingly drier climate. The 2023 budget includes \$350,000 for water plant design work.</p> <p>JVA Consulting Engineers has been selected to design a new treatment plant to collect surface and well water to deliver safe and reliable water to residents and businesses. Grants from the Colorado Department of Health and Environment for \$310,000 will offset costs of preliminary design.</p> <p>Submission of the final Design report to the City by JVA is anticipated by May 31, 2023. Grant request via DOLA will begin this fall with a SRF loan application likely January 2024 to coincide with a 2024 construction season.</p> <p>Water Loss Study: Public Works and the Finance Departments are working through a water loss audit for \$75,000 to identify the cause of unaccounted water including unbilled water. Partially funded by UGRWCD.</p> <p>Electrical Distribution Study and System Upgrades: Public Works has conducted a citywide study to evaluate current and anticipate future electrical distribution demands on the system. The 2023 budget includes \$600,000 to improve the existing electrical infrastructure to be able to accept increased electrification of homes. This is a 5 year project.</p>

		<p>Sewer Pinch Points: Via an engineering evaluation, undersized sewer mains have been identified that may impede capacity for economic and housing growth, especially Gunnison Rising (GR). Use of stimulus funds are planned for 2023 to upsize sewer systems in the southeast and southwest sections of town that are poised for housing growth. The total construction cost estimate projections have exceeded the allocated \$1,662,962 available utilizing State and Local Fiscal Recovery Funds (SLFRF). Costs estimates are being shared with GR for cost sharing opportunities. The planned CMAR approach will be replaced with a more conventional bid process to obtain competitive bids.</p> <p>Stormwater Management Plan: The 2023 Budget includes an appropriation for \$150,000 to begin the survey and analysis work on a plan. An additional \$100,000 will likely be needed in a future budget year for plan development. An award for the plan consultant is planned for April 2023.</p> <p>Irrigation Ditches: Public Works has identified 22 underground pipe ditch locations that cross city streets and state highways that are substantially deteriorated or have completely failed. Staff is actively looking for grants to address this unfunded need.</p>
<p>Result A.2: By 2025, the City will be able to determine the infrastructure needs and its ability to provide for those needs for Gunnison Rising, West Gunnison, and lands outside of the City, but in the City's Three Mile plan so that new outside demands of the City will not impair our residents' ability to use City utilities, infrastructure, and services.</p>	<p>By June 1, 2023, the City has completed a Three-Mile Plan with Gunnison County so that we can adequately plan for growth and required utility capacity in the future.</p> <p><i>Lead: Community Development</i></p>	<p>The Consultant team has been selected and work is underway. A multi-jurisdiction kick-off meeting took place including elected and appointed officials from the city and county and staff.</p>
	<p>By March 1, 2023, the City has completed, through a state-funded performance contract program, a review of all city buildings and has identified actions to enhance energy efficiency and/or use renewable energy.</p> <p><i>Lead: Finance</i></p>	<p>Now that the City has secured the primary grant from DOLA of \$749,520, the Energy Performance contract process is going well, and bids are going out this week with a deadline of February 3. Once bids are received and projected cost savings from avoided energy and capital costs are analyzed, we expect that to be in front of you at your February 28 meeting for consideration of proposed projects to move forward for approval by the State and ultimately construction.</p>

	<p>By June 1, 2023, the City will integrate into its development review process a means of modeling and identifying carrying capacity limitations with the City's utilities as it relates to new development.</p> <p><i>Lead: Public Works</i></p>	<p>As a matter of new site plan review policy, the city has taken the initiative to implement a more detailed review of potential impacts to limited sewer, water and electrical capacities caused by oversized service requests. Thus developments are now being required to substantiate service size requests that appear unrealistic for the type and level of service provided. The City will formalize this policy in the Land Development Code revisions, planned for 2023.</p>
<p>Result A.3: By June 1, 2023, the City will develop a sustainable long-term funding plan to maintain City streets so that City Residents will experience safe City streets.</p>	<p>By May 1, 2022, retain the services of a communication consultant to support a road ballot initiative.</p> <p><i>Lead: City Manager</i></p>	<p>According to Council direction, this strategy is unnecessary and efforts will be directed by City staff.</p>
	<p>By June 1, 2022, implement a communication strategy to support a roads ballot initiative.</p> <p><i>Lead: City Manager</i></p>	<p>A draft schedule and communication strategy was presented at the February 28, 2023 Council work session.</p>
	<p>By June 1, 2022, develop a committee to support a ballot initiative separate from the City.</p> <p><i>Lead: City Manager</i></p>	<p>The current proposed schedule includes identification of Political Action Committee in late May or early June 2023.</p>
	<p>By October 31, 2023, through both public and private partnerships as applicable, propose a strategy to City officials for improving the competitive environment for asphalt so that competitive pricing can be realized for public street projects.</p> <p><i>Lead: Public Works</i></p>	<p>Initial investigation has occurred to assess the efficacy of purchasing and operating an asphalt plant, perhaps utilizing multi-jurisdictional collaboration.</p>

<p>Result A.4: By June 1, 2025, City residents will experience a fully integrated fire service through the Gunnison County Fire Protect District that has adequate facilities, specifically a new fire station, to maintain or improve the City's ISO rating and provide improved response times for our residents when dispatched to emergencies in the City.</p>	<p>Support the Fire District in the process to consolidate the City of Gunnison into the Fire District.</p> <p><i>Lead: City Manager</i></p>	<p>This process has not yet been outlined. Following Council direction on whether the street initiative is restarting in 2023, this strategy may be depending on timing with initiatives on the ballot. The City Manager has reached out to the District to offer support. The District is currently developing specific plans for a station.</p>
	<p>Support the Fire District in refining the design for a new fire station.</p> <p><i>Lead: Community Development</i></p>	<p>The Gunnison County Fire Protection District is preparing an RFP for design work.</p>
<p>Result A.5: By December 31, 2028, develop a sustainable long term funding policy for the Parks and Recreation Department.</p>	<p>Prior to sun-setting 75% of the 1% Recreation Fund in 2032, a strategy will need to be implemented to either dramatically reduce spending for recreation or to request voter permission to retain all or a portion of the sunseting Recreation tax. By evaluating this opportunity with the infrastructure needs in B.4, there may be creative strategies to fund multiple needs.</p> <p><i>Lead: Parks and Recreation</i></p>	<p>This strategy has begun with a "Rec and Roads" type ballot initiative in 2023.</p> <p>A collaborative strategy to address the street and recreation sunset funding issues concurrently is being developed and assessed.</p> <p>A charrette has been scheduled for April 24, 2023 at 6:00 pm to discuss emerging strategies to address the funding issues.</p>

B. Economic Prosperity and Housing

The COVID 19 pandemic appears to be contributing to the ongoing trend of 2nd homeowners, retirees, and location neutral businesses and individuals moving to the Gunnison Valley, which is further increasing housing values and making it harder for Valley employees to find housing. This trend could be an opportunity to diversify our economy. The pandemic has further highlighted how the creation of a diverse economy that is less reliant on tourism will improve our community's economic resiliency in the future. Moving forward, the City of Gunnison will attract entrepreneurs and small businesses while being a destination for unique mountain town shopping and outdoor recreational experiences. Both current and future residents will find Gunnison an attractive place to call home because of its diverse affordable housing, vibrant Main Street, growing University, and easy access to public lands. Average median income in Gunnison will move closer to the State of Colorado's average median income. Both improving our local economy and providing affordable housing options will be evidenced by achieving the results below:

Result	Strategy	Update/Next Steps
Result B.1: By June 1, 2023, complete a long-term COVID 19 Recovery Plan in partnership with the One Valley Leadership Council and begin its implementation.	The One Valley Leadership Council (OVLC) will complete a long-term recovery plan and present that to the respective elected officials in the Gunnison Valley for approval prior to June 1, 2023. <i>Lead: City Manager</i>	Elected officials participated in a June 8, 2022 kick-off for this project by discussing and providing direction on critical areas to focus on in this project. On October 5, 2022, the OVLC approved a project timeline and scope to complete a new recovery plan. On December 14, 2022, Community Builders worked through the Resiliency Roadmap with the OVLC in a retreat in Crested Butte. Elected and appointed officials participated in the Resiliency Roadmap retreat on at the Gunnison Library on March 2, 2023.

<p>Result B.2: By December 31, 2025, 100 net new jobs paying >\$60,000/year will be created (Average of 20 jobs per year over \$60,000 should be generated).</p>	<p>Financially support the ICE Lab to help achieve this goal. The ICELab has a similar goal to create jobs paying more than \$60,000 per year by creating and attracting new businesses to the Gunnison Valley. This will include a marketing program to communicate to entrepreneurs that the Gunnison Valley is an attractive place to “live, learn, and earn.” Key elements of a marketing campaign should include emphasizing the following:</p> <ul style="list-style-type: none"> • Creation of affordable housing in the future. • Highly livable community with great schools and an abundance of recreational amenities. • Strong health care system. • Safe and secure community. <p>This collaboration and communication is ongoing.</p> <p><i>Lead: City Manager</i></p>	<p>The 2023 budget includes an appropriation of \$40,000. The contract has been signed and payment has been issued. An update from the IceLab is scheduled for the April 11, 2023 meeting.</p>
--	--	--

Result B.3: By December 31, 2025, the residents of Gunnison and our Central Business District commercial owners will experience an increasingly thriving vibrant downtown resulting from a common vision for branding, marketing, presenting special event, and creating physical improvements to the Central Business District.	<p>The above-mentioned result will be achieved by defining a common vision and action plan for tourism in Gunnison and for the Gunnison Valley by June 1, 2023.</p> <p><i>Lead: City Manager</i></p>	<p>This strategy has not yet begun.</p>
	<p>By December 31, 2022, the City will facilitate a plan to identify special events and athletic events (hockey, softball, lacrosse etc.) to strategically improve lodging occupancy at times of the year when occupancy is low.</p> <p><i>Lead: City Manager</i></p>	<p>This strategy has not yet begun.</p>
	<p>By July 1, 2022, the City, in partnership with the ICELab, will award \$215,000 in REDI subgrants to support expansion or improvement of existing businesses that increase primary jobs.</p> <p><i>Lead: Finance Director</i></p>	<p>Grants were awarded for \$215,000 in May 2022. The deadline for awarded businesses to complete the approved scope of work is June 30, 2023.</p>
	<p>By December 31, 2023, the City will complete a streetscape plan for South Main to improve pedestrian safety for Main and Tomichi and to enhance South Main adjacent to the Art Center as an attractive event venue.</p> <p><i>Lead: Community Development</i></p>	<p>This strategy may be a good solution to increasing pedestrian and bike safety at this major intersection, by removing turning movements. The plan will be assessed during the street safety meetings.</p>
	<p>By December 31, 2023, the City will complete the Ohio Ave multi-modal connection from Western to Main Street.</p> <p><i>Lead: Public Works</i></p>	<p>Only one bid was received in December 2022 and it was well above the allotted resources. The 2023 budget includes \$2,050,000 for this project, with funding coming from grants and contributions for \$1,896,750.</p> <p>Public Works is applying for two grants from the Federal Transportation Alternatives Program and the CDOT RAISE grant, which are due at the end of February. These grants are hoped to make the project feasible.</p>

		The project is being rebid in the spring of 2023 with à la carte alternate bids options allow portion of the project to be construction of funding is not sufficient.
	<p>By December 31, 2025, the City will work with Western to develop additional conferences and conventions that would increase lodging occupancy, particularly in the winter.</p> <p><i>Lead: City Manager</i></p>	This strategy has not yet begun.
	<p>By June 30, 2024, recommend a financial tool (such as Tax Increment Financing, Business Improvement District etc.) to the City Council after collaboration with the Chamber of Commerce, CBD Business community, and other taxing authorities as appropriate to pursue funding for physical improvements and programs to implement the recommendations in Gunnison Vibrancy Initiative Final Report.</p> <p><i>Lead: City Manager</i></p>	This strategy has not yet begun.
	<p>By December 31, 2024, develop a clear brand for Gunnison that can be utilized for marketing, wayfinding, and providing direction on the development of public and private amenities in Gunnison commercial areas.</p> <p><i>Lead: Community Development, Parks and Recreation</i></p>	This strategy has not yet begun.

	<p>By December 31, 2025, the City will have received International Dark Sky Association certification.</p> <p><i>Lead: City Clerk</i></p>	<p>\$690,000 is included in the 2023 budget to replace high-wattage and light pollution emitting ballfield lighting at Jorgensen Park.</p> <p>McKinstry, an Energy Service Company, is analyzing the City's downtown lighting to assess the cost and strategies to replace them with dark sky compliant lights. The current lights have dark-sky compliant fixtures but the globe diffusers render them non-dark-sky compliant.</p>
<p>Result B.4: By December 31, 2025, 250 work force housing units will be added to the residential housing stock in City of Gunnison through public/private partnerships, incentives, policies, etc. Note: This result is more specifically defined the following specific targets:</p> <ul style="list-style-type: none"> • 100 units or more are built and deed restricted for 80% Average Median Income • 125 units or more are built and deed restricted for 80%-200% Average Median Income • 25 units or more are built as part of an affordable deed restricted housing 	<p>By December 31, 2022, deliver 42 housing units to buyers at Lazy K.</p> <p><i>Lead: City Manager</i></p>	<p>This project is substantially complete. The construction of 30 units has been completed. All but four 140% AMI were sold. The 140% AMI units are not as attractive currently because of soaring interest rates up to 7%. Deed restrictions have been modified to allow institutional purchase and rental to employee occupants exceeding the income limitations.</p> <p>8 more deed restricted units (4 at 80% AMI and 4 at 140% AMI) are nearing completion by spring 2023, bringing the total to 38.</p> <p>Finally, the commercial building is being remodeled to provide 6 80% AMI units. This may be delayed, avoiding flooding the market with too many similar units.</p> <p>The total slated at completion of the project is 44 units.</p>
	<p>By December 31, 2022, the City will commence construction (with or without partners) on no less than an additional sixty 140% or less AMI units.</p> <p><i>Lead: City Manager</i></p>	<p>The developers at Gunnison Rising have been notified that the City will be exercising its right under the Annexation Agreement to activate the land to be used for affordable housing (approximately 200 units depending on the location which affect density). This could develop into the next housing project such as Lazy K but is dependent upon funding.</p> <p>Preservation of existing units is also a strategy and the City is working to preserve housing stock at Frontier Land Mobile Home Park. We hope to find from DOLA next week whether the planning grant to assess the property has been funded.</p>

project which are free market.	<p>By December 31, 2024, work with private developers to create an additional 19 or more housing units within the Three Mile boundary of the City of Gunnison.</p> <p><i>Lead: City Manager</i></p>	<p>The developers at Gunnison Rising have been notified that the City will be exercising its right under the Annexation Agreement to activate the land to be used for affordable housing (approximately 200 units depending on the location which affect density).</p>
<p>Result B.5: By December 31, 2025, 100 existing substandard housing units will be renovated or replaced.</p>	<p>Enact an incentive program in 2020 to help property owners fund necessary renovations to homes not meeting the City's minimum maintenance standards in its building code.</p> <p><i>Lead: Community Development</i></p>	<p>The 2022 budget included a reappropriated amount of \$32,979 (of an original \$40,000) to incentivize the remediation of dilapidated structures. Any amount remaining can be rolled to 2023.</p> <p>Availability of service fees, as approved on March 28, 2023 are scheduled to take effect 9/1/23 to provide a disincentive to keeping structures in a dilapidated, unoccupiable status.</p>
	<p>Work with the Housing Authority to expand the GV-HEAT program so that we are renovating 25 – 30 units per year by the end of 2021.</p> <p><i>Lead: Public Works</i></p>	<p>The 2023 budget includes \$25,000 for GV-HEAT. \$27,000 was expended in 2022 to complete renovations on 12 homes. GV-HEAT provided a report to the Council on March 7, 2023. In 2022, 28 homes were retrofitted (14 in the City of Gunnison, 14 GCEA). 6 additional homes are on the waitlist. The projection for 2023 is 37 homes (23 City of Gunnison and 14 GCEA).</p>

C. Multi-Modal Transportation

Residents and guests will increasingly experience safe and inviting non-motorized and motorized access across the City and Highways 50 and 135, which will also enhance the vitality/economic success of the city's commercial areas. Through regional collaboration and investment, residents and visitors will have access to convenient alternative forms of transportation throughout the community and to regional destinations. Specific results to address this issue include:

Result	Strategy	Update/Next Steps
Result C.1: By December 1, 2023, City of Gunnison residents will experience safer streets on which to walk, ride, and drive by reducing the number of vehicles speeding to under 20% of all vehicles for any location in the City.	The City has budgeted for and will hire 17 police officers to maintain an effective staffing of 16 officers (given attrition, vacation/sick leave) which will allow one officer to have a focus on traffic enforcement when two other patrol officers are on duty. <i>Lead: Police Dept.</i>	<p>The Safe Streets project kicked off on August 15th with representatives of CDOT, the consulting team, County, and City Staff. Near term ideas have been developed for implementation before plan completion. Next round of consultant meetings is planned for December 8th & 9th in Gunnison.</p> <p>The City has budgeted for 16 police officers given attrition, vacation/sick leave) which will allow one officer to have a focus on traffic enforcement when two other patrol officers are on duty. An additional officer is authorized for hire with one FTE in overhire status, supported by a reserve in the Marijuana Mitigation Fund. The City has recently hired 2 new officers and still has 3 officers to hire to be at full force. One P.O.S.T. certified candidate is undergoing psychological evaluation with hopes to have an offer of employment in the near future. After an additional 12 weeks in the Field Training Officer Program, the office will only be down two officers.</p> <p>The speed data is now available on the City's web site.</p> <p>The police department has continued to be short staffed in 2022 and early 2023 so implementation of the 17th officers has not been achieved. A new officer was hired and began work February 21, 2023. As of March 19 31, 2023 the department is down 3 officers if you count the 17th position.</p>
	If more than two people are on duty for a shift, one officer will be assigned to traffic enforcement. <i>Lead: Police Dept.</i>	<p>When shifts have three officers, one of the three officers will be doing traffic enforcement. With staffing down 3 officers, this has been a challenge.</p> <p>Policy was updated August 1, 2022, to reflect an increased patrol presence by assigned one officer to focus on traffic enforcement when more than two uniformed officers are on duty.</p>
	Police officers have received clear direction on traffic enforcement and the issuance of citations. <i>Lead: Police Dept.</i>	<p>Department policy reflects an importance placed on traffic enforcement of violations that contribute to traffic accidents. Policy was updated August 1, 2022, to reflect an increased patrol presence by assigned one officer to focus on traffic enforcement when more than two uniformed officers are on duty.</p>
	Continue to implement an educational campaign to	<p>When not in use for special events and weather dependent department message trailers are moved around town advertising traffic safety messages</p>

	<p>inform the public that the residential speed limit is 25 mph including publishing how many traffic tickets were issued.</p> <p><i>Lead: Police Dept.</i></p>	<p>including 25 MPH. Additionally, traffic data including numbers of tickets and traffic contacts is placed on the city web site.</p>
	<p>Based on season and location the City will implement traffic calming strategies including but not be limited to, temporary bulb outs, temporary speed bumps, signage/stop signs, and other devices to reduce the width of roads or slow traffic.</p> <p><i>Lead: Police Dept. and Community Development</i></p>	<p>Staff applied for the Revitalizing Main Street (CDOT) grant to help fund some of the "quick wins," but the proposal was turned down since the measures were considered temporary. Staff is assessing the possibility for more permanent measures that could be funded in the next round and is bringing actionable items to the Council on April 11 for consideration for funding through the Strategic Fund.</p>
	<p>If there is a complaint on speeding, officers will use a mobile device to measure the driver's speed to first determine if more than 20% are speeding. If so, the location will be the focus for additional enforcement and evaluation for traffic calming.</p> <p><i>Lead: Police Dept.</i></p>	<p>Funding was received in October 2023 to order a portable traffic data collection device to be used for citizen complaints. Device was received in December.</p>
	<p>Implement a framework for measuring this result so that it clearly communicates progress to the Council and the public. This may include purchasing additional speed monitoring signs.</p> <p><i>Lead: Police Dept.</i></p>	<p>Information on traffic counts, traffic contacts and citations issued are posted on the web site. Data has been provided to the traffic consultant developing a traffic safety plan. Three additional driver feedback signs were order in 2022 and are scheduled to be delivered in February 2023. Two of the signs are anticipated for N Main St, subject to CDOT approval. If not approved, they will be utilized at other locations on city streets. The third sign is planned for South bound traffic on Colorado St to assist with a driveway conflict for the hospital. The three existing driver feedback signs are also being reevaluated in 2023 to determine if they should be relocated. Relocation will have to be with CDOT approval.</p> <p>Chief Robinson will present some options for the potential to install additional speed signs at the April 11, 2023 meeting.</p>

<p>Result C.2: By December 31, 2023, working with the Colorado Department of Transportation, the City will complete a Highway Access Plan for Highways 50 and 135 to improve pedestrian, cyclist, and vehicular safety into and around Gunnison. This will include recommendations on improving multi-modal crossings of Highways 50 and 135 and how future new development to the north and west of the City would connect to these Highways.</p>	<p>Complete traffic data collection by October 1, 2020, for the Access Plan.</p> <p><i>Lead: Community Development</i></p>	<p>The Multimodal Access Control Plan and Safe Streets project kicked off on August 15, 2022 with representatives of CDOT, the consulting team, County, and City Staff.</p>
	<p>Staff will facilitate a brainstorming session with the City Council by December 31, 2021, and applicable property owners on ways to improve vehicular safety within and exiting the City Market/Walmart parking lots.</p> <p><i>Lead: Community Development</i></p>	<p>Speed signs are being explored to help reduce speeds at the exit of the parking lots. Chief Robinson will present some options to Council consideration at the April 11, 2023 meeting.</p> <p>The CDOT Access Control plan also has had several safety enhancements being explored to improve future access such as a Florida "T" right-in, right-out limitation to turning movements.</p>
	<p>Complete the Access Plan by December 31, 2023.</p> <p><i>Lead: Community Development</i></p>	<p>The Multimodal Access Control Plan and Safe Streets project kicked off on August 15, 2022 with representatives of CDOT, the consulting team, County, and City Staff.</p>
<p>Result C.3: By 2025, the City will implement east-west/north-south bicycle and pedestrian routes/urban trails with wayfinding and ADA compliance that provide efficient non- motorized routes to key amenities and trail systems.</p>	<p>By December 31, 2024, develop a conceptual plan for Escalante Road working with Gunnison Rising and Western Colorado University to improve multimodal access. (This is being discussed with a new housing project proposed by Western on Georgia and Escalante).</p> <p><i>Lead: Community Development</i></p>	<p>This strategy has not yet begun.</p>

	<p>By January 1, 2023, obtain or appropriate funding to work with Western Colorado University on branding for citywide wayfinding.</p> <p><i>Lead: Community Development</i></p>	
	<p>Complete the Ohio Ave improvements between Western and Spruce Street by December 31, 2022, as Phase 1, and from Spruce to 11th Street by December 31, 2024, as Phase 2.</p> <p><i>Lead: Public Works</i></p>	<p>Only one bid was received in December 2022 and it was well above the allotted resources. The 2023 budget includes \$2,050,000 for this project, with funding coming from grants and contributions for \$1,896,750.</p> <p>Public Works is applying for two grants from the Federal Transportation Alternatives Program and the CDOT RAISE grant, which are due at the end of February. These grants are hoped to make the project feasible.</p> <p>The project is being rebid in the spring of 2023 with à la carte alternate bids options allow portion of the project to be construction of funding is not sufficient.</p>
<p>Result C.4: By December 31, 2026, the City will establish/build a multi-modal transportation hub with valley partners to provide cross-town, and regional connectivity for Gunnison residents and visitors.</p>	<p>Work with the Regional Transportation Authority as part of the 2022 Access Plan to identify a location for a multi-modal transportation hub by December 31, 2021.</p> <p><i>Lead: City Manager</i></p>	<p>The RTA Transit Center may be something that can come to fruition as the RTA has been told that the State of Colorado has designated \$1M for the project and that these funds will be available in 2025. The RTA Board is expected to present a project proposal and site request during the April 11, 2023 work session.</p>
	<p>Working with the Regional Transportation Authority develop a funding strategy and pursue appropriate grants to build a multi-modal transportation hub by December 31, 2023.</p> <p><i>Lead: City Manager</i></p>	<p>The RTA Board is expected to present a project proposal and site request during the April 11, 2023 work session.</p>

D. Environmental Sustainability and Resiliency

The natural environment we rely on is changing in many ways due to climate change that both requires the City to reduce its carbon footprint along with becoming more resilient to changes in our natural environment. Moving forward, the City of Gunnison will be a regional leader for responsible and sustainable practices, natural resource protection, and reducing carbon emissions. As a service provider for electricity, water, and solid waste, the City will work toward eliminating carbon-emitting sources from its energy portfolio, reduce water consumption, and implement strategies for reducing, reusing, and recycling solid waste.

Note: Readers should review the Gunni CARES 2030 Plan for a full overview of the results, goals, strategies, and actions associated with the City's commitment to reduce greenhouse emissions and improve its environmental sustainability. This plan can be found at [Gunni CARES 2030](#).

Result	Strategy	Update/Next Steps
<p>Result D.1: Results: By 2030, residents, guests, and students in the City of Gunnison will experience continued critical services (food, water, shelter) through the following measures:</p> <ul style="list-style-type: none"> A. Gunnison Valley residents can support themselves with basic needs (food, water, shelter, fuel) for 5-7 days in the event that distribution/delivery systems are disrupted. B. The City of Gunnison continues to provide reliable clean water as the Valley faces hotter temperatures, lower water levels in the Gunnison River, and peak flows that occur earlier in the year making our ability to provide water for our customers more challenging in the future. C. Vulnerable populations will have equal access to resources and support during natural 	<p><i>Lead: Finance (performance contract)</i></p> <p><i>Lead: Public Works (water)</i></p> <p><i>Lead: Parks and Recreation (community connections)</i></p>	<p>Performance Contract: The Energy Performance Contract with McKinstry includes the connection of a generator to the City of Gunnison Community Center. The design engineers found the output from the donated generator from AMAX greatly exceeds the load of the Community Center. They are taking a look at a few options that include a load bank to allow the existing generator to be used versus the purchase of two generator that are right sized for the two meters that would avoid trenching costs. Any residual value on the sale of the used generator would be used toward the project to accomplish the goal of the Community Center being a viable emergency shelter.</p> <p>Water Treatment Plant: Please see below for specifics related to the Water Treatment Plant.</p> <p>Resiliency Micro-Grants: \$7,600 is included in the 2023 budget to support twelve resiliency micro grants to facilitate neighborhood connections that are shown to enable better community support during disasters.</p> <p>Whole Community Inclusion Workshop Roadshow: The West Region Emergency Management Office has scheduled the Colorado Whole Community Inclusion Workshop Roadshow Tuesday April 18, 2023 to highlight there are resources that EVERYONE needs access to in order to function before, during, and after emergencies, regardless of who we are. These workshops will highlight the use of the Communication, Maintaining Health/Medical, Independence, Safety/Support Services, Transportation (CMIST) resource memory tool to identify needs and gaps across Colorado's All Hazards Regions to strengthen Whole Community Inclusion.</p>

<p>disasters, emergencies, and climatic events.</p> <p>D. Gunnison residents, public institutions, and private businesses will continue to support each other and their community on a day-to-day basis and during emergencies to experience a high level of mutual support.</p>		
<p>Result D.2: ENERGY - By 2030, achieve a 50 percent reduction in aggregate greenhouse gas emissions, including energy, transportation, and operations, from a 2020 baseline.</p>	<p><i>Lead: Public Works</i></p>	<p>Energy Mix: An increase of 2% is included to allow the City to continue buying all available renewable energy sources from MEAN at the "Green Rate" as they become available. The goal is to secure the equivalent of 100% renewables from MEAN. Reduced WAPA hydro power will be an immediate issue.</p> <p>Local Generation: Working with MEAN on a distributive power project where MEAN could build a significant renewable project in Gunnison. The City Council, during their March 7, 2023 meeting, approved moving forward with planning for a solar array to power the water treatment plant during the day (preliminary plans to locate this on the Van Tuyl Ranch). The location continues to be an ongoing discussion as a result of community input and may be relocated as the project moves through the PUD amendment process that includes public hearings.</p> <p>Building Energy Performance Contract: \$690,000, leveraging energy conservation measures nearing \$4M</p>
<p>Result D.3: WATER - The City of Gunnison provides an adequate domestic water supply (excluding irrigation) while supporting a healthy aquatic ecosystem in the Gunnison River.</p>	<p><i>Lead: Public Works</i></p>	<p>Water Treatment Plant: Public Works has completed an update to the City's 2008 water master plan to evaluate current and anticipate future water distribution and treatment issues. A new surface water treatment plant is being planned over the next five years. This will provide additional redundancy for water delivery to Gunnison in an increasingly drier climate.</p>
<p>Result D.4: WASTE - By 2030, the City of Gunnison will have improved its waste management methods by increasing diversion rates from the landfill from a 2020</p>	<p>By December 31, 2022 create the Gunni CARES Task Force and appoint the Task Force.</p> <p><i>Lead: City Manager</i></p>	<p>This strategy has not yet begun. It is being held until Council delivers direction on the use of a committee made of existing staff, a hired consultant, or a dedicated employee to be responsible for working with the task force.</p>

<p>baseline even with a growing population. (Current diversion rate is 2%).</p>	<p>Fund at least a part time position in the 2023 budget to support the implementation of the Gunni CARES 2030 Plan.</p> <p><i>Lead: City Manager</i></p>	<p>The 2023 Budget includes an appropriation for \$150,000 to support this strategy and this is awaiting Council approval to move forward.</p> <p>The City has hired Abby Slattery, an intern through Western's MEM program, to conduct research around the benefits of hiring a sustainability coordinator, assess solar panels and interaction with agriculture for the Van Tuyl, and explore community composting to be incorporated with the Gunni Gold wastewater treatment composting operation.</p>
---	---	--



Memorandum

To: City Council
From: David Gardner
Date: 4/6/2023
Re: IMS Pavement Management Analysis Report

Purpose:

The purpose of this memo is to discuss the results of the updated pavement management analysis performed by IMS Infrastructure Management Services (IMS) on the City's inventory of streets. Pavement management is the process of planning, budgeting, designing, evaluating, and rehabilitating a pavement network to provide maximum benefit with available funds. The revised analysis has derived an updated budget number given increases in material & construction costs, and factored in recent maintenance work completed by the City since the last IMS analysis. With this revised information, staff is hopeful Council can be more knowledgeable in how to move forward with prioritizing and/or funding the future needs of streets, and gain insight as to how our maintenance program is performing.

Background:

The City of Gunnison has just over 34.8 centerline miles (142 lane miles) of roadway, encompassing nearly one million square yards of pavement surfacing, which is predominantly asphalt. At an average replacement cost for a typical roadway just over the \$2.5 million per mile, the City has nearly \$90 million invested in its paved roadway network.

To efficiently balance available funds with pavement needs, a scientific approach towards the City's pavement needs must be made. No pavement or infrastructure management program was actively in use prior 2018; therefore, IMS was contracted by the City of Gunnison in 2018 to conduct a pavement condition assessment and then commissioned in 2023 to update their analysis. It is typical to revisit these analyses every 5 years to capture changes in costs, even though they project out to 10 years. The results of their updated analysis will be the subject of the PowerPoint presentation and discussion.

The role of the street network as a factor in the City's well-being cannot be overstated. The overall condition of a City's street network is a key indicator of economic prosperity. Conversely, deterioration of roads can have adverse effects on a community. The intent of the original 2018 study was to provide a set of tools or methods that assist decision makers in finding optimal strategies for providing and maintaining pavements in a serviceable condition over a given period. The intent of the update is to factor in rising material and construction costs since 2018, input completed road maintenance and construction projects into the program.. The impacts of the underfunded and aging road infrastructure is also captured in this revised analysis. With updated data, this program is used by staff as a tool that can identify the optimum level of long-term funding to sustain the network at a predetermined level of

service while incorporating local conditions and constraints. It is important to note that the program is not a “worst first” selection tool; but rather a tool designed to identify as many segments in their year of need based on the incremental cost of rehab deferral and the available budgets.

Preservation of existing roads and street systems is a major funding commitment for the City of Gunnison and its Public Works Department. Because the City has a finite amount of money to budget towards pavement management, designated funds must be prioritized annually and optimized to achieve the highest value in long term pavement management.

As a means of additional background, the following graphs were taken from the original report. Figure 2 shows that inadequate funding levels can result in drastic pavement deterioration over time, thus costing the City 8 times or more in funds to bring the pavement back to acceptable levels. Streets that are repaired while in good condition will cost less over their lifetime than those left to deteriorate to a poor condition.

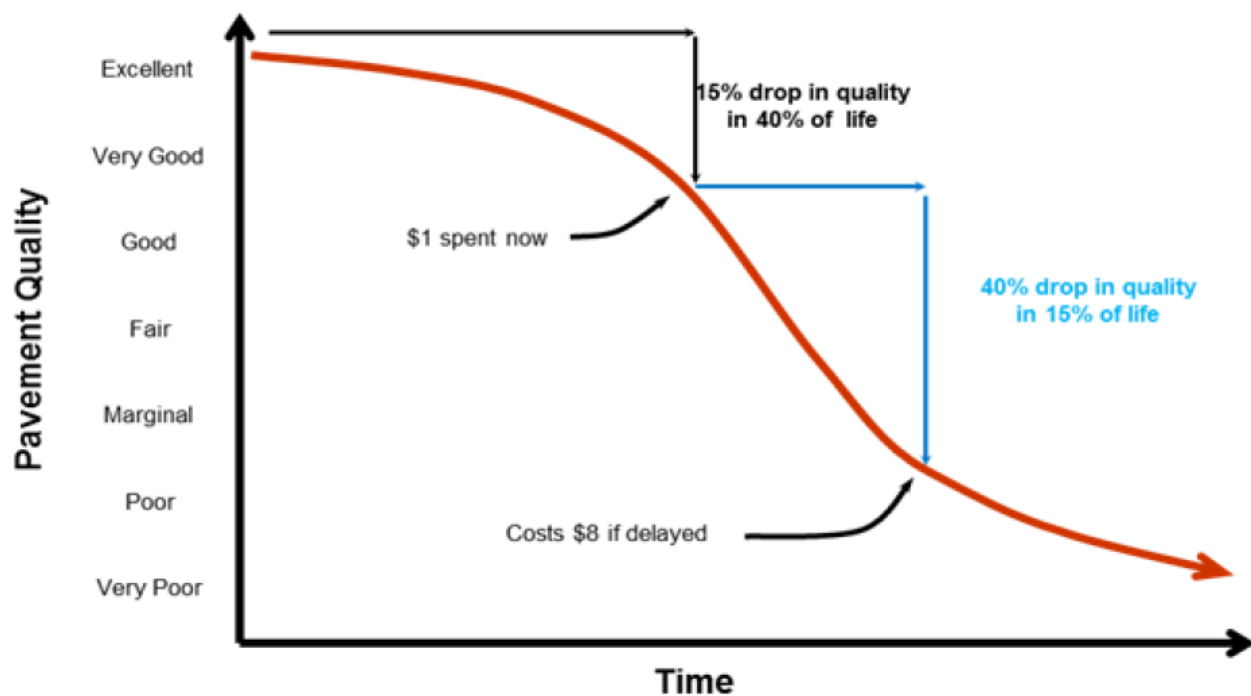


Figure 2 – Pavement Deterioration and Life Cycle Costs

Figure 3 shows the concept of extending pavement life through the application of timely rehabilitations. Adequate annual appropriations can result in higher pavement quality and longer life cycles for City streets.

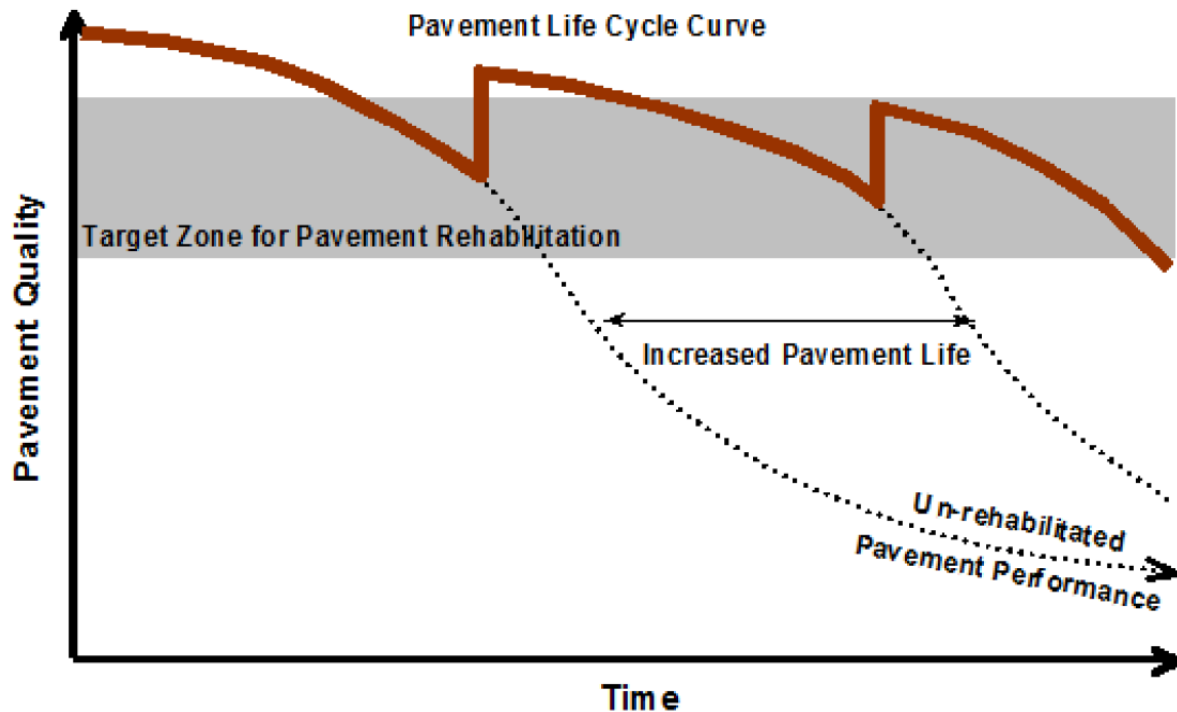


Figure 3 – Pavement Life Cycle Curve

Council's Strategic Criteria:

A. Public safety & Community Resiliency:

The overall condition of a City's street network is a key indicator of economic prosperity. Conversely, deterioration of roads can have adverse effects on a community. Good to average street conditions as opposed to fair to poor directly correlate with public safety. Streets that are properly striped, have pedestrian crossings, signage, traffic signalization, and are free of potholes, dust, and other debris are all function of public safety.

B. Public engagement which fosters racial and cultural equity, inclusivity, and diversity:

The Street Inventory analysis was presented to council in open sessions and open to the public on May 7, 2019, and again at this April 11th, 2023, City Council meeting

C. Achieving the City's environmental sustainability goals:

Maintaining a safe, and clean inventory of streets, free of debris, obstacles, and dust, with safe signage and pavement striping, and that adequately manages stormwater is a goal of the City's environmental sustainability goal. The City street sweeping program removes many contaminants and debris from the streets and the equipment cannot operate on roads that are not paved and kept in good conditions.

Results:

The current annual budget for Gunnison is roughly \$1 million per year dedicated to pavement preservation and rehabilitation projects. Factoring in our annual maintenance program for the last five (5) years, and recent pavement rehabilitation in the Palisades neighborhood, our PCI has dropped slightly (67 to 65) with a strong increase in backlog (2% to 13%). A higher PCI and lower Backlog is the direction you want to go. But we are not headed in that direction, even with all the work we have done with Slurry Seal and Palisades due to an insufficient budget. Based on current conditions, the study is recommending a budget of \$2 million for pavement preservation and rehabilitation projects. This is an increase of approximately \$1 per year. This does not include sidewalks, alleys, professional services, or monies set aside for match purposes. This proposed \$2 million/year budget will get us to a PCI of 85 (Very Good) and a Backlog of 10% (Good). If we only increase the budget to 2018 recommendation of \$1.75 million, our PCI would be 72 (Good) and the Backlog would be at an alarming value of 18% (Bad), which is pushing the point of no return, and does not achieve our goals. One thing to note in particular is that the City road network has not increased beyond Paintbrush Avenue and Lay K since the 2018 analysis. However, our recommended budget has increased, and not solely due to rising material and construction costs. The growth of our backlog has increased the needed budget from \$1.75 million in 2018, to a value of \$2 million in 2023. This highlights the true cost of increased backlog of our roads and the need to properly fund and maintain roads earlier rather than later.

Requested Action:

The specific results of the update and recommendation topics will be presented to you by IMS and staff for further discussion.

Attachments:

- IMS 2023 PowerPoint
- City streets storyboard and maps

'State of Streets'

Gunnison CO City Council
4/6/2023



Sadaf Khosravifar, PhD, PE
Senior Project Manager
IMS Infrastructure Management Services, LP

AGENDA

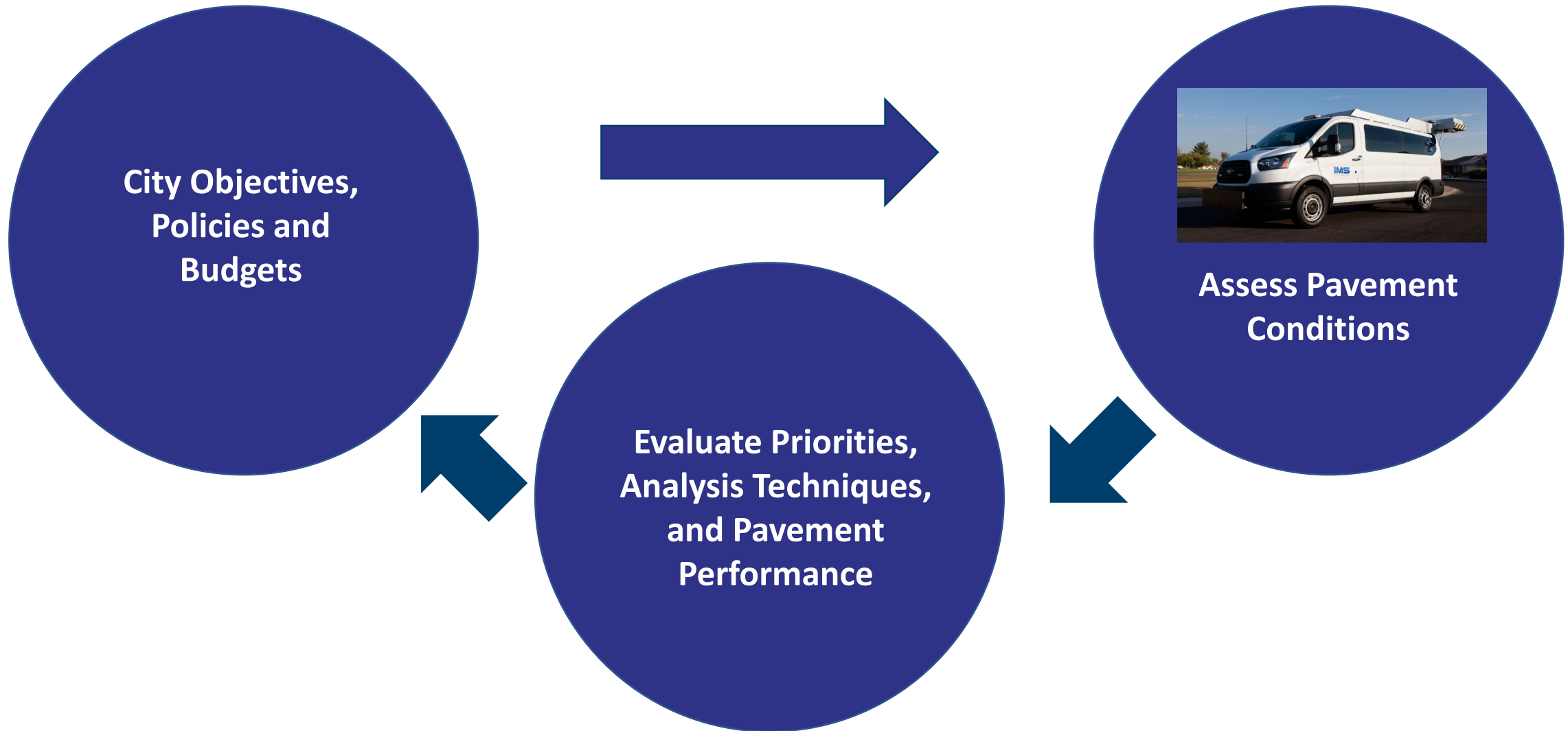
- 1 Overview of Pavement Management
- 2 Overview of Pavement Conditions
- 3 Analysis and Project Planning
- 4 Recommendations



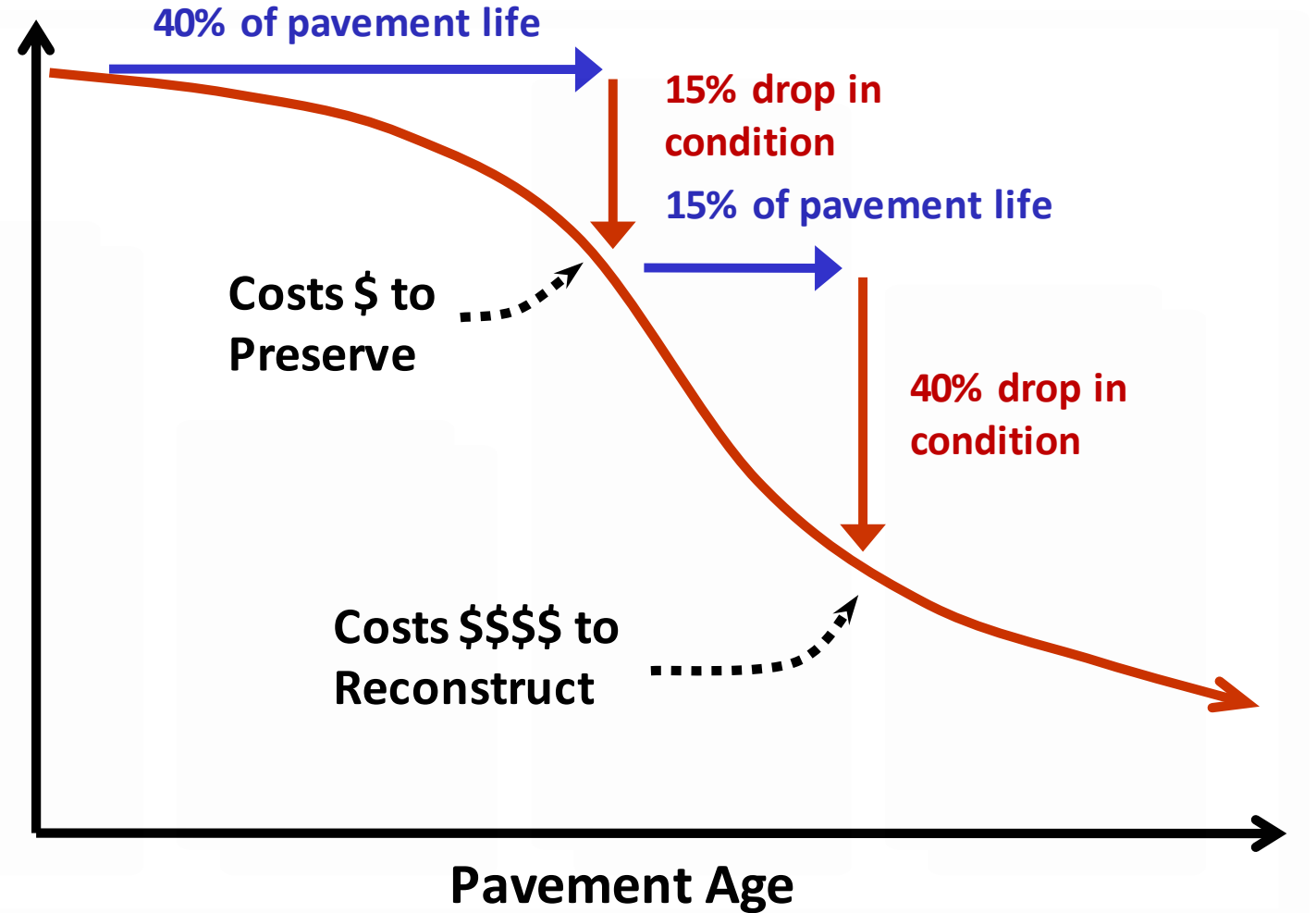
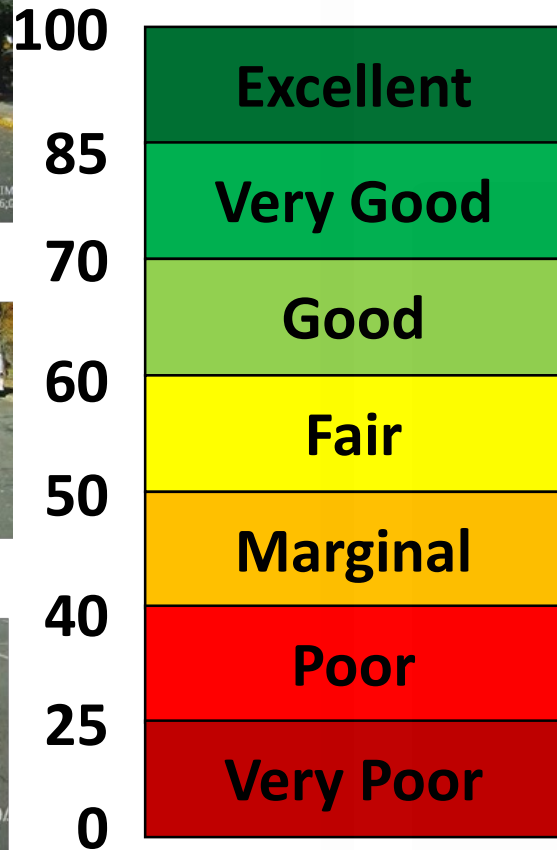


Pavement Management Process

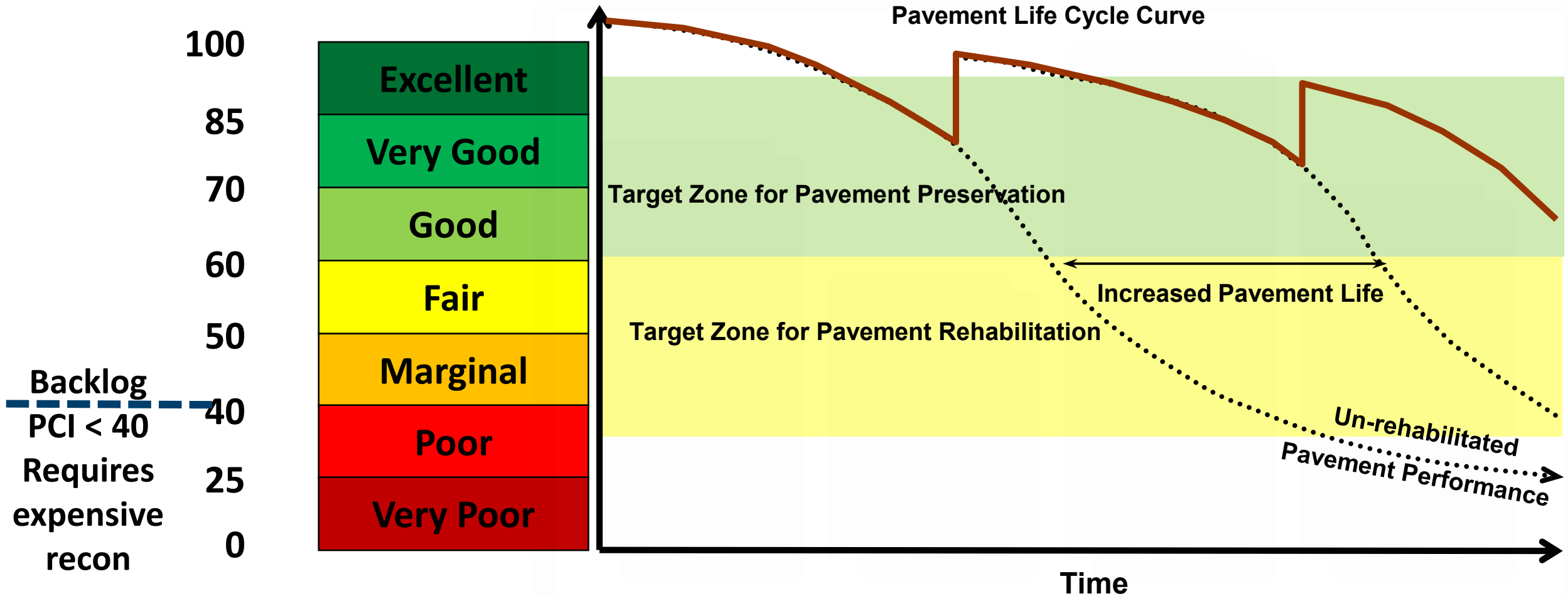
PAVEMENT MANAGEMENT PROCESS



RIGHT TREATMENT AT THE RIGHT TIME



RIGHT TREATMENT AT THE RIGHT TIME





Overview of Pavement Conditions

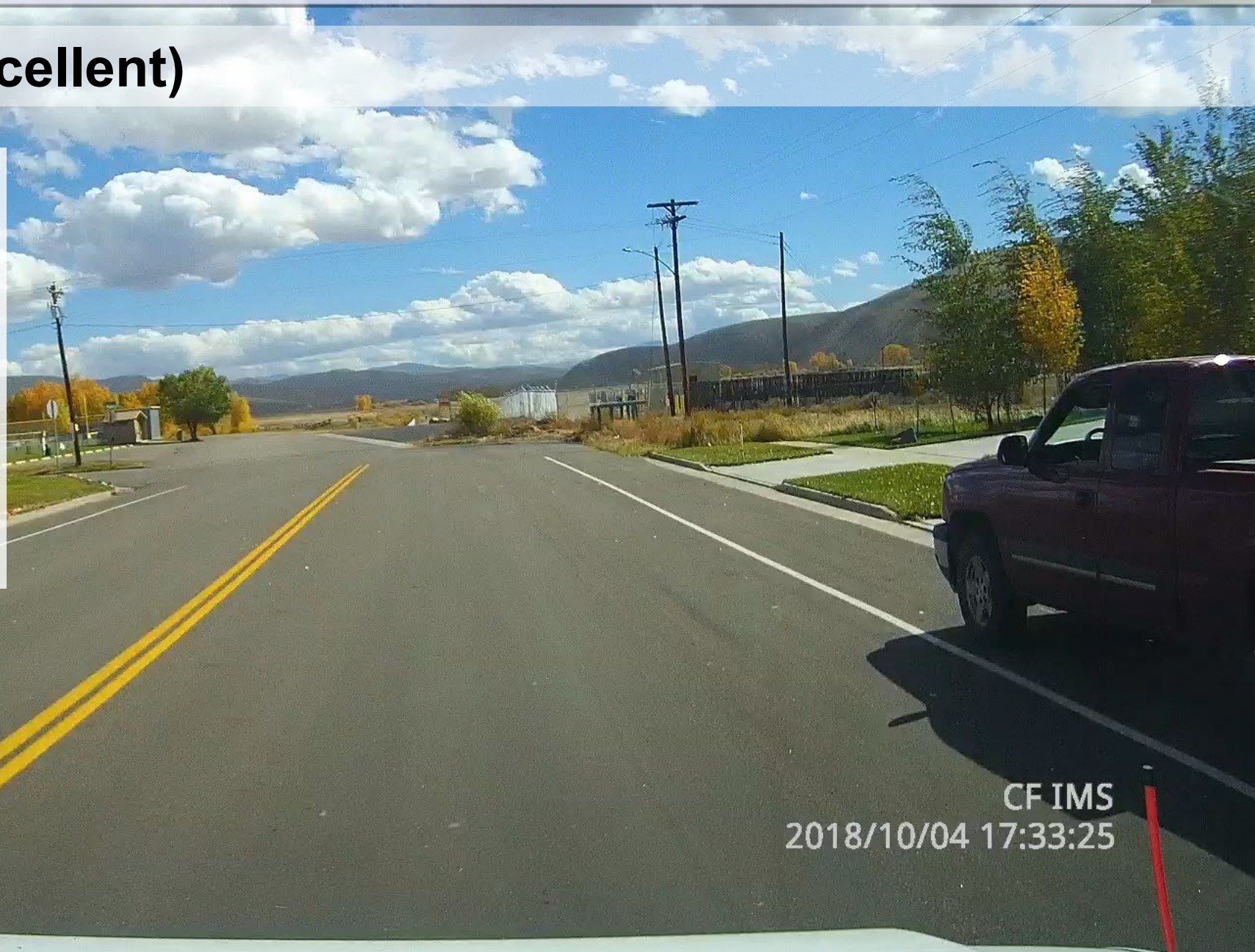
Condition: 85 – 100 (Excellent)

Typical distresses:

- Like new condition
- Very few minor distresses
- Smooth ride, good drainage

Recommended Rehab:

- Should provide 5 to 10 years prior to first rehabilitation with routine maintenance



CF IMS
2018/10/04 17:33:25

Condition: 70 – 85 (Very Good)

Typical distresses:

- Very few distresses
- No rutting
- No base failures

Recommended Rehab:

- Crack seal with surface treatment (micro/chip seal/slurry)



CF IMS
2018/10/04 19:36:05

Condition: 60 – 70 (Good)

Typical distresses:

- Few localized distresses
- Minimal base failures

Recommended Rehab:

- If distressed due to loading, may need thin overlay
- Otherwise, crack seal and surface treatment



CF IMS
2018/10/04 22:07:09

Condition: 50 – 60 (Fair)

Typical distresses:

- Progressive cracking
- Few base failures
- Localized distresses

Recommended Rehab:

- Thin/moderate mill and overlay



CF IMS
2018/10/04 22:48:20

Condition: 40 – 50 (Marginal)

Typical distresses:

- Localized base failures
- Rutting
- Cracking

Recommended Rehab:

- Thick mill and overlay



CF IMS

2018/10/04 16:27:08

Condition: 25 – 40 (Poor)

Typical distresses:

- Localized base failures
- Rutting
- Extensive cracking

Recommended Rehab:

- Thicker mill and overlay + patching, or surface removal and replacement
- High priority to avoid reconstruction



CF IMS
2018/10/04 19:59:10

Condition: 0 – 25 (Very Poor)

Typical distresses:

- Base Failures
- Potholes
- Rutting
- Excessive Cracking

Recommended Rehab:

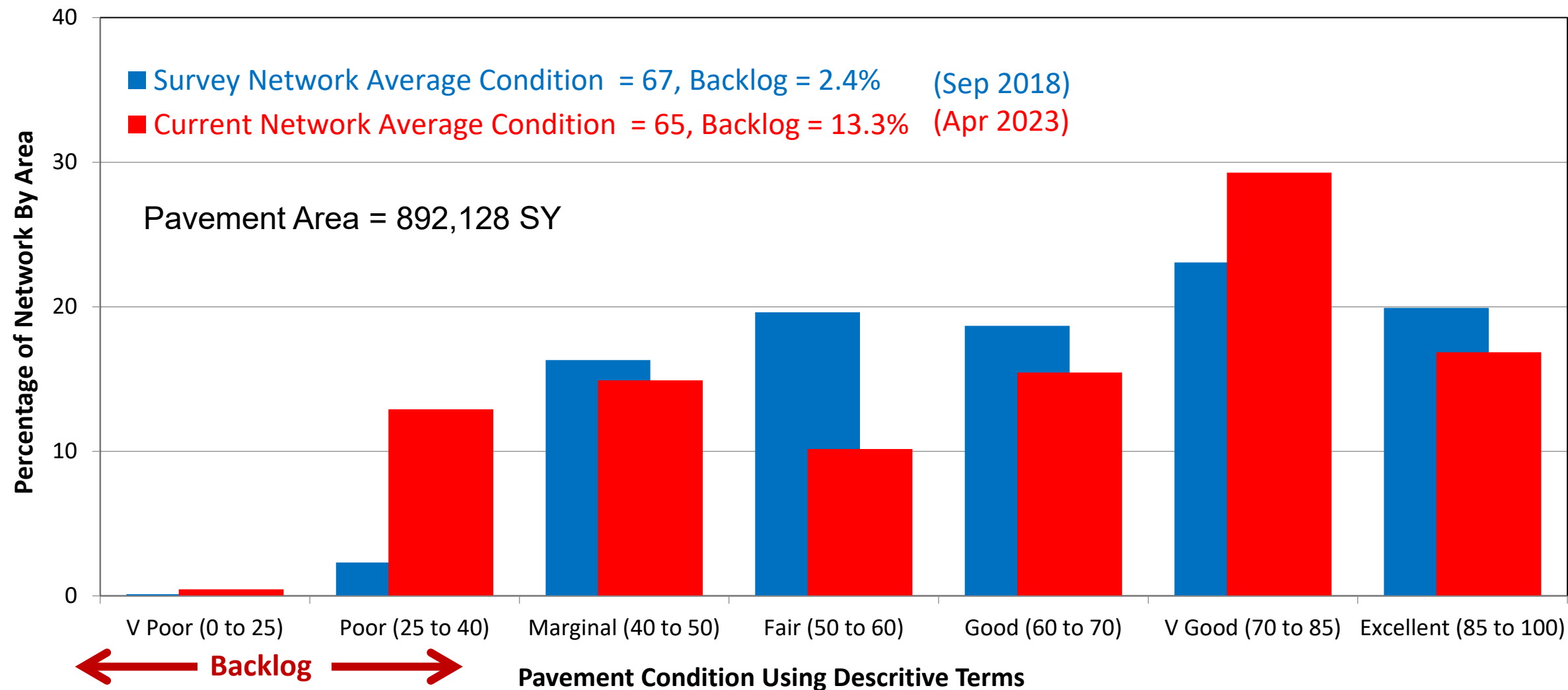
- Reconstruction often driven by citizen complaints

Safety becomes a concern at very low PCI.



CF IMS
2018/10/04 21:37:35

CONDITIONS IN 2018 VS NOW





Analysis and Project Planning

ANALYSIS AND PROJECT PLANNING

- Funding is not zero and it is not unlimited
- Examine effects of current funding levels (~\$1M /Yr)
- Identify annual budget to maintain a PCI above 65 and a backlog below 10%
- Pavement management is priority based – not “worst first” – for most efficient stewardship of citizen funds

ANNUAL CONDITION FOR VARIOUS BUDGET LEVELS

Current Network PCI = 65
Current Backlog = 13%

Fix All (unlimited) Budget = \$22.5M in 5Yrs

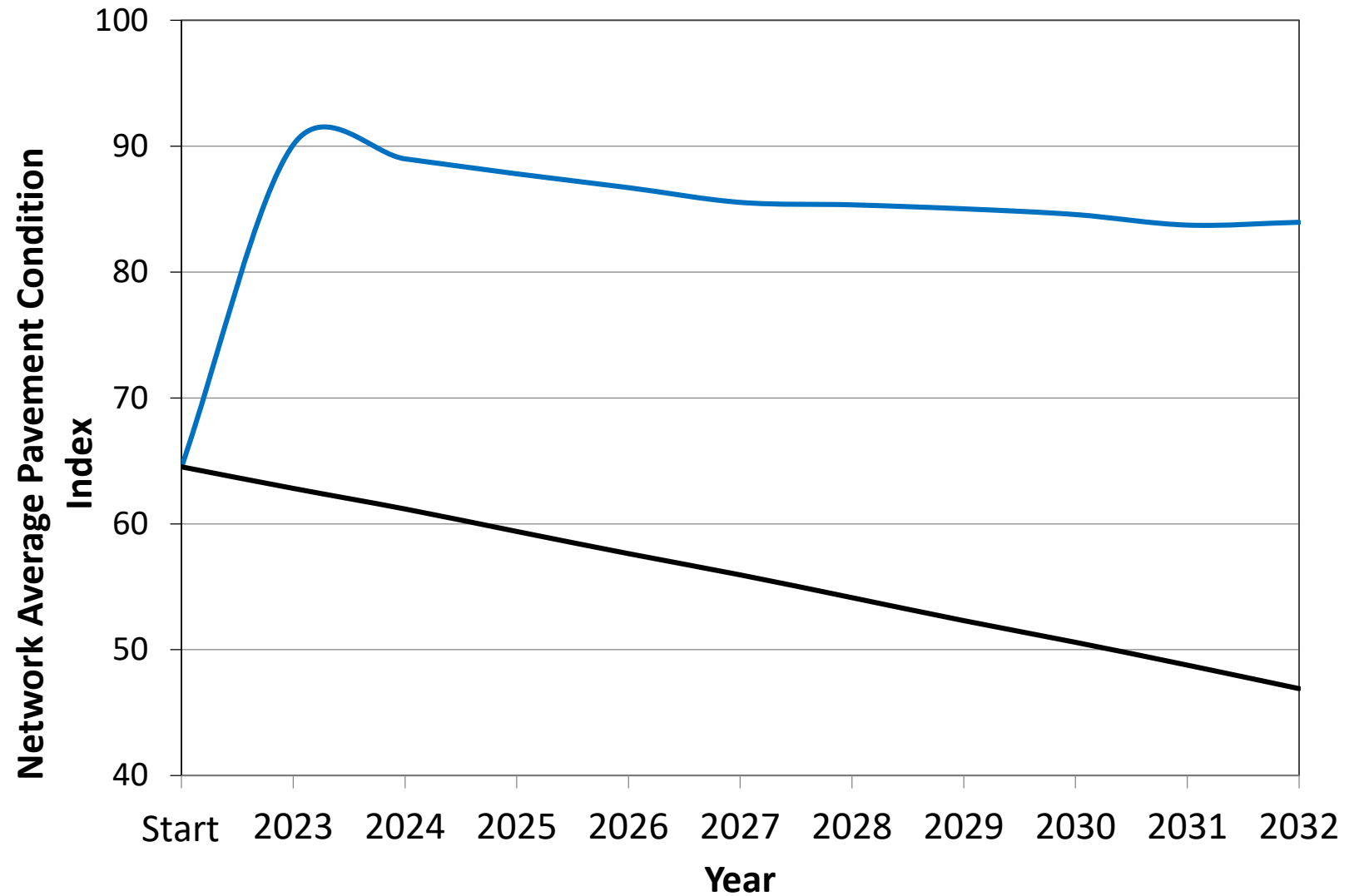
Final PCI = 84, Backlog = 0%

Do Nothing

Final PCI = 47, Backlog = 41%

Goal

Strive to maintain
a backlog below 10%



ANNUAL CONDITION FOR VARIOUS BUDGET LEVELS

Current Network PCI = 65
Current Backlog = 13%

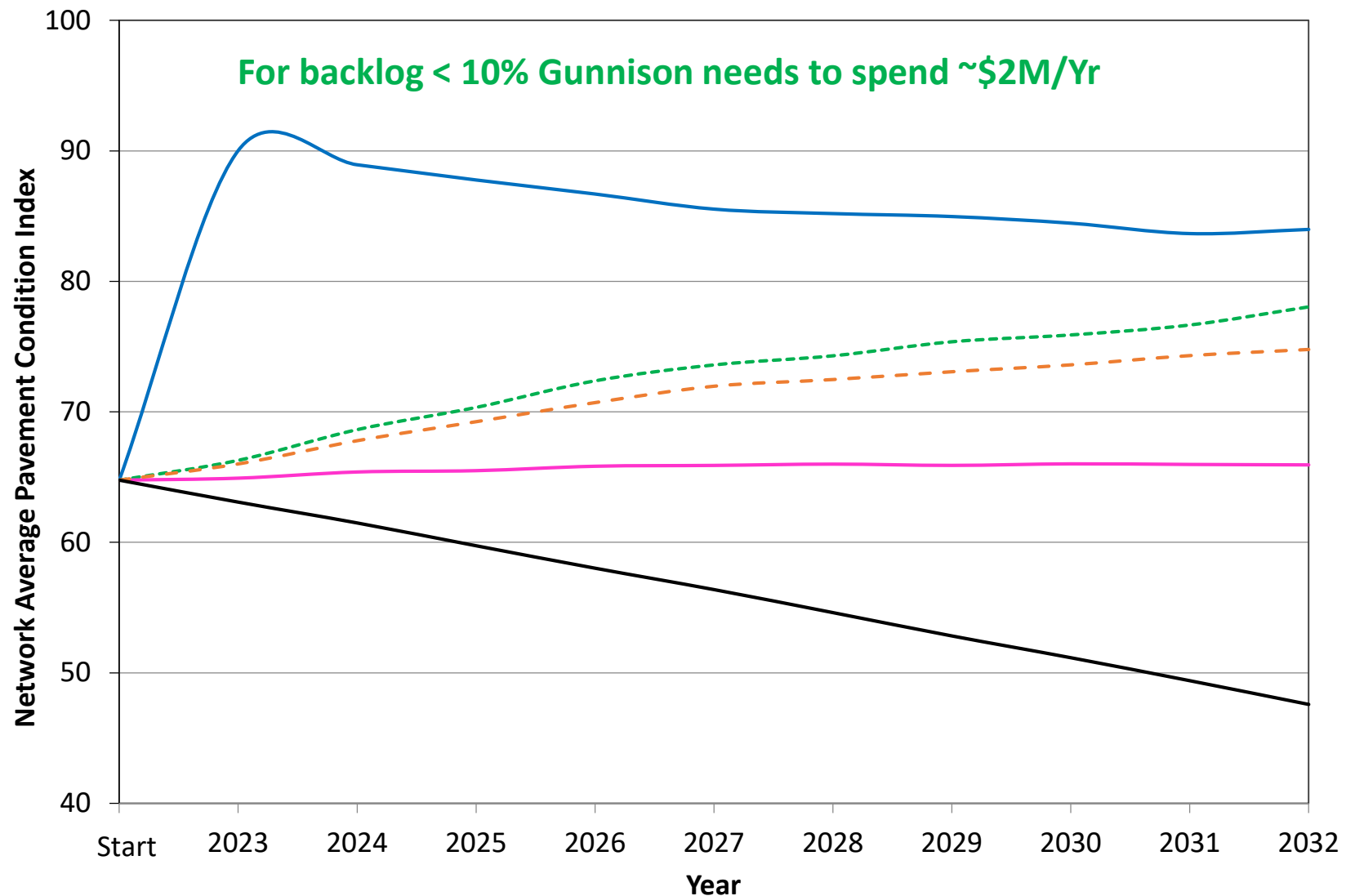
Fix All (unlimited) Budget = \$20M in 5Yrs
Final PCI = 84, Backlog = 0%

Do Nothing
Final PCI = 48, Backlog = 41%

2023 Recommendation for 10% BL
Annual Budget = \$2M/Yr
Final PCI = 78, Backlog = 10%

2019 Recommendation for 10% BL
Annual Budget = \$1.75M/Yr
Final PCI = 75, Backlog = 15%

Gunnison Budget
Annual Budget = \$1 M/Yr
Final PCI = 66, Backlog = 25%



ANNUAL BACKLOG FOR VARIOUS BUDGET LEVELS

Current Network PCI = 65
Current Backlog = 13%

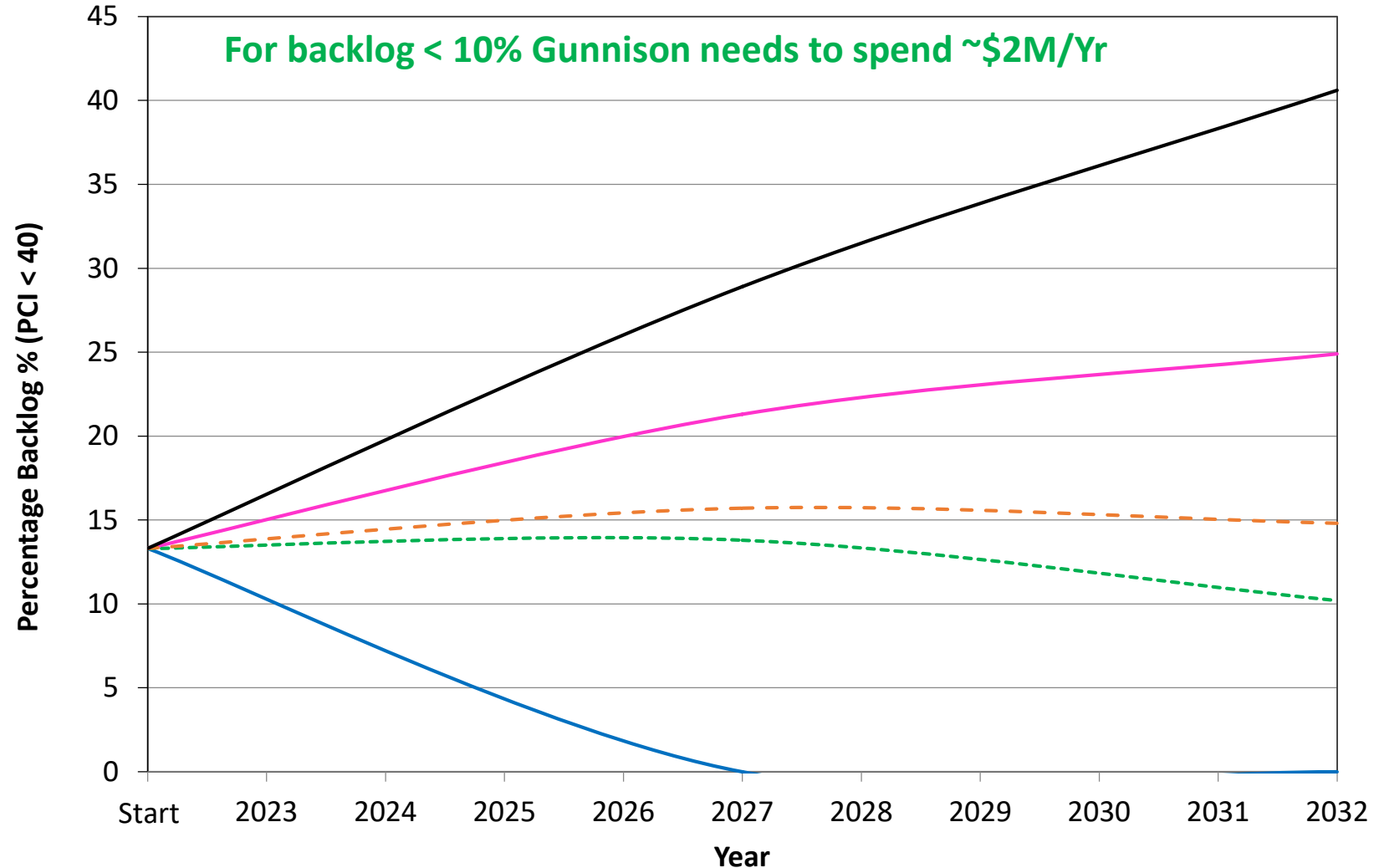
Fix All (unlimited) Budget = \$20M in 5Yrs
Final PCI = 84, Backlog = 0%

Do Nothing
Final PCI = 48, Backlog = 41%

2023 Recommendation for 10% BL
Annual Budget = \$2M/Yr
Final PCI = 78, Backlog = 10%

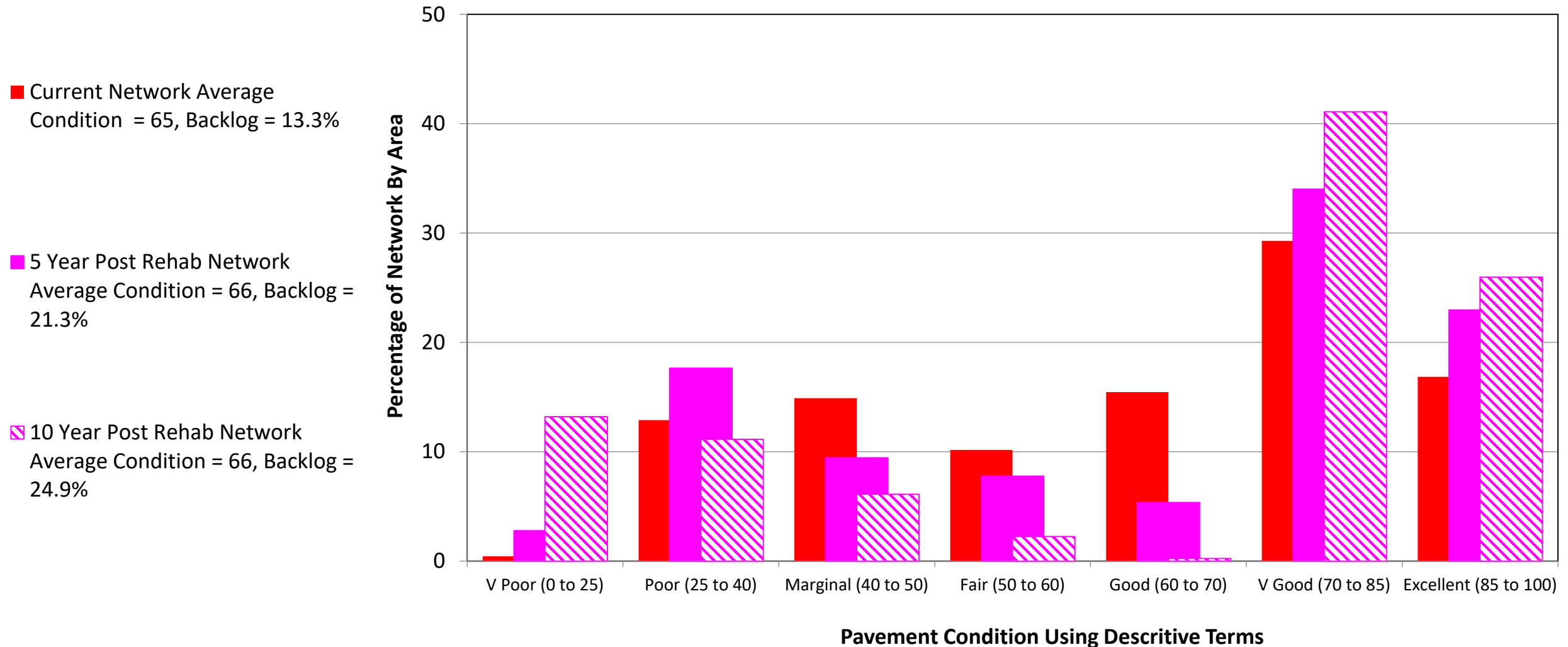
2019 Recommendation for 10% BL
Annual Budget = \$1.75M/Yr
Final PCI = 75, Backlog = 15%

Gunnison Budget
Annual Budget = \$1 M/Yr
Final PCI = 66, Backlog = 25%



PROJECTIONS OF THE CURRENT \$1M/YR BUDGET

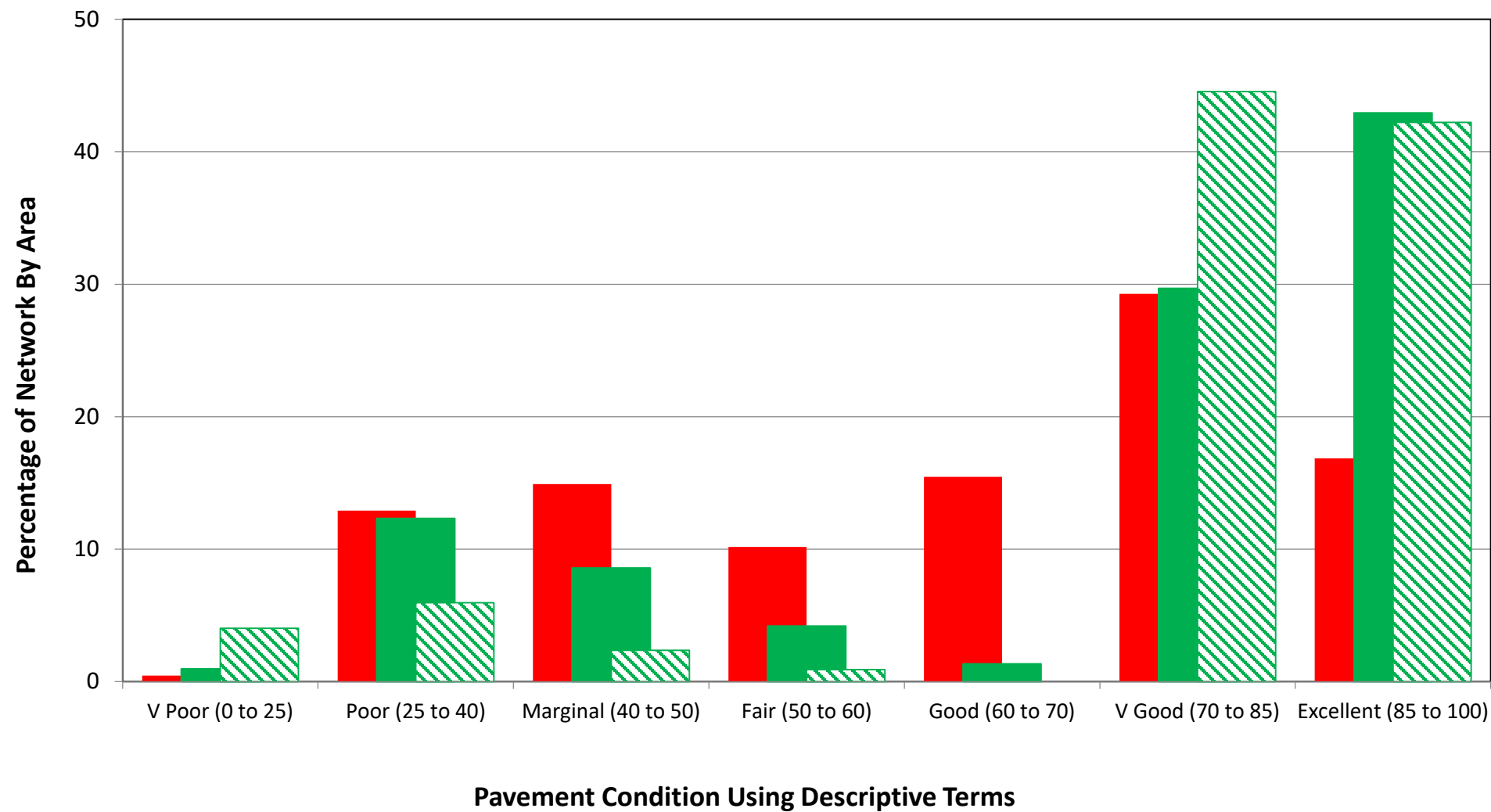
CURRENT CONDITIONS COMPARED TO FORECASTED CONDITIONS



PROJECTIONS OF CURRENT \$2M/YR BUDGET

CURRENT CONDITIONS COMPARED TO FORECASTED CONDITIONS

- Current Network Average Condition = 65, Backlog = 13.3%
- 5 Year Post Rehab Network Average Condition = 74, Backlog = 13.8%
- ▨ 10 Year Post Rehab Network Average Condition = 78, Backlog = 10.2%



RECOMMENDATIONS

- Currently the City has a good overall PCI (**65**), but the partial/full reconstruction backlog is starting to become a concern (**13% of the network area**)
- City's current funding of \$1M/Yr is forecasted to result in a PCI of **66** and a backlog of **25%** in 10 Yrs.
- The analysis conducted in 2019 indicated that the City needed an annual budget of around \$1.75M to ensure that the backlog remained below 10%. However, due to insufficient expenditures, the condition of the network has worsened, and now it needs a higher annual spending of approximately **\$2M to keep the backlog under 10%.**
- Strategic and proactive annual maintenance and rehabilitation saves money
- City should resurvey streets every few years to update condition data and track pavement performance

Contact Info

Sadaf Khosravifar, PhD, PE
Senior Project Manager

email: skhosravifar@imsanalysis.com
cell: 530.531.5030



IMS Infrastructure Management Services, LP

Jim Gelwicks
Update Notes
April 11, 2023

MEETINGS:

REGION 10:

Colleen Hannon from Gunnison hired as R10 grant consultant.

Gunnison County, Crested Butte and Mount Crested Butte have asked Region 10 to focus on long-term, permanent fix, with possible interim solution between Gunnison and Crested Butte. Discussion have included new fiber construction to finish the Crested Butte to Mt. Crested Butte fiber connection, along with identifying a CNL location. Crested Butte recently identified that an existing County fiber line was installed along with power lines outside of the road easement where a new housing project is to be constructed. Gunnison County, Region 10 and GCEA will work together to address the situation and reduce any cost exposure.

REGION 10 AREA AGING STUDY:

83% of the older residents living in R10 rate their overall quality of life as good or excellent and 82% plan to stay in their community throughout retirement. Residents rated their communities positively in safety, physical health, and social engagement. The areas showing the greatest need for improvement are housing, employment, and independent living. Only 11% of the respondents gave a positive score to the availability of affordable quality housing, 38% of older residents need housing and 20% report mobility needs..

92% of 1754 respondents voted in the last election. Older adults are interested and want to be heard.

Of the older population, in Delta County, 12.27% are living at or below the poverty line; in Gunnison County, 6.52 %; in Hinsdale County, 11.07%; in Montrose County, 10.17%; in Ouray County, 5.71%; in San Miguel County, 8.58%

REGION 10 AREA REGIONAL HOUSING STUDY:

Overall, this report conservatively estimates 6,600 units of housing needed over the next ten years (2023 to 2032) to fulfill combined catch-up (current) and keep-up (forecasted) workforce housing demand, based on job vacancies and growth.

From 2010 to 2020, Region 10's permanent resident population increased by about 4,600 people, or 4.6%. This increase in population was driven primarily by a 10.7% increase in Gunnison and 3.9% in Montrose counties, which represents about 1,600 additional residents in each county.

Compared to what is designated as “affordable” by CHFA for a three-person household, observed rents and purchase price are out of reach for families making 100% AMI.

Region 10’s existing residential construction workforce will need to double in size to build housing, at an average rate of 144 new jobs per year. It has become common knowledge that today’s construction industry is falling short in attracting and retaining a workforce that matches the demand of the current economic environment. There appears to be a distinct lack of human capital in the construction industry as a whole, spanning from field labor all the way up to management.

There is not enough existing labor available to build the homes Region 10 needs. The construction industry will need to attract nearly 2,384 additional workers on top of the normal pace of hiring in 2022 to meet the demand for workforce housing, and the industry desperately needs qualified, skilled craft professionals and tradespeople in Region 10.

Up date on regional visitors.

Shoulder seasons still prominent with lower visitations in region. June underutilized.

Olathe incubator name “Business Cultivator.” Has a commissary kitchen available to all counties in Region 10. Open House on Thursday April 27 2:30 pm.

COLORADO MUNICIPAL LEAGUE:

Only 30 days left in the legislature. The long bill (budget) is passed.

SB 213 12/5 hour hearing on Thursday night (CB had rep there).

Majority Senate Leader is prime sponsor. Bill includes 4 major preemptions. Following testimony, sponsor considering amending.

Amendment topics:

- Anti displacement

- Rural resorts provisions

Counties and Rural areas not included

Still in Senate Committee

The House Energy and Environment Committee approved HB 1232 Electric Vehicle Charging and Parking Requirements. The bill directs the Energy Code Board, created as the result of a compromise between CML and the Colorado Energy Office (CEO), to adopt EV charging requirements in the state model electric code, which will be required for multifamily housing projects to receive a permit. The requirements would be statewide and go into effect in 2024. The bill is a general attempt to preempt local government authority over building codes and parking requirements in zoning codes to expand EV charging stations. Though the bill was amended by the committee, CML still

has concerns with sections of the bill that preempt local government authority over building codes and parking requirements in zoning codes.

Timelines shortened on HB 1090, Right of first refusal for multi family rental properties. Bill Amended.

NMPP CONFERENCE:

Discussed future of Solar sites in Public Private Partnerships. Depending on some additional discussions, Gunnison could be evaluated for a project this Fall. Will require council discussion and letter to implement.

Learned about Distributed systems, markets and balancing loads.

They are instituting a cyber security program/assessment. Gunnison in line for evaluation, depends upon number of non IT dept communities with priority.

FBI update on potential sabotage threats to rural electric systems. Note: threats higher in rural areas than elsewhere.

Had breakfast with NMPP Executive Director Robert Poehling.

Attended board meetings as a voting member.

Events & Individual Meetings With:

Bella Biondini

Celeste Helminski

Jason Amrich about EMS facility (they will probably follow up with a June Council presentation.

Parks & Rec site visit to sidewalk connection to wheel chair ramp (staff preparing information for council)

Attended Amigos Antojitos @ WCU

Sister Cities

Mike LaPlante

Katie Lewenger about Rotary