AGENDA ITEM or FINAL CONTRACT REVIEW SUBMITTAL FORM

Agenda Item: City of Gunnison Comprehensive Plan DRAFT

Action Requested: Discussion

Parties to the Agreement:

Term Begins: **Term Ends:** **Grant Contract #:**

Summary:

City of Gunnison Comprehensive Plan DRAFT & Presentation

Fiscal Impact:

Submitted by: Liz Mense for Cathie Pagano **Submitter's Email Address:** EMense@gunnisoncounty.org

Finance Review: ○ Required ◉ Not Required

Comments:

Reviewed by: Discharge Date:

County Attorney Review: ○ Required ◉ Not Required

Comments:

Reveiwed by: Discharge Date: Certificate of Insurance Required

Yes ○ No ○

County Manager Review:

Comments:

Reveiwed by: GUNCOUNTY1\mbirnie Discharge Date: 12/12/2019

○ Consent Agenda ◉ Regular Agenda ○ Worksession Time Allotted: 45

Agenda Date: 12/17/2019

Revised April 2015

Gunnison County, CO
Community Development Department
221 N. Wisconsin St. Ste. D, Gunnison, CO 81230
Phone: (970) 641-0360 FAX: (970) 641-8585
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To: Anton Sinkewich, City of Gunnison Community Development Director

From: Cathie Pagano, Director of Community and Economic Development

Date: December 3, 2019

Re: Comprehensive Plan Comments

Thank you for the opportunity to participate on the City's Comprehensive Plan Advisory Committee. We appreciate the City's willingness to engage the citizens of Gunnison and the staff of the County in the process.

I have reviewed the draft Comp Plan and have the following comments and suggestions. I am happy to discuss any of these further.

Page 6 identifies that annexation, etc. should occur in the north subarea boundary. The north subarea boundary is quite limited and may want to extend to include at least a more "straight-line" northern boundary. I think it may be helpful to provide context on how and why the boundaries of the north subarea were established.

Will still need to work with City to identify areas for annexation for new uses. I'd like to see/discuss timeline since the plan says "by 2020."

I recommend identifying Gunnison Secure Storage parcel as appropriate for annexation as mixed use development.

The Three Mile Plan area does not discuss identifying criteria for annexation that would better accommodate future annexation--street/grid connections, multi-modal connections, setbacks, lot sizes, water extension, and identification if similar lots already exist in area served by central services.

Page 27 says that "projects that fit within the parameters set forth in this plan should receive approval." I don't think there are clear parameters--other than development should occur in north subarea. For there to be an expedited process we'll need to outline uses in some particular areas.

Revise "special case projects: to reflect discussions (criteria for development); 35-acre development is not appropriate. Create street/grid connections; multimodal, setbacks aligned with City LDC, etc. We can prioritize areas for growth and identify a streamlined process for projects that fit criteria and are in targeted areas (north subarea). The County prefers that this section be revised. We are not amenable to only allowing 35-acre development in the three mile area. To continue to meet demand of affordable housing it is inappropriate to limit development opportunities in the three mile area if the development can be achieved in a manner that fits with criteria developed by City and County.

On page 29 note that if certain characteristics make it suitable for commercial/light industrial development the City should consider extending infrastructure, particularly to north where demand exists.

Page 30 states that mixed use development should occur primarily in north gateway subarea. Are there criteria that should be established? It sounds like we're opening the door to commercial/storage unit development there rather than trying to avoid it. The "Corridor Commercial/Mixed use" paragraph seems to be in conflict with

the rest of the document. Staff recommends that one or two specific parcels be identified as appropriate for mixed use development (i.e. Gunnison Secure Storage parcels).

My review focused mostly on the Three Mile Planning section with some quick review of the rest of the sections. Thank you.

Live • Earn • Play • Learn

GUNNISON 2030

CITY OF GUNNISON COMPREHENSIVE PLAN | NOVEMBER 22, 2019

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Acknowledgments

Acknowledgments to be added

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HOUSEAL LAVIGNE ASSOCIATES

WILLIFORD, LLC
land use & affordable housing

J·R ENGINEERING

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From City of Gunnison staff, on behalf of the community and the advisory committee:

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

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

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

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

- Increasing prosperity through an abundance of entrepreneurs creating and bringing jobs and investment to our community.
- Attainable housing for each of our residents and employees.
- Thoughtfully planned development which is supported by our natural and man-made resources, enhanced by our character and image as a charming mountain community, and maintained by our exceptional sense of place.
- Safe interconnected trails, sidewalks, roads, and transit systems which provide enjoyable and intuitive access to all areas of community.
- A sustainable, carbon neutral future addressing energy and water resource consumption to be resilient to climate change.
- A long term growth plan for the City to incrementally and responsibly expand beyond the current city limits and make informed decisions in conjunction with the County for the three mile area.

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Introduction

Located in west-central Colorado, the City of Gunnison is the gateway to the Gunnison Valley. With a population of 6,595 and encompassing 3.2 square miles, Gunnison is the county seat and largest municipality in Gunnison County. Gunnison is an active, outdoor-oriented community with year-round activities for tourists and locals alike; the City acts as a base for access to regional natural areas such as Hartman Rocks Recreation Area and Black Canyon of the Gunnison National Park. In addition to close access to skiing, Gunnison embraces its ranching history. The City owns and maintains the historic Van Tuyl Ranch and annually hosts Cattlemens Days, a 119-year-old rodeo, at Gunnison County Fairgrounds. Gunnison is home to Western Colorado University, locally known simply as Western, a growing four-year public university with a selection of graduate programs located on the east side of the City.

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Purpose of the Comprehensive Plan

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

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

Planning Process

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

PHASE ONE

JANUARY 2019

1 Project Initation

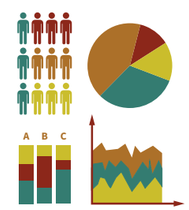
Project initiation consisted of meetings with City staff as well as elected and appointed officials to begin the planning process and create a framework for development of the Comprehensive Plan. The City also formed a nine-member advisory committee composed of Gunnison stakeholders, who guided and provided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

2 Community Outreach

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

3 Market & Demographic Analysis

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



4 Housing Study

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

5 Existing Conditions & Plan Analysis

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

6 Vision, Goals & Objectives

This step established an overall vision for the future of the City of Gunnison to provide focus and direction for subsequent planning activities. The Plan's goals and objectives were created based on this vision and the previous steps in the planning process.

PHASE TWO

7 Subarea Plans

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

8 Community-Wide Plans & Policies

This step included the preparation of future plans, the core of the Comprehensive Plan, which collectively address citizen quality of life. The plans and policies are reflective of community input and the City's goals and objectives. The City's three-mile growth area is also addressed.

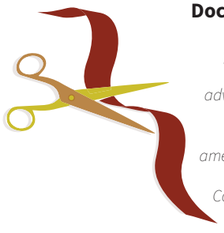
9 Implementation Strategies

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

10 Comprehensive Plan Documents & Adoption

EARLY 2020

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



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Issues and Opportunities Memorandum

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

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

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

Planning Jurisdiction

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

Plan Organization

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

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

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

Sustainability and Resiliency

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

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

Plan Outcomes

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

1. The Plan should develop a future community vision for the City and provide a framework for achieving that vision.
2. While the Plan is a land use document, it should also address policy topics that are important to the community, including housing, environment, economy, identity and sense of place, and transportation.
3. The Plan should provide a framework for decision making on growth and proposed change in the community.
4. The Plan should be a strategic document that aligns resources with community priorities.

Big Ideas for Gunnison 2030

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

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

2. Western Colorado University's interface with Gunnison Rising is as critical as the University's connections to the downtown. Development in the Gunnison Rising area may be the next big effort for the City and the University and the area will ultimately be where new university-supporting activity centers are located.

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

4. Infill is preferable to sprawl regardless of land use.

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

6. Recommendations for the three-mile planning area are based on the premise of growing first from within the existing boundaries of Gunnison, ensuring growth does not exceed the city's man-made or natural carrying capacity and maintaining the ranching and open space character around the City.

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

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

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

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Planning Context

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

2

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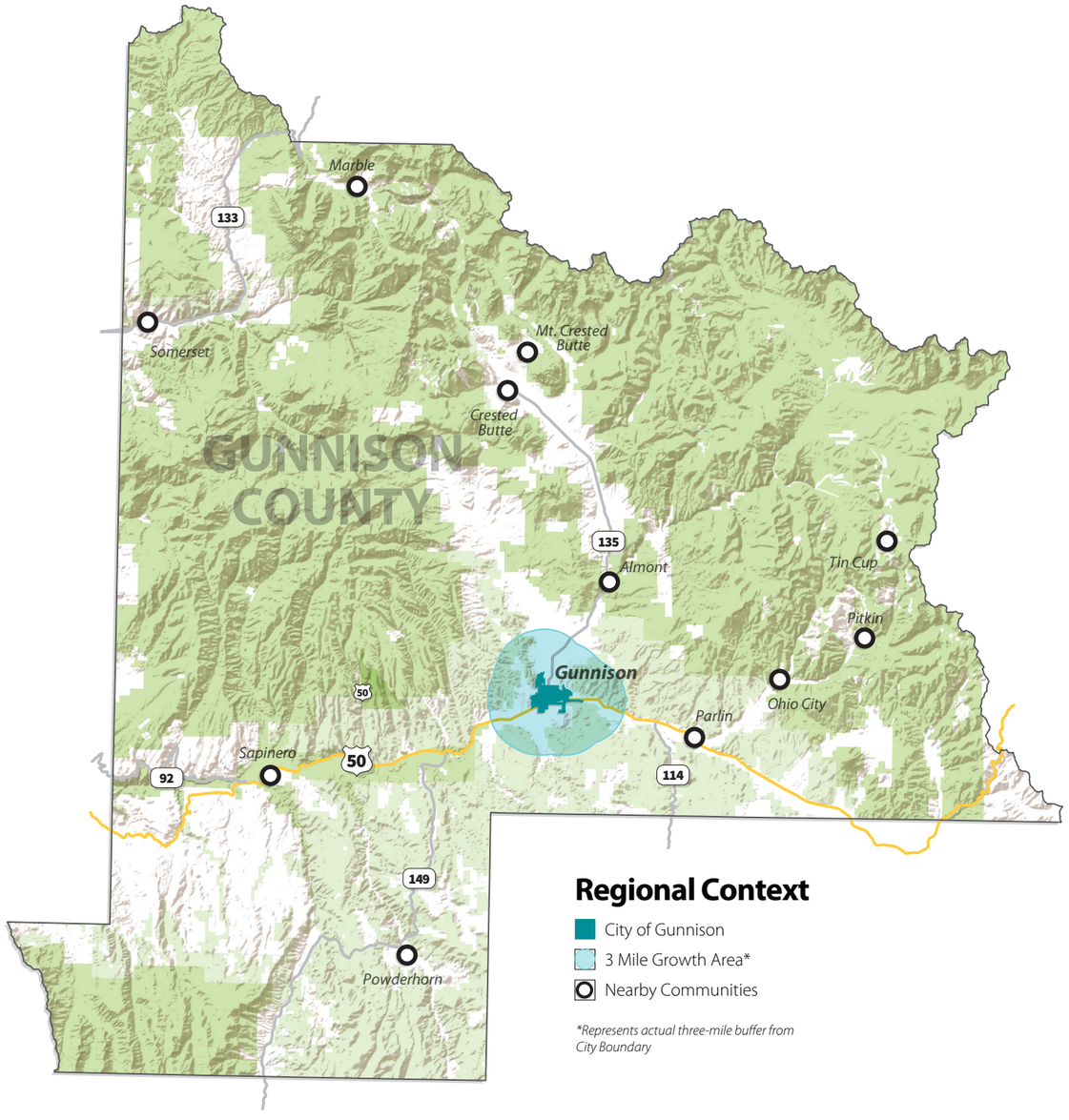
Regional Setting

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

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



Community Outreach Snapshot

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

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

Community Outreach Takeaways

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

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

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

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

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

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

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

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

Improved Connectivity. Gunnison residents and stakeholders wish to better connect the City by creating more trails that connect to the regional system for pedestrians and bikers and increasing transit options.

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

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

Quotes of comments received during community outreach are dispersed throughout the Plan to provide insighy to the community's outlook and aspirations.

Demographic Overview

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

Population and Households

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

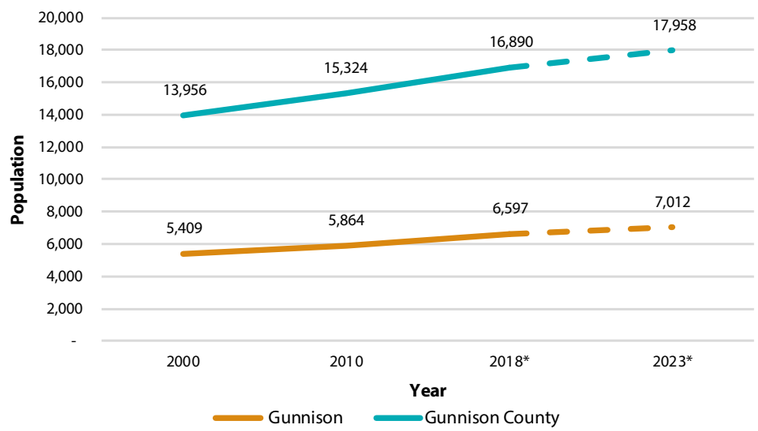
Demographic Summary

Gunnison, CO	2010	2018	2023	Projected Change (2010-2023)		CAGR (2018-2023)
Population	5,864	6,597	7,012	1,148	19.6%	1.23%
Households	2,322	2,530	2,710	388	16.7%	1.38%
Average Household Size	2.20	2.24	2.25	0.05	2.3%	0.09%
Median Age	25.3	27.1	28.0	2.70	10.7%	0.66%
Median Household Income		$36,263	$37,954	$1,691	4.7%	0.92%

Gunnison County, CO	2010	2018	2023	Projected Change (2010-2023)		CAGR (2018-2023)
Population	15,324	16,890	17,958	2,634	17.2%	1.23%
Households	6,516	7,024	7,489	973	14.9%	1.29%
Average Household Size	2.22	2.25	2.26	0.04	1.8%	0.09%
Median Age	34.3	36.0	37.4	3.10	9.0%	0.77%
Median Household Income		$49,406	$50,283	$877	1.8%	0.35%

Source: U.S.Census; Esri Business Analyst; Houseal Lavigne Associates

Population Trend/Projection (2000-2023)



Source: U.S. Census Bureau NAICS data; Houseal Lavigne Associates

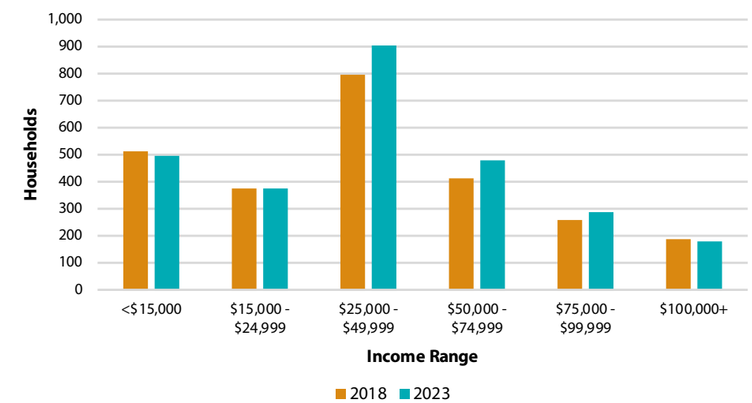
Income

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

Age by Population

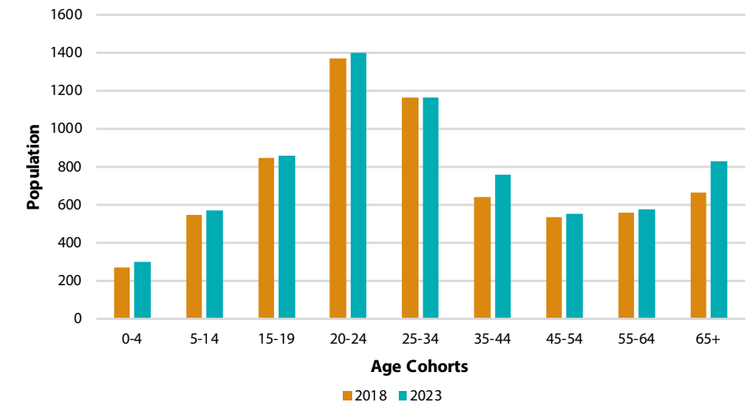
The City's median age is projected to slightly increase from 2018 to 2023, which is in line with state and national trends. Western students who are not year-round residents are not included. While the overall change is nominal, it could suggest that people are aging and remaining in the area, or that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

Gunnison Households by Income Ranges (2018 & 2023)



Source: U.S. Census Bureau NAICS data; Houseal Lavigne Associates

Gunnison Projected Age Cohorts (2018 & 2023)



Source: U.S. Census Bureau NAICS data; Houseal Lavigne Associates

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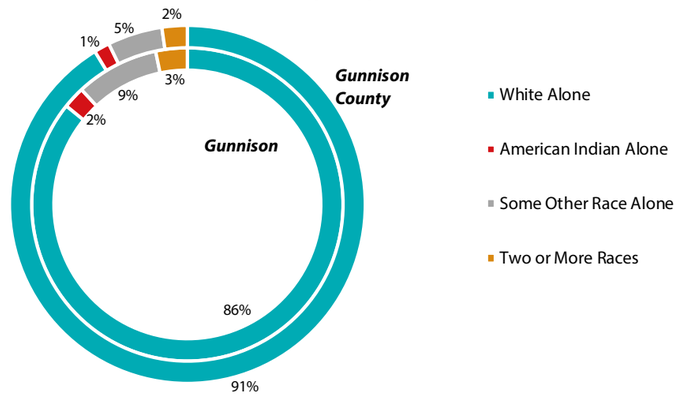
Racial and Ethnic Composition

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

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

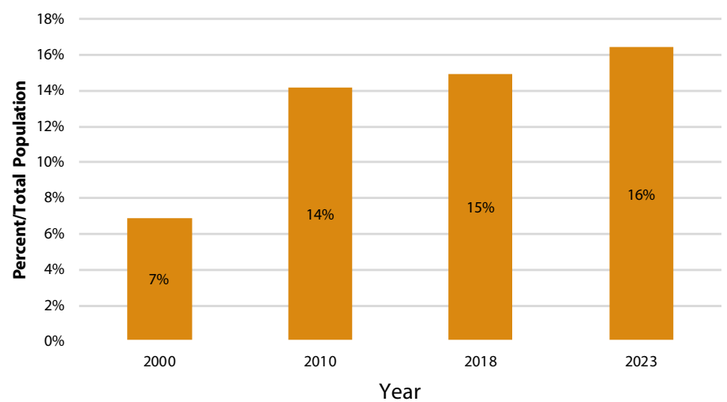
Note: The U.S. Census Bureau defines Hispanic as an ethnicity, which is distinct and separate from race. A person of Hispanic origin can be of any or multiple races.

Gunnison & Gunnison County Race Comparison (2018)



Source: U.S. Census Bureau NAICS data; Houseal Lavigne Associates

Gunnison Hispanic Population



Source: U.S. Census Bureau NAICS data; Houseal Lavigne Associates

Industry and Employers

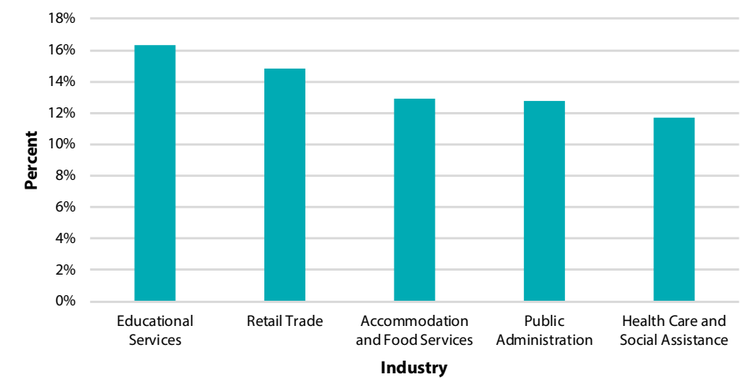
In 2018, the educational services industry accounted for 16 percent of jobs in Gunnison. Retail trade (a category including all establishments engaged in retailing merchandise) accounted for 15 percent of jobs, while accommodation and food services and public administration each accounted for 13 percent.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

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

Additional industries noted in Gunnison include the following:

- Finance and Insurance
- Professional, Scientific, and Technical Services
- Transportation and Warehousing
- Construction
- Real Estate and Rental and Leasing
- Arts, Entertainment, and Recreation
- Wholesale Trade
- Information
- Administration & Support, Waste Management and Remediation
- Manufacturing
- Other Services

Top Five Industries (2018) Jobs Located in Gunnison



Source: U.S. Census Bureau NAICS data; Houseal Lavigne Associates

Existing Land Use

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

Agriculture

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

Single-Family Detached

This designation consists of single-family detached homes, including accessory structures, accessory dwelling units, and properties that act as private yards for single-family homes.

Single-Family Attached

This designation consists of residential structures that include dwelling units connected horizontally, with a dedicated entrance for each dwelling unit.

Mobile Home

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

Multi-Family

This designation consists of residential structures that contain multiple dwelling units stacked vertically, with shared entrances and hallways.

Mixed-Use

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

Commercial/Office

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

Industrial

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

Airport

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

Public/Semi-Public

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

Parks and Open Space

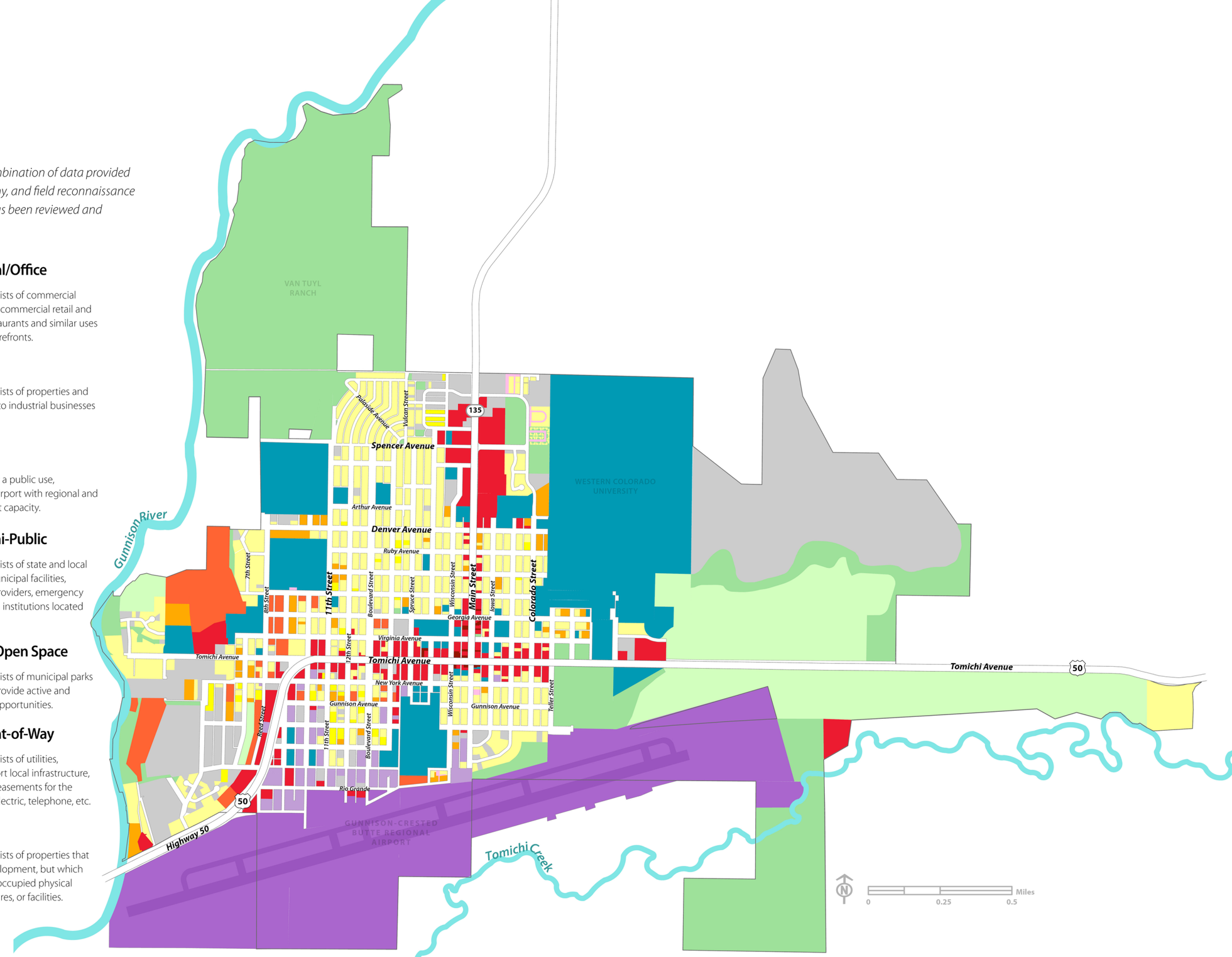
This designation consists of municipal parks within the City that provide active and passive recreational opportunities.

Utility/Right-of-Way

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

Vacant

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



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Current Zoning

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

Residential Districts

The LDC defines four residential zoning districts ranging in density from single-family residential to multi-family residential.

- (R1) Single-Family Residential
- (R1M) Single-Family Residential Modified
- (R2) Duplex Residential
- (RMU) Residential Mixed Use
- (R3) Multi-Family Residential

Non-Residential Districts

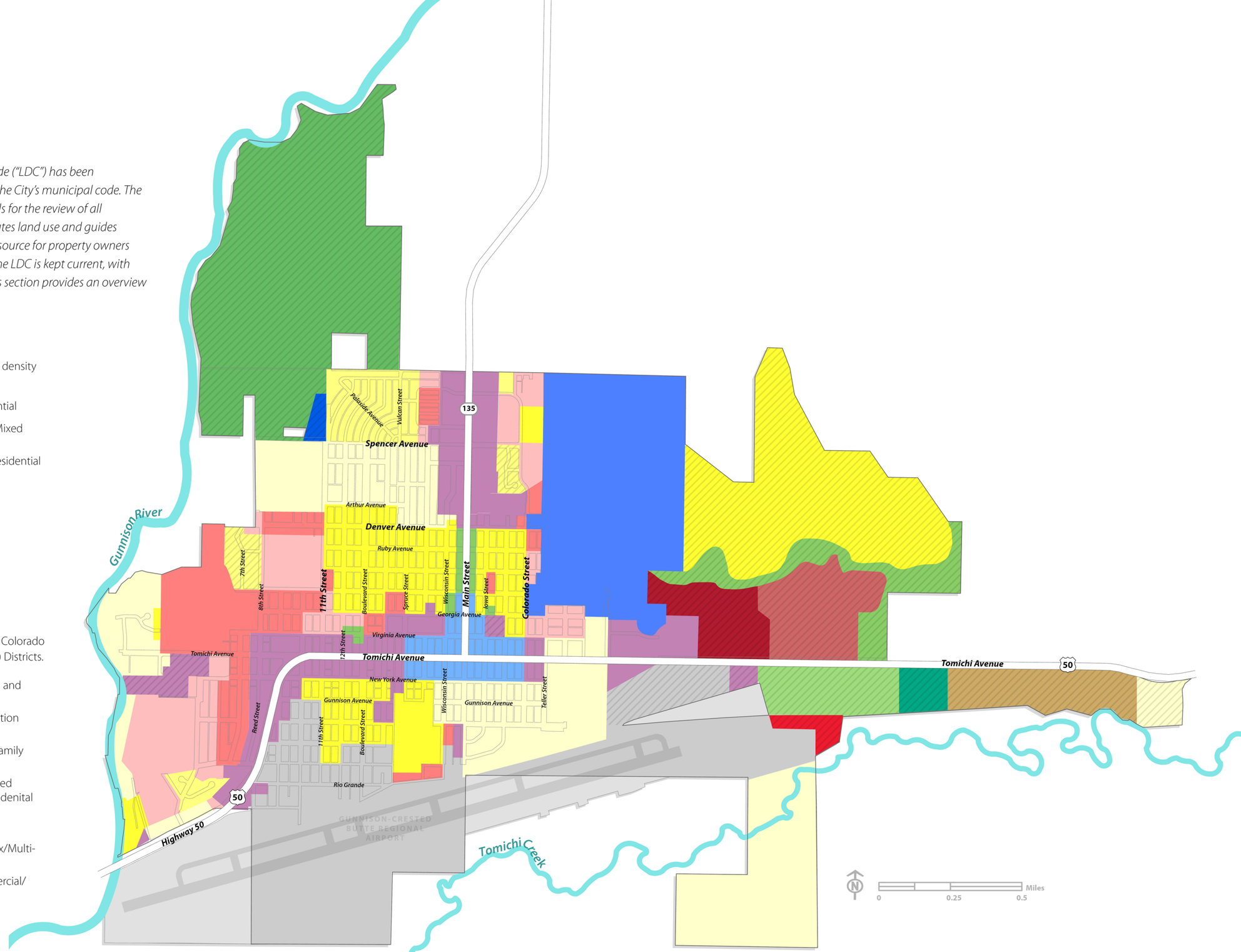
The LDC defines four non-residential zoning districts.

- (B1) Professional Business
- (CBD) Central Business
- (C) Commercial
- (I) Industrial

Special Purpose and Planned Districts

Special Purpose and Planned Districts include the Western Colorado University (WCU) and 14 Planned Unit Development (PUD) Districts.

- (WCU) Western Colorado University
- (PUD C) Commercial
- (PUD C/WP) Western Pavilion
- (PUB LIB) Library
- (PUD GOV) Government
- (PUD AG) Agriculture
- (PUD O) Parks/Open Space
- (PUD O/E) Equestrian Meadows
- (PUD IM) Business and Research Park
- (PUD CRV) Recreation Resort
- (PUD R1) Single-Family Residential
- (PUD R1M) Modified Single-Family Residenital
- (PUD R2) Duplex Residential
- (PUD R2M) Duplex/Multi-Family Residential
- (PUD CM) Commercial/ Mixed Use



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Image, Identity, and Character

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

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Image, Identity, and Character Vision

By 2030, Gunnison will be the focal point of the Gunnison Valley and be known as a welcoming and active community. As Gunnison continues to grow and evolve, the City will carefully brand and promote a unified aesthetic message to expand its reputation and generate excitement for what the community has to offer. This will be accomplished by honoring Gunnison's past and embracing its future. By embracing our current opportunities to live, work, play, and learn, Gunnison will be a destination that attracts visitors, long-term residents, students, and businesses.

Goal 1

By December of 2020 the City will embrace Gunnison's identity to strengthen its reputation while preserving its character and community-oriented charm as measured by 80 percent of residents reporting in a City survey that they recognize the City's brand.

Supporting Strategies

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

Goal 2

By 2021, the City will utilize its aesthetic vision defined to inform all design decisions for City infrastructure as evidenced by reviewing completed City projects.

Supporting Strategies

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

Goal 3

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

Supporting Strategies

- Assess the arrival and departure experience from the City to explore potential improvements for all modes of travel.
- Design physical improvements in conjunction with land use recommendations to create gateway.

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Arterial Corridors

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

Community Gateways

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

Perimeter Landscaping and Screening

On the west side of the City along US 50, and to the north along Main Street, there are several buildings and developments set back to accommodate parking in the front. Though this is desirable from a vehicular perspective, it has an adverse impact on the scale and image of the street environment. In conjunction with street trees and xeriscaping, private development should incorporate property edge screening and parking lot landscaping into site design and development. An example of this is the perimeter landscaping provided for the Walmart and City Market parking lots.

Where there is inadequate room or a lack of water for property edge landscaping, a low decorative wall can be effective in shielding the street from unsightly parking lots and headlight glare. Large parking lots should also be improved with interior landscaped islands to improve the pedestrian experience. Perimeter landscaping and screening is further discussed in **Chapter 11: Subareas.**

Land Development Code

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

Beautification

In addition to the regulatory tools the City has at its disposal, it should continue to partner with local entities concerned with the overall image and brand of the community. As an example, Gunnison can continue to work with the trail advocacy group, Gunnison Trails, a local non-profit that contributes to trail beautification and improvements that support the City's goals toward environmental preservation and recreation. A range of additional local entities and community partners also have an interest in the City's beautification, including Gunnison Valley Regional Housing Authority, the Gunnison County Chamber of Commerce, the Gunnison Arts Center, Western Colorado University, and a variety of local businesses. The City already partners with each of these in various capacities and should continue to do so. Community facility partners are further explored in **Chapter 10: Community Facilities and Service.**

1. *Streetscaping elements along the sidewalk include pedestrian-scaled light fixtures, trees in grates, and bike racks.*
2. *Street furniture such as benches strengthen the pedestrian realm and provide a place to sit and enjoy the outdoors.*
3. *Arch gateway signs like Cattlemen Days should be considered at the City's entry points.*
4. *Public art should be incorporated to beautify the City and add visual interest.*
5. *Unique signage adds to the character of Gunnison.*
6. *Wayfinding should be provided to all key community facilities.*
7. *Murals can be used to enhance blank walls throughout the community.*

Streetscape Enhancements

The City's primary corridors should be beautified through the creation and adoption of a streetscape enhancement program. Public rights-of-way should be improved with street trees, parkway and boulevard treatments, sidewalks, and pedestrian scale lighting and amenities. These improvements should be uniform in design to convey a unified image of the community. Gunnison has begun multi-modal street projects on Georgia and Ohio avenues.

Further, core downtown blocks along Main Street benefit from previous City beautification efforts, such as pedestrian-scale light fixtures, street trees with metal grates, benches, and bike racks, which should be replicated on surrounding blocks in need of streetscaping. Going forward, streetscape enhancements should be coordinated with other maintenance or roadway reconstruction projects in coordination with CDOT. Specific streetscape improvements are identified in **Chapter 8: Transportation** and **Chapter 11: Subareas.** Such improvements can be funded through various transportation funding mechanisms outlined in **Chapter 12: Implementation.**

Signage and Wayfinding

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

University Town

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

Public Spaces

As Gunnison grows, new public gathering places should be developed to foster a sense of place, identity, and belonging for residents and visitors. Proposed public developments, such as the new library at Spencer Avenue and 11th Street, provide opportunities to build in features such as community gathering rooms and recreational spaces. The proposed Lazy K development would offer riverfront access and public open space in conjunction with new housing for West Gunnison. In addition, the proposed transit hub would further leverage and build off of an existing public space, the City's Recreation Center. As new multi-family housing is developed, the City should permit density or building height bonuses on a case-to-case basis in exchange for a desirable public space incorporated into the site. New indoor and outdoor public spaces should also be developed in highly visible and popular locations in the community to provide areas for gathering, socializing, and passive recreation. The discussion of incorporating public spaces as the City grows is integrated throughout the chapters of the Comprehensive Plan.

Environmental Features

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

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Land Use and Development

4

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

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Land Use and Development Vision

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

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

Goal 1

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

Supporting Strategies

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

Goal 2

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

Supporting Strategies

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

> **"We need thoughtful development and growth which compliments Gunnison's geography and history.**

Traditional Neighborhood Development

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

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

- **Compact mixed-use development that supports economic diversity and vitality**
- **Minimum residential density**
- **Narrower front setbacks**
- **Landscaping parking lots and locating lots behind buildings**
- **Human-scale building design that are not imposing or uninviting to pedestrians**
- **Orientation of buildings to the street with entrances and store windows along the sidewalk**
- **A neighborhood designed for live, work, and play**
- **Walkable street patterns with sidewalks rather than dead-end cul-de-sacs or curvilinear streets**
- **Pedestrian amenities such as street furniture, public art, trash cans, and trees**
- **Public parks, town greens, and public squares**

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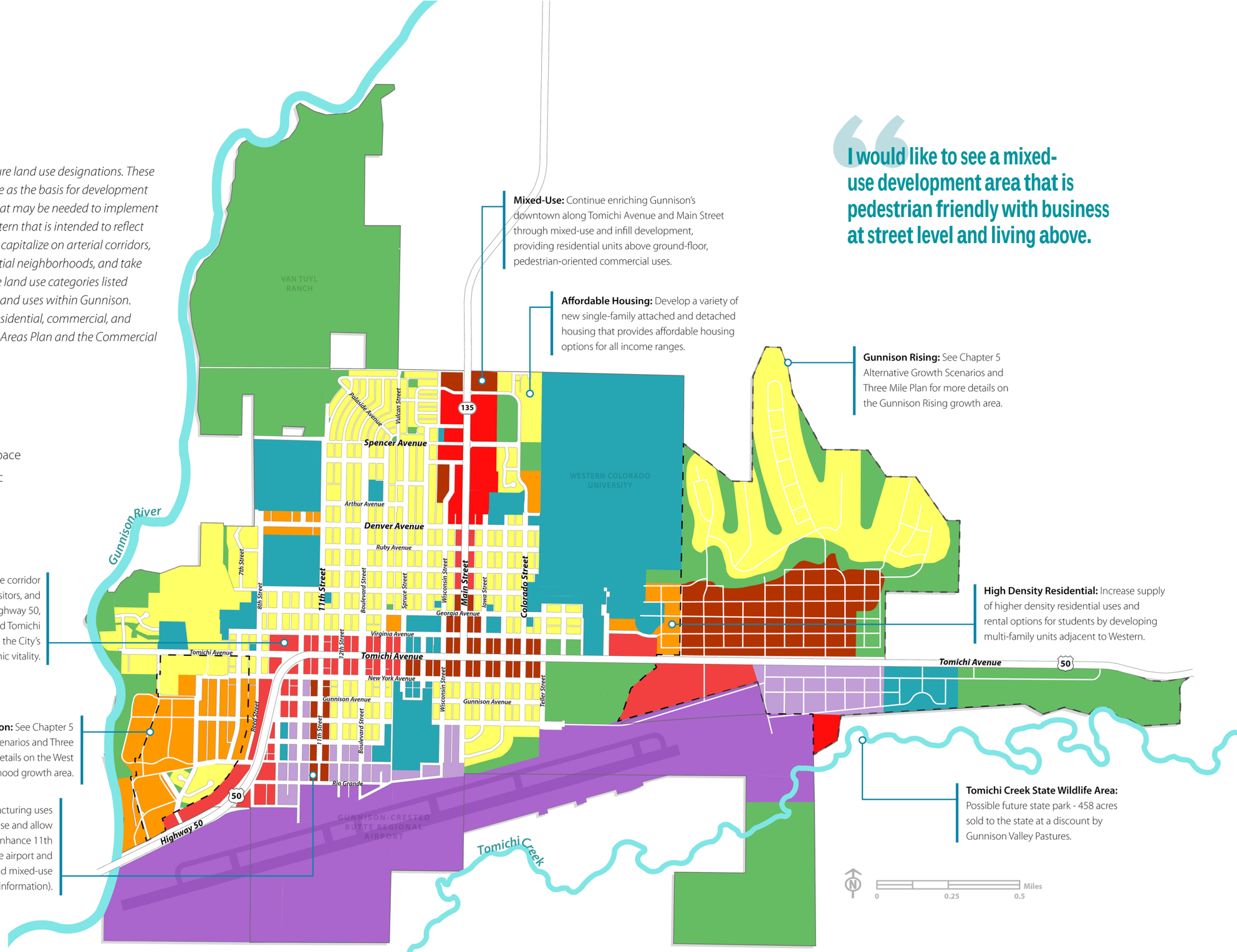
Future Land Use Plan

Parcels in Gunnison have been assigned one of nine future land use designations. These cover the broad range of land use types and should serve as the basis for development review and approval and future zoning amendments that may be needed to implement the Plan's recommendations. Uses are arranged in a pattern that is intended to reflect existing development, limit adjacent incompatible uses, capitalize on arterial corridors, strengthen commercial areas, maintain existing residential neighborhoods, and take advantage of emerging development opportunities. The land use categories listed below are used to formulate general policy and desired land uses within Gunnison. Further recommendations for creation of high quality residential, commercial, and employment areas are contained within the Residential Areas Plan and the Commercial and Industrial Areas Plan.

Land Use Classifications

- Single-Family
- Multi-Family
- Mixed-Use
- Corridor Commercial
- Regional Commercial
- Industrial
- Parks and Open Space
- Public/Semi-Public
- Airport
- Growth Areas



> **I would like to see a mixed-use development area that is pedestrian friendly with business at street level and living above.**

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Future Land Use Plan

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

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

> **I am very concerned that some look to develop outside of Gunnison in other Colorado ski towns rather than building upon Gunnison's unique identity.**

Single-Family (Detached and Attached)

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

Multi-Family

The multi-family designation includes residential homes comprised of several units or households per lot. Examples include condominiums, apartments, student housing, senior housing, and residences as part of a mixed-use development. Gunnison's multifamily land uses are located throughout the City's residential areas. The development of additional multifamily homes should be prioritized as elements of mixed-use developments supporting the downtown, the University, and for key community gateway developments. The City should continue supporting the development of multifamily homes to promote affordable, diverse housing options available to residents of various incomes.

Mixed-Use

The City should prioritize mixed-use development throughout downtown and especially near the intersection of Main Street and Tomichi Avenue. The mixed-use designation should be comprised of multistory structures featuring retail, restaurant, and service uses on the ground floor and office or residential uses on the upper floors. By encouraging mixed-use development throughout the downtown and along the key Main Street and Tomichi Avenue corridors, the City can create foot traffic and support a denser, more vibrant atmosphere.

Corridor Commercial

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

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Regional Commercial

The regional commercial land use designation consists of developments that leverage access and location, providing retail services to both local and regional consumer bases. Regional commercial areas include a mix of retail from larger scale value retailers, restaurants, hotels, entertainment centers, and large multi-tenant shopping centers to smaller stand-alone businesses. Regional commercial areas are auto-oriented but can also benefit from pedestrian enhancements. Regional commercial development in Gunnison are advantageously located close to Crested Butte and the University.

Light Industrial

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

Public/Semi-Public

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

Parks/Open Space

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

Airport

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

Updating the Land Development Code

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

> **Gunnison is a great, local, small community and should be kept that way.**

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Alternative Growth Scenarios and the Three Mile Plan

5

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

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Alternative Growth Scenarios and the Three Mile Plan Vision

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

Goal

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

Supporting Strategies

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

Growth and Annexation

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

Targeted Growth

Gunnison's growth strategy is intended to prioritize growth adjacent to existing development and infill development opportunities. It leverages community assets such as Downtown Gunnison, Western Colorado University, available annexed land, and existing infrastructure service to target growth first in the existing municipal boundary. While the City should not preclude development outside the municipal boundary and the North Gateway Subarea, it should create economic and administrative mechanisms that provide incentives to drive development within City limits. Targeted growth strategies may include:

- Density bonuses
- Tax abatement
- Impact fees waivers or reductions
- Transfer of development rights
- Off-street parking requirement reductions

Completion of Existing Development

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

Existing market conditions indicate continued housing demand, which will allow most of the approved units to be fully built-out. Nevertheless, the City should consider the use of incentives to ensure any incomplete subdivisions, such as the area around Van Tuyl Circle, are fully built-out, taking advantage of existing infrastructure and planned service needs.

Zoning and Development Regulation Alignment

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

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

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Three Mile Plan

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

Working with Gunnison County

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

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

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

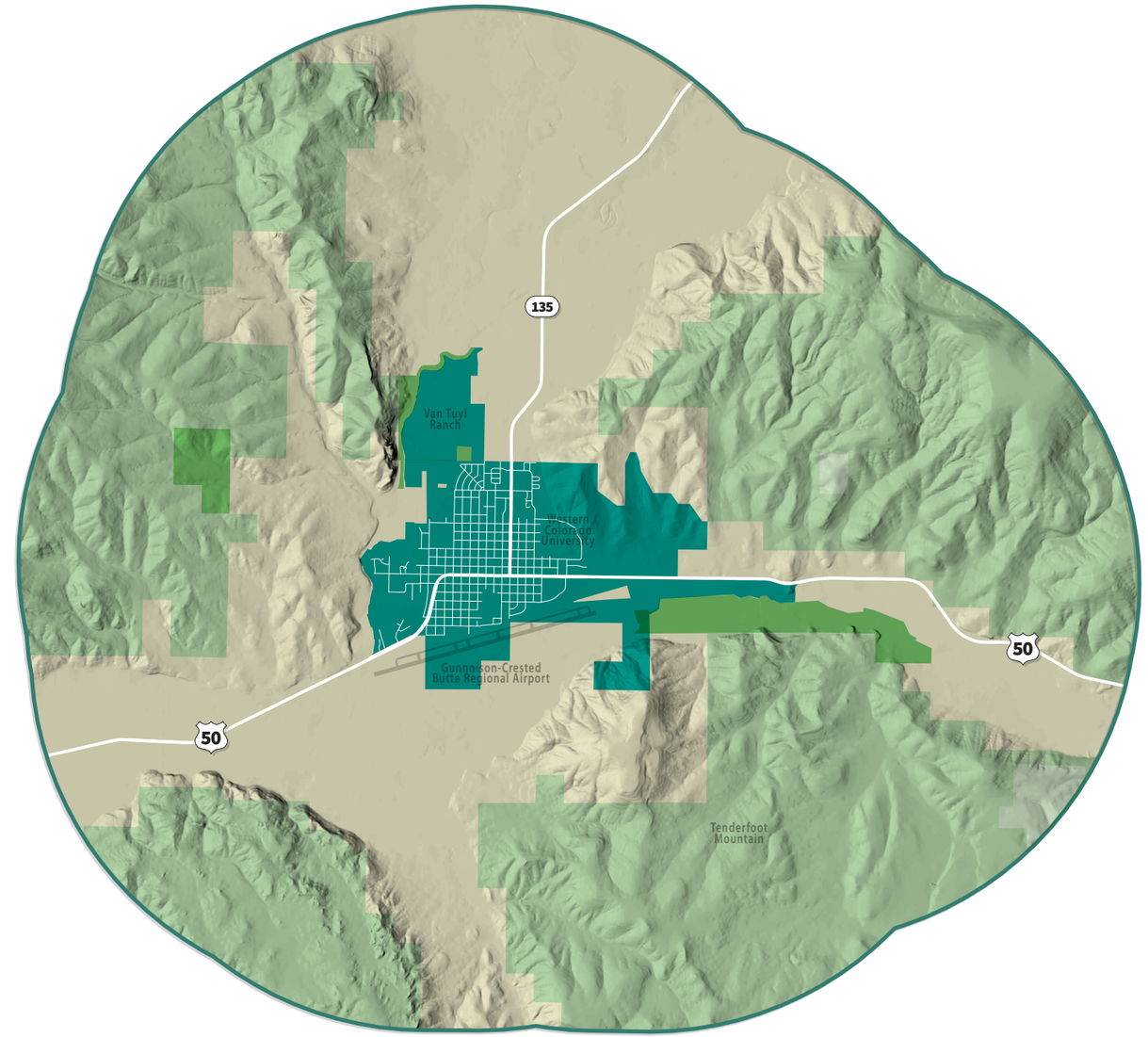
- The City's plans for the three-mile area should be cohesive with elements of the County's Strategic Plan.
- Projects in the growth area should help strengthen the economy of Gunnison, the County, and the region, and demonstrate clear public benefit.
- Development in the three-mile area should be considered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

Case Study: Agritainment in Frederick, CO

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

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

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



Three-Mile Growth Area

- 3 Mile Growth Area*
- City of Gunnison
- Owned by the Bureau of Land Management
- Owned by the Colorado Wildlife Division
- Private Land

**Represents actual three-mile buffer from City Boundary*

> We must maintain a sense of Gunnison's community, character, values, and history through the growth.

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Infill and Growth Areas

Infill Development

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

Gunnison Rising and the West Gunnison Neighborhood

Gunnison Rising and the West Gunnison area provide the two largest undeveloped growth area opportunities within the municipal boundary. The City's future growth should be directed to these two key growth areas prior to expansion into the three-mile area. As these areas are developed, new open space an parks should be considered to accommodate new residents within walking distance.

West Gunnison

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

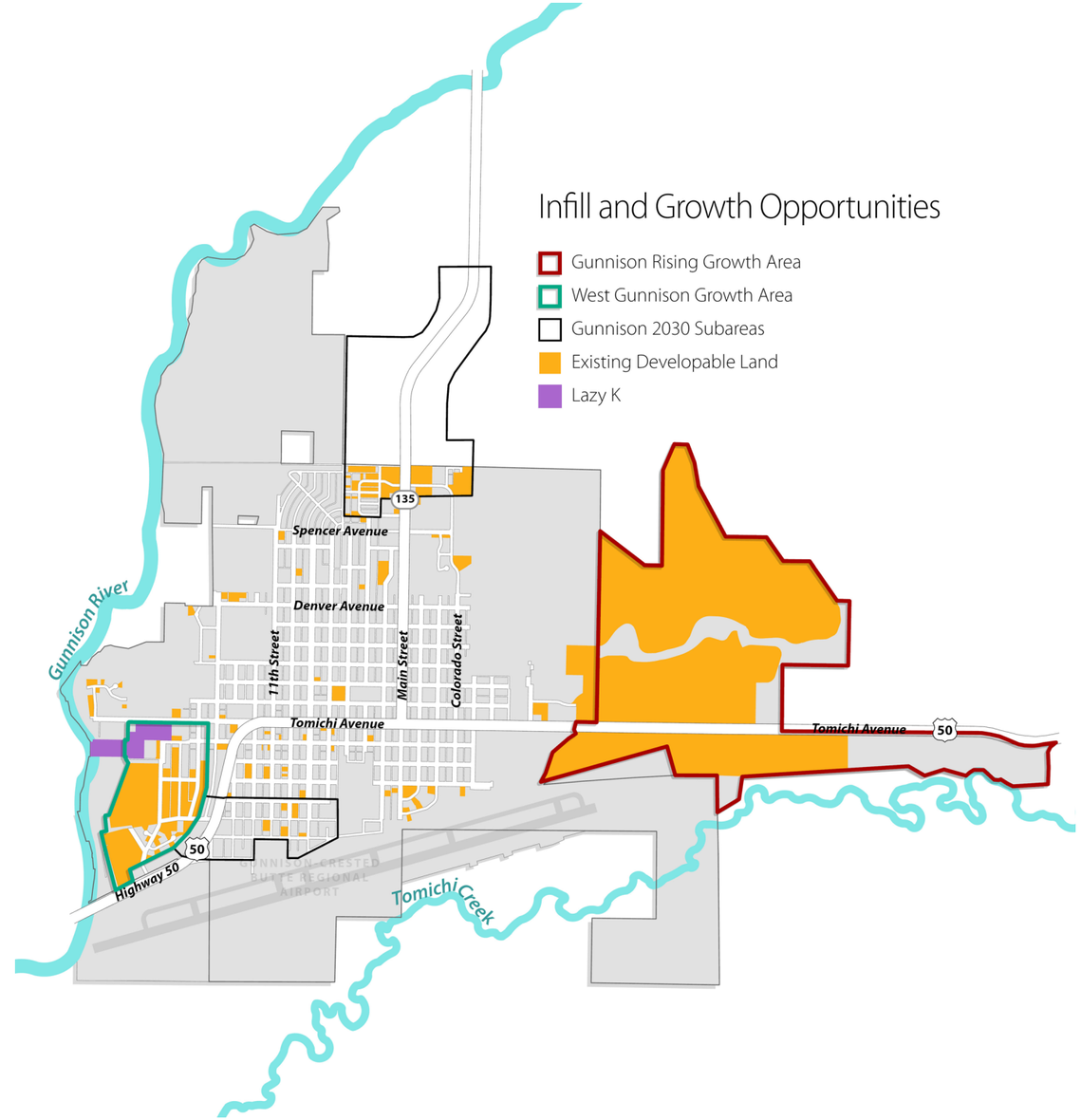
Gunnison Rising

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

To ensure compact and high-density development patterns that will limit outward sprawl and help preserve the local landscape, the Gunnison Rising site should be phased incrementally, developing closest to the City core first then eastward. As the conservation of natural open space and rural land within the City's east approach is important and has been identified in outreach as a key feature of the City, the area should continue to reflect its agricultural character with growth. This area should be considered for development only after other developable parcels in the City are built out, following an infill approach.

Lazy K/West Gunnison Park

The Lazy K site, a 16-acre tract of land, currently vacant, is located on the west side of the City. Planning efforts have been undertaken with a conservation-oriented park and site master plan developed in June 2018. The West Gunnison Park and Site Concept Master Plan defines park amenities and various site improvements that can be implemented over time as funding and resources become available. In November 2018, an RFP was issued for developers to submit plans for housing which complement the park and site plan and meets the City's housing goals. The submissions for the riverfront site considered workforce affordable housing, venue space, and transportation system extensions. The High Mountain Concepts Proposal, which prioritizes creation of a diverse range of for-sale housing options, was selected for the site in 2019. The City should work to achieve the vision of Lazy K as an innovative approach to riverfront public space with water access combined with critical housing development for the community.



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

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Outward Growth

North Gateway Subarea

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

Special Case Projects

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

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

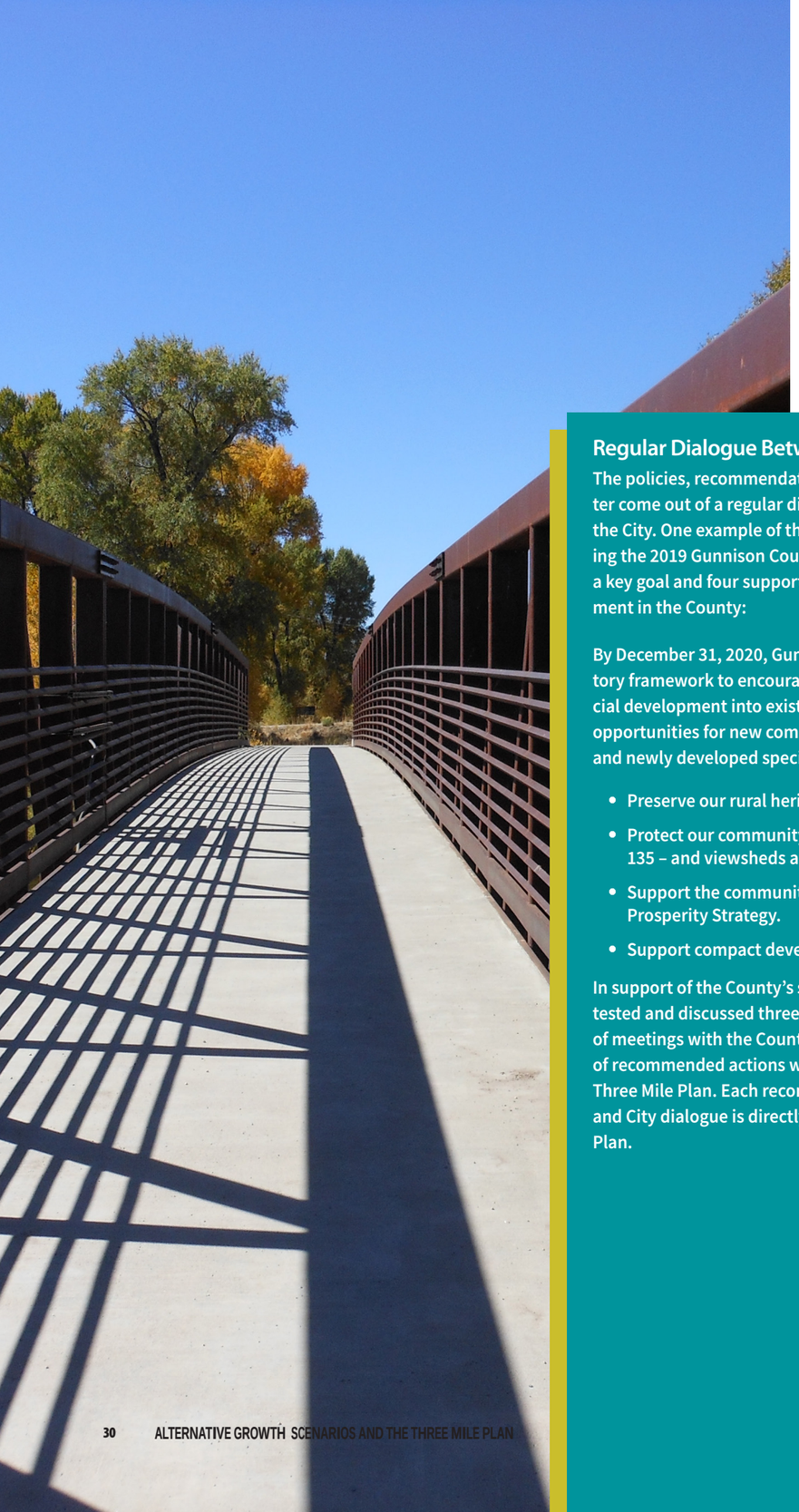
Clustered developments that preserve open space and can be supported by the City's utilities and infrastructure should be considered, especially in the North Gateway Subarea.

Annexation Criteria

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

- The parcels should lie within the North Gateway Subarea, which provides a framework for incremental growth to the north of the City. For the horizon of Gunnison 2030, the North Gateway Subarea plans for development just under a mile to the north of the City; beyond this timeframe, the Gunnison River should be the hard stop for future northern development.
- Annexed parcels should be able to be served by City of Gunnison utilities and infrastructure with minimal impacts.
- If certain characteristics of a property in the three-mile area make it especially suitable for an affordable housing development, the City should consider extending necessary infrastructure. Affordable housing is a need in the City, and a project that offers the opportunity to increase housing options for the City should receive consideration, even if infill development opportunities remain.
- In general, land that would be difficult to access or serve with public facilities and services due to natural constraints, such as floodplains, wetlands, or other similar features, should not be considered.
- Areas with existing residential developments that desire to remain unincorporated should not be considered for annexation.
- To support the goals of environmental preservation and sustainability, annexation of parcels with environmental concerns should be considered. This would allow the City to extend infrastructure, improving water and sewer connections and mitigating groundwater contamination.

> **Gunnison is unique and special. We need to keep it that way. Limiting growth to smart development is important.**



Regular Dialogue Between County and City

The policies, recommendations, and actions framed in this chapter come out of a regular dialogue between Gunnison County and the City. One example of this began with a County memo regarding the 2019 Gunnison County Strategic Plan. The memo outlined a key goal and four supporting strategies for considering development in the County:

By December 31, 2020, Gunnison County will establish a regulatory framework to encourage and direct industrial and commercial development into existing platted or zoned areas and enable opportunities for new commercial and industrial developments and newly developed special geographic areas in order to:

- Preserve our rural heritage.
- Protect our community corridors – Highway 50 and Highway 135 – and viewsheds along those corridors.
- Support the community values described in the One Valley Prosperity Strategy.
- Support compact development patterns.

In support of the County's strategic plan, the City of Gunnison tested and discussed three-mile growth strategies over a series of meetings with the County. Ultimately, the City provided a list of recommended actions which provided the foundation for this Three Mile Plan. Each recommendation that came out of County and City dialogue is directly reflected in the text of the Three Mile Plan.

Land Use in the Three-Mile Area

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

Corridor Commercial/Mixed-Use

- Corridor commercial and mixed-use development should occur primarily in the North Gateway Subarea boundary along Highway 135. While there are opportunities for corridor commercial development along Highway 50 approaching County Road 18 to the West, the prioritization of West Gunnison and the Gunnison Rising area precludes development in that direction.
- Corridor commercial development in the three-mile area should be phased incrementally from the municipal boundary heading north along Highway 135.
- Development density should be carefully considered to preserve viewsheds approaching Gunnison's downtown.

Public Lands

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

Industrial Parks

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

Rural and Agricultural Preservation

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

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Housing and Residential Areas

6

The Housing and Residential Areas Plan identifies goals, supporting strategies, and recommendations to accommodate affordability, development, investment, rehabilitation and other actions in Gunnison's residential areas. The City of Gunnison is a residential community, with unique residential neighborhoods that contribute to the small town atmosphere and character. Building on the residential land use categories established in the Land Use and Development Plan, the Housing and Residential Areas Plan provides a framework to strengthen, enhance, and preserve Gunnison's residential assets. The Plan provides Colorado case study callouts to illustrate the feasibility of specific housing recommendations in Gunnison. The Housing and Residential Areas Plan presents a guide to accomplish, over the next decade, the following goals and strategies articulated by community residents and leaders.

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Housing and Residential Areas Vision

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

Goal 1

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

Supporting Strategies

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

Goal 2

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

Supporting Strategies

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

Goal 3

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

Supporting Strategies

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

Goal 4

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

Supporting Strategies

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

"We should focus on housing, walkability, and supporting the health of community.

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Addressing Gunnison's Housing Gaps

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

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

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

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

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

> "I am glad that housing is a priority. People shouldn't have to share a house to afford to live here.

Housing as a Foundation for other Community Priorities

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

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

The Role of Housing in Community Sustainability and Resiliency

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

- **Stable and affordable housing are strongly correlated with positive public health outcomes.**
- **Compact, well connected neighborhoods that are close to jobs, services, and recreation give residents opportunities to walk, bike, and ride the bus, for better personal health and wellbeing as well as lower greenhouse gas emissions and traffic congestion. These development patterns also put less strain on municipal services such as water, sewer, snow removal and public safety, serving more homes with less road miles.**
- **Smaller, newer, tightly built homes tend to consume fewer scarce energy and water resources. Gunnison can also achieve these sustainability improvements by retrofitting older homes and apartments.**
- **Incentives for Leadership in Energy and Environmental Design (LEED) should be created to encourage homeowners to building highly efficient and cost-saving green buildings.**
- **Renewable energy and passive solar design should be incentivized in the City's development standards.**
- **Preserving and protecting trees for carbon sequestration should be encouraged on development sites.**
- **Incentivize renewable energy development for new housing development which will reduce long term operational costs.**

Housing and Residential Areas

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

Land Use Classifications

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

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

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

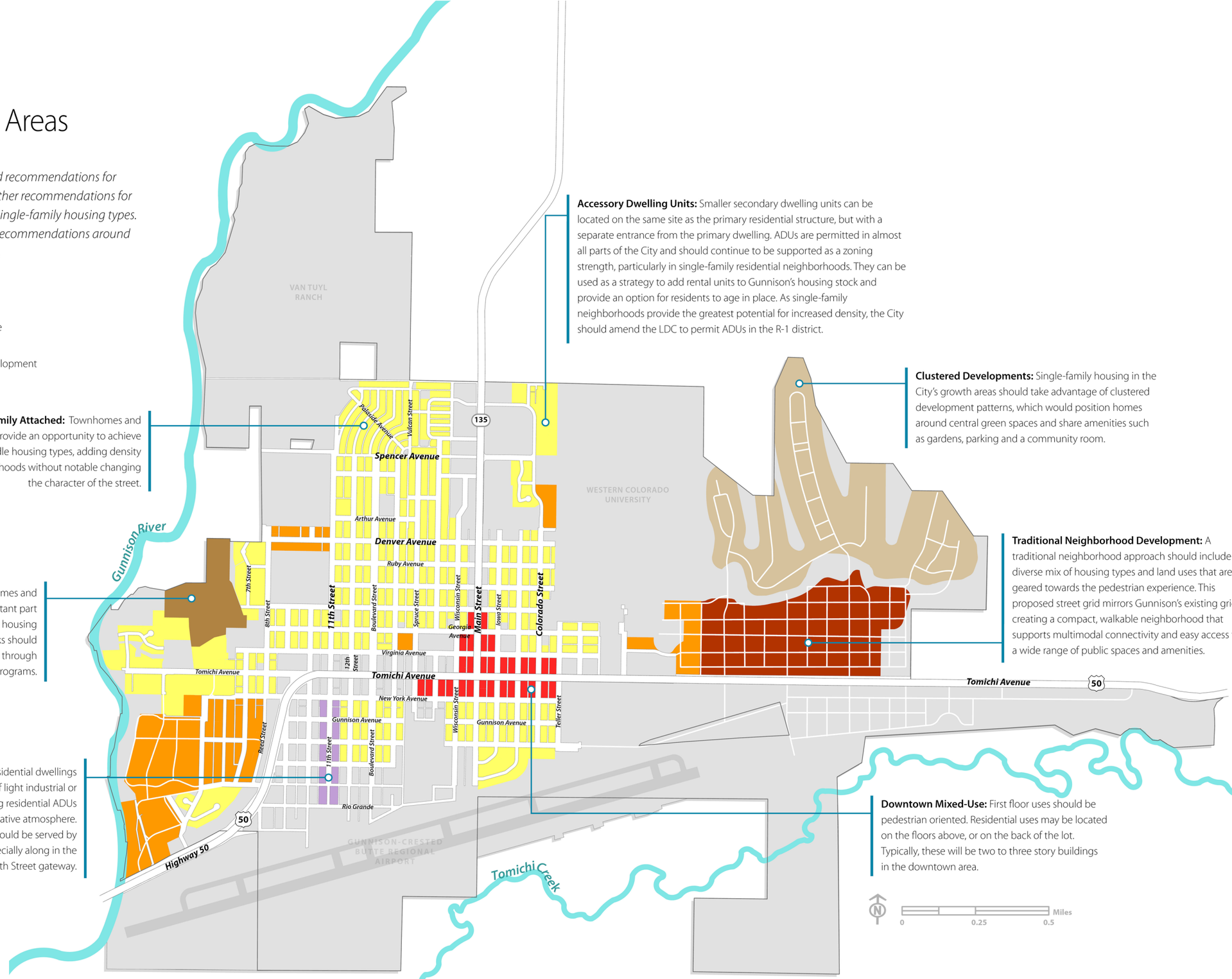
Single-Family Attached: Townhomes and duplexes provide an opportunity to achieve missing-middle housing types, adding density to neighborhoods without notable changing the character of the street.

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

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

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

Downtown Mixed-Use: First floor uses should be pedestrian oriented. Residential uses may be located on the floors above, or on the back of the lot. Typically, these will be two to three story buildings in the downtown area.



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Single-Family Detached

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

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

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

Clustered Developments

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

Accessory Dwelling Units (ADU)

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

Mobile Homes

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

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

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

To ensure these homes reflect the image of the community, they should be well-maintained, integrating sidewalks, street trees and lighting standards keeping with the City's other single family neighborhoods. For this designation to continue as a long term piece of the affordable housing solution in the City, code enforcement will be critical. Major challenges for this housing inventory are the aging nature of the homes, the inability or unwillingness of owners and landlords to make improvements, and rapidly escalating lot and unit rents that put extreme financial pressure on residents.

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

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

Single-Family Attached

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

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

Multi-Family

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

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

> **We need to better maintain residences, buildings, and landscaping.**

Mixed-Use

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

- **Industrial/Residential Mixed-Use:** In Gunnison, mixed-use development can also be achieved in the industrial areas by building residential dwellings above the ground floor of light industrial or manufacturing buildings.
- **Downtown Mixed-Use:** In the downtown area, first floor uses should be oriented towards pedestrian activity, such as shopping and dining, while residential may be located on the floors above, or on the back of the lot. Many downtown buildings provide opportunities for additional stories to expand mixed-uses.
- **Traditional Neighborhood Development:** The Gunnison Rising growth area provides ample area for a traditional neighborhood approach as part of a large scale project, which would include a variety of housing types, a mix of land uses, and a walkable design in a compact neighborhood. This area should be defined by a well-connected street grid providing a variety of public spaces and amenities. The current zoning is split between PUD R2M Duplex/Multifamily Residential and PUD CM Commercial/Mixed-Use. The City should consider creating a new PUD district for this area that unifies commercial and residential uses through TND standards and a holistic planning approach.

Creating Great Neighborhoods with More Housing Choices

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

Students and Workforce

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

To house Gunnison's workforce, there is currently a need for about 100 homes priced below $260,000, and about 70 homes or apartments with rents below $1,000/month. Current developments like GardenWalk, Rock Creek, and Lazy K will go a long way to serve Gunnison's workforce. Gunnison should continue to monitor workforce and affordable housing needs as new jobs and more employees retiring will drive more need for affordable apartments and opportunities for first time homebuyers. The City should continue to cultivate the types of public/private partnerships that have been instrumental to making these recent affordable/attainable housing projects feasible.

Balance New Neighborhoods and Infill

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

Senior Housing

Senior housing provides Gunnison residents with opportunities to age in place. As Gunnison experiences a rise in its senior population, housing should be built that is designed to meet their specific needs and preference. Programs that assist seniors with home maintenance, weatherization, and services to support their ability to age in place should continue and be expanded. Housing designed and restricted specifically to seniors should be prioritized and integrated into existing neighborhoods within proximity to commercial amenities and healthcare.

Case Study: Senior Housing

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

Mobile Homes and Manufactured Housing

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

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

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

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Residential Uses in Industrial Zones

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

Residential Uses in Commercial Zones

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

Case Study: Mixed-Use Housing

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

Missing Middle Housing

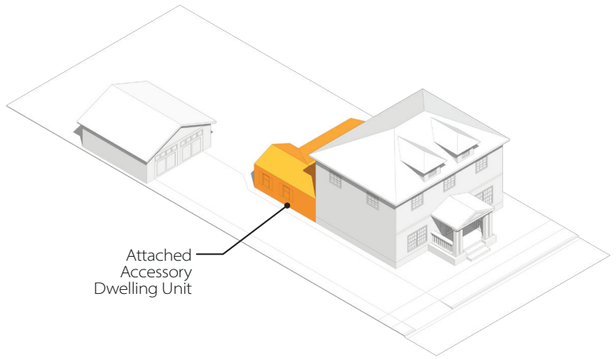
There are opportunities for missing middle housing such as duplexes, triplexes, and townhouses in both new and existing neighborhoods. Missing middle refers to both a type of housing and a type of household as it bridges the gap between renting an apartment and owning a single-family home. It often serves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

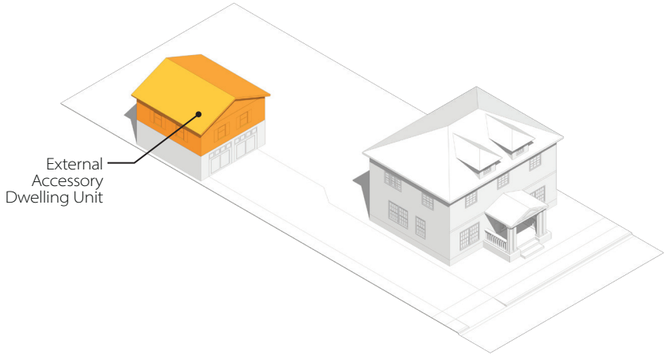
Accessory Dwelling Units

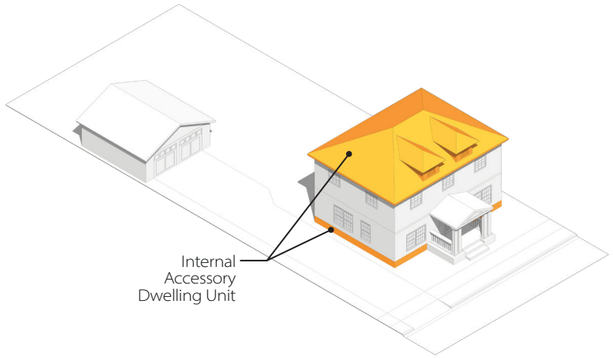
Further promoting accessory dwelling units (ADUs), which are already allowed in most residential zones, would be another tool to support more diverse housing price points for renters. Accessory dwelling units can work well for people in various life stages, including students, young professionals, and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

Case Study: Me, You, and an ADU, Ridgway, Colorado

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







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Areas of Opportunity

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

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

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

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

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

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

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

- **As growth occurs, developers should be encouraged to incorporate renewable energy components to new construction or renovations to existing buildings.**
- **New housing should be built solar ready. For minimal additional cost, the home's electrical systems should be designed and built to accommodate a future retrofit, without adding the full cost of the system to the home at the onset.**
- **Streamline the solar permitting process and avoid unnecessary policies that would prevent easy and quick installations of solar panels. The specific solar access standards for residential properties in the Land Use and Development Code should be reviewed to identify any inefficient regulations that can be removed.**
- **All public and municipal buildings should utilize energy efficient systems and set the example for the rest of the community.**
- **The City should form a solar committee with trained staff to spearhead the community solar initiative and guide residents and private developers who are interested in participating.**
- **The City should partner with Excel Energy to create solar gardens that people can "subscribe" to and earn credits towards their energy bills. This is especially beneficial for lower-income families who cannot afford personal solar panels or people who do not have suitable roofs.**
- **Create a solar energy code and enroll in the SolSmart program, a new national designation program funded by the US Department of Energy SunShot Initiative charged with making solar power faster, easier, and more affordable.**

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Economic Prosperity, Commercial, and Industrial Areas

The Economic Prosperity, Commercial, and Industrial Areas Plan identifies goals, supporting strategies, and recommendations to establish Gunnison as a thriving, year-round business hub. The City's commercial areas are primarily located along its major roadways—US 50/Tomichi Avenue, and Main Street—which exhibit significant potential for additional development. This Plan aims to further cultivate the City's existing commercial and industrial base by planning for a lively mixed-use downtown environment and regional commercial uses that are attractive to residents, University students, and the region. The Plan also examines how to better integrate the existing industrial community into Gunnison while remaining undisruptive to surrounding residential properties. The Economic Prosperity, Commercial, and Industrial Areas Plan presents a guide to achieve, over the next decade, the following goals and strategies articulated by community residents and leaders.

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Economic Prosperity, Commercial, and Industrial Areas Vision

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

Goal 1

By 2030, 3,500 Western Colorado University students are living in the community due to quality job opportunities and housing choices.

Supporting Strategies

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

Goal 2

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

Supporting Strategies

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

Goal 3

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

Supporting Strategies

- By 2020, update the 3-Mile Plan to identify and promote viable industrial and commercial sites.
- Develop a concise "Why Choose Gunnison?" package to highlight Gunnison amenities and attract new businesses.
- Create programs and policies to promote increased Primary Wage Job creation.
- Work with the ICE Lab to create attract five new businesses to Gunnison, generating 10 million dollars a year in the next seven years starting in 2020.

Goal 4

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

Supporting Strategy

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

Goal 5

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

Supporting Strategy

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

Commercial and Employment Areas

Reducing the Urban Heat Island Effect

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

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

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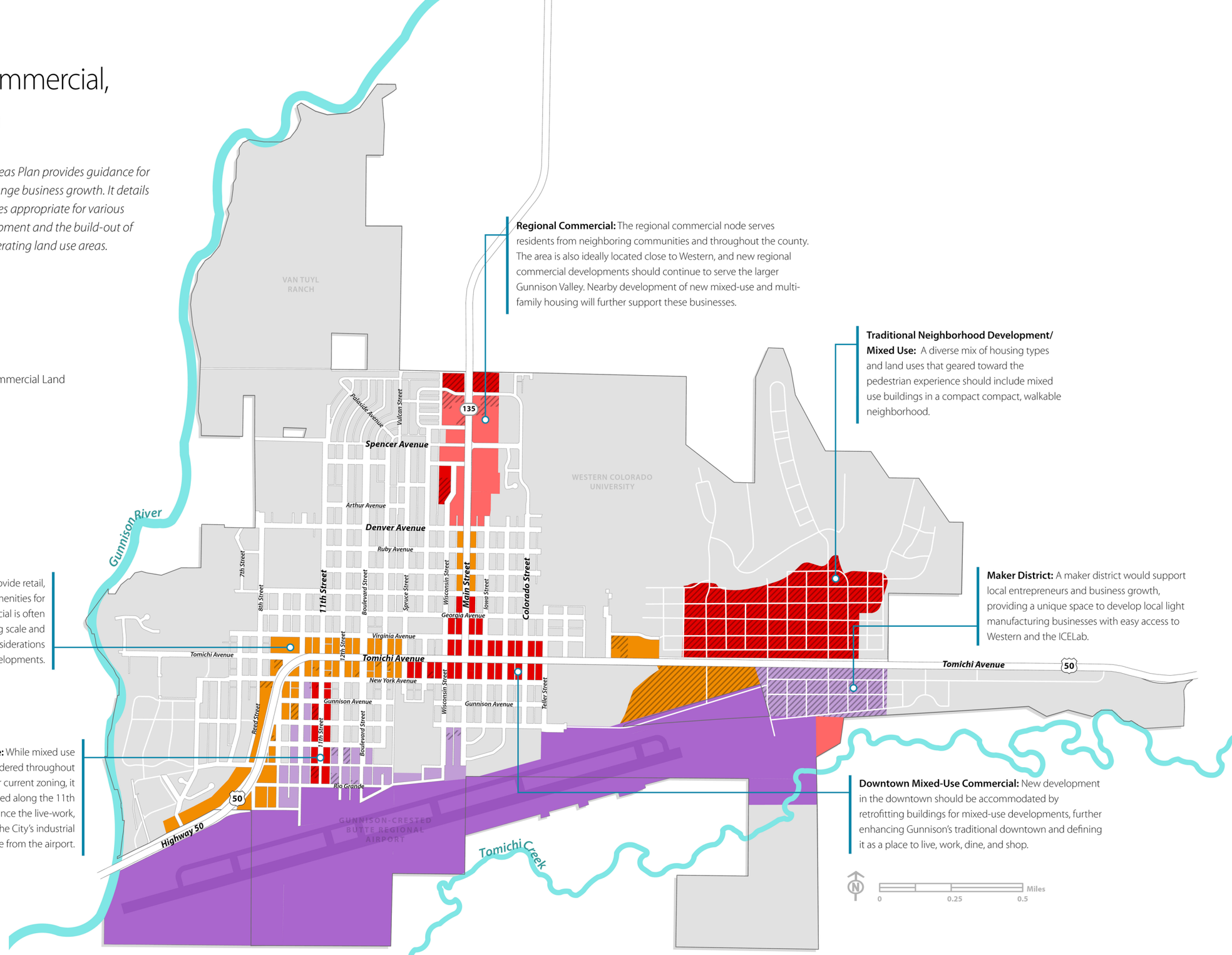
Economic Prosperity, Commercial, and Industrial Areas Plan

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

Land Use Classifications

- Mixed-Use
- Corridor Commercial
- Regional Commercial
- Industrial
- Airport
- Existing Developable Commercial Land



Regional Commercial: The regional commercial node serves residents from neighboring communities and throughout the county. The area is also ideally located close to Western, and new regional commercial developments should continue to serve the larger Gunnison Valley. Nearby development of new mixed-use and multi-family housing will further support these businesses.

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

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

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

Industrial Mixed-Use: While mixed use development can be considered throughout Gunnison's industrial areas under current zoning, it should be particularly encouraged along the 11th Street gateway. This will enhance the live-work, entrepreneurial approach to the City's industrial areas while defining the route from the airport.

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

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Downtown Mixed-Use Commercial

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

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

The Gunnison Vibrancy Initiative

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

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

Downtown Mixed-Use Commercial Recommendations

- Locate new downtown development at the property lines fronting the street to create a street wall that encourages walkability and helps establish a safe and attractive pedestrian environment.
- Regulate permitted uses within the central business zoning district in the Land Development Code (LDC) to maintain active storefronts on the ground floor.
- Using I.O.O.F. Park as a model, the City should develop public spaces throughout the downtown. The downtown exhibits an intact street wall, but public space may be considered if parcels become available or as new buildings are constructed. Businesses should be encouraged to provide outdoor plaza spaces or street art.
- Encourage residential development at an appropriate density and character in surrounding neighborhoods to support an active and vibrant downtown environment. This should include single-family attached and mixed-use residential infill development, providing the middle housing option as identified in the Residential Areas Framework Plan.
- Improve wayfinding signage along Main Street to indicate the significance and distinction of downtown.
- Install gateway signs at the intersection of Main Street and Tomichi Avenue to welcome visitors and mark the entrance of downtown.
- Continue to host community and special events downtown, such as the Gunnison Farmers Market, Dancing in the Streets at I.O.O.F. Park, and the First Friday ArtWalk to help reinforce the area as a community focal point.
- Acquire and assemble parcels within the downtown central business district area as opportunities present themselves to facilitate larger, more catalytic redevelopment.
- Continue to offer the City's Economic Development Grant Program to facilitate downtown business development.
- Continue working with the Downtown Leadership Committee and other Gunnison Vibrancy Initiative partners to further enhance and develop the downtown and implement the recommendations from the Gunnison Vibrancy Initiative Report.
- Drive-throughs are currently permitted under the central business district zoning but should be restricted or conditional in the downtown mixed-use commercial area to further promote a walkable, traditional downtown.

Case Study: Supporting Downtown Investment in Fort Lupton, CO

Fort Lupton is working to provide resources and tools to encourage developers to invest within the downtown. One example is the facade improvement grant program for downtown properties managed by the Fort Lupton Urban Renewal Authority (FLURA).

To revitalize the area and attract customers to shop, dine, and conduct business in Fort Lupton, this competitive grant program inspires property owners of buildings within Fort Lupton's historic commercial core to make exterior improvements. The program provides a match to projects that are awarded by the FLURA Board, and both commercial and residential properties are eligible.

> **We need to embrace growth and increase diversity by focusing on more job opportunities and more affordable housing.**

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Corridor Commercial

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

Corridor Commercial Recommendations

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

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

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

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

Regional Commercial

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

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

Regional Commercial Recommendations

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

> **Gunnison has a singular economy. We need to improve year-round economic resilience and support tourism.**

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Light Industrial and Manufacturing

Light industrial and manufacturing uses contribute to the economic health of the City and are intended to accommodate a range of businesses and employers. In Gunnison, these uses include light assembly, storage and distribution, low intensity fabrication operations, and heavy commercial service uses. Gunnison's industrial businesses are generally arranged as individual businesses conforming to the existing street grid rather than in a business park setting. While serving as an employment center, the light industrial and manufacturing area may negatively impact the environment and the quality of life for residents living in adjacent properties. The City should employ significant buffers and screening to mitigate impacts in transitional areas where industrial uses abut housing and residential areas, as well as strictly enforcing the LDC's existing screening requirements that maintain the Gunnison aesthetic of a city in a rural valley.

Industrial Mixed-Use

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

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

- Partnering with Gunnison County, encourage light manufacturing and maker spaces in the City's industrial areas.
- Work with Gunnison County to encourage heavy industry and more intense uses for County-designated industrial parks in the three-mile area.
- Coordinate with ICELab and property owners as they market Gunnison's available industrial spaces.
- With property owners and developers, identify industrial buildings that could be adaptively reused as maker spaces, bringing in complimentary residential and commercial uses.
- Consider amendments to the LDC to further regulate the location and quantity of self-storage units. These are currently permitted solely in the industrial districts, but rezoning would be needed to facilitate long term location away from key gateway intersections.
- Market vacant industrial properties to startups and entrepreneurial small businesses to take advantage of growing trends and industries.
- Ensure that existing and future industrial areas have direct access to SH 50 for material reception and product distribution.
- Screen industrial areas from differing adjacent uses and enforce buffering requirements to address this issue.
- Plan for the long-term separation of incompatible land uses, working cooperatively with existing industrial and light manufacturing businesses, which operate adjacent to residential neighborhoods to relocate to more suitable sites.
- Strictly enforce screening and landscaping requirements, especially for outdoor storage uses, as outlined within the LDC. Follow protocol for nuisance violations listed within the Gunnison Municipal Code. For further discussion of zoning code and enforcement within this industrial area, see **Chapter 11: Subareas.**
- To capitalize on the proximity to the University and the ICELab entrepreneurial hub, a future light manufacturing and maker space business park should be located on the south side of Tomichi Avenue near the Gunnison Rising area.

Airport

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

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

Sustainable Infrastructure: Dark Skies

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

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

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Attracting Entrepreneurs

To support a thriving, growing local economy that successfully attracts and retains businesses, it is important the City focuses on drawing in new entrepreneurs. For this to occur, the City must be prepared with the necessary infrastructure, urban setting, and facilities to support business development.

Gunnison should undertake the following recommendations to establish the City as a business-ready community:

- Encourage development that creates live, learn, work, and play neighborhoods that are attractive and lively, and highlight this character through the City's marketing strategies.
- Heavily advertise education in the City's ongoing tourism marketing to further publicize Gunnison as a live, learn, work, and play community.
- Improve broadband capacity by ensuring high-speed internet access is available in all parts of the community, including Gunnison's growth areas. Fast internet is essential for most businesses as it directly impacts the speed and efficiency of communication and work.
- Provide business incubator spaces in proximity to the downtown that support new and developing businesses by providing coworking spaces, affordable office spaces, and business mentorship and training programs. ICELab, which was created in coordination with Western, should be more heavily promoted as an entrepreneurial hub that is available to the public.

> We need entertainment options, like a movie theater or bowling alley especially in winter.

Green Commercial Incentives

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

- **Working with local businesses to leverage and foster sustainability and green infrastructure projects.**
- **Providing information and technical assistance to local businesses to navigate federal and state tax incentives and utility programs for green retrofit initiatives.**
- **Work with MEM students to encourage local restaurants and grocery stores to divert food waste from landfills through composting and recycling.**
- **Establishing a grant fund to support sustainability initiatives by local businesses.**

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Transportation

The City of Gunnison's roadway network is the primary transportation infrastructure carrying travelers to and throughout the community, and several key corridors are essential to the daily function of the City. Tomichi Avenue is a key east-west arterial roadway for the City and larger region. Tomichi Avenue is designated US Highway 50 (US 50) and provides access to other adjacent cities such as Salida to the east and Montrose to the west. Efforts to enhance existing roadways while improving alternative forms of transportation will benefit accessibility and connectivity. In addition, as the community continues to grow, careful management of infrastructure will be necessary to maintain high quality of utilities and services within Gunnison. The Transportation and Infrastructure Plan presents a guide to achieve, over the next decade, the following goals and strategies articulated by community residents and leaders.

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Transportation and Infrastructure Vision

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

Goal 1

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

Supporting Strategies

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

Goal 2

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

Supporting Strategies

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

Goal 3

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

Supporting Strategies

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

"We should reduce speed limits on major streets citywide.

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Transportation

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

Arterial Road

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

Major Collector

Minor Collector

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

Local Road

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

Private Road

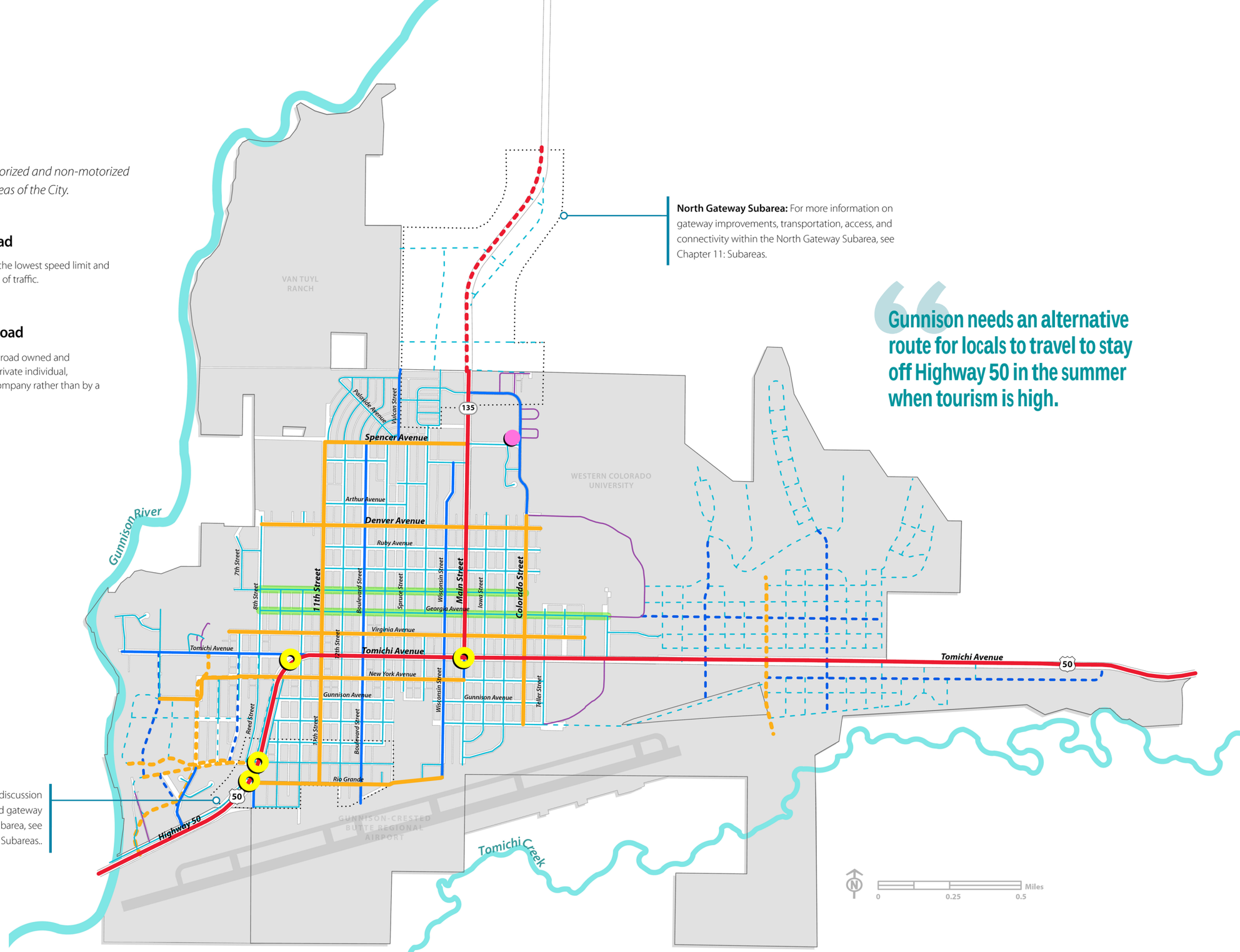
A private road is a road owned and maintained by a private individual, organization, or company rather than by a government.

Transportation Improvements

- Proposed Arterial
- Proposed Major Collector
- Proposed Minor Collector
- Proposed Local
- Proposed Multimodal Street
- Key Intersection
- Proposed Transit Hub

North Gateway Subarea: For more information on gateway improvements, transportation, access, and connectivity within the North Gateway Subarea, see Chapter 11: Subareas.

Southwest Gateway Subarea: For further discussion of city access, wayfinding, mobility, and gateway improvements in the Southwest Gateway Subarea, see Chapter 11: Subareas..



> Gunnison needs an alternative route for locals to travel to stay off Highway 50 in the summer when tourism is high.

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Roadway Network

Circulation Improvements

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

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

Speed Limit Analysis

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

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

> **The speed at which many travel on Main Street and Tomichi Avenue during the summer is troubling.**

Access Control Plans

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

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

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

Key Intersections for Analysis and Recommendation

Intersection Control

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

Major Street	Intersecting Minor Street	Intersection Control	Jurisdiction	Status
Tomichi Ave (Highway 50)	Main Street (State Highway 135)	Traffic Signal	CDOT	Existing
Tomichi Ave (Highway 50)	Spruce Street	Traffic Signal	CDOT	Existing
Highway 50	New York Ave	Traffic Signal	CDOT	Existing
Highway 50	Rio Grande Ave	Traffic Signal	CDOT	Planned
Tomichi Ave (Highway 50)	Colorado Street	Traffic Signal	CDOT	Planned
Tomichi Ave (Highway 50)	Gunnison Rising Access B	Traffic Signal	CDOT	Planned
Main Street (State Highway 135)	Virginia Ave	Traffic Signal	CDOT	Existing
Main Street (State Highway 135)	Denver Ave	Traffic Signal	CDOT	Existing
Main Street (State Highway 135)	Spencer Ave	Traffic Signal	CDOT	Existing

Source: JR Engineering

Misalignment of Intersections

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

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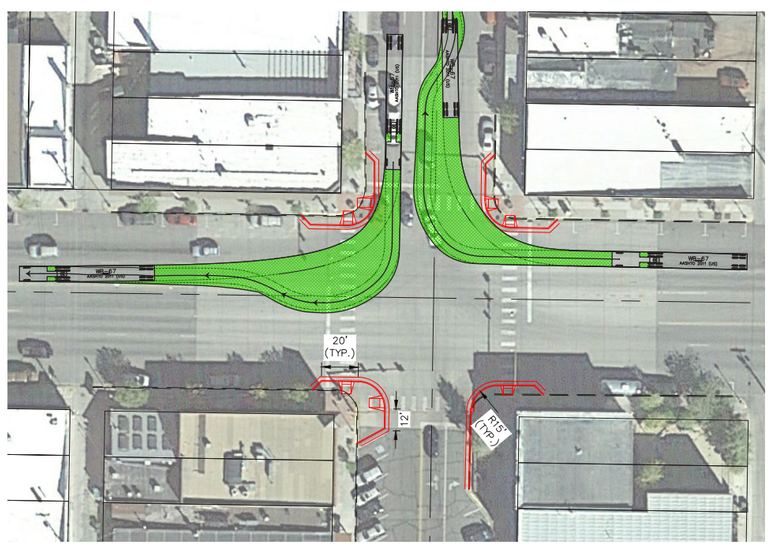
Tomichi and Main Intersection

The community identified safety issues at the Tomichi and Main intersection. Site inspection confirmed that the existing curb ramps do not comply with current ADA and CDOT standards. The pedestrian push button locations are also not compliant. As previously noted, pedestrian crossing distances are long. The intersection is the junction Highway 50 and State Highway 135. High speeds of the highways create unsafe crossing conditions for pedestrians. In addition, improvements need to consider truck turning movements.

To improve the safety and connectivity of the intersection, intersection bulb-outs should be created to reduce the crossing distance. The stop bars should be pulled back from the intersection to better accommodate truck turning movements. Speeds of Highway 50 and State Highway 135 should also be lowered approaching this intersection. Additionally, traffic signal equipment should be updated, and overhead street name signage should be provided. For further discussion of connectivity across Highway 50, see **Chapter 11: Subareas.**

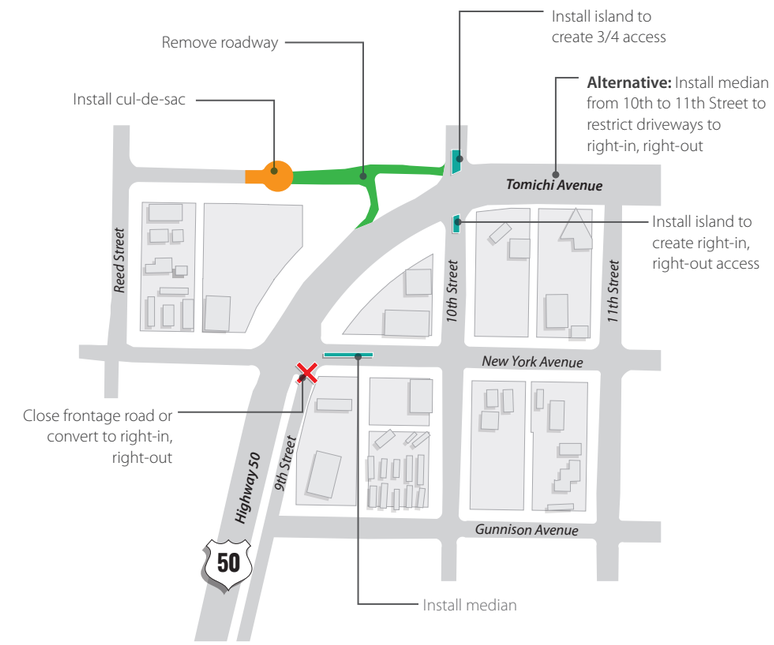


Tomichi and Main Proposed Bulb-Outs, JR Engineering

The Tomichi Curve between New York Avenue and 10th Street

Safety issues have been identified with the horizontal curve along Tomichi Avenue (Highway 50) between Gunnison Avenue and 11th Street. Traveling westbound on Tomichi Avenue (Highway 50), the Highway 50 alignment curves to the southwest while the Tomichi Avenue alignment downgrades to a collector street and continues west. Tomichi Avenue (collector street alignment) cannot be directly accessed from northeast-bound Highway 50. Both 10th Street and New York Avenue also intersect with Highway 50 at locations within the curve, and the intersections are skewed. Skewed intersections frequently have sight distance and turning radii issues. A preliminary analysis indicates that the centerline curve radius of Highway 50 is approximately 700 feet, which may be slightly undersized for the 35 MPH posted speed limit.

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



Tomichi Curve Improvement Concept

Bidwell and Rio Grande Intersections on Highway 50

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

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

Due to the location of the existing lumberyard on the west side of the Highway 50 and Rio Grande intersection, the more logical extension would be to extend Bidwell Avenue to the west. The Rio Grande and Bidwell intersections are located approximately 400 feet from each other, which would make signalization of both difficult. A traffic signal should be constructed at the Rio Grande intersection, since it provides direct access to the airport. The City should also consider restricting access to the frontage roads and/or closing portions of the frontage roads, which would create more space for vehicles to queue on the approaches to Highway 50. For further discussion of roadway network improvements within the Northern Gateway Subarea, see **Chapter 11: Subareas.**

Multimodal Streets

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

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

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

Green Parking Lots

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

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

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

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Active Transportation

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

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

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

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

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

Bicycle and Pedestrian Facilities

The sidewalk, bikeways, and trails map includes facilities depicted in the 2013 Non-Motorized Transportation Plan and has been updated to include planned infrastructure within Gunnison Rising, West Gunnison, and the North Gateway Subarea.

As improvements are made along roadway corridors, the City should construct sidewalks and trails. Bike lanes should be included on arterial and collector streets. Adjacent development should participate in this process by providing the necessary improvements along the property.

Improve Timing at Signalized Intersections

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

Improve the Downtown Bike Network

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

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

Downtown Parking

The City's inventory of on-street and surface lot parking within the CBD area represented a potential surplus based on field observations and the 2018 Downtown Gunnison Parking Audit. Reducing the total amount of area dedicated to parking represents an opportunity to encourage infill redevelopment, construct unique community gathering places, and increase greenspace.

Building upon the downtown parking study, the City should develop a comprehensive parking strategy that addresses the long-term parking needs for the downtown.

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Public Transportation

Transit Hub

The City is currently working with Gunnison Valley RTA to identify a location for a new transit hub. Early efforts have identified a potential location on City-owned property adjacent to the Gunnison Recreation Center on Spencer Avenue.

Location Analysis

The location presents several ideal characteristics on Spencer Avenue, including good sidewalk connectivity to State Highway 135. Bike lanes are also provided along Spencer Avenue, and the intersection of State Highway 135 at Spencer is signalized.

The location is on the current Gunnison Valley RTA commuter bus route, which would allow the transit hub to serve as a stop for RTA buses heading north to Mt. Crested Butte as well as for buses arriving from the north end of the valley before continuing on the current route through the City of Gunnison. The availability of space at the site would allow for service for the Bustang-Outrider and a future Outrider to Montrose.

The location benefits from proximity to the University, shopping at Walmart, City Market, and True Value, growing residential areas, and the Recreation while still affording enough space to accommodate bus stops on the north side of Spencer Avenue for approximately six buses at a time. The street width would accommodate buses, vans, and motor coaches without interrupting traffic flows. The site also provides room for additional parking. To serve the location, the RTA route would stop at the new transit center before heading north. A new stop would be provided on Colorado Avenue after Western, replacing the current stop at the corner of Denver Avenue and Main Street.

To be an asset to the Gunnison community, the following recommendations should be considered for a new transit hub:

- The transit hub should provide an RTA 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.
- The hub should make space available for staging senior buses and for future fixed routes serving the City.
- The City should work with RTA to develop a full justification for the initial proposed site location, and alternative site locations should be investigated before the Spencer Avenue site is finalized.
- Gunnison-Crested Butte Airport should be considered as an alternative site as it may be eligible for multimodal funding.

Bus Route to Crested Butte

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

Bustang

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

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

Transit Recommendations

The Gunnison Valley RTA operates a valley-wide bus system, which includes transportation between Gunnison and Crested Butte/Mt. Crested Butte. The commuter bus route runs counter-clockwise through the major roadways of the City of Gunnison, and then proceeds north as a regional route to Crested Butte/Mt. Crested Butte before looping back. The service is free, providing 25 trips a day between 5:35 AM and 11:25 PM, and has an increased use as a circulator for residents. However, it is difficult to make an efficient route for residents, particularly if they wish to travel clockwise. One bus stop is particularly busy near City Market/Mochas Coffeehouse along a wide road. The community also identified that the residential areas, located southwest of Highway 50 and New York Avenue, are underserved by the bus system.

The City should continue to work with Gunnison Valley RTA to expand bus routes to the southwest side of the City. As transit decisions are made by other entities in the coming years, the City may need to reevaluate some aspects of its Future Land Use Plan to ensure that land use patterns surrounding future transit stations are appropriate in terms of their density and configuration. As roadways are improved, their designs should incorporate elements that support transit services along the roadways.

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Environment, Open Space, and Natural Areas

Residents have consistently identified parks, recreational opportunities, and the surrounding natural areas as a top reason for the great quality of life, economic potential, and sustainability of the City and the larger Gunnison Valley area. Regardless of whether the outdoor opportunity lies in or out of the City, all are important and must be maintained and preserved. The goals and strategies articulated by community residents and leaders for the environment in and around Gunnison come from a position of encouraging long term environmental sustainability. This fits with the way Gunnison residents see preservation of the outdoor way of life in the City and the Valley and aligns with the sustainability callouts included throughout the Comprehensive Plan.

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Environment, Open Space, and Natural Areas Plan Vision

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

Goal 1

Through progressive community surveys, the community will state that Gunnison is cultivating a healthy and sustainable community by protecting the environment and leveraging unique natural resources.

Supporting Strategies

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

Goal 2

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

Supporting Strategies

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

Goal 3

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

Supporting Strategies

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

Goal 4

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

Supporting Strategies

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

"We need a dependable and renewable energy source, such as wind, solar, or geothermal."

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Parks, Trails, and Open Space

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

Parks and Open Space Key

Parks

2. Charmar Park
4. Meadows Park
5. West Tomichi Riverway
6. Bill's Park
8. I.O.O.F. Park
9. Legion Park
11. Jorgensen Park
12. Whitewater Park

Recreation

3. Community Center
7. Gunnison Fairgrounds

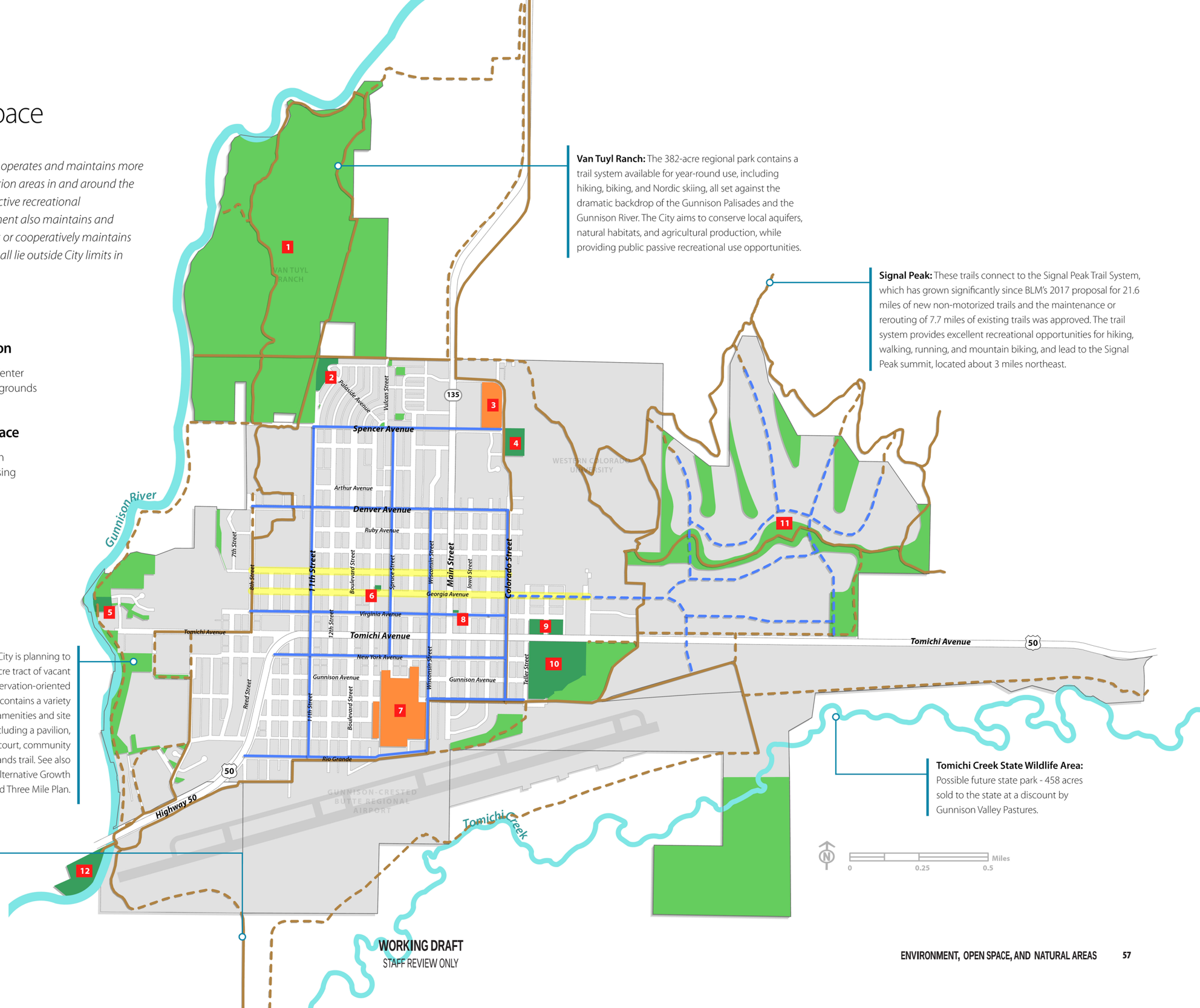
Open Space

1. Van Tuyl Ranch
11. Gunnison Rising

Bike and Pedestrian Routes

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

Trails and Paths are depicted in further detail on page 59



Van Tuyl Ranch: The 382-acre regional park contains a trail system available for year-round use, including hiking, biking, and Nordic skiing, all set against the dramatic backdrop of the Gunnison Palisades and the Gunnison River. The City aims to conserve local aquifers, natural habitats, and agricultural production, while providing public passive recreational use opportunities.

Signal Peak: These trails connect to the Signal Peak Trail System, which has grown significantly since BLM's 2017 proposal for 21.6 miles of new non-motorized trails and the maintenance or rerouting of 7.7 miles of existing trails was approved. The trail system provides excellent recreational opportunities for hiking, walking, running, and mountain biking, and lead to the Signal Peak summit, located about 3 miles northeast.

Lazy K: The City is planning to transform this 16-acre tract of vacant land into a conservation-oriented park. The proposal contains a variety of park amenities and site improvements including a pavilion, sand volleyball court, community garden, and wetlands trail. See also Chapter 5: Alternative Growth Scenarios and Three Mile Plan.

Tomichi Creek State Wildlife Area: Possible future state park - 458 acres sold to the state at a discount by Gunnison Valley Pastures.

Hartman Rocks: This is the recommended bike route to Hartman Rocks, a 160-acre natural granite ridge formation, located about two miles southwest. The recreation area is an excellent place for locals and visitors go hiking, mountain biking and winter fat-biking, cross country skiing, horseback riding, climbing, and dirt biking.

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Parks

The City of Gunnison Parks and Recreation Department operates and maintains more than 440 acres of parks, open space, and natural recreation areas in and around the City. The Department's seven park facilities include Jorgensen Park, Meadows Park, Legion Park, West Tomichi Riverway Park, Bill's Park, and I.O.O.F. Park. These facilities provide a variety of passive and active recreational opportunities for our citizens and visitors, and the department also maintains and operates the 7.5-acre modern Gunnison Recreation Center, which opened in 2005 with a pool addition in 2009. To enhance Gunnison's inventory of parks, the City should work with the Parks and Recreation Department to consider the following recommendations:

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

Open Space and Natural Areas

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

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

This should include the following:

- As Gunnison Rising develops, the City should preserve gateway open space on the east side of the City as well as conserve new open space as part of the development plan.
- Improved open spaces and new parks should be incorporated as growth occurs. This can be done by requiring an open space dedication within all new residential development or encouraging similar open space dedications within industrial or commercial developments for employees to use.
- Consider the development of a river park extending from Almont to Shady Island and Gunnison Whitewater Park that connects to the City's public parks near the Gunnison River. Though a significant investment, the park would support environmental conservation and activate the riverfront, drawing residents and visitors from across the region for this major recreational opportunity.
- Promote higher density development and direct investment to the City's downtown and central business district to reduce the loss of peripheral open space.
- Coordinate with the Colorado Department of Natural Resources to identify environmentally sensitive areas that should be preserved as open space and protected from encroachment by development.
- Encourage the conservation and dedication of open space in future residential growth, including methods like cluster development.
- Consider updates to the zoning code to provide regulatory incentives for developers who integrate open space conservation within site design.
- Consider reserving a portion of Gunnison Rising for a future state park or open space area that complements new development.

Van Tuyl Ranch

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

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

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Trails

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

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

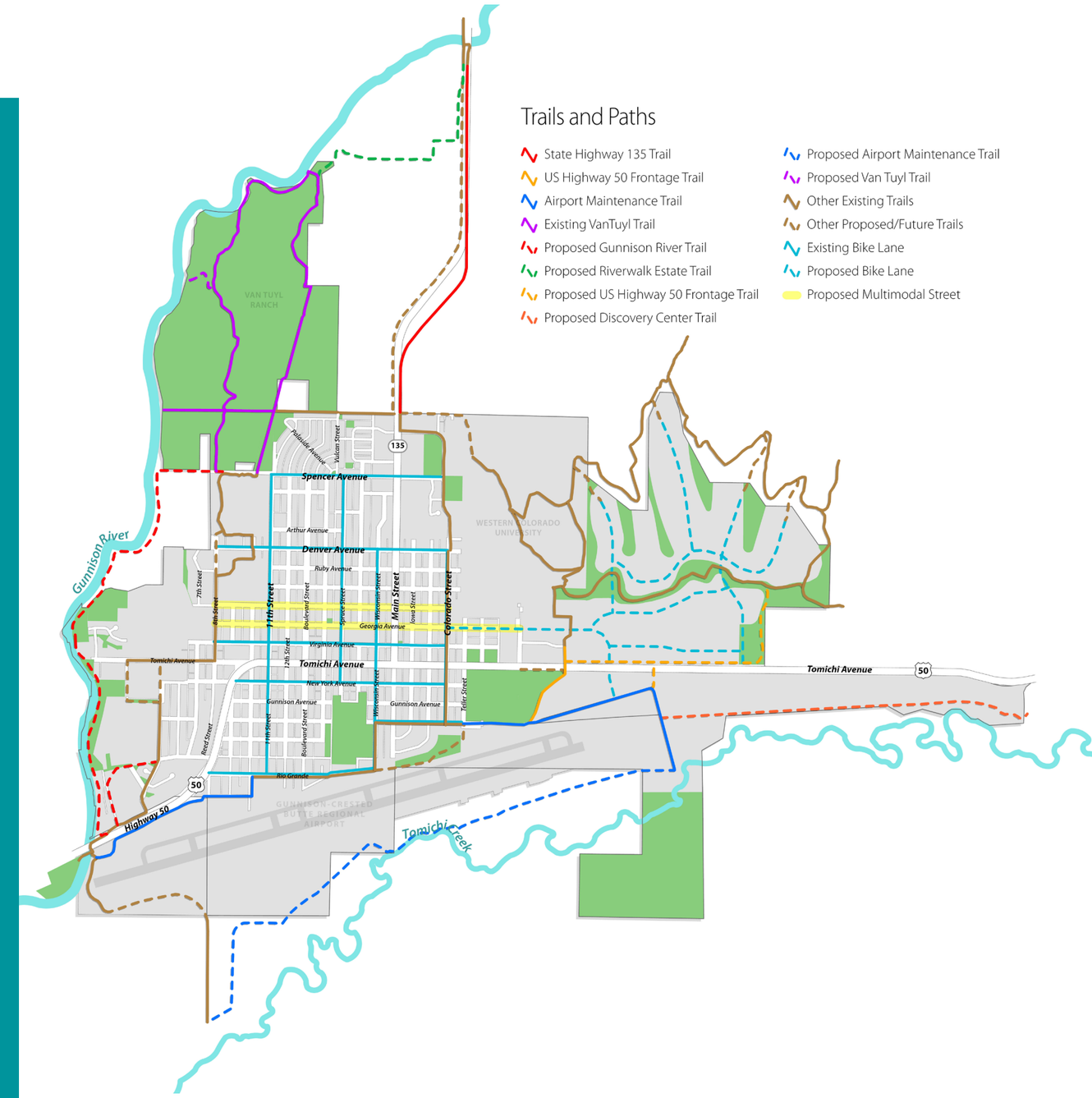
The City should consider the following recommendations to expand its trail system through and around Gunnison to better connect the community to the region's natural areas and recreational opportunities:

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

Economic Development Potential of Trails

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

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



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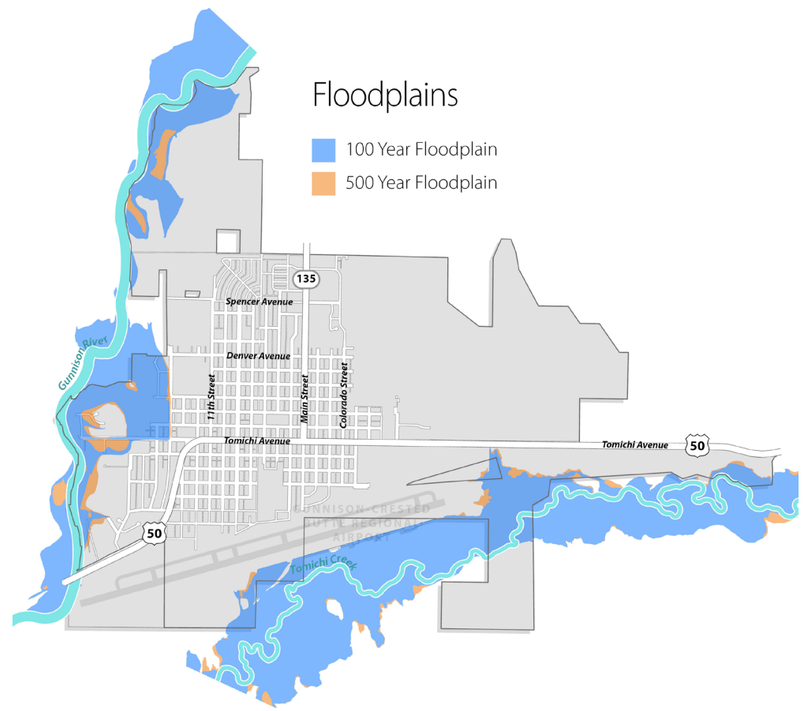
Water Features

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

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



Tree City USA

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

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

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

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

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Community Facilities, Services, and Infrastructure

10

Community facilities provide residents with the services and amenities that establish Gunnison as a safe, healthy, desirable place to live. This includes the City government, fire and police protection, education, and library services. As public services are provided by a wide range of agencies both within and outside of Gunnison, it is essential for the City to continue partnerships and maintain strong communication with all related entities. This will allow for efficient and effective delivery of services, ultimately improving the quality of life for all residents.

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Community Facilities and Services Vision

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

Goal

Provide efficient, effective, and responsive services to Gunnison residents and visitors.

Supporting Strategies

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

Local Governance and Leadership

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

The City of Gunnison Community Development Department oversees planning and development within Gunnison, including the administration of the Land Development Code (LDC), Municipal Code, and the International Building and Fire Codes. The Department aims to ensure development that occurs within the City is in line with the community's vision and builds on the character of existing neighborhoods. The 2018 Gunnison Community Survey indicated that most residents see the Department as very helpful in the challenging area of service; however, many residents are unaware of specific undertakings and planning efforts.

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

- Together with its social media platforms, the City should continue to maintain and update its website and promote its E-Notify feature to keep the public informed. Alternative outreach methods for public engagement should also be explored that increase levels of community input. Technology-integrated strategies should be utilized as they reach people who are not able to attend in-person meetings, such as hosting virtual City Hall meetings through Twitter.
- The City should continue to actively seek opportunities to involve its citizens in community improvement and beautification projects. This could include community planting events to landscape Gunnison's streets or mural paintings with local artists to enhance blank walls, both of which strengthen the government-community relationship and sense of local identity.
- The availability of the iWorQ Service Request Application should be heavily promoted to the community to encourage the public to submit online non-emergency service request, such as on utility bills or poster advertisements located at highly trafficked locations. This can help inform the City about specific locations in need of service or infrastructure improvements.
- Continue to implement the 2017 Facilities Management Plan by budgeting for critical City building improvements undertaking the specific capital maintenance and replacement projects.
- To establish Gunnison as a business hub, the process of establishing new businesses and expanding existing businesses should be streamlined and clear. The City should work closely with ICELab to continue providing incubator and coworking spaces, helping small businesses accelerate their growth and foster an entrepreneurial environment within the community. Continued partnerships with the University and the local business community is recommended.
- To increase transparency and connection within the community, the City should collaborate with local news outlets, such as the Gunnison Times, to publicize new planning initiatives and important community issues. Such updates should also be more heavily promoted on social media platforms to increase coverage and ensure residents are informed of City projects.

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Community Facilities

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

Facilities Key

Government

1. Proposed Library Location
2. Bureau of Land Management
9. Gunnison Public Works Department
11. Gunnison County Public Library
11. Gunnison County Offices
13. US Post Office
14. Gunnison City Hall
15. Gunnison Valley Regional Housing Authority
16. Gunnison County Combined Courts
17. US Forest Service
19. US Forestry Department
21. Colorado Wildlife Division
24. Colorado Department of Transportation

Recreation

3. Community Center
22. Fred R. Field Western Heritage Center
28. Gunnison Skating Complex
29. Park Maintenance Facility

Airport

27. Gunnison-Crested Butte Regional Airport

Education

4. Gunnison Elementary & Middle School
5. Lake School
7. Western University
8. Gunnison High School

Culture

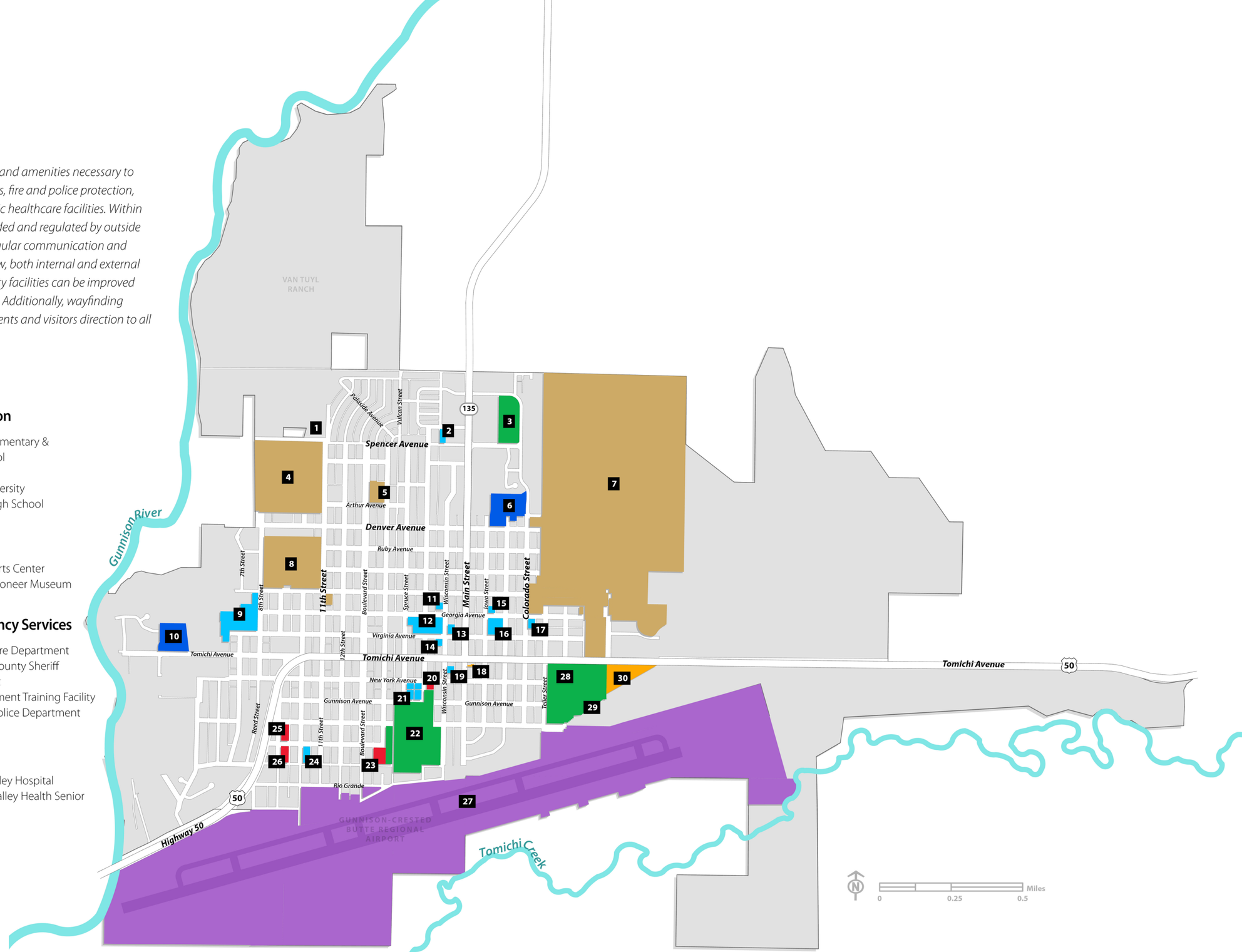
18. Gunnison Arts Center
30. Gunnison Pioneer Museum

Emergency Services

20. Gunnison Fire Department
21. Gunnison County Sheriff Department
25. Fire Department Training Facility
26. Gunnison Police Department

Health

6. Gunnison Valley Hospital
10. Gunnison Valley Health Senior Care Center



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Emergency Services

Fire

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

Most residents expressed high satisfaction with the courtesy and helpfulness of the fire department staff. However, response times were identified as slow at times due to the volunteer nature of the GVFD and the fact that firefighters need to go to the station from other locations at the time of call. The 2018 Gunnison Community Survey identified that a large portion of the community is unfamiliar with the Department, underscoring the need for higher visibility and education the GVFD's services.

- As emergency call volumes increase with growth, the GVFD should actively recruit volunteers or consider hiring fulltime paid firefighters to ensure enough fire protection services are provided for the community. The Department should review its job requirements and benefits to increase volunteer recruitment and retention and facilitate the firefighter training process.
- The City should continue to work with the GVFD to increase awareness of the Department within the community, such as by providing more information on the City website, regularly promoting job postings for volunteers, educating the public on GVFD's services, and encouraging the Department to participate in community events.
- The City should work with the GVFD to increase departmental organization by enforcing stricter protocol for inspection documentation and the development of pre-incident plans. This will increase the Department's credibility, raise responders' effectiveness in managing emergencies, and help qualify the Department to receive a higher ISO rating.
- As the existing fire station was identified as being in a state of obsolete, the City should work with the Department to upgrade the facility as well as consider constructing new stations in growth areas. Any expansion or new facility should provide enough room for storage, sleeping, office, training, and meeting rooms that are able to accommodate larger staff numbers in the future.
- The City should coordinate with the GVFD to determine deficiencies in water supply and distribution systems, such as in the western region of the City. This will be particularly important as development occurs in Gunnison's growth areas, which will require the expansion of the City's infrastructure.

Police

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

- Work closely with the Department as the City continues to expand to ensure staffing and facility needs are met. New residential areas in growth areas are likely to put considerable stress on police service capacities over time and should be monitored.
- As the Department's headquarters was identified to be at full capacity with no remaining space for office and storage expansions, the City should support the Department in relocating the facility to a larger site or expand its existing facility. The new facility or expansion should provide ample room for storage, evidence processing, and a new garage, particularly as staff levels increase with growth.
- The City should support the Department in starting new initiatives within the community that promote safety, community engagement, and good health, such as a new volunteer program, mental health co-responder program, and a K-9 police dog program.
- The City should work with the Department on the enforcement of parking regulations and cyclist and pedestrian violations.

Western Mountain Rescue Team (WMRT)

WMRT operates under the Gunnison County Sheriff as the primary search and rescue (SAR) team for Gunnison County, including the City of Gunnison. WRMT strives to provide exemplary mountain rescue services, including but not limited to, large-scale wilderness search, high angle rope rescue, low angle rope rescue, avalanche rescue, winter rescue and mountain safety education. Team members work with several agencies including, but not limited to, local and state law enforcement, emergency medical services, fire crews, the National Park Service, and other SAR operations throughout the state.

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

Intra-Agency Green Team

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

- ***Hold regular meetings and discuss existing programs and new initiatives, develop resources for residents and businesses, and establish goals for sustainability within Gunnison.***
- ***Conduct community surveys to introduce City sustainability initiatives and create a tool to measure increases in resident awareness.***
- ***To increase community awareness of opportunities to engage in sustainability practices, the Green Team should spread information online and through social media, such as Facebook, e-newsletter.***
- ***Create programs and events for Gunnison residents to apply sustainable practices, such as recycling and compost programs, Park(ing) Day to temporarily convert a parking space to a mini park, and green block parties to educate the community on how to become active supporters of sustainability.***

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Gunnison County Library District

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

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

- The City should continue to work with the District to ensure residents receive quality library services and the new public library can serve future demand with growth.
- Partnerships between the District, Gunnison Watershed School District RE1-J, and Western should be facilitated to provide services that complement education and research.
- Access to the library should be enhanced by coordinating public transit stops at the facility with convenient stop times. Bike and pedestrian infrastructure should also be constructed that connects the library to key community destinations such as the downtown or Western to support multimodal access. The facility should also provide a pickup/drop off area for senior transportation to allow easy access for all ages.

Gunnison Valley Regional Housing Authority

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

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

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

Recycling

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

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

Education

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

Gunnison Watershed School District RE1-J

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

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

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

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

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

Western Colorado University

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

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

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

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

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

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

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Gunnison County

Gunnison County plays an active role in providing important public services within the City including management of the Gunnison Crested Butte Regional Airport, family and youth services, waste disposal and recycling services, utilities and infrastructure, and outdoor recreation. The County currently has plans to renovate the Airport terminal to further build the facility as a vital asset and economic driver of the local community. The renovation is aimed to elevate the first and last impression of the area as people travel through the airport. For further discussion of the airport, see **Chapter 11: Subareas**.

Continued collaboration between the City and County will be crucial to guide growth in a positive direction within Gunnison as many issues overlap within each's jurisdiction. This includes effective management of infrastructure and public services, as well as the development of roadways and public transit. The City should also work together with the County to address the deficiency in attainable housing for citizens, such as supporting the County's new workforce housing development within its Rock Creek property.

Gunnison County Fairgrounds

Managed by Gunnison County's Public Works Department, the Gunnison County Fairgrounds provides the region's community members and visitors with flexible space that is open for a variety of activities and events, including the popular Cattlemen's Days Rodeo. The County is working to improve traffic flow and parking around the facility, as well as drain two water ditches with culverts to increase usable terrain.

In the long term, a new roof for the Fairgrounds' multipurpose building is being considered to add insulation. Parking capacity was rated as sufficient, except for during Cattlemen's Days.

- Seek opportunities for new events to activate the Fairgrounds as a community event space on days others than just Cattlemen's Days. This could include food truck rallies, weekly famers' market, flea markets, Taste of Gunnison, and movie nights. In addition, recreational amenities could be added to the facility to benefit the community, including track and field equipment, basketball courts, and soccer fields. During off-peak tourism months, seasonal attractions should be installed to attract regional visitors while providing entertainment options for locals. Examples include a pumpkin patch pop-up, or Christmas market.
- The City should work with the County's Public Works Department to designate a nearby site for overflow parking during Cattlemen's Days. If the site is not within walking distance, frequent shuttle buses should be provided for event goers.
- As the Fairgrounds is expansive, the visual impact of the facility is significant, directly affecting neighboring residential uses. Through coordination with the County, the appearance of the Fairgrounds should be enhanced through perimeter landscaping and ensuring proper maintenance of the property.
- The City should work with residents to find strategies to mitigate negative visual, noise, and traffic impacts as much as possible during large events.

Center for Mental Health

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

- The City should continue to support the Center of Mental Health as an essential player in improving health and mental wellness within the community.
- Opportunities to promote available services should be explored to ensure community members in need are aware of the Center. This could include postings through the City's social media outlets and website, providing pamphlets at City Hall, and posting advertisements on transit lines or key locations within the downtown/Western.

County Health and Human Services

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

- Lack of accessibility by means of public transportation was expressed as an issue for lower income clients who disproportionately lack access to a car. In coordination with RTA, if a new internal bus line is created, ensure that it stops close to the Department's facility as well as other key community facilities with convenient stop times.
- Work with the Department to make procedures for existing health and human services more efficient and accessible to lower income families. Explore new options for programs that support the wellbeing of lower income families, such as health insurance, minimum wages, and childcare assistance.
- Spearhead collaboration between the Department, GVRHA, and City to develop new strategies to tackle the affordable housing issue in Gunnison. This can include identifying new opportunities for affordable and workforce housing, reestablishing/revising rent control policies, and determining stricter policy for requiring affordable units within higher density residential development.

Gunnison Valley Health Hospital

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

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

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

- As Gunnison grows, there will be an increased demand for health services. This includes skilled nursing, assisted living, and home medical services, which the hospital currently provides at small volumes only. The City should act as a liaison between the community and hospital to ensure it remains responsive to the changing needs of residents.
- As there is currently a lengthy waiting list and 100 percent occupancy for assisted living at the hospital, the City should support the development of senior living communities within Gunnison to address this shortage of living options for senior citizens.
- The City should work with the hospital to ensure emergency response coverage sufficiently serves the community and growth areas. With an increasing population, the City should support the hospital in constructing a new urgent care facility as needed.

> **We need to integrate Western students and the University into the greater community and improve physical connectors to Western.**

Infrastructure

Potable Water

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

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

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

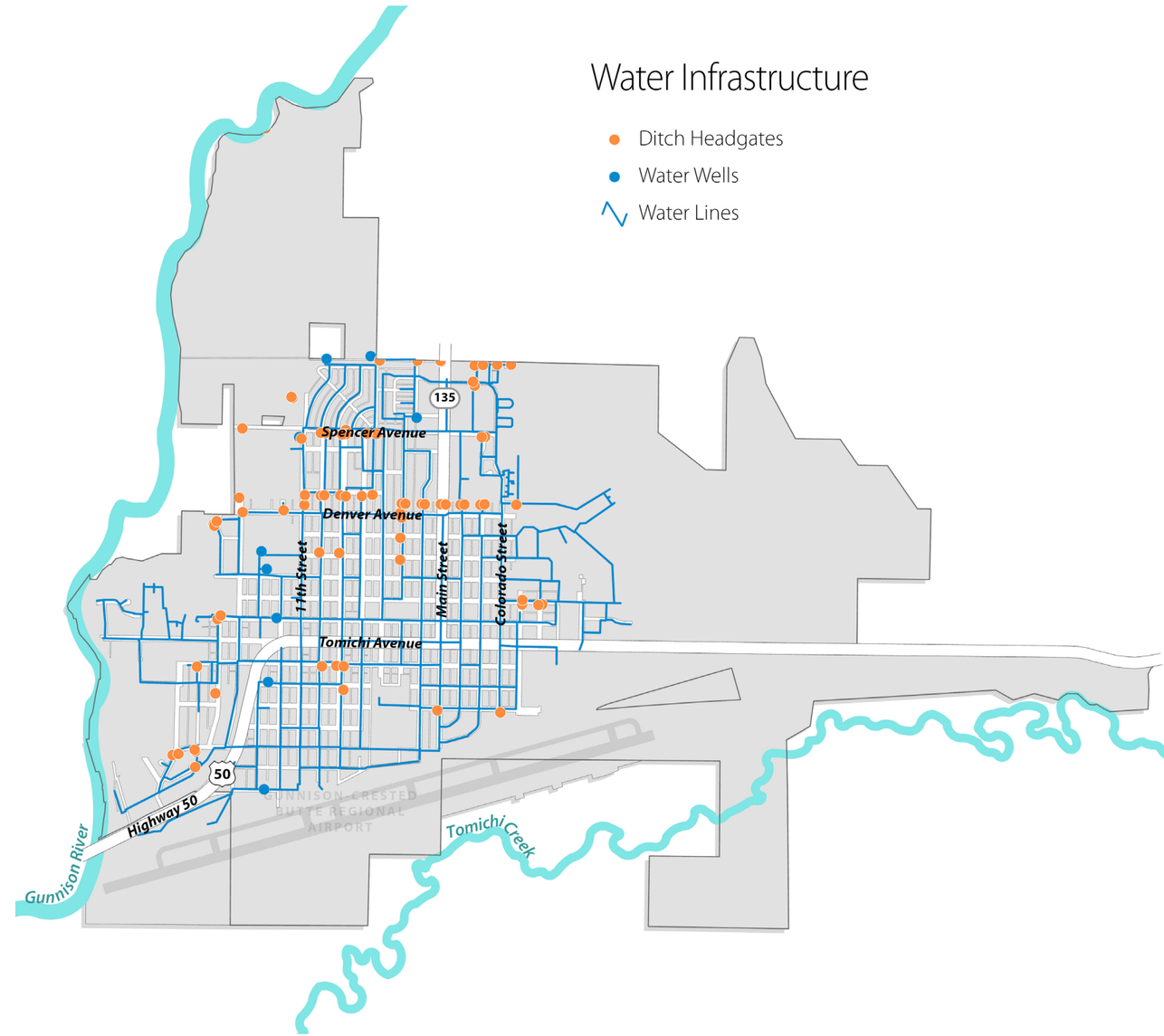
- Maintain well system evaluations and maintenance by annually removing one well pump, inspecting and evaluating the well and downhole pumping equipment, rehabilitating the well, refurbishing and/or replacing the pumping equipment.
- Evaluate transmission line capacities and prepare a working model that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

New Developments

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

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

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



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Non-Potable Water

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

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

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

Stormwater

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

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

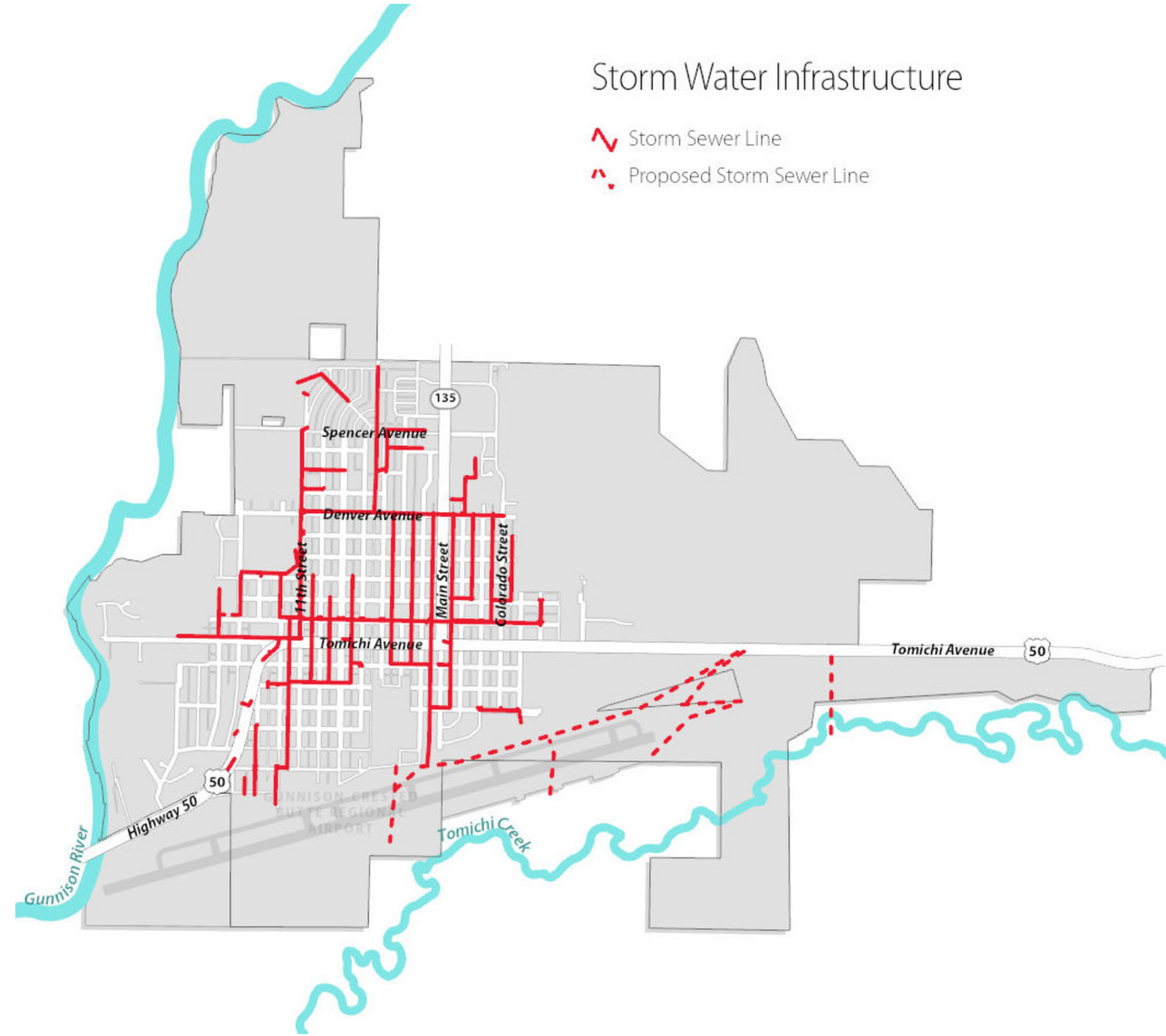
A master drainage study was completed for the Gunnison Rising area in 2013. The study was completed by the consultant, CLC Associates, and it established a concept drainage design for the overall development. The study utilized the City's Stormwater Management Manual and the Urban Drainage and Flood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

New Developments

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

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

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



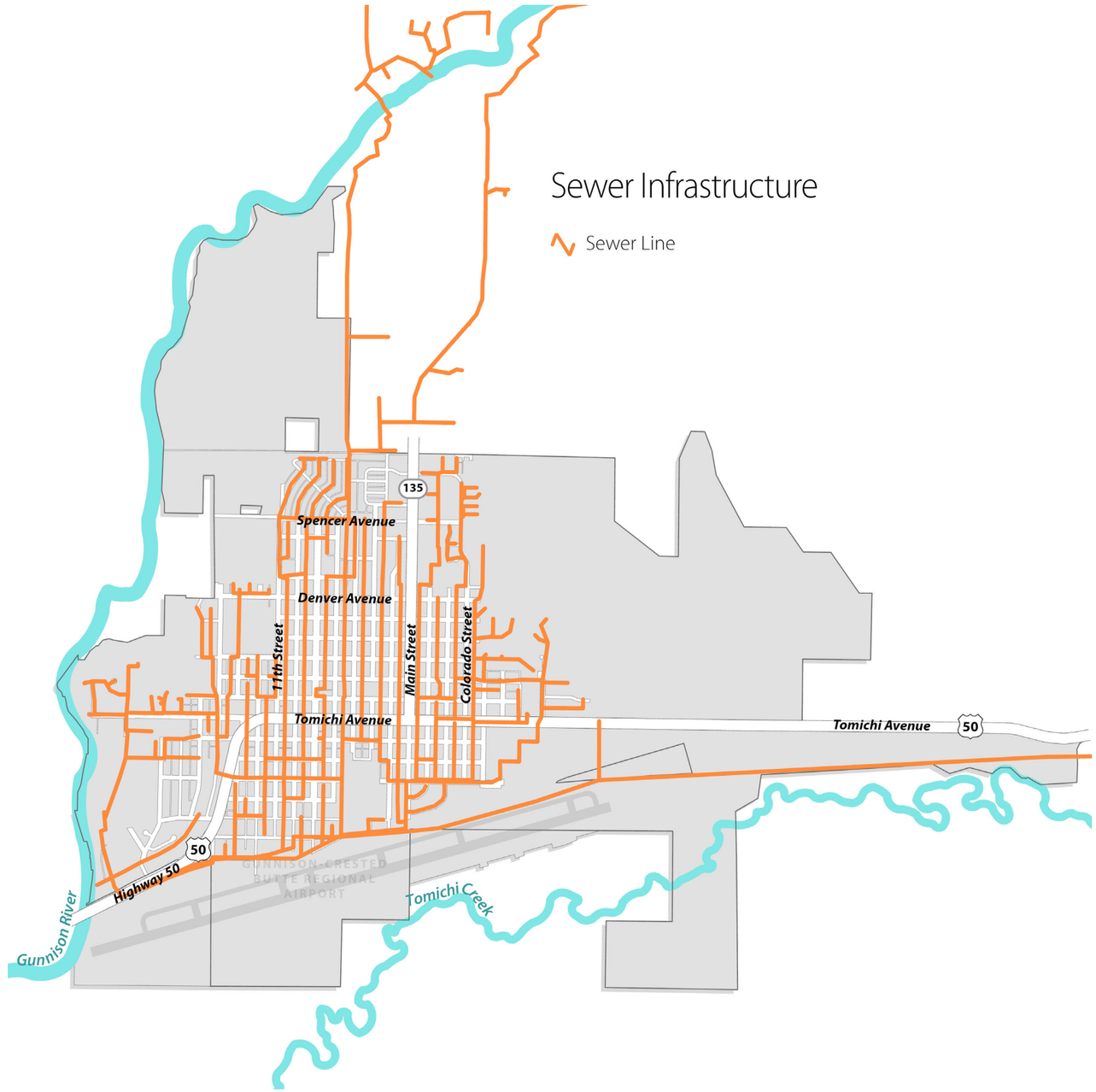
Sanitary Sewer

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

The City's WWTP service area includes the following:

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

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



Gunnison Rising and Rock Creek Sewer Study

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

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

The impacts of the planned Rock Creek development were further analyzed as part of the study as sewer generated in that area would share the same infrastructure the Gunnison Rising development would rely on. The study determined that due to projected flows, the City's lines would approach 60 percent and one section would approach 80 percent capacity. It is the standard keep sewer capacity to less than 60 percent, and to increase pipeline capacity when capacities begin to approach 80 percent. If the study included a review beyond 200 units, then consideration would be needed to implement the option for a new trunk line to offset additional flows.

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The model showed that the collection system has capacity issues downstream of the Rock Creek development in some pipe segments. With the addition of flow from the Rock Creek development and other infill development, the probability that this pipe will experience surcharge conditions only increases.

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

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

New Developments

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

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

Electric

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

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

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

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

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

New Developments

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

Private Utilities

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

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

Water Conservation

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

- **Educate the community on water conservation strategies, such as harvesting rainwater, utilizing grey water systems, and the use of water-efficient technologies such as micro-irrigation systems.**
- **To improve water quality, work with institutions, residents, and businesses to reduce synthetic herbicide, pesticide, and fertilizer practices through integrated pest management (IPM).**
- **Develop a suite of educational materials and programs to provide residents, developers, and businesses with information about water conservation tactics and best practices.**
- **Working with the Colorado Department of Natural Resources, Colorado Department of Public Health and Environment, Upper Gunnison River Water Conservancy District, Gunnison County, and other regional environmental entities to regularly monitor conditions of existing watersheds and water bodies to identify necessary projects to improve and preserve water quality at a regional scale.**
- **Review existing regulations for outdoor water usage and the overall usage of water during these times to analyze the potential for stricter rules or alterations that may help to minimize water use. This should include strict application of existing regulations for outdoor watering and education on why it is necessary.**
- **Review existing regulations for outdoor water usage and the overall usage of water during these times to analyze the potential for stricter rules or alterations that may help to minimize water use. This should include strict application of existing regulations for outdoor watering and education on why it is necessary.**
- **Monitor and record water usage data reported annually or monthly to establish local trends and provide locally and regionally applicable data for water resources.**

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Subareas

The Gunnison 2030 Subarea Plans provide specific recommendations for two areas of the City facing unique challenges and considerable opportunities. Considering feedback from the community outreach process, City staff worked with the Comprehensive Plan Advisory Committee and identified the North Gateway and the Southwest Gateway subareas for detailed examination and site-specific recommendations. The subarea plans set out the future vision for each area and establish the framework for detailed implementation actions.

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Subareas

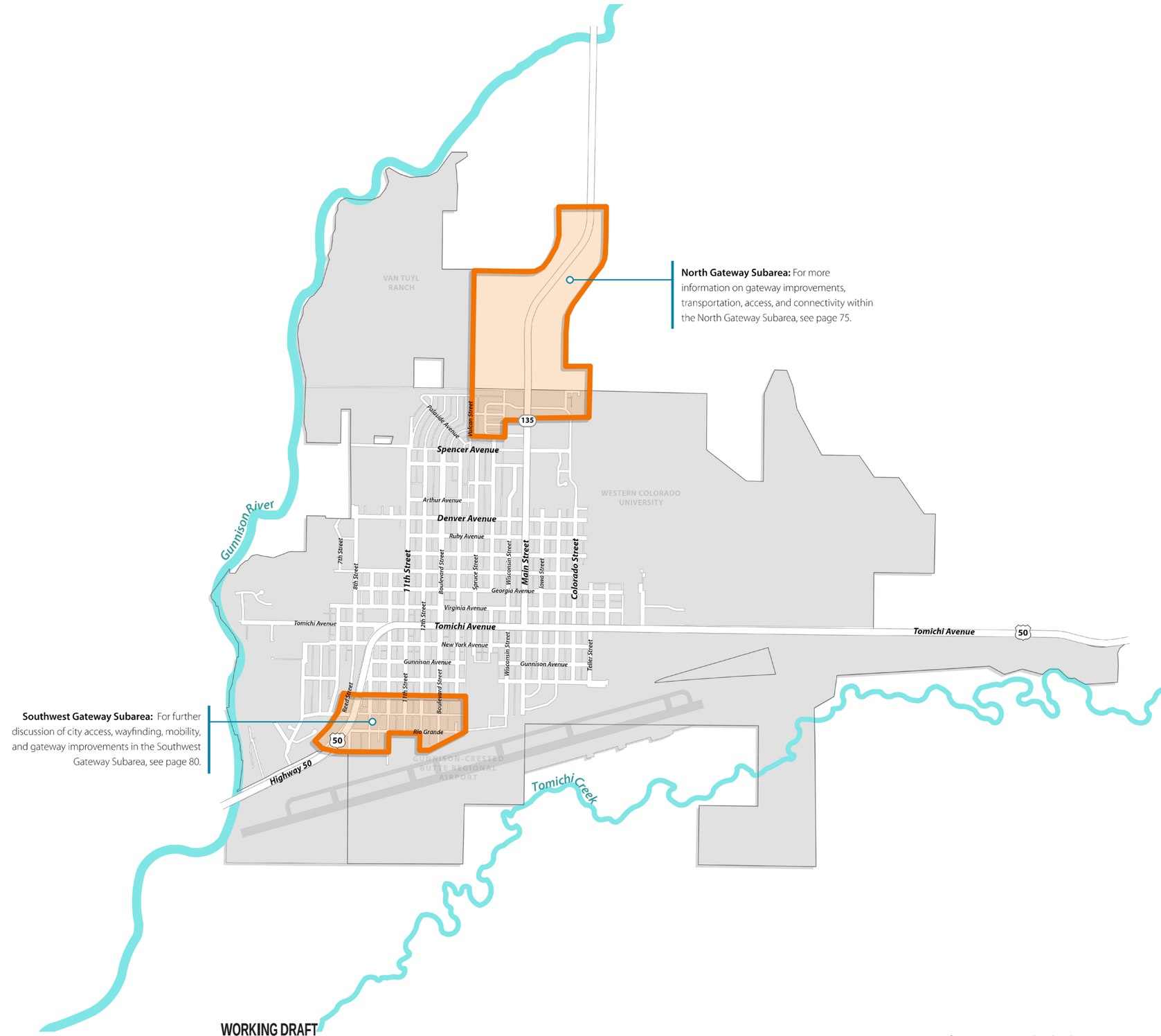
The North and Southwest Gateway Subarea plans aim to enhance the two primary entrances into the City while supporting smart growth. The subarea frameworks strike a balance between improving on existing development through infill improvements and determining appropriate opportunities for expansion.

North Gateway Subarea

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

Southwest Gateway Subarea

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



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North Gateway Subarea

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

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

Growth Area and Larger Context

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

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

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Land Use

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

Recommendations

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

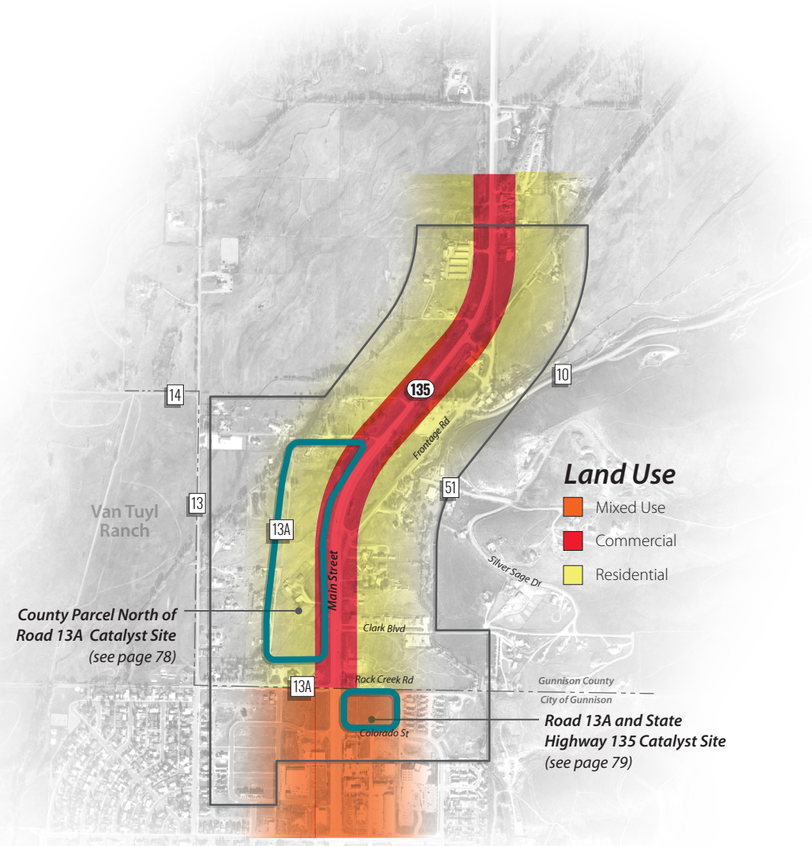

Image and Identity

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

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

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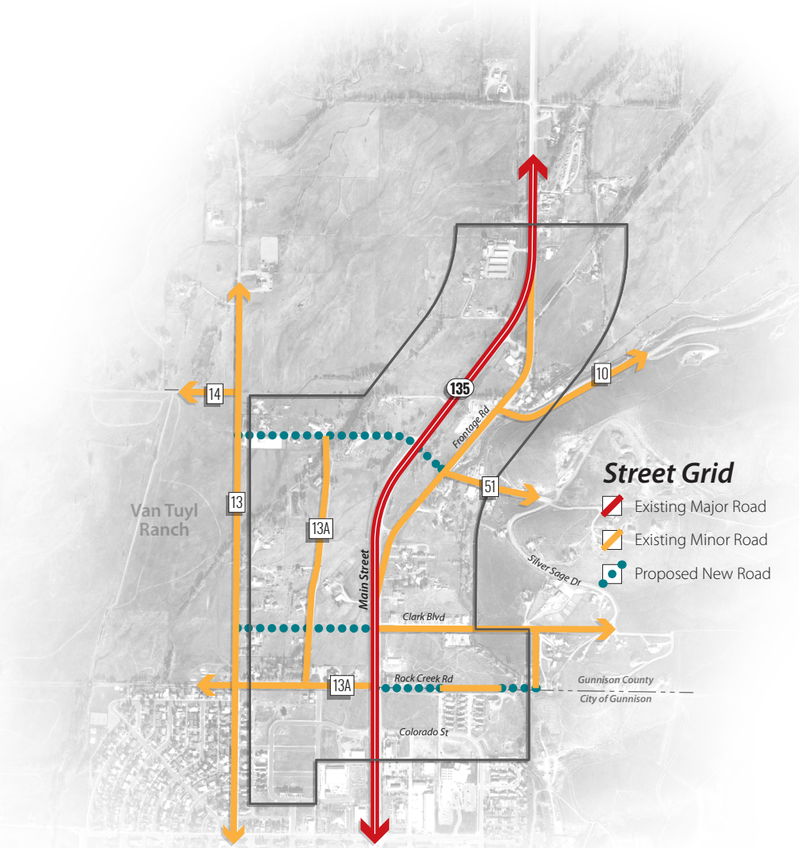
Transportation, Access and Connectivity

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

Recommendations

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



Utility and Infrastructure Policy

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

Recommendations

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

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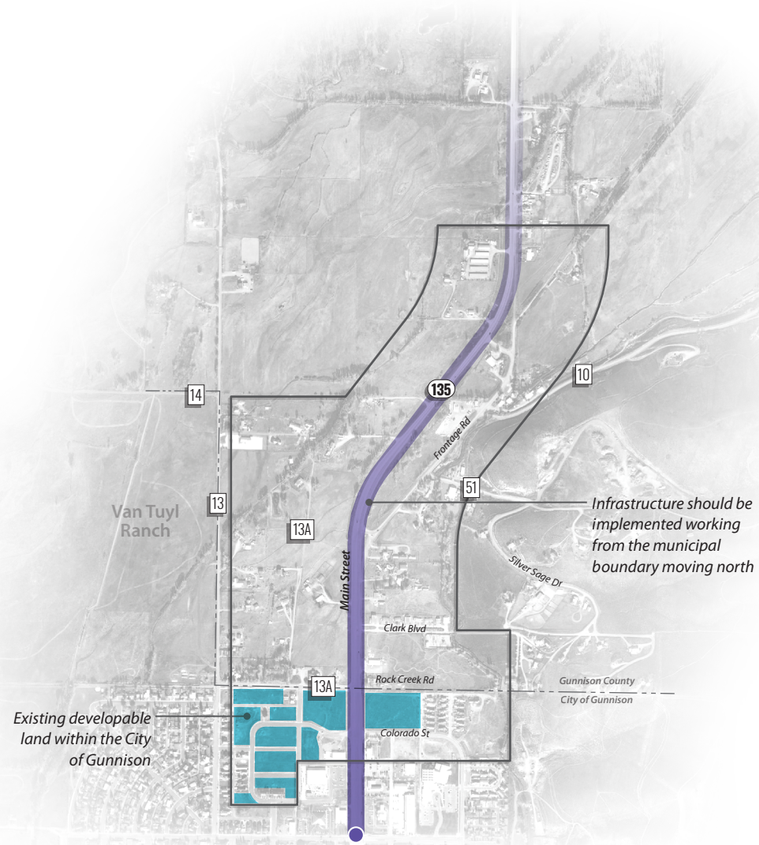
Growth Patterns

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

Recommendations

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



Adaptive Reuse: Preserve the Approach to the City

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

Subdivision and Development: Enhance the Gateway to the City

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

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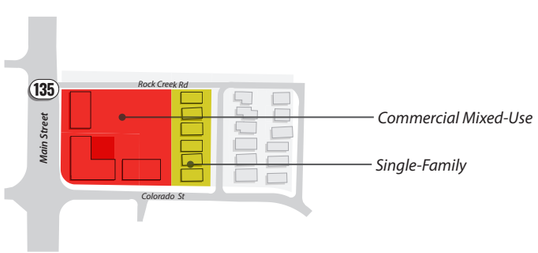
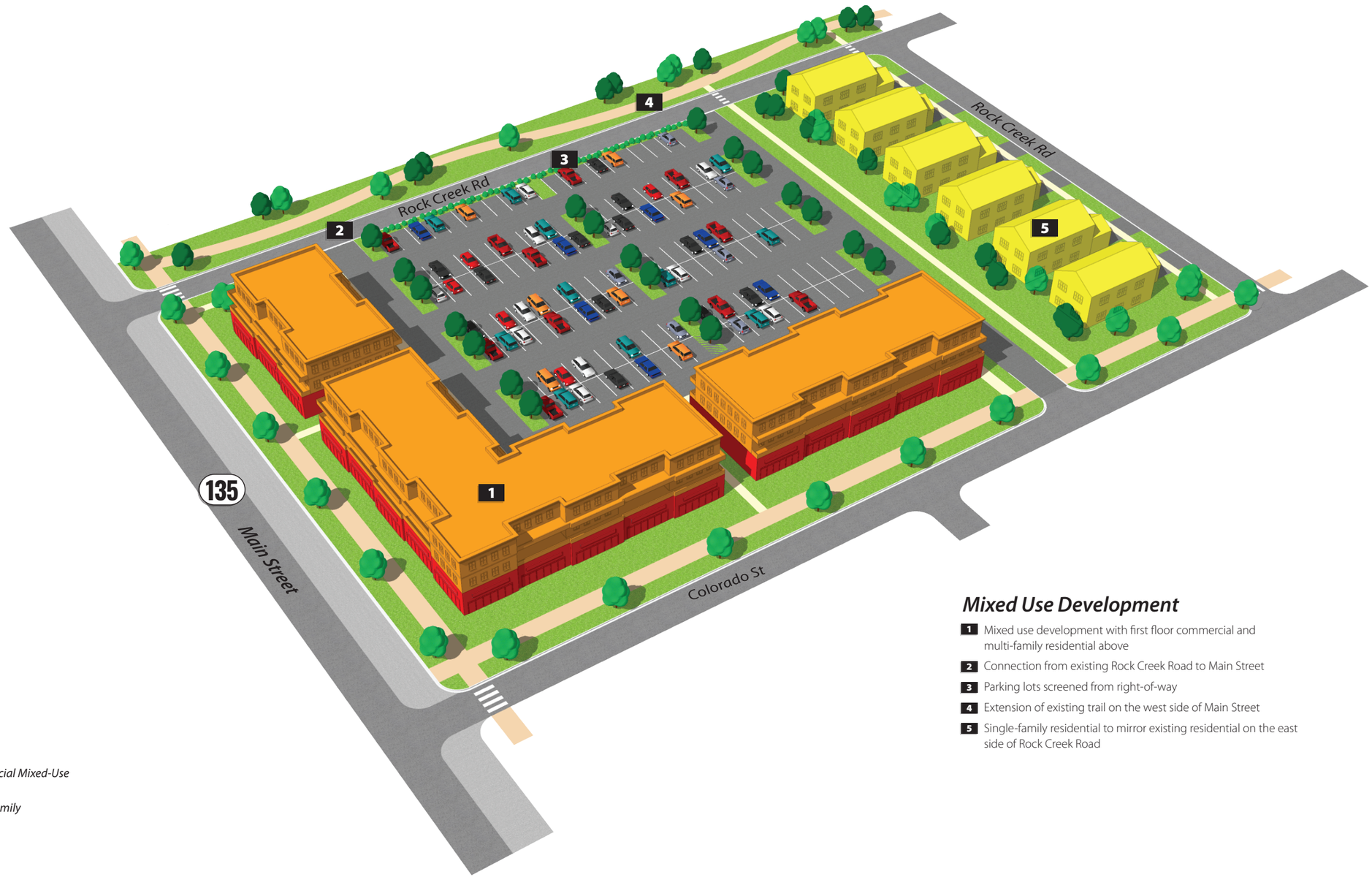
Defining the North Gateway

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

Gateway Infill

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





Mixed Use Development

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

Southwest Gateway Subarea

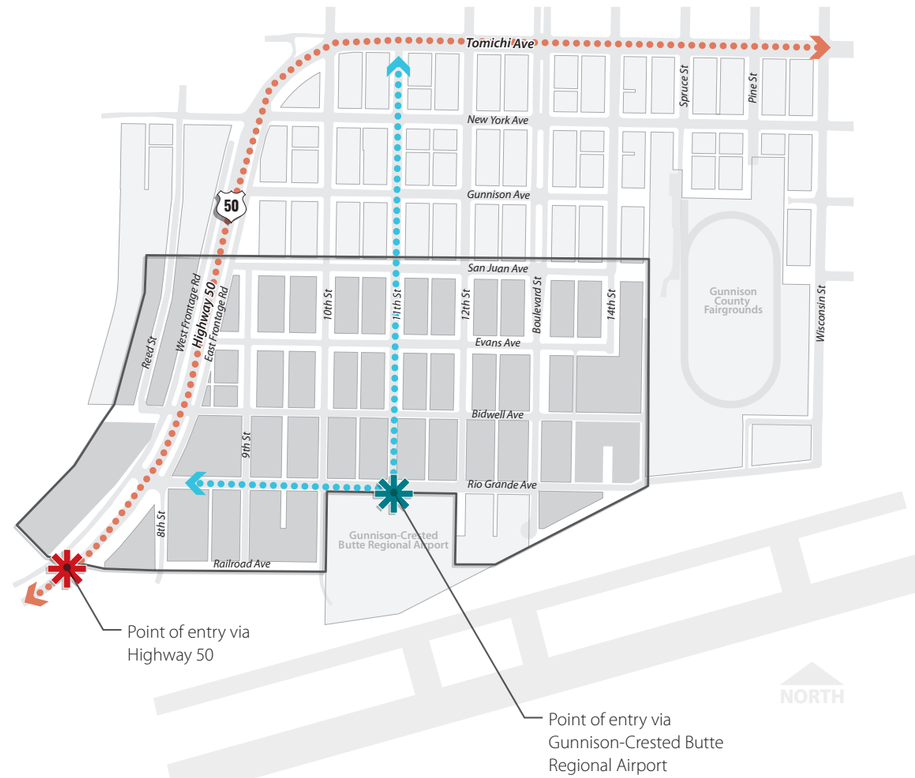
The Southwest Gateway Subarea includes the area north of Gunnison-Crested Butte Regional Airport, loosely bounded by Evans Avenue to the north, the airport to the south, Spruce Street to the east, and US Route 50/Tomichi to the west. Whether crossing the Gunnison River and entering the City via US 50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

City Access

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

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

Moving forward, the City should designate 11th Street as the defined route to direct people between downtown and the airport. The street should be enhanced as a gateway from the airport through streetscaping, placemaking, and beautification efforts, while supporting future commercial businesses. 11th Street and Rio Grande Avenue should also be further defined as key bikeways.



Existing Subarea Character

Despite its "first place" status in the City, the subarea presents a fragmented character, with notable land use incompatibility issues, including a variety of light industrial, commercial, residential, and vacant land uses sharing streets and blocks. Exposed outdoor storage and underutilized lots are frequent.

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Southwest Gateway Subarea

Improvement Plan

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

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

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

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

Proposed Trails
Existing trails should connect to a new trail that runs along the southern end of the subarea, passing north of the airport on Rio Grande Avenue.

11th Street Streetscaping
11th Street should be streetscaped to include landscaping, trees, complete sidewalks, and pedestrian amenities, including trash cans, benches, and pedestrian-scale light fixtures. This pedestrian-oriented environment will be supportive of future commercial uses along the route, which would be attractive to locals and travelers.

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

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

Opportunity Site
Activate vacant or underutilized lots with light industrial and manufacturing uses that are in line the City's development standards. Uses along 11th Street should be supportive of an activated gateway route that are attractive to both residents and travelers heading to and from the airport, such as commercial retail and services.

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

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

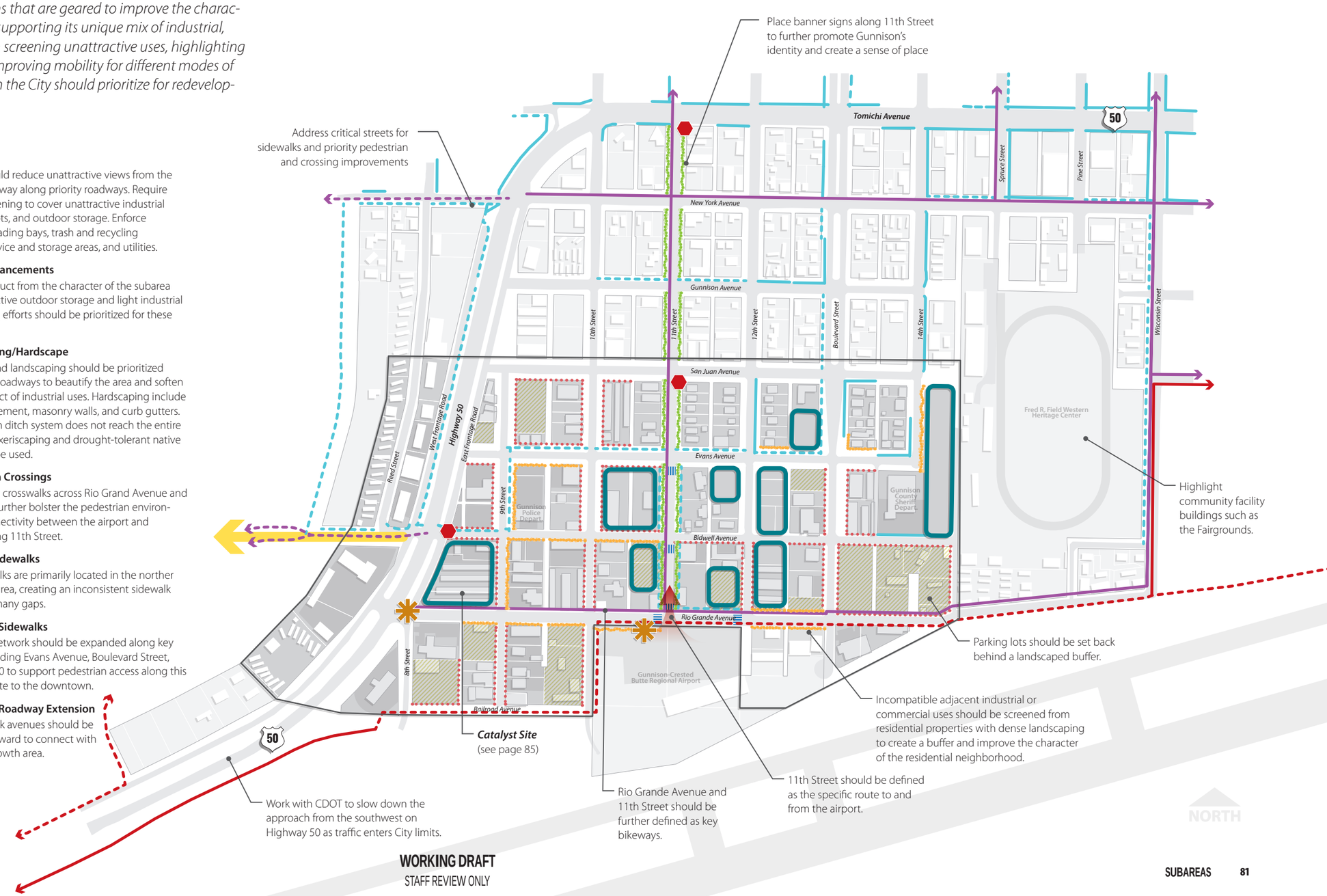
Landscaping/Hardscape
Hardscaping and landscaping should be prioritized along primary roadways to beautify the area and soften the visual impact of industrial uses. Hardscaping include decorative pavement, masonry walls, and curb gutters. As the irrigation ditch system does not reach the entire industrial area, xeriscaping and drought-tolerant native plants should be used.

Pedestrian Crossings
Add pedestrian crosswalks across Rio Grand Avenue and 11th Street to further bolster the pedestrian environment and connectivity between the airport and businesses along 11th Street.

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

Proposed Sidewalks
The sidewalk network should be expanded along key roadways, including Evans Avenue, Boulevard Street, and Highway 50 to support pedestrian access along this designated route to the downtown.

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



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Zoning Code and Enforcement

To ensure the subarea's image and character goals become a reality, the City should prioritize the following strategies:

- **Code Enforcement –** The City should reevaluate the LDC to ensure it clearly defines development and screening standards. It is critical that the City practices meticulous code enforcement and follows through on property inspections, notices and abatements of nuisances, charging appropriate fines, and legal action as outlined in Chapter 5.30 of the Gunnison Municipal Code.
  - Section 4.7: Outdoor Display and Storage of the LDC states that outdoor storage should be fully screened from view from the public right-of-way, public parking areas, or adjacent residential zone districts by a 100 percent opaque visual barrier or screen. Currently many industrial properties within the Southwestern Gateway Subarea contain exposed outdoor storage, which the City should ensure are properly screened moving forward.
- **Hardscaping -** As climate in Gunnison is dry and the provision of water is a concern, hardscaping improvements may be prioritized to beautify the Southwestern Gateway Subarea. This includes attractive fences or walls that are opaque and finished on all sides that are visible from off-site. The City should enforce design and material regulations outlined in Section 4.6.H of the LDC and take actions against code violations of prohibited materials, such as chain-link and barbed wire fencing. The City should also consider creating a standardized street and hardscape plan to implement as the subarea becomes further mixed-use with residential and commercial development.
- **Landscaping** – Where possible, landscaping should be incorporated to enhance the subarea through xeriscaping drought-tolerant plant species. Section 4.6: Landscaping, Buffering, and Screening of LDC states that the outlined landscape and buffer standards are to be applied only to subdivisions created after the adoption of the LDC. The City should amend the code to apply to pre-existing properties as well. Additionally, Section 4.6.E.1 states that Industrial zone districts do not have minimum tree and shrub planting restrictions and Section 4.6.F.4 exempts development in Industrial zone districts on a local street from street frontage buffer requirements, both of which should be reconsidered.

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

Gateway Image and Character

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

To improve overall image of the subarea:

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

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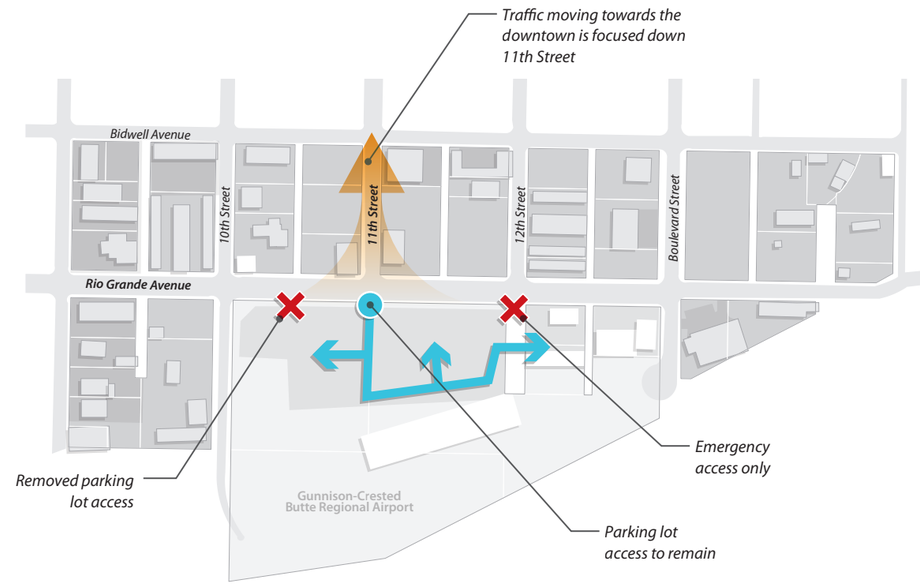
11th Street as the Gateway Route

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

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

Airport Parking Reconfiguration

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



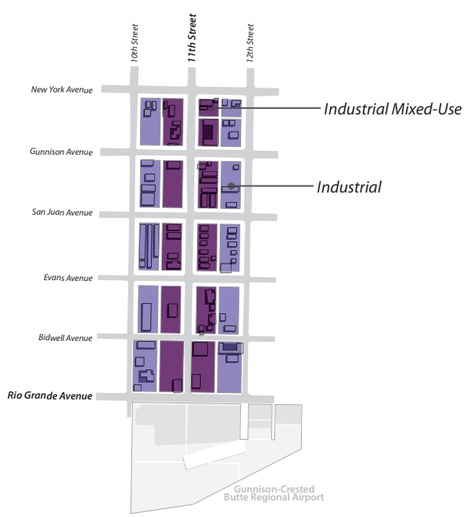
Airport Parking Lot Access

11th Street Gateway Model Blocks

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

11th Street Gateway

1. Industrial/manufacturing along 10th and 12th Streets
2. Parking and loading areas are accessed from mid-block alley
3. Light industrial/maker space with multi-family residential above along 11th Street
4. Businesses may have entrances fronting 11th Street
5. Parking and loading areas visible from the right-of-way are screened



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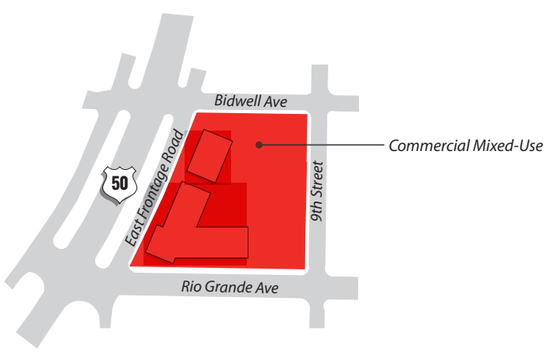
Defining the Gateway at Rio Grande

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

Mixed Use Development

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



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Implementation

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

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

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Adopt the Comprehensive Plan and Use It Daily

The Comprehensive Plan is the official policy guide for improvement and development and reflects a significant amount of public investment. It should be used on a day-to-day basis by City staff, officials, and commissions to shape policies and regulations, work with partner agencies and service providers, review and evaluate development proposals, prioritize public expenditures, and encourage private sector investment. New facilities, infrastructure, and programming should align with the Comprehensive Plan's priorities. City officials should refer to the Comprehensive Plan for direction in evaluating regulatory recommendations and actions that impact development.

Develop Interagency Cooperation and Communication

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

A variety of other governments and agencies provide services or have jurisdiction over facilities throughout the Gunnison planning area, including Western Colorado University, Gunnison Watershed School District RE1-J, Gunnison County, Colorado Department of Transportation, Gunnison Valley RTA, Gunnison County Library District, Gunnison Valley Regional Housing Authority, and others. Collaborative relationships with local partners maximize the success of implementation. These relationships can take the form of regular communication, shared capital investments, coordinated policies, joint-grant applications, and pooled resources. The City can should continue to participate in the One Valley Prosperity Project, which is already fostering interagency cooperation throughout the valley.

Maintain Open Communication and Transparency

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

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

Update Development Regulations

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

Update the Comprehensive Plan Regularly

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

Identify and Pursue Funding Opportunities

Many of the policies and strategies recommended in the Comprehensive Plan can be implemented through regulatory amendments, administrative policies, or partnerships, and can be executed immediately with minimal or no financial cost. Others, however, may require special financing or expertise. In these cases, the City should pursue external partnerships and funding sources. A list of potential funding and incentives is in the following section. City staff should regularly monitor these sources to account for legislative or statutory changes that may influence the applicability or availability of funding, as well as proactively seek new, available funding sources.

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Potential Funding and Incentive Resources

Economic Development

Colorado Main Street Loans

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

Planning Program and Local Technical Assistance Program

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

Tax Incremental Financing/Urban Renewal Areas

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

New Markets Tax Credit (NMTC)

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

Enterprise Zone Tax Credits

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

Manufacturing Sales and Use Tax Exemption

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

Biotechnology Sales and Use Tax Refund

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

Advanced Industry Investment Tax Credit

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

Job Creation and Training

Job Growth Incentive Tax Credit

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

Strategic Fund Incentive

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

Work Opportunity Tax Credit (WOTC)

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

Colorado FIRST Grants

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

Existing Industry Customized Training Programs

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

Transportation

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

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

Statewide Transportation Improvement Program (STIP)

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

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

Parks, Trails and Open Space

Land and Water Conservation Fund

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

Non-Motorized Trail Grants

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

Environment and Sustainability

Colorado Brownfields Revolving Loan Fund (CBRLF)

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

Natural Resources Matching Grants Program

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

Source Water Assessment and Protection Pilot Planning Project

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

Protection Plan Development and Implementation Grants

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

Colorado Healthy Rivers Fund Grants

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

Colorado Watershed Restoration Grants

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

Colorado's Water Plan Grants

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

Arts and Culture

Colorado Creative Industries Grants

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

Our Town Grants

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

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Use the Action Matrix to Monitor and Prioritize Key Strategies

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

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

Priority

Priority is assigned based on action urgency and its timeframe. Each strategy in the Implementation Action Matrix is indicated with one of the following:

- **Priority 1:** Near-term, crucial actions that directly address top priorities or critical to the advancement of other strategies, and to be implemented within the next one to three years (2020-2023).
- **Priority 2:** Mid-term, important actions that should be implemented within the next four to seven years (2024-2027).
- **Priority 3:** Long-term, desirable actions that must be planned for over time or require other strategies to be completed prior to their implementation (2028-2030).

Associated Chapter Goals

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

Chapter 3: Image, Identity, and Character	
Goal 1	By December of 2020 the City will Embrace Gunnison's identity to strengthen its reputation while preserving its character and community-oriented charm as measured by 80 percent of residents reporting in a City survey that they recognize the City's brand.
Goal 2	By 2021, the City will utilize its aesthetic vision defined to inform all design decisions for City infrastructure as evidenced by reviewing completed City projects.
Goal 3	By 2025, all City gateways – in and out of the City – will be improved to enhance guest and resident experience as reported by surveys.
Chapter 4: Land Use and Development Plan	
Goal 1	By 2021, Land use and development regulations will be updated to address community needs and encourage appropriate growth that enhances the environment and landscape of Gunnison.
Goal 2	By 2021, the City will have addressed and improved community attitudes on planning, land use, and potential for growth as measured by majority of residents reporting in the city survey.
Chapter 5: Alternative Growth Scenarios and the Three Mile Plan	
Goal 1	By 2020, the City will address the Three Mile Plan to identify areas currently outside city limits that will be suitable for industrial, commercial, residential, and recreational uses.
Chapter 6: Housing and Residential Areas	
Goal 1	By 2025, the City will have 250 new homes, that are attractive and energy efficient, occupied by people who make up all aspects of our community.
Goal 2	By 2024, the City will have a supply of rentals to maintain approximately a five percent vacancy rate.
Goal 3	By 2030, the City will have a dedicated and funded program that includes inventory and a long-term plan for revitalizing mobile homes that ensures stable housing for the residents or occupants.
Goal 4	By 2020, the City Land Development Code and Building Codes will be restructured to nurture safe and desirable neighborhoods and to promote growth, density, and affordability for building and buying homes.
Chapter 7: Economic Prosperity, Commercial, and Industrial Areas	
Goal 1	By 2030, 3,500 Western Colorado University students are living in the community due to quality job opportunities and housing choices.
Goal 2	By 2030, the City of Gunnison will have a year-round economy.
Goal 3	By 2030, the median household income in the City of Gunnison will reach 80 percent of the Colorado median household income.
Goal 4	By 2030, gross retail sales will increase 50 percent from a baseline measured in 2020.
Goal 5	By 2030, the City will have retained 90 percent of its existing community retail businesses compared to 2020.
Chapter 8: Transportation	
Goal 1	By 2030, develop and maintain an integrated multi-modal transportation system that is accessible, affordable, safe, sustainable, and efficient, as verified by city survey.
Goal 2	By 2030, develop infrastructure along prioritized arterial routes to provide seamless access for non-motorized users to access other transit options and anchor institutions.
Goal 3	By 2020, improve park and ride transit to and from the city and nearby communities.
Chapter 9: Environment, Open Space, and Natural Areas Plan	
Goal 1	Through progressive community surveys, the community will state that Gunnison is cultivating a healthy and sustainable community by protecting the environment and leveraging unique natural resources.
Goal 2	By 2025, reduce waste delivered to the landfill by 20 percent.
Goal 3	By 2030, provide for a growing population without a net-increase in water consumption.
Goal 4	By 2030, achieve a 20 percent reduction in aggregate greenhouse gas emissions from a 2012 baseline. Aggregate emissions are strategic and include energy use, transportation, and operations.
Chapter 10: Community Facilities, Services, and Infrastructure	
Goal 1	Provide efficient, effective, and responsive services to Gunnison residents and visitors.

Related Community Outreach Takeaways

Each recommendation within the Action Matrix that relates to a key community outreach takeaway was marked with a respective symbol. A description of each takeaway is provided in **Chapter 2: Planning Context**. These takeaways are major themes derived from the input of community members during the public engagement phase of the planning process. They are symbolized as follows:

- **Affordable Housing**
- **Community Character and Identity**
- **Environmental Sustainability**
- **Economic Prosperity**
- **Infrastructure**
- **Broadband and Telecommunications**
- **Transportation and Mobility**
- **Improved Connectivity**
- **Western Colorado University**
- **Assets**

Potential Cost

Cost estimates are represented by a scale ranging from $ to $$$. The costs refer to only public costs. Descriptions of the scale are as follows:

- **$:** Primarily internal staff time with limited outside funding required.
- **$$:** Outside consulting assistance is expected or capital expenditures are to be more than $25,000 but less than $100,000.
- **$$$:** Capital improvements greater than $100,000.

Partners

The City will require the assistance of local and regional governments, organizations, and community groups to fully implement the Comprehensive Plan. While the City of Gunnison is generally responsible for initiating and implementing many of the Comprehensive Plan's strategies and recommendations, there are many partnership opportunities that will be required to achieve the goals and supporting strategies within the Comprehensive Plan. The partners section of the Action Matrix identifies potential partner organizations; however, there may be instances where an organization that is well-matched to one of the plan goals, supporting strategies, or recommendations has been excluded from a list of potential partners for a given topic. As with the rest of the Comprehensive Plan, the Action Matrix is a flexible document that should be regularly updated and revised to reflect the evolving needs and as¬sets of the Gunnison community.

Implementation Action Committee

To further the implementation of the Gunnison Comprehensive Plan, the City should form an Implementation Action Committee. The Action Committee would consist largely of volunteers who meet at specific times throughout the year to identify opportunities for implementation of the Comprehensive Plan. Working in an advisory role, the committee would be able to provide City staff with prioritized actions that adhere to the Comprehensive Plan's goals and supporting strategies. Committee members should meet annually throughout the life of the plan, allowing recommended actions to be tailored to City finances, economic development, and implementation progress.

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	Action	Priority	Community Character and Identity	Affordable Housing	Western Colorado University	Broadband and Telecommunications	Environmental Sustainability	Transportation and Mobility	Improved Connectivity	Economic Prosperity	Infrastructure	Assets	Potential Cost	Potential Partnerships
Chapter 03: Image, Identity, and Character														
Goal 1: By December of 2020 the City will embrace Gunnison's identity to strengthen its reputation while preserving its character and community-oriented charm as measured by 80 percent of residents reporting in a City survey that they recognize the City's brand.														
3.1	Work with private developers to incorporate property edge screening and parking lot landscaping into site design and development.	2020-2023	●										$$	Private developers
3.2	Preserve existing neighborhoods and districts through stricter code enforcement and maintenance standards, including in existing mobile home communities and industrial areas.	2020-2023	●										$	
3.3	Continue to partner with local entities concerned with the overall image and brand of the community.	2020-2023	●										$	Gunnison Trails, Gunnison Valley Regional Housing Authority, Gunnison County Chamber of Commerce, Gunnison Arts Center, Western Colorado University (Western), businesses community
3.4	Establish and implement a community-wide signage and wayfinding program.	2020-2023	●										$$	
3.5	Provide wayfinding to all key community facilities and key environmental features.	2020-2023	●				●					●	$$	
3.6	Promote Western's special and cultural events and athletics as a key piece of Gunnison's culture.	2020-2023	●		●								$	Western
3.7	Permit density or building height bonuses with new multi-family housing on a case-to-case basis in exchange for a desirable public space incorporated into the site.	2020-2023	●	●									$	Private developers, GVRHA
3.8	Develop new indoor and outdoor public spaces in highly visible and popular locations in the community.	2020-2023	●									●	$$$	City of Gunnison Parks and Recreation Department
3.9	Ensure development and growth accommodates physical and visual access to local environmental features.	2020-2023	●									●	$	Private developers
3.10	Provide signage that highlights access points to environmental features and educational background pertaining to the history of the environment and its impact on local history and development.	2020-2023	●										$$	Bureau of Land Management, Gunnison County, Gunnison Trails, City of Gunnison Parks and Recreation Department
3.11	Launch a branding and promotional campaign that clearly defines Gunnison's aesthetic and brand story in conjunction with Western, and outlines how it will market itself to residents, students, businesses, developers, and visitors.	2020-2023	●		●							●	$	City of Gunnison Community Development Department, Western
3.12	Support the creation of an Arts/Creative District to support local Art and artisan makerspace production.	2020-2023	●									●	$$	Gunnison Arts Center
3.13	Implement the City's communication plan to facilitate two-way communication between the City and the Community.	2020-2023	●									●	$	City Clerk
3.14	Create questions for the City survey on image/identity brand and create a baseline.	2020-2023	●									●	$	Community Development, City Clerk
3.15	Work with the Gunnison Crested Butte Tourism Authority reinforce the City's brand.	2020-2023	●									●	$	Gunnison Crested Butte Tourism Authority (TA)
3.16	Work with the TA and the Chamber to create a strategic plan to support key special events in Gunnison.	2020-2023	●									●	$	TA, Gunnison County Chamber of Commerce
Goal 2: By 2021, the City will utilize its aesthetic vision defined to inform all design decisions for City infrastructure as evidenced by reviewing completed City projects.														
3.17	Create and adopt a streetscape enhancement program.	2020-2023	●					●		●			$$	CDOT, City of Gunnison Public Works Department

	Action	Priority	Community Character and Identity	Affordable Housing	Western Colorado University	Broadband and Telecommunications	Environmental Sustainability	Transportation and Mobility	Improved Connectivity	Economic Prosperity	Infrastructure	Assets	Potential Cost	Potential Partnerships
Chapter 03: Image, Identity, and Character														
3.18	Improve public rights-of-way with street trees, parkway and boulevard treatments, sidewalks, and pedestrian scale lighting and amenities.	2020-2023	✓					✓	✓		✓		$$$	CDOT, City of Gunnison Public Works Department
3.19	Coordinate streetscape enhancements with other maintenance or roadway reconstruction projects.	2020-2023	✓					✓			✓		$$$	CDOT, City of Gunnison Public Works Department
3.2	After a branding program has been initiated, implement a wayfinding program for the City and Western.	2024-2027	✓					✓	✓		✓		$$	Western
3.21	Implement Gunnison Vibrancy Initiative recommendations to improve aesthetics of Main Street.	2020-2023	✓	✓			✓	✓	✓		✓	✓	$$$	Downtown Leadership Committee
3.22	Develop 11th Street as the priority airport corridor and create a streetscape plan for 11th to implement this gateway to the County airport.	2020-2024						✓	✓		✓		$$$	
Goal 3: By 2025, all City gateways – in and out of the City – will be improved to enhance guest and resident experience as reported by surveys.														
3.23	Replicate the gateway sign on the east side of the community at the identified strategic gateway locations.	2020-2023	✓										$$	CDOT
3.24	Include specific recommendations in the City's branding process to address entryways into the City and along 11th Street from the Airport.	2020-2023	✓					✓	✓		✓	✓	$	

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	Action	Priority	Community Character and Identity	Affordable Housing	Western Colorado University	Broadband and Telecommunications	Environmental Sustainability	Transportation and Mobility	Improved Connectivity	Economic Prosperity	Infrastructure	Assets	Potential Cost	Potential Partnerships
Chapter 04: Land Use and Development														
Goal 1: By 2021, land use and development regulations will be updated to address community needs and encourage appropriate growth that enhances the environment and landscape of Gunnison.														
4.1	Develop Gunnison Rising with Traditional Neighborhood Development (TND).	2020-2023	✓	✓		✓	✓	✓	✓	✓	✓	✓	$$$	CDOT, GVRHA, private developers, Gunnison County, Gunnison Trails, City of Gunnison Parks and Recreation Department, City of Gunnison Public Works Department
4.2	Ensure that a variety of single-family detached and attached housing is adequately provided throughout the community.	2020-2023		✓									$	GVRHA
4.3	Continue to include accessory dwelling units (AUDs) in the single-family designation.	2020-2023		✓									$	GVRHA
4.4	Prioritize the development of additional multifamily homes.	2020-2023		✓									$	GVRHA
4.6	Prioritize mixed-use development throughout downtown, especially near the intersection of Main Street and Tomichi Avenue.	2020-2023	✓	✓						✓			$	GVRHA, private developers, business community
4.7	Ensure mixed-use designations comprise of multistory structures featuring retail, restaurant, and service uses on the ground floor and office or residential uses on the upper floors.	2020-2023	✓	✓						✓			$	Private developers, business community
4.8	Ensure local commercial nodes provide everyday shopping options for residents.	2020-2023								✓			$	Business community
4.9	Continue to preserve key agricultural and rural open space areas.	2020-2023					✓					✓	$$	Bureau of Land Management, Gunnison County, Gunnison Trails, City of Gunnison Parks and Recreation Department
4.10	Update the LDC to reflect the Gunnison 2030 Comprehensive Plan's Future Land Use Plan and simplify zoning districts.	2020-2023	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	$	Community Development, Public Works Department
4.11	Modernize and simplify Gunnison's zoning districts, including limiting the number of overlay zones to certain special areas.	2020-2023	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	$	Community Development, Public Works Department
4.12	Ensure zoning updates provide flexibility for development and a solid foundation for an efficient administration of old neighborhoods and new growth areas.	2020-2023	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	$	Community Development, Public Works Department
4.13	Begin an update of Chapter 4 of the Land Development Code.	2020-2023	✓	✓			✓			✓	✓	✓	$	Community Development, Public Works Department
4.14	Initiate map amendment process.	2020-2023											$	Community Development, Public Works Department
4.15	The City will update critical man-made and natural resource carrying capacities related to growth and develop regulations to ensure future does not exceed the City's carrying capacity.	2020-2023									✓		$$$	Community Development, Public Works Department
Goal 2: By 2021, the City will have addressed and improved community attitudes on planning, land use, and potential for growth as measured by majority of residents reporting in the city survey.														
4.17	Reduce complexity of the current mix of conventional use-based code elements, overlays, and PUDs.	2020-2023	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	$	Community Development, Public Works Department
4.18	Consider utilizing an online land development code platform for the LDC.	2020-2023	✓										$	Community Development, Public Works Department

	Action	Priority	Community Character and Identity	Affordable Housing	Western Colorado University	Broadband and Telecommunications	Environmental Sustainability	Transportation and Mobility	Improved Connectivity	Economic Prosperity	Infrastructure	Assets	Potential Cost	Potential Partnerships
Chapter 05: Alternative Growth Scenarios and the Three Mile Plan														
Goal 1: By 2020, the City will address the Three Mile Plan to identify areas currently outside city limits that will be suitable for industrial, commercial, residential, and recreational uses.														
5.1	Create economic and administrative mechanisms that provide incentives to drive development within City limits.	2020-2023	✓	✓									$	Community Development
5.2	Use incentives to build out incomplete subdivisions.	2020-2023	✓	✓									$	City of Gunnison Finance Department, private developers
5.3	Perform a comprehensive review of the City's zoning districts and zoning map to ensure they align with the Land Use Plan.	2020-2023	✓	✓									$	Community Development, Public Works Department
5.4	Update the LDC in accordance with the land use plan to reduce future incompatible uses, and to promote uses such as multi-family housing, mixed-use development, and green space.	2020-2023	✓	✓									$	Community Development
5.5	Encourage and direct industrial and commercial development to existing platted or zoned areas.	2020-2023	✓				✓						$	Private developers
5.6	Ensure the Three Mile Plan review process involves streamlined coordination with the County and has common shared interest for the City and the County.	2020-2023	✓										$	Gunnison County
5.7	Ensure development in the three-mile area is considered only after infill options are examined, especially in Gunnison Rising and the West Gunnison neighborhood.	2020-2023	✓	✓			✓			✓	✓	✓	$	Gunnison Rising, private developers
5.8	Ensure projects in the growth area help strengthen the economy of Gunnison, the County, and the region, and demonstrate clear public benefit.	2020-2023	✓	✓						✓			$	Gunnison County, private developers
5.9	Develop new open space within Gunnison Rising and the West Gunnison neighborhood.	2024-2027	✓	✓									$	Gunnison County, private developers
5.10	Develop West Gunnison primarily for multi-family residential.	2020-2023	✓	✓									$	Gunnison County, private developers
5.11	Phase the Gunnison Rising site incrementally, developing closest to the City core first.	2020-2023	✓	✓									$	Gunnison County, private developers
5.12	Maintain the City's east approach to reflect its agricultural character.	2020-2023	✓	✓									$	Private developers
5.13	Achieve the vision of Lazy K as an innovative approach to riverfront public space combined with critical housing development.	2020-2023	✓	✓									$	GVRHA, Gunnison County, Parks and Recreation Department
5.14	Ensure land use and zoning designations in the North Subarea reflect similar use and level of intensity to adjacent land uses currently within the municipal boundary.	2020-2023	✓	✓									$	Gunnison County, Community Development
5.15	Work with the County to ensure that viewsheds and natural areas remain protected for all three mile area development.	2020-2023	✓	✓			✓					✓	$	Gunnison County
5.16	Discourage further subdivision of land less than 35 acres in the three-mile boundary.	2020-2023	✓	✓									$	Private developers
5.17	Consider clustered developments that preserve open space and can be supported by the City's utilities and infrastructure.	2020-2023	✓	✓			✓						$	Public Works Department, Colorado Department of Natural Resources, private developers
5.18	Limit annexation to the North Gateway Subarea.	2020-2023	✓								✓		$	Gunnison County, Community Development, private developers

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Chapter 05: Alternative Growth Scenarios and the Three Mile Plan														
5.19	Define a hard stop at the Gunnison River for long term future northern development.	2020-2023	✓								✓		$	Gunnison County, Community Development, private developers
5.20	Serve annexed parcels with Gunnison utilities and infrastructure only if able to do so with minimal impacts.	2020-2023	✓								✓		$$$	Gunnison County, Public Works Department
5.21	Consider extending necessary infrastructure if certain characteristics of a property in the three-mile area make it especially suitable for an affordable housing development.	2028-2030	✓	✓							✓		$$$	Gunnison County, Public Works Department, GVRHA
5.22	Avoid development in floodplains and wetlands.	2020-2023	✓								✓		$	Private developers
5.23	Avoid annexation of areas with existing residential developments that desire to remain unincorporated.	2028-2030	✓								✓		$	Private developers
5.24	Consider annexation of parcels with environmental concerns to improve water and sewer connections and mitigate groundwater contamination.	2020-2023	✓				✓						$$$	Colorado Department of Natural Resources, BLM, National Park Service, Bureau of Reclamation (BOR), Forest Service
5.25	Maintain the land uses outlined in the three-mile plan area.	2020-2023	✓	✓			✓					✓	$	Community Development
5.26	Preserve rural and agricultural lands to maintain rural valley character.	2020-2023	✓				✓					✓	$	Colorado Department of Natural Resources, BLM, National Park Service, BOR, Forest Service
5.27	Preserve areas with natural constraints, whether topographical, floodplains, wetlands or other features.	2020-2023	✓				✓					✓	$	Colorado Department of Natural Resources, BLM, National Park Service, BOR, Forest Service
5.28	Ensure corridor commercial and mixed-use development primarily in the North Gateway Subarea boundary along Highway 135.	2020-2023	✓							✓			$	Community Development, private developers
5.29	Phase corridor commercial development in the three-mile area incrementally from the municipal boundary heading north along Highway 135.	2020-2023	✓							✓			$	Community Development, private developers
5.30	Consider development density to preserve viewsheds approaching Gunnison's downtown.	2020-2023	✓	✓									$	Community Development, private developers
5.31	Consider development in the three-mile area only where public lands are not affected by noise.	2020-2023	✓	✓									$	Community Development, private developers
5.32	Improve roadways as needed to ensure efficient access to key recreational destinations.	2020-2023	✓					✓	✓		✓	✓	$$$	CDOT, Public Works Department
5.33	Ensure new development includes trail easements for further access to public lands and recreation.	2020-2023	✓				✓		✓		✓	✓	$	BLM, Parks and Recreation Department, Gunnison County, Gunnison Trails, Colorado Department of Natural Resources, CDOT, private developers
5.34	Consider the City's existing industrial area for light industrial, manufacturing, maker space, or warehousing uses.	2020-2023	✓							✓			$	Community Development, private developers
5.35	Consider the County's designated industrial parks first for heavy industrial and related heavy commercial projects.	2020-2023	✓							✓			$	Community Development, private developers
5.36	Work with the County to identify additional areas of opportunity that may be appropriate for designation as industrial platted parks in the three-mile area.	2020-2023	✓							✓			$	Gunnison County
5.37	Work with the county to adopt an intergovernmental agreement (IGA) to effectively implement the Three Mile Plan.	2020-2023	✓	✓			✓	✓	✓	✓	✓	✓	$	City and County Community Development Departments, Planning and Zoning Commissions, City Council

	Action	Priority	Community Character and Identity	Affordable Housing	Western Colorado University	Broadband and Telecommunications	Environmental Sustainability	Transportation and Mobility	Improved Connectivity	Economic Prosperity	Infrastructure	Assets	Potential Cost	Potential Partnerships
Chapter 6: Housing and Residential Areas														
Goal 1: By 2025, the City will have 250 new homes, that are attractive and energy efficient, occupied by people who make up all aspects of our community.														
6.1	Monitor workforce and affordable housing needs by updating Housing Needs Assessment every three to four years.	2020-2023		✓						✓			$	Gunnison Valley Regional Housing Authority (GVRHA), private developers, Housing Colorado, Colorado Housing and Finance Authority, Gunnison Community Capital Group, Gunnison Valley Housing Fund, U.S. Department of Housing and Urban Development (HUD)
6.2	Prioritize housing designed and restricted specifically to seniors and integrate them into existing neighborhoods within proximity to commercial amenities and healthcare.	2020-2023											$$	GVRHA, American Association of Retired Persons (AARP), Colorado Department of Public Health and Environment (CDPHE)
6.3	Continue to cultivate public/private partnerships for affordable/attainable housing projects.	2020-2023		✓									$	Private developers, GVRHA, Housing Colorado, Colorado Housing and Finance Authority, Gunnison Community Capital Group, Gunnison Valley Housing Fund, U.S. Department of Housing and Urban Development (HUD), Colorado Department of Public Health and Environment (CDPHE), Gunnison County
6.4	Build Lazy K (55 units) and facilitate the development of Rock Creek (76 units) and Garden Walk Projects (36 units), totaling 167 units.	2020-2023		✓									$$$	City of Gunnison, GVRHA, Gunnison County, Colorado Department of Local Affairs (DOLA) Grants, Colorado Housing and Finance Authority (CHFA) Grants
6.5	The City will support and encourage private property owners to develop West Gunnison, Gunnison Rising, and Van Tuyl Ranch Circle, while encouraging the integration of residential mixed use units in commercial and industrial uses.	2020-2023		✓									$	Community Development, private developers
6.6	Research and identify grants to support energy efficiency and encourage the use of renewable energy with new housing.	2020-2023		✓			✓						$	Community Development
6.7	Research other housing standards to encourage in Gunnison, and consider requiring improved energy efficiency, use of passive solar, and use of renew-able energy in new homes.	2020-2023		✓			✓						$	Community Development
6.8	Work with the Valley Housing Fund to secure future housing sites in and around the City of Gunnison consistent with the land use recommendations of this Plan.	2020-2023		✓									$$$	Valley Housing Foundation
6.9	Consider a tiny home pilot project on a limited basis.	2020-2023		✓									$$	GVRHA, private developers, Housing Colorado, Colorado Housing and Finance Authority, Gunnison Community Capital Group, Gunnison Valley Housing Fund, HUD
Goal 2: By 2024, the City will have a supply of rentals to maintain approximately a five percent vacancy rate.														
6.10	Create a program for rental housing licensing and incentives.	2020-2023	✓	✓									$$	GVRHA, private developers, Valley Housing Fund, Colorado Housing and Finance Authority
6.11	Develop the West Gunnison neighborhood largely for new multi-family housing.	2020-2023	✓	✓							✓		$$$	GVRHA, private developers, Housing Colorado, HUD, City of Gunnison Public Works Department, Colorado Department of Transportation (CDOT), City of Gunnison Parks and Recreation, Colorado Department of Natural Resources, Gunnison Trails
6.12	Include opportunities for multi-family housing in key areas.	2020-2023	✓	✓				✓	✓	✓		✓	$	GVRHA, private developers, RTA, Western, Housing Colorado, HUD
6.13	Encourage multi-family and mixed-used development within downtown and the Highway 50 corridor.	2020-2023	✓	✓								✓	$$	GVRHA, private developers, Housing Colorado, HUD
6.14	Encourage mixed-use development with a residential component.	2020-2023		✓									$$	GVRHA, private developers, HUD
6.15	Encourage mixed-use development in industrial areas.	2020-2023	✓	✓						✓			$	GVRHA, private developers, HUD
6.16	Build Lazy K (55 units) and facilitate the development of Rock Creek (76 units) and Garden Walk Projects (36 units), totaling 167 units.	2020-2023		✓									$$$	City of Gunnison, GVRHA, Gunnison County, Colorado Department of Local Affairs (DOLA) Grants, Colorado Housing and Finance Authority (CHFA) Grants
6.17	Implement incentives to improve, replace, and rehabilitate substandard housing.	2020-2023	✓	✓									$$	Community Development

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Chapter 6: Housing and Residential Areas														
6.18	The City will support and encourage private property owners to develop West Gunnison, Gunnison Rising, and Van Tuyl Ranch Circle, while encouraging the integration of residential mixed use units in commercial and industrial uses.	2020-2023		✓									$	Community Development, private developers
6.19	Share development partners with Western to develop housing projects on Western lands	2020-2023	✓	✓	✓								$$	WCU, GVRHA, private developers
6.20	Evaluate barriers and opportunities for integrating residential development into commercial, light industrial, and maker space uses in the City.	2020-2023		✓									$$	GVRHA, private developers, HUD
Goal 3: By 2030, the City will have a dedicated and funded program that includes inventory and a long-term plan for revitalizing mobile homes that ensures stable housing for the residents or occupants.														
6.21	Ensure mobile homes are well-maintained and reflect the image of the community.	2020-2023	✓	✓							✓	✓	$$$	GVRHA, CDOT, property owners
6.22	Increase renovation, preservation, and rehabilitation programs with specific outreach to mobile home neighborhoods.	2024-2027	✓	✓									$$	GVRHA, Resident Owned Communities USA, Historic Preservation Commission, property owners, HUD
6.23	Implement incentives to improve, replace, and rehabilitate substandard housing.	2020-2023	✓	✓									$$	Community Development
6.24	Pursue grant dollars through CHFA and DOLA to improve and rehabilitate mobile homes and to create new modular housing opportunities.	2020-2023	✓	✓									$	GVRHA, Resident Owned Communities USA, Historic Preservation Commission, DOLA, CHFA
6.25	Fund and support GV-HEAT to finance 60 units per year.	2020-2030		✓									$$	GV Heat
6.26	Update inventory of substandard mobile home housing every two years.	2020-2030		✓									$	Community Development
6.27	Invest heavily in the health, safety, rehabilitation, and replacement of mobile homes.	2020-2030	✓	✓										
6.28	Pursue public sector, non-profit, and resident ownership of mobile home parks in the long term.	2020-2030	✓	✓										GVRHA, private developers, Gunnison Valley Habitat for Humanity
6.29	Continue to ensure all mobile homes comply with the standards of the National Manufactured Housing Construction and Safety Standards Act of 1974 as specified in Section 2.3 in the LDC.	2020-2030	✓	✓										
Goal 4: By 2020, the City Land Development Code and Building Codes will be restructured to nurture safe and desirable neighborhoods and to promote growth, density, and affordability for building and buying homes.														
6.30	Implement a traditional neighborhood approach in Gunnison Rising Project as part of the PUD amendment that includes a variety of housing types, a mix of land uses, and a walkable design in a compact neighborhood.	2020-2030		✓			✓		✓		✓		$$$	Gunnison Rising
6.31	Develop compact, well connected neighborhoods that are close to jobs, services, and recreation give residents opportunities to walk, bike, and ride the bus.	2024-2027		✓			✓		✓		✓		$$$	GVRHA, private developers, CDOT, City of Gunnison Public Works Department, HUD
6.32	Define the Gunnison Rising growth area by a well-connected street grid with a variety of public spaces and amenities.	2024-2027	✓						✓		✓		$$$	GVRHA, private developers, Housing Colorado, HUD, CDOT, City of Gunnison Parks and Recreation Department, Public Works Department
6.33	Promote ADUs through local fee waivers, pre-approved unit plans, and assistance for navigating the permit process.			✓									$	GVRHA, private developers, Housing Colorado, HUD, Colorado Housing and Finance Authority, Gunnison Community Capital Group, Gunnison Valley Housing Fund,
6.34	Enforce the Land Development Code consistently and comprehensively.	2020-2023	✓	✓									$	GVRHA, private developers, Gunnison Valley Housing Foundation,

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Chapter 6: Housing and Residential Areas														
6.35	Create a proactive plan in coordination with entities like GVRHA or Gunnison County Department of Health and Human Services to mitigate risks of families becoming homeless through code enforcement action.	2020-2023		✓									$	GVRHA, HUD, Gunnison County Department of Health and Human Services, Colorado Coalition for the Homeless
6.36	Create incentives for Leadership in Energy and Environmental Design (LEED) to encourage homeowners to building highly efficient and cost-saving green buildings.	2020-2023					✓						$$	GVHRA, U.S. Green Building Council Colorado
6.37	Incentivize renewable energy and passive solar design in the City's development standards.	2020-2023		✓									$	Community Development
6.38	Encourage the preservation and protection of trees on development sites for carbon sequestration.	2020-2023					✓					✓	$	GVRHA, private developers, Colorado Department of Natural Resources
6.39	Incentivize renewable energy development for new housing development.	2020-2023					✓						$	
6.40	Work closely with its residents and business community to increase solar power production and eventually become a Solar Star city.	2020-2023					✓						$	SolSmart, Xcel Energy
6.41	Encourage developers through incentives to incorporate renewable energy components into new construction or renovations to existing buildings.	2020-2023					✓						$	SolSmart, Xcel Energy, private developers, home owners
6.42	Streamline the solar permitting process and avoid policies that would prevent easy and quick installations of solar panels.	2020-2023					✓						$	SolSmart, Xcel Energy
6.43	Form a solar committee with trained staff to spearhead the community solar initiative and guide residents and private developers who are interested in participating.	2020-2023					✓						$	SolSmart, Xcel Energy
6.44	Create new neighborhoods in Western Gunnison, the North Gateway Subarea, and Gunnison Rising in the mid- to long-term.	2024-2027	✓	✓							✓		$$$	GVRHA, private developers, Housing Colorado, HUD, Gunnison County, Gunnison-Crested Butte Regional Airport, Bureau of Land Management, HUD, Gunnison County Community and Economic Development
6.45	Promote clustered developments and accessory dwelling units, particularly for single-family residential neighborhoods in growth areas.	2020-2023	✓	✓			✓					✓	$	Community Development, GVRHA, private developers
6.46	Promote missing middle housing, such as duplex, triplexes, and townhomes in new neighborhoods and through infill development in existing neighborhoods where parcel sizes can accommodate.	2020-2023		✓									$	Community Development, GVRHA, private developers
6.47	Create more mixed-used zones in areas previously zoned exclusively for commercial, business or industrial uses.	2024-2027		✓						✓	✓		$	Community Development
6.48	Work with local lenders to ensure construction and permanent finance is available for homeowners wishing to build ADUs.	2020-2023		✓									$	GVRHA, private developers, Housing Colorado, HUD, Colorado Housing and Finance Authority, Gunnison Community Capital Group, Gunnison Valley Housing Foundation
6.49	Continue to fund programs that increase the quality of the housing stock, such as GV-HEAT.	2020-2023	✓	✓									$$	GVRHA
6.50	Encourage smaller, newer, tightly built homes, or retrofit older homes and apartments that consume fewer scarce energy and water sources	2020-2023					✓						$	GVHRA, U.S. Green Building Council Colorado
6.51	Encourage new homes to be built solar ready with electric systems that are designed to accommodate a future retrofit.	2020-2023					✓						$	SolSmart, private developers
6.52	Ensure all public and municipal buildings utilize energy efficient systems and set the example for the rest of the community.	2027-2030					✓						$$	City of Gunnison
6.53	Create a solar energy code and enroll in the SolSmart program.	2020-2023					✓						$	SolSmart

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Chapter 6: Housing and Residential Areas														
6.54	Add stories to Downtown buildings where opportunity exists.	2020-2023	✓										$	GVRHA, private developers, HUD
6.55	Develop incentives using Tap and Permit fees to incent affordable housing.	2020-2023		✓									$$$	GVRHA, private developers, CDOT, City of Gunnison Public Works Department, HUD
6.56	Initiate an educational program on the economics of creating an ADU.	2020-2023		✓									$	Community Development
6.57	Annually meet with developers and builders to evaluate incentives and barriers for creating affordable housing.	2020-2023		✓									$	Community Development and Building Community
6.58	Research funding sources to incent renewable energy development for new housing development.	2020-2023		✓									$	
6.59	Implement an educational program to promote and support the development of renewable energy in new construction and remodels	2020-2023		✓									$	GV-HEAT

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Chapter 7: Economic Prosperity, Commercial, and Industrial Areas														
Goal 1: By 2030, 3,500 Western Colorado University students are living in the community due to quality job opportunities and housing choices.														
7.1	Encourage residential development at an appropriate density and character in surrounding neighborhoods.	2020-2023		✓									$	GVRHA, private developers
7.2	Work with MEM students, restaurants, and grocery stores to divert food waste from landfills through composting and recycling.	2020-2023			✓		✓						$	Western, business community
7.3	Encourage development that creates attractive and lively neighborhoods.	2020-2023	✓							✓			$	Community Development, private developers
7.4	Highlight attractive and lively neighborhoods through the City's marketing strategies.	2020-2023	✓							✓			$	
7.5	Advertise education in the City's ongoing tourism marketing.	2020-2023	✓		✓					✓			$	Gunnison Watershed School District RE1-J, Western
7.6	Improve broadband capacity by ensuring high-speed internet access is available in all parts of the community.	2020-2023				✓					✓	✓	$$	Public Works Department
7.7	Implement the City's image and identity branding.	2020-2023	✓		✓					✓				Gunnison Trails, Gunnison Valley Regional Housing Authority, Gunnison County Chamber of Commerce, Gunnison Arts Center, Western, businesses community
7.8	Support the Rady Building and the new engineering program to grow student attendance.	2020-2023								✓			$	Rady Not for Profit, Mesa Construction
7.9	Implement the housing strategies in this Plan to improve affordable housing for faculty and students.	2020-2023		✓						✓				Western, GVRHA
7.10	Implement the Gunnison Vibrancy Initiative and Ohio Street project to improve the sense of place in Gunnison for perspective students and to promote Gunnison as a University Town.	2020-2023	✓					✓	✓	✓		✓	$$$	Public Works, Community Development
7.11	Work with ICELab to create new jobs with salaries over $50,000 a year and place interns with new entrepreneurs in the valley.	2020-2023								✓			$$	ICELab, OEDIT
Goal 2: By 2030, the City of Gunnison will have a year-round economy.														
7.12	Employ significant buffers and screening where industrial uses abut housing and residential areas.	2020-2023	✓										$	Private developers
7.13	Enforce the LDC's existing screening requirements to maintain the Gunnison aesthetic of a city in a rural valley.	2020-2023	✓										$	Private developers
7.14	Promote upper-floor residential units while maintaining commercial and industrial uses on the ground-floor.	2020-2023	✓	✓									$	Downtown Leadership Committee, Gunnison Vibrancy Initiative partners
7.15	Prioritize regional commercial development with a multi-family housing component at the intersection of Highway 135 and the northern City boundary.	2020-2023	✓	✓						✓			$$$	Downtown Leadership Committee, Gunnison Vibrancy Initiative partners

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Chapter 7: Economic Prosperity, Commercial, and Industrial Areas														
7.16	Reduce the amount of dark, impervious surfaces in the urban area, using light-colored, cool, and permeable pavement and white or reflective roofs where possible.	2020-2023					●						$$	Private developers
7.17	Increase the urban tree population.	2020-2023	●				●					●	$$	Public Works Department, Parks and Recreation Department
7.18	Locate new downtown development at the property lines fronting the street.	2020-2023	●							●			$$	Downtown Leadership Committee, Gunnison Vibrancy Initiative partners, private developers
7.19	Regulate permitted uses within the Central Business Zoning district in the LDC.	2020-2023	●							●			$	Community Development, private developers
7.20	Develop public spaces throughout the downtown using I.O.O.F. Park as a model.	2020-2023	●									●	$$$	Community Development
7.21	Encourage businesses to provide outdoor plaza spaces or street art.	2020-2023	●							●		●	$	Community Development
7.22	Host community and special events downtown.	2020-2023	●									●	$	Community Development
7.23	Enforce landscaping requirements for parking lot screening and interior lot landscaping as outlined in Section 2.6 of the LDC.	2020-2023	●										$	Community Development
7.24	Consider parking maximums.	2020-2023	●					●					$	Community Development
7.25	Create design guidelines for regional commercial areas.	2020-2023	●										$	Community Development
7.26	Ensure that existing and future industrial areas have good access to SH 50 for material reception and product distribution.	2020-2023						●		●			$$	Community Development
7.27	Separate incompatible land uses that operate adjacent to residential neighbor-hoods to relocate to more suitable sites.	2020-2023	●										$$$	Community Development
7.28	Follow protocol for nuisance violations listed within the Gunnison Municipal Code.	2020-2023	●										$	Community Development
7.29	Develop a future light manufacturing and maker space business park on the south side of Tomichi Avenue near Gunnison Rising.	2020-2023								●			$$$	Community Development
7.30	Evaluate current off-street parking requirements for corridor commercial uses.	2020-2023						●		●			$	Community Development
7.31	Review hours of operation and intensity of use for proposals for businesses interested in locating in the corridor commercial areas.	2020-2023								●			$	Community Development
7.32	Explore a façade improvement program for businesses outside of downtown.	2020-2023	●							●			$	Community Development

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Chapter 7: Economic Prosperity, Commercial, and Industrial Areas														
7.33	Enforce the City's codes and ordinances.	2020-2023	✓										$	Community Development
7.34	Reconfigure the airport parking lot to direct in and out traffic to the 11th Street gateway.	2020-2023	✓					✓					$$	Community Development
7.35	Work with the airport as modernization and terminal improvements occur to create wayfinding and branding.	2020-2023	✓		✓			✓					$	Community Development
7.36	Cultivate a strong local contractor base.	2020-2023						✓					$	Community Development
7.37	Develop a marketing and packaging strategy for hotels to better promote themselves in the winter.	2020-2023						✓						Hotels, Chamber of Commerce
7.38	Develop a market analysis for a conference center connected to both Western and a hotel.	2020-2023						✓						Hotels, WCU, Gunnison Rising Developers
7.39	Promote and market Gunnison to new businesses as a great place to work, live, learn, and play though a coordinated campaign.	2020-2023						✓				✓		ICELab
7.40	Meet with economic development interests in the Gunnison Valley to create the most effective economic development structure, promoting and attracting businesses to the valley.	2020-2023						✓						
7.41	Implement the Gunnison Vibrancy Initiative action to investigate and create a funding mechanism for economic development investment (DDA, URA, BID).	2020-2023						✓					$	Downtown Leadership Committee, Gunnison Finance Department
7.42	Implement the Gunnison Vibrancy Initiative to improve lodging in Gunnison for year-round visitation.	2020-2023						✓					$	Community Development, Gunnison Vibrancy Initiative partners
Goal 3: By 2030, the median household income in the City of Gunnison will reach 80 percent of the Colorado median household income.														
7.43	Encourage light manufacturing and maker spaces in the City's industrial areas.	2020-2023	✓					✓					$	Community Development, private developers
7.44	Market vacant industrial properties to startups and entrepreneurial small businesses.	2020-2023	✓					✓				✓	$$	Community Development, private developers
7.45	Work with Gunnison County to encourage heavy industry and more intense uses for County-designated industrial parks.	2020-2023	✓					✓					$	Community Development, private developers
7.46	Coordinate with ICELab and property owners as they market Gunnison's available industrial spaces.	2020-2023						✓					$	Western, ICELab, Community Development, private developers
7.47	Identify industrial buildings that could be adaptively reused as maker spaces.	2020-2023	✓					✓					$	Community Development, private developers
7.48	Amend the LDC to further regulate the location and quantity of self-storage units.	2020-2023	✓					✓					$	Community Development, private developers

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Chapter 7: Economic Prosperity, Commercial, and Industrial Areas														
7.49	Implement economic development strategies to diversify the economy, increase the number of primary wage jobs, and export products from the valley.	2028-2030								●				Community Development, private developers
7.50	Implement updated three mile plan to increase commercial and industrial land use opportunities.	2020-2023	●							●				Community Development, Gunnison Finance Department, private developers
7.51	Complete the development of a redundant, high speed, affordable broadband system for the City of Gunnison.	2020-2023				●				●				Region 10, Century Link, IC Connex
Goal 4: By 2030, gross retail sales will increase 50 percent from a baseline measured in 2020.														
7.52	Encourage mixed-use development along 11th Street gateway.	2020-2023	●	●						●			$	Community Development, private developers
7.53	Retrofit downtown buildings for mixed-use development.	2020-2023		●						●			$$	GVRHA, private developers, Community Development
7.54	Encourage hotel accommodations within the downtown.	2020-2023								●		●	$	
7.55	Continue to implement recommendations of the Gunnison Vibrancy Initiative with future downtown enhancement efforts.	2020-2023	●							●			$$	Downtown Leadership Committee, Gunnison Vibrancy Initiative partners, business community
7.56	Improve wayfinding signage along Main Street.	2020-2023						●	●	●			$$	Public Works Department
7.57	Install gateway signs at the intersection of Main Street and Tomichi.	2020-2023	●					●		●			$$	Public Works Department
7.58	Acquire and assemble parcels within the downtown central business district area as opportunities present themselves.	2020-2023	●							●			$$$	Private developers
7.59	Continue to offer the City's Economic Development Grant.	2020-2023								●			$$	
7.60	Develop corridor commercial areas while maintaining safe flow of traffic.	2020-2023						●		●			$$	
7.61	Manage access to sites along local commercial corridors and minimize conflict points through access best practices.	2020-2023						●		●			$$	Private developers
7.62	Promote regional retail and services in the northern area of Highway 135.	2020-2023								●			$$	Community Development, private developers
7.63	Activate and develop Gunnison's industrial areas, especially along 11th Street.	2020-2023	●							●			$$	Private developers
7.64	Encourage the use of quality, energy-efficient outdoor lighting.	2020-2023	●				●			●			$	Public Works Department, private developers
7.65	Adopt a dark skies ordinance to supplement Section 4.9: Outdoor Lighting of the LDC.	2020-2023	●				●			●			$	Public Works Department

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Chapter 7: Economic Prosperity, Commercial, and Industrial Areas														
7.66	Provide business incubator spaces in proximity to the downtown.	2020-2023			✓					✓			$$	Western, ICELab, business community, Small Business Development Center Network (SBDC)
7.67	Promote ICELab as an entrepreneurial hub available to the public.	2020-2023			✓					✓			$	Western, ICELab, business community, SBDC
7.68	Work with local businesses to leverage and foster sustainability and green infrastructure projects.	2020-2023					✓			✓			$$	Business community
7.69	Provide information and technical assistance to local businesses for green retrofit initiatives.	2020-2023					✓			✓			$	Business community
7.70	Establish a grant fund to support sustainability initiatives by local businesses.	2020-2023					✓			✓			$$	Business community
Goal 5: By 2030, the City will have retained 90 percent of its existing community retail businesses compared to 2020.														
7.70	Inventory existing businesses to define a baseline.	2020-2023								✓			$	Finance Department, Chamber of Commerce
7.71	Identify and implement the top three actions based on feedback from the business community to support existing businesses every two years.	2020-2023								✓			$	Business community
7.72	Focus City grant dollars to support growth of existing businesses.	2020-2023								✓			$$	Business community
7.73	Work with the ICELab and SBDC to implement training and educational programs to support existing businesses.	2020-2023			✓					✓			$$	ICELab, SBDC

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Chapter 08: Transportation														
Goal 1: By 2030, develop and maintain an integrated multi-modal transportation system that is accessible, affordable, safe, sustainable, and efficient, as verified by city survey.														
8.1	Reduce speed limits from 30 MPH to 25 MPH on all City regulated streets.	2020-2023						●					$	Police Department
8.2	Work with CDOT to reduce the speed limit to 30 MPH or 25 MPH within the central business district area.	2020-2023						●					$	CDOT
8.3	Extend the 25 MPH speed limit to the north along Highway 135 as pedestrian volumes increase in the future.	2020-2023						●					$	CDOT
8.4	Consider implementing traffic calming measures where appropriate.	2020-2023						●					$$$	CDOT
8.5	Install bulb-outs out at the appropriate locations identified in Chapter 07: Transportation and Infrastructure.	2020-2023						●					$$$	CDOT
8.6	Create intersection bulbs at the Tomichi and Main intersection.	2020-2023						●					$$$	CDOT
8.7	Pull stop bars back from the Tomichi and Main intersection.	2020-2023						●					$$	CDOT
8.8	Lower speeds of Highway 50 and State Highway 135 approaching the Tomichi and Main intersection.	2020-2023						●					$	CDOT
8.9	Update signal equipment at the Tomichi and Main intersection.	2024-2027						●					$$$	CDOT
8.10	Provide overhead street name signage at the Tomichi and Main intersection.	2020-2023						●					$$	CDOT
8.11	Ensure future construction of surface parking areas with storm drains are minimal in the West Gunnison and the Gunnison Rising area.	2020-2023						●					$	Private developers
8.12	Update the City's 2012 Stormwater Management Manual and fully incorporate surface lot BPMs into the LDC.	2020-2023						●			●		$	Colorado Department of Public Health and Environment (CDPHE) - Water Quality Control Division, City of Gunnison Public Works Department
8.13	Reduce the amount of impervious area by minimizing the dimensions of parking lot spaces, decreasing the required number of parking spaces, and encouraging shared parking as appropriate.	2024-2027					●	●					$	Private developers
8.14	Continue to allow a reduction of up to 25 percent of required parking for shared parking facilities.	2020-2023						●					$	Private developers
8.15	Maintain the LDC maximum parking requirement, where no use shall provide more than 110 percent of the required parking.	2020-2023						●					$	Private developers
8.16	Use bioretention areas and bioswales, alternative pavement material, and landscape and design treatments in parking lots.	2020-2023	●				●				●		$$	Private developers
8.17	Work with CDOT to provide access control within the Tomichi Curve.	2024-2027						●					$$$	CDOT

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Chapter 08: Transportation														
8.18	Consider installation of advisory speed signage, radar speed signage, wayfinding signage, additional pavement markings, and additional traffic signal heads at New York Avenue.	2024-2027						●					$$	CDOT
8.19	Restripe Spencer Avenue between 11th Street and Spruce Street.	2020-2023						●					$$	
8.20	Slow down the approach from the southwest as traffic enters City limits at Bidwell and Rio Grande Intersections on Highway 50.	2020-2023						●					$	CDOT
8.21	Extend Bidwell Avenue to west across Highway 50 to develop a new connection to West Gunnison.	2024-2027						●					$$$	CDOT
8.22	Construct a traffic signal at the Rio Grande and Highway 50 intersection.	2020-2023						●					$$	CDOT
8.23	Consider restricting access to the frontage roads and/or closing portions of the frontage roads along Highway 50.	2020-2023						●					$$$	CDOT
8.24	Design for Gunnison Valley RTA buses to ensure feasibility in future route planning.	2020-2023						●					$$	CDOT
8.25	In collaboration with the CDOT, improve the timing at signalized intersections in the downtown.	2020-2023						●					$$	CDOT
8.26	Reduce the total amount of area dedicated to surface lot parking within the CBD area.	2028-2030	●				●	●					$	Private developers
8.27	Develop a comprehensive parking strategy that addresses the long-term parking needs for the downtown.	2020-2023						●					$	
8.28	Provide an RTA dispatch and information center, a waiting area, and restrooms at the future transit hub should.	2024-2027						●					$$$	RTA
8.29	Create an attractive environment from the street at the future transit hub with community amenities including outdoor waiting areas and landscaping.	2024-2027						●					$$	RTA
8.30	Make space available at the future transit hub for staging senior buses and for future fixed routes serving the City.	2024-2028						●					$$	RTA
8.31	Work with RTA to develop a full justification for the initial proposed site location and investigate alternative site locations, such as Gunnison-Crested Butte Airport, before the Spencer Avenue site is finalized.	2020-2023						●					$	RTA, Gunnison-Crested Butte Airport
8.32	Continue to participate in regional transit planning efforts along with the Gunnison Valley RTA, CDOT, Gunnison County, Crested Butte/Mt. Crested Butte, and other regional jurisdictions.	2020-2023						●					$	RTA, CDOT, County, Gunnison-Crested Butte Airport
8.33	Consider new bus stops along State Highway 135 within the North Gateway Subarea as that area develops.	2024-2027						●					$$	CDOT
8.34	Work with CDOT to extend the Bustang bus route west to Montrose, creating transfers to and from the Durango to Gunnison Junction route in Montrose.	2020-2023						●					$$	CDOT

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Chapter 08: Transportation														
8.35	Continue to work with Gunnison Valley RTA to expand bus routes to the south-west side of the City.	2020-2023						✓					$$$	RTA
8.36	Incorporate elements that support transit services in roadway designs as road-ways are improved.	2020-2023						✓					$$$	CDOT, RTA
8.37	Implement recommendations in Gunnison Vibrancy Initiative related to inter-sections and pedestrian safety in the Central Business District.	2020-2023						✓					$$$	Public Works Department
8.38	Collaborate with CDOT to create a Strategic Transportation Access Control Plan (TACP) for entire city to access highway systems.	2020-2023						✓					$$$	Public Works, Community Development Gunnison County, and CDOT
8.39	Develop 11th Street as the priority airport corridor and create a streetscape plan for 11th to implement this gateway to the County airport.	2020-2023						✓					$$$	Community Development, Public Works Department, Gunnison County, Gunnison-Crested Butte Airport
8.40	Develop funding sources for an 11st Street corridor development for the Airport Gateway.	2020-2023						✓					$	Community Development
8.41	Implement the Pavement and Condition Analysis Plan, which provides a long-term maintenance repair plan for all City roads, and update it every seven years.	2020-2030						✓					$	Public Works Department
8.42	Research and secure a location for a publicly run asphalt batch.	2020-2030						✓					$$	Public Works Department, Community Development
8.43	Create a publicly run asphalt batch to cost effectively address asphalt projects in the future.	2020-2030						✓					$$$	Public Works Department
8.44	Research locations to place additional electric vehicle charging stations.	2020-2030						✓					$	Public Works Department, Community Development
Goal 2: By 2030, develop infrastructure along prioritized arterial routes to provide seamless access for non-motorized users to access other transit options and anchor institutions.														
8.45	Further define Rio Grande Avenue as a key bikeway.	2020-2023					✓	✓	✓				$$	CDOT
8.46	Incorporate multimodal streets in planning and design processes as develop-ment occurs, especially in the growth areas including West Gunnison, Gunnison Rising, and North Gateway Subarea.	2020-2023					✓	✓	✓				$$$	CDOT
8.47	Use flexible lane widths to create more space for bicycle lanes and wider sidewalks.	2020-2023					✓	✓	✓				$$$	CDOT
8.48	Construct sidewalks and trails as improvements are made along roadway corridors.	2020-2023					✓	✓	✓				$$$	CDOT
8.49	Include bike lanes on arterial and collector streets.	2020-2023					✓	✓	✓				$$	CDOT
8.5	Stripe continuous bike lanes along Ohio Avenue.	2020-2023					✓	✓	✓				$$	CDOT
8.51	Remove and replace discontinuous bike lane striping along Virginia Avenue.	2020-2024					✓	✓	✓				$$	CDOT
8.52	Explore opportunities to integrate bike lanes along Georgia Avenue.	2020-2025					✓	✓	✓				$$	CDOT

	Action	Priority	Community Character and Identity	Affordable Housing	Western Colorado University	Broadband and Telecommunications	Environmental Sustainability	Transportation and Mobility	Improved Connectivity	Economic Prosperity	Infrastructure	Assets	Potential Cost	Potential Partnerships
Chapter 08: Transportation														
8.53	Provide enclosed bike box storage at bus stops to protect bikes from the elements.	2020-2026					✓	✓	✓				$$	CDOT
8.54	Update and continue to implement the City's Non-Motorized Transportation Plan.	2021 - 2030						✓					$$$	City Engineer, Community Development
8.55	Review and revise Section 4 of the City's Land Development Code to support accessibility and mobility for multi-modal transportation on all streets.	2020					✓	✓	✓				$	Community Development
8.56	Implement recommendations in Gunnison Vibrancy Initiative related to intersections and pedestrian safety in the Central Business District.	2020-2030						✓					$$$	Public Works Department
Goal 3: By 2020, improve park and ride transit to and from the city and nearby communities.														
8.57	Evaluate the preferred RTA location as well as alternative locations, with direction from City Council.	2020-2025						✓					$	RTA, Public Works Department, Community Development
8.58	Evaluate a circulator transit route around Gunnison and determine preferred route.	2020-2025						✓					$	RTA, Public Works Department, Community Development
8.59	Develop a physical plan for a transit center at the desired location.	2020-2030						✓					$$	RTA, Public Works Department, Community Development
8.60	Develop funding sources for a transit center.	2020-2030						✓					$	RTA

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Chapter 09: Environment, Open Space, and Natural Areas														
Goal 1: Through progressive community surveys, the community will state that Gunnison is cultivating a healthy and sustainable community by protecting the environment and leveraging unique natural resources.														
9.1	Annually, review with the Parks and Recreation Advisory Committee any issues or needs to update applicable park and trail plans or address capital maintenance issues with park facilities and grounds.	2020-2023	✓				✓					✓	$	Parks and Recreation Department, Parks and Recreation Advisory Committee
9.2	Particularly with future growth, ensure all residents are within a 10-minute walk of a public park that can be easily accessed by foot or bike.	2020-2023	✓				✓					✓	$	Parks and Recreation Department
9.3	Identify new ways to activate Gunnison's parks such as through programming community events and activities.	2020-2023	✓				✓					✓	$	Parks and Recreation Department
9.4	Review existing programs to ensure they are still of interest to residents and replace any that are not well attended.	2020-2023	✓				✓					✓	$	Parks and Recreation Department
9.5	Develop trails, pathways, and dedicated routes to provide pedestrian and bicycle mobility between parks.	2024-2027	✓				✓		✓			✓	$$$	Parks and Recreation Department, Gunnison Trails
9.6	Conduct annual community-wide surveys to identify program and park improvement wants and needs of residents.	2020-2023	✓				✓					✓	$	Parks and Recreation Department
9.7	The City should continue to work with the Department to ensure the Gunnison Recreation Center continues to meet the needs of Gunnison's growing population and identify necessary improvements over time.	2020-2023	✓				✓					✓	$	Parks and Recreation Department
9.8	Continue to work with the operators of each natural area to ensure environmental conservation and improve access.	2020-2023	✓				✓					✓	$	Van Tuyl Ranch, City Mountain Park, Hartman Rocks, Cranor Ski Hill, Gunnison Whitewater Park
9.9	Continue to take steps to preserve open space and natural areas that are important to the community's distinct landscape.	2020-2023	✓				✓					✓	$$	BLM, Parks and Recreation Department, Gunnison County, Gunnison Trails, Colorado Department of Natural Resources
9.10	Preserve gateway open space on the east side of the City and conserve new open space as part of the development plan for Gunnison Rising.	2020-2023	✓				✓					✓	$	BLM, Parks and Recreation Department, Gunnison County, Gunnison Trails, Colorado Department of Natural Resources private developers
9.11	Incorporate improved open spaces and new parks as growth occurs.	2020-2023	✓				✓					✓	$	BLM, Parks and Recreation Department, Gunnison County, Gunnison Trails, Colorado Department of Natural Resources
9.12	Consider the development of a river park extending from Almont to Shady Island and Gunnison Whitewater Park that connects to the City's public parks near the Gunnison River.	2028-2030	✓				✓					✓	$$$	BLM, Parks and Recreation Department, Gunnison County, Gunnison Trails, Colorado Department of Natural Resources
9.13	Promote higher density development and direct investment to the City's downtown and central business district to reduce the loss of peripheral open space.	2020-2023	✓				✓			✓		✓	$	Private developers
9.14	Coordinate with the Colorado Department of Natural Resources to identify environmentally sensitive areas that should be preserved as open space and protected from encroachment by development.	2020-2023	✓				✓					✓	$	Colorado Department of Natural Resources
9.15	Encourage the conservation and dedication of open space in future residential growth, including methods like cluster development.	2020-2023	✓				✓					✓	$	GVHRA, private developers

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Chapter 09: Environment, Open Space, and Natural Areas														
9.16	Consider updates to the zoning code to provide regulatory incentives for developers who integrate open space conservation within site design.	2020-2023	✓				✓					✓	$	
9.17	Consider reserving a portion of Gunnison Rising for a future state park or open space area that complements new development.	2020-2023	✓				✓					✓	$	Colorado Department of Natural Resources, Colorado Parks and Wildlife
9.18	Continue to ensure future development does not occur on the Van Tuyl Ranch.	2020-2023	✓				✓					✓	$	
9.19	Restrict surrounding uses that may hinder the natural experience of the Van Tuyl Ranch, such as uses with high visual and noise impacts.	2020-2023	✓				✓					✓	$	Private developers
9.20	Further celebrate the agricultural heritage of the Ranch and create an engaging experience for park users by providing informational signs about the history of the property.	2020-2023	✓				✓					✓	$$	Parks and Recreation Department
9.21	Continue to support agricultural production on the Ranch and monitor needs for trail enhancements as a primary gateway to BLM public lands.	2020-2023	✓				✓					✓	$	Gunnison Trails
9.22	Develop questions to address this goal to be included in future community surveys to create a baseline to measure progress on this goal.	2020-2023	✓				✓					✓	$	Community Development
9.23	Based on community feedback, develop a Sustainability Plan which would incorporate the carbon reduction plan, specific strategies to achieve solid waste goals, and improve water efficiency.	2020-2023	✓				✓					✓	$$	Public Works Department, Parks and Recreation Department, Colorado Department of Natural Resources
9.24	Research and identify grants to support energy efficiency and encourage the use of renewable energy with new housing.	2020-2023		✓			✓						$	Community Development
9.25	Research other housing standards to encourage in Gunnison, and consider requiring improved energy efficiency, use of passive solar, and use of renewable energy in new homes.	2020-2023		✓			✓						$	Community Development
Goal 2: By 2025, reduce waste delivered to the landfill by 20 percent.														
9.26	Utilize the new Wastewater Treatment Plant (WWTP) to eliminate waste products, utilizing organic waste in the WWTP process at a rate of 0.3 tons per day.	2020-2023					✓						$$	WWTP
9.27	Develop strategies in the Sustainability Plan (see Action 9.23) to reduce waste to the landfill by 25 percent.	2020-2023					✓						$$	
Goal 3: By 2030, provide for a growing population without a net-increase in water consumption.														
9.28	Develop a water management plan as part of an overall Sustainability Plan (see Action 9.23) that considers future trends in climate change to create a resilient water supply for the City of Gunnison which achieves this goal.	2020-2023					✓						$$	Public Works Department, Upper Gunnison River Water Conservancy District, and Sonoran Institute Growing Smart Working Group
9.29	Continue to implement the leak detection program to reduce water loss in the City's system.	2020-2023					✓						$$	Public Works Department

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Chapter 09: Environment, Open Space, and Natural Areas														
9.30	Encourage the continued use of ditch water for irrigation.	2020-2023					✓						$	Public Works Department
9.31	Produce treated water more efficiently with less energy consumption and waste of water by using the new Supervisory Control and Data Acquisition (SCADA) systems.	2020-2023					✓						$$	Public Works Department
Goal 4: By 2030, achieve a 20 percent reduction in aggregate greenhouse gas emissions from a 2012 baseline. Aggregate emissions are strategic and include energy use, transportation, and operations.														
9.32	Continue to seek further development of a comprehensive regional trail network connecting residents to parks, public lands, and outdoor recreational destinations throughout the County.	2020-2023					✓		✓			✓	$$$	BLM, Parks and Recreation Department, Gunnison County, Gunnison Trails, Colorado Department of Natural Resources, CDOT, ditch owners
9.33	Convert existing maintenance roads along irrigation canals into multi-use paths.	2020-2023					✓		✓			✓	$$$	Ditch owners
9.34	Continue to construct new trail connections that bridge gaps between existing trails and existing recreation areas, as outlined in the Non-Motorized Transportation Plan.	2020-2023					✓		✓			✓	$$$	BLM, Parks and Recreation Department, Gunnison County, Gunnison Trails, Colorado Department of Natural Resources, CDOT, ditch owners
9.35	Consider partnering with Crested Butte and the County to complete a bike trail or paved path extending from Gunnison to Crested Butte.	2024-2027					✓		✓			✓	$$$	Crested Butte, Gunnison County, Gunnison Trails
9.36	Develop trail connections through Van Tuyl Ranch for access to Bureau of Land Management public lands adjacent to Van Tuyl Ranch.	2024-2027					✓		✓			✓	$$$	BLM, Gunnison Trails
9.37	Leverage regional trail access as a major marketing tactic for new residents, businesses, and visitors.	2020-2030							✓			✓	$	
9.38	Provide wayfinding along all trails.	2020-2030							✓			✓	$$	BLM, Parks and Recreation Department, Gunnison County, Gunnison Trails, Colorado Department of Natural Resources, CDOT
9.39	Work with One Valley Leadership Council to develop a carbon action plan, integrate it into an overall sustainability plan, and begin implementation.	2024-2027					✓					✓	$$	One Valley Leadership Council
9.40	Ensure that by 2022, the City energy utility will be net zero in terms of carbon emissions.	2020-2023					✓					✓	$	Municipal Energy Agency of Nebraska (MEAN), City of Gunnison
9.41	By 2025, develop a high frequency south valley circulator bus service to help minimize transportation based GHG emissions.	2024-2027					✓	✓					$$$	RTA, CDOT
9.42	Incentivize local renewable energy projects by creating a net metering policy.	2020-2030					✓				✓	✓	$	City of Gunnison, MEAN
9.43	Work with partners to develop renewable energy projects starting with a proposed solar project at the airport.	2020-2030					✓				✓	✓	$$$	City of Gunnison, Gunnison County, WCU, DOLA

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Chapter 10: Community Facilities, Services, and Infrastructure														
Goal 1: Provide efficient, effective, and responsive services to Gunnison residents and visitors.														
10.1	Continue to maintain and update the City website and social media platforms and promote the E-Notify feature.	2020-2023	✓										$	
10.2	Explore alternative outreach methods for public engagement that increase levels of community input, such as technology-integrated strategies.	2020-2023	✓										$	
10.3	Continue to actively seek opportunities to involve its citizens in community improvement and beautification projects.	2020-2023	✓										$	
10.4	Heavily promote the availability of the iWorQ Service Request Application to the community.	2020-2023	✓										$	
10.5	Continue to implement the 2017 Facilities Management Plan by budgeting for critical City building improvements undertaking the specific capital maintenance and replacement projects.	2020-2023	✓								✓	✓	$$$	
10.6	Streamline and clarify the process of establishing new businesses and expanding existing businesses.	2020-2023								✓			$	Local business community
10.7	Work closely with ICELab to continue providing incubator and coworking spaces, helping small businesses accelerate their growth and foster an entrepreneurial environment within the community.	2020-2023								✓			$$	ICELab
10.8	Continue partnerships with Western Colorado University (Western) and the local business community.	2020-2023	✓		✓					✓			$	Western, ICELab, local business community
10.9	Collaborate with local news outlets, such as the Gunnison Times, to publicize new planning initiatives and important community issues.	2020-2023	✓										$	Gunnison Times
10.10	Heavily promote City planning initiatives and important community issues on social media platforms.	2020-2023	✓										$	
10.11	Ensure the Gunnison Valley Fire Department (GVFD) actively recruits volunteers or considers hiring fulltime paid firefighters as emergency call volumes increase with growth.	2024-2027										✓	$	GVFD
10.12	Ensure the GVFD reviews its job requirements and benefits to increase volunteer recruitment and retention and facilitate the firefighter training process.	2020-2023										✓	$	GVFD
10.13	Work with the GVFD to increase awareness of the Department within the community.	2020-2023										✓	$	GVFD
10.14	Work with the GVFD to increase departmental organization by enforcing stricter protocol for inspection documentation and the development of pre-incident plans.	2020-2023										✓	$	GVFD
10.15	Work with the GVFD to upgrade the fire station and consider constructing new stations in growth areas.	2020-2023										✓	$$	GVFD
10.16	Coordinate with the GVFD to determine deficiencies in water supply and distribution systems, especially as development occurs in Gunnison's growth areas.	2020-2023									✓	✓	$	GVFD

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	Chapter 10: Community Facilities, Services, and Infrastructure													
10.17	Work closely with the Gunnison Police Department as the City continues to expand to ensure staffing and facility needs are met.	2020-2023										●	$	Gunnison Police Department
10.18	Support the Gunnison Police Department in relocating the police headquarters to a larger site or expand its existing facility.	2020-2023										●	$	Gunnison Police Department
10.19	Support the Gunnison Police Department in starting new initiatives within the community that promote safety, community engagement, and good health.	2020-2023										●	$	Gunnison Police Department
10.20	Work with the Gunnison Police Department on the enforcement of parking regulations and cyclist and pedestrian violations.	2020-2023										●	$	Gunnison Police Department
10.21	Continue to support the Western Mountain Rescue Team (WMRT) as it provides safety and emergency services for Gunnison residents, visitors, and the region.	2020-2023										●	$	WMRT
10.22	Establish an intra-agency Green Team charged with advancing sustainability within the community.	2020-2023					●					●	$	Western Colorado University, Gunnison County, Gunnison Valley Rural Transportation Authority (RTA), business community, faith-based community
10.23	Hold regular Green Team meetings and discuss existing programs and new initiatives, develop resources for residents and businesses, and establish goals for sustainability within Gunnison.	2020-2023					●					●	$	Western Colorado University, Gunnison County, RTA, business community, faith-based community
10.24	Conduct community surveys with the Green Team to introduce City sustainability initiatives and create a tool to measure increases in resident awareness.	2020-2023					●					●	$	Western Colorado University, Gunnison County, RTA, business community, faith-based community
10.25	Work with the Green team to spread information online and through social media about opportunities to engage in sustainability practices.	2020-2023					●					●	$	Western Colorado University, Gunnison County, RTA, business community, faith-based community
10.26	Create programs and events for Gunnison residents to apply sustainable practices with the Green Team, such as recycling and compost programs, Park(ing) Day, and green block parties.	2020-2023					●					●	$	Western Colorado University, Gunnison County, RTA, business community, faith-based community
10.27	Continue to work with the Gunnison County Library District to ensure residents receive quality library services and the new public library can serve future demand with growth.	2020-2023										●	$	Gunnison County Library District
10.28	Facilitate partnerships between the Gunnison County Library District, Gunnison Watershed School District RE1-J, and Western to provide services that complement education and research.	2020-2023			●							●	$	Gunnison County Library District, Gunnison Watershed School District RE1-J, Western
10.29	Enhance access to the library by coordinating public transit stops at the facility with convenient stop times.	2020-2023						●				●	$$	RTA
10.30	Construct bike and pedestrian infrastructure that connects the library to key community destinations such as the downtown or Western.	2024-2027						●	●			●	$$$	CDOT
10.31	Provide a pickup/drop off area at the library for senior transportation.	2020-2023						●				●	$$	RTA
10.32	Support the GVRHA in its implementation of its Gunnison Valley Housing Plan, which was recently adopted in 2019.	2020-2023		●									$	GVRHA

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Chapter 10: Community Facilities, Services, and Infrastructure														
10.33	Seek opportunities to work with the GVRHA to increase affordable housing within Gunnison, such as identifying key development opportunities or policy changes	2020-2023		✓									$	GVRHA
10.34	Continue providing curbside recycling services and existing programs for hard to recycle items.	2020-2023					✓						$	Gunnison County Recycling Center, Gunnison County Landfill
10.35	Explore opportunities for new programs to increase recycling in the community, such as paint exchanges or electronic and clothing recycling stand at the Gunnison County Fairgrounds farmers market.	2020-2023					✓						$	Gunnison County Recycling Center, Gunnison County Landfill
10.36	Improve the City's recycling system by sending out educational pamphlets to residents and businesses and hosting informational sessions at schools on how to correctly recycle.	2020-2023					✓						$	Gunnison County Recycling Center, Gunnison County Landfill
10.37	Promote the recycling program to recruit more subscribers.	2020-2023					✓						$	Gunnison County Recycling Center, Gunnison County Landfill
10.38	Establish a multifamily housing assistance program to increase recycling/composting in higher density developments.	2020-2023					✓						$	Gunnison County Recycling Center, Gunnison County Landfill
10.39	Explore the development of an extensive City compost program.	2020-2023					✓						$	Gunnison County Recycling Center, Gunnison County Landfill
10.40	Place Sort It Out stations throughout the community, particularly within the downtown.	2020-2023					✓						$	Gunnison County Recycling Center, Gunnison County Landfill
10.41	Provide rentable waste stations for events and block parties or buyable bins for residential or business use.	2020-2023					✓						$	Gunnison County Recycling Center, Gunnison County Landfill
10.42	Require community events to be Zero Waste Events by providing sorted recycling and composting bins with educational signs and encourage the use of paper cups, plates, and straws.	2020-2023					✓						$	Gunnison County Recycling Center, Gunnison County Landfill
10.43	Partner with local vendors to use recyclable materials at their establishment and provide green recycling and reuse incentives for customers.	2020-2023					✓						$	Business community
10.44	Implement a city-wide Plastic Bag Ban initiative.	2020-2023					✓						$	Business community
10.45	Continue to work with the Gunnison Watershed School District RE1-J to address capacity needs and identify potential locations for new schools, particularly within growth areas.	2020-2023										✓	$	Gunnison Watershed School District RE1-J
10.46	Explore new partnership opportunities with the Gunnison Watershed School District RE1-J.	2020-2023										✓	$	Gunnison Watershed School District RE1-J
10.47	Continue to support Western as it undergoes facility improvements.	2020-2023			✓							✓	$	Western
10.48	Coordinate with Western to determine traffic mitigation strategies for Escalante Drive.	2024-2027			✓							✓	$	Western, CDOT
10.49	Work with Western to develop additional state-of-the-art incubator spaces within the downtown.	2020-2023			✓					✓		✓	$	Western, ICELab, business community

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Chapter 10: Community Facilities, Services, and Infrastructure														
10.50	Coordinate with Western and the RTA to explore increasing bus frequencies between the campus and the rest of the City or consider a new circulatory bus line within Gunnison that would increase access between the University and local community.	2020-2023			✓			✓					$$	Western, RTA
10.51	Instigate collaboration between the University, City of Gunnison, and GVRHA to find opportunities for affordable and quality university housing for both students and staff.	2020-2023		✓	✓								$	Western, GVRHA
10.52	Continue to work with Gunnison County to guide growth in a positive direction, including effective management of infrastructure and public services, the development of roadways and public transit, and address the deficiency in attainable housing for citizens.	2020-2023	✓	✓				✓	✓		✓	✓	$$$	Gunnison County, CDOT, RTA, Gunnison County Public Works Department
10.53	Seek opportunities for new events to activate the Fairgrounds as a community event space on days others than just Cattlemen's Days.	2020-2023										✓	$	Gunnison County
10.54	Work with the County's Public Works Department to designate a nearby site for overflow parking during Cattlemen's Days.	2020-2023						✓					$$	Gunnison County Public Works Department
10.55	Through coordination with the County, enhance the appearance of the Fairgrounds through perimeter landscaping and ensuring proper maintenance of the property.	2020-2023	✓									✓	$$	Gunnison County
10.56	Work with residents to find strategies to mitigate negative visual, noise, and traffic impacts of the Fairground as much as possible during large events.	2020-2023	✓									✓	$	Gunnison County
10.57	In coordination with RTA, if a new internal bus line is created, ensure that it stops close to the Gunnison County Department of Health and Human Services' facility as well as other key community facilities with convenient stop times.	2024-2027						✓				✓	$	RTA, Gunnison County Department of Health and Human Services
10.58	Work with the Department of Health and Human Services to make procedures for existing health and human services more efficient and accessible to lower income families.	2020-2023										✓	$	Department of Health and Human Services
10.59	Explore new options for programs that support the wellbeing of lower income families, such as health insurance, minimum wages, and childcare assistance.	2020-2023								✓		✓	$	Department of Health and Human Services
10.60	Spearhead collaboration between the Department of Health and Human Services, GVRHA, and City to develop new strategies to tackle the affordable housing issue in Gunnison.	2020-2023		✓								✓	$	Department of Health and Human Services, GVRHA
10.61	Act as a liaison between the community and Gunnison Valley Health hospital to ensure it remains responsive to the changing needs of residents.	2020-2023										✓	$	Gunnison Valley Health Hospital
10.62	Support the development of senior living communities within Gunnison to address the shortage of living options for senior citizens.	2020-2023		✓									$	GVRHA
10.63	Work with the Gunnison Valley Health Hospital to ensure emergency response coverage sufficiently serves the community and growth areas.	2020-2023										✓	$	Gunnison Valley Health Hospital
10.64	Support the Gunnison Valley Health Hospital in constructing a new urgent care facility as needed with an increasing population	2024-2027										✓	$	Gunnison Valley Health Hospital

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Chapter 10: Community Facilities, Services, and Infrastructure														
10.65	Continue to support the Center of Mental Health as an essential player in improving health and mental wellness within the community.	2020-2023										✓	$	Center of Mental Health
10.66	Explore opportunities to promote available services at the Center for Mental Health.	2020-2023										✓	$	Center of Mental Health
10.67	Maintain well system evaluations and maintenance by annually removing one well pump, inspecting and evaluating the well and downhole pumping equipment, rehabilitating the well, refurbishing and/or replacing the pumping equipment.	2020-2023									✓		$$$	City of Gunnison Public Works Department
10.68	Evaluate transmission line capacities and prepare a working model that can be used to evaluate future potential additional sources.	2020-2023									✓		$	City of Gunnison Public Works Department
10.69	Evaluate current and future potential regulatory issues that may impact the sources of supply and water operations for the City, current and future City wells and wellfields.	2020-2023									✓		$	City of Gunnison Public Works Department
10.70	Evaluate current potable treatment methods, techniques, and effectiveness and consider planning for additional treatment at wells and/or inside the distribution system.	2020-2023									✓		$	City of Gunnison Public Works Department
10.71	Plan for additional wells, surface diversions, and/or well fields to increase the system capacity to meet projected needs.	2024-2027									✓		$	City of Gunnison Public Works Department
10.72	Ensure preliminary design level engineering plans and a water study are provided for each development phase approval.	2020-2023									✓		$	City of Gunnison Public Works Department
10.73	Ensure any water system improvements outside the development are provided to the City for review and approval.	2020-2023									✓		$	City of Gunnison Public Works Department
10.74	As new developments are constructed within the City's service area, ensure the design and construction of new water mains and services comply with Section 600 of the City's Construction Standards.	2020-2023									✓		$	City of Gunnison Public Works Department
10.75	Ensure potable water mains are located within street rights-of-way whenever possible and with appropriate offsets from the curb and gutter.	2020-2023									✓		$	City of Gunnison Public Works Department
10.76	Ensure new developments provide adequate surface, subsurface, and road storm drainage facilities and appurtenances as required by the City's Stormwater Management Manual.	2020-2023									✓		$	Colorado Department of Public Health and Environment (CDPHE) - Water Quality Control Division, City of Gunnison Public Works Department, private developers
10.77	Ensure adequate detention and water quality facilities are provided in new developments.	2020-2023									✓		$	City of Gunnison Public Works Department, CDPHE, private developers
10.78	Ensure preliminary design level engineering plans and a drainage study are provided for each development phase approval.	2020-2023									✓		$	City of Gunnison Public Works Department, CDPHE, private developers
10.79	Ensure any stormwater drainage system improvements outside the development are provided to the City for review and approval.	2020-2023									✓		$	City of Gunnison Public Works Department, CDPHE, private developers

	Action	Priority	Community Character and Identity	Affordable Housing	Western Colorado University	Broadband and Telecommunications	Environmental Sustainability	Transportation and Mobility	Improved Connectivity	Economic Prosperity	Infrastructure	Assets	Potential Cost	Potential Partnerships
Chapter 10: Community Facilities, Services, and Infrastructure														
10.80	As new developments are constructed within the City, ensure the design and construction of new storm sewer and culverts comply with Section 700 of the City's Construction Standards.	2020-2023									✓		$	City of Gunnison Public Works Department, CDPHE, private developers
10.81	Use the hydraulic model as a diagnostic tool to assist with future updates to the City's Wastewater Master Plan.	2020-2023									✓		$	City of Gunnison Public Works Department
10.82	Refine the hydraulic model for the City's wastewater system further through a more comprehensive infiltration and inflow study and perform a more detailed investigation into manhole conditions and pipe types, slopes, and sizes.	2020-2023									✓		$$	City of Gunnison Public Works Department
10.83	Ensure that preliminary design level engineering plans and sanitary sewer study are provided for each development phase approval.	2020-2023									✓		$	City of Gunnison Public Works Department, private developers
10.84	Ensure any sanitary system improvements outside the development should are provided to the City for review and approval.	2020-2023									✓		$	City of Gunnison Public Works Department, private developers
10.85	Ensure preliminary engineering designs for the sanitary system are in conformance with requirements as defined in the City's Land Development Code.	2020-2023									✓		$	City of Gunnison Public Works Department, private developers
10.86	Ensure the design and construction of new sanitary sewer mains and services within the City's service area comply with Section 500 of the City's Construction Standards.	2020-2023									✓		$	City of Gunnison Public Works Department, private developers
10.87	Ensure preliminary design level engineering plans and an electric study are provided for each development phase approval.	2020-2023									✓		$	City of Gunnison Public Works Department, private developers, Western Area Power Administration (WAPA), Municipal Energy Agency of Nebraska (MEAN)
10.88	Ensure any electrical power distribution system improvements outside the development are provided to the City for review and approval.	2020-2023									✓		$	City of Gunnison Public Works Department, private developers, Western Area Power Administration (WAPA), Municipal Energy Agency of Nebraska (MEAN)
10.89	Burry all electrical lines where feasible.	2028-2030									✓		$$	City of Gunnison Public Works Department
10.90	Ensure construction of private utilities comply with appropriate sections of the City's Construction Standards as new developments are proposed within the City.	2020-2023									✓		$	City of Gunnison Public Works Department, private developers

WORKING DRAFT
STAFF REVIEW ONLY