



AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
MARCH 17, 2022
101 W. 8TH STREET
6:15 PM

The agenda is subject to *change, including the addition of items 24 hours in advance or the deletion of items at any time.*
The order and times of agenda items listed are approximate and intended as a guideline for the City Council.

ATTENTION: To ensure your written comments are included in the City Council packet, public comments must be received by 4 p.m. on the day before City Council meetings. Comments may be submitted to ryan.muse@cogs.us.
Written comments may be submitted after this deadline and will be shared via email to City Council but are not guaranteed to make it into the meeting packet. Submit comments at any time directly to City Council via email at citycouncil@cogs.us.

WORK SESSION

3:45	1. Agenda Review/Future Agendas	Information/Discussion
4:00	2. Rural Fire Board Joint Work Session	Information/Discussion
4:45	3. Energy Office Discussion on Performance Contracts	Information/Discussion

ZOOM INSTRUCTIONS

You are invited to a Zoom webinar.

When: Mar 17, 2022 06:15 PM Mountain Time (US and Canada)

Topic: 2022/03/17 Regular Council Meeting

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/88246292515>

Or One tap mobile :

US: +16699006833,,88246292515# or +12532158782,,88246292515#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799

Webinar ID: 882 4629 2515

International numbers available: <https://us02web.zoom.us/j/88246292515>

REGULAR SESSION

6:15	4. Roll Call	
	5. Pledge of Allegiance	
	6. Agenda Changes & Conflicts	
6:20	7. Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes)	
6:30	8. Council Comments	
6:40	9. Consent Agenda	Discussion and/or Action
	A. Joint School District/Youth Zone Contract for Youth Mental Health	
	B. Award 2021-30P 5 Year Electrical Work Plan to US Power Engineering, LLC (City Light and Power)	
	C. Ordinance 2022-12; Ward Redistricting, Second Reading	
	D. Ordinance 2022-07; Changes to Title 070 and 90 related to Public Art Funding Planning Item 57-21, Second Reading	
	E. Resolution 2022-12; Public Art Funding	
	F. Assignment and Assumption of the Whitewater Lease	

G. Resolution 2022-13; Great Outdoors Colorado Community Impact Grant for Sayre Park Improvements - Play for All Discussion and/or Action

H. Resolution 2022-14; Interim Electronic Participation Discussion and/or Action

ACTIONS AND/OR PRESENTATIONS

6:40 10. Victim's and Witnesses Assistance & Law Enforcement Board Appointment Discussion and/or Action

6:45 11. Volunteer Firefighter Pension Board Appointment Discussion and/or Action

6:50 12. Housing Commission Appointments Discussion and/or Action

6:55 13. Update on Emergency Evacuation Planning Information/Discussion

7:05 14. Request for Additional Funding for 27th Street Underpass Project Discussion and/or Action

7:35 15. Airport Decisions - Post Listening Session Discussion and/or Action

A. Should insulation be added to the tunnel under the airport runway to mitigate a hazardous differential icing condition? Discussion and/or Action

B. Should the runway be shifted to the north and the proposed tunnel removed to reduce the overall project costs? Or, should the Council adopt any one of the other four airport runway configurations? Discussion and/or Action

C. Should the City adopt and begin planning to remove obstructions in the take off and landing flight paths that were identified for the scenario where the runway shifts to the north and the tunnel is removed? Discussion and/or Action

D. Should the City evaluate any other runway configuration in an airspace analysis? Discussion and/or Action

8:40 16. Adoption of Pedestrian and Bicycle Improvements Plan (MOVE Study) Discussion and/or Action

9:10 17. Boards and Commissions Discussion (If Time Permits) Discussion and/or Action

9:40 18. Ordinance 2022-05; Amending Sections in Title 090 Public Lands, Second Reading (If Time Permits) Discussion and/or Action

9:50 19. Resolution 2022-10; Parks Rules and Regulations (If Time Permits) Discussion and/or Action

10:00 20. Resolution 2022-11; Cemetery Rules and Regulations (If Time Permits) Discussion and/or Action

10:10 21. Sopris View Project Update and Trail System (If Time Permits) Discussion and/or Action

10:40 22. Report from City Administration

A. City Manager

B. City Attorney

C. Correspondence Incoming/Outgoing

23. Adjournment

Work Session/Agenda Planning through April of 2023

City Council Meeting	Work Session Item	Agenda Item
March 17, 2022 (Purim ends in the evening of March 17)	Rural Fire Board (1 hour in the afternoon) Energy Improvements in City Buildings	Board and Commission Discussion Airport Decisions Sopris View Emergency Evacuation Planning Update
April 7, 2022 (Starts at 8:30 AM)	Electric Rates (1.5 hours in the morning) Franchise Management for Trash and Recycling (1.5 hours in the afternoon)	Affordable Housing Presentation
April 21, 2022 (Passover is 4/15-4/23 – Mayor Holiday)	Airport Commission Vale Board Housing Commission/RFQ Results for Affordable Housing Project Vehicular traffic optimization	Code Enforcement Philosophy
May 5, 2022 (Starts at 8:30 AM)	Water Use Reduction Solutions/Incentives (morning session) Arts and Culture Board South Canyon RFP/Parks and Rec	Ad Hoc Committee for Affordable Housing Recommendation Direction on Housing Commission/RFQ Results for Affordable Housing Project Buddy Program Presentation
May 19, 2022	Planning Commission Long Term Cemetery Planning	

	Downtown Design Standards and Retail Uses	
June 2, 2022 (Starts at 8:30 AM)	Historic Preservation Commission Financial Advisory Board BRT/local bus optimization (MOVE STUDY) Presentation	
June 16, 2022	Parks and Rec Board and Commission RFTA Construction Fill opportunities- Drive-In Theater, Outdoor Amphitheater, Sledding Hill Dog Park	BRT/local bus optimization (MOVE STUDY) Decision
July 7, 2022 (Starts at 8:30 AM)	Transportation Commission BRT/local bus optimization (MOVE STUDY) (45 Minutes)	
July 21, 2022	RICD Project Confluence (Confluence Park) Downtown Development Authority River Commission	
August 4, 2022 (Starts at 8:30 AM)	Budget Only	
August 18, 2022	Budget Only	
September 1, 2022(Starts at 8:30 AM)	Budget Only	
September 15, 2022	Budget Only	
October 6, 2022 (Starts at 8:30 AM)		Budget Hearing
October 20, 2022	Climate Plan Discussion	Budget Approval

November 3, 2022 (Starts at 8:30 AM)		
BOCC Joint Meeting		
November 17, 2022		
December 1, 2022 (Starts at 8:30 AM)	Housing Commission	
December 15, 2022		
January 5, 2023 (Starts at 8:30 AM)	Planning Commission	Comp Plan Adoption
January 19, 2023		
February 2, 2023 (Starts at 8:30 AM)	Arts and Culture Board	
February 16, 2023		
March 2, 2023 (Starts at 8:30 AM)	Financial Advisory Board	
March 16, 2023		
April 6, 2023 (Starts at 8:30 AM)	Airport Commission Vale Board	

Items to Schedule:

BRT- Adoption of Both Preferred Alternatives or a Single Alternative

Traffic Report and Recommendations * Includes recommendation to go to North - South couplet on 8th and 9th

Glenwood Springs Association of Realtors (Housing)

Work session on land fill expansion

Vehicular traffic optimization decision

Council Compensation

Sayre Park Future Phases

Dog Leash Enforcement

Lone Pine Property

Encampment Cleanup/Solutions

Transient impacts to downtown/solutions

North Landing

Special Events

Art Center/Performing Arts Center

Fire Mitigation Strategies

Cardiff Schoolhouse Future



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Rural Fire Board Joint Work Session

Action Requested:

Department: Fire Department

Presented By: Yvette Gustad, Gary Tillotson

Strategic Goals: Ensure Public Safety

Background Info: The Rural Fire Board wishes to discuss the long term financial impacts of funding for the Fire Capital Fund. This is intended to be an on-going discussion.

Issues: NA

Fiscal Impact: Capital costs and employee costs are both increasing more quickly than revenue.

Legal Review: NA

Staff Recommendation: NA



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item:	Energy Office Discussion on Performance Contracts
Action Requested:	A performance contract can be issued to a municipality that guarantees a return on investment on certain energy-related upgrades. The Colorado Energy Office will present an overview of the program. This item will be brought back at the next agenda for Council consideration.
Department:	City Administration
Presented By:	Brian Smith
Strategic Goals:	Preserve and Improve Infrastructure
Background Info:	The City of GWS has not created an asset management plan to address failing 19 year old mechanical, electrical, plumbing, and lighting infrastructure within city owned buildings. Deferred maintenance will continue to perpetuate costly emergency fixes on roof top units, ice rink compressors, expensive obsolete lighting ballasts, high end pumps, failing windows, and outdated controllers. Capital Improvements funding for failing infrastructure management is provided by the State of Colorado Energy Office. Utilizing a Qualified Energy Service Company's (ESCO) facilitated by the Colorado Energy Office, the City of Glenwood Springs can effectively finance costly upgrades using energy savings as the funding mechanism. An audit will flush out the overall scope of what infrastructure would potentially see the most energy savings.
Issues:	The presentation will be provided at the work session.
Fiscal Impact:	At this point, there is no fiscal impact.
Legal Review:	
Staff Recommendation:	Authorize MOU with the Colorado State Energy Office in pursuit of an energy efficiency audit when it is brought back for approval.



COLORADO
Energy Office

MEMORANDUM OF UNDERSTANDING

between the CEO and FACILITY OWNER

Overview

One hallmark of success in the Colorado Energy Office's (CEO's) Energy Performance Contracting Program (EPC) is the support provided by one of CEO's EPC project consultants to each and every EPC project. A CEO EPC project consultant provides coaching and technical assistance to the Facility Owner every step of the way to ensure that the Colorado Energy Performance Contracting Program is a successful experience for all.

The EPC Program brochure describes Colorado's Standards for Success for the relationship between CEO and its clients and their energy service company. It also outlines the coaching and technical assistance provided Program participants **at no charge** throughout the life cycle of an EPC project. CEO does this to ensure a successful experience through what can be an involved technical, legal and financial process.

In addition, CEO offers standardized program contracts and processes and a pool of pre-qualified Energy Service Companies to make EPC projects even more approachable.

To benefit from this package of coaching and technical assistance, please:

1. Have the authorized signer from your state agency or local jurisdiction sign the following non-binding Memorandum of Understanding;
2. Complete the attached Facility Owner Information sheet; and
3. Return the paperwork to DeLynne Southern, Energy Performance Contracting Program Technical Specialist at delynne.southern@state.co.us or the address below. Should you have any questions or concerns, her direct phone number is 303.866.2391.

Best wishes for your venture into energy and cost savings!



MEMORANDUM OF UNDERSTANDING
between the COLORADO ENERGY OFFICE
and [FACILITY OWNER]

THIS MEMORANDUM OF UNDERSTANDING (“MOU”) is entered into by and between the STATE OF COLORADO (the “State”), acting by and through the Colorado Energy Office (the “CEO”), and City of Glenwood Springs (the “Facility Owner”). “Party” means the State, CEO or Facility Owner and “Parties” means both the State/CEO and the Facility Owner.

RECITALS

WHEREAS, in compliance with the State Procurement Code as set forth in section 24-101-101, *et seq.*, C.R.S. and any applicable public bidding requirements, the CEO issued a Request for Proposals (“RFP”) to energy service companies (“ESCOs”) to provide as needed energy performance contract services for its Energy Performance Contracting Program; and

WHEREAS, as a result of the RFP process, CEO maintains a list of pre-qualified ESCOs that are eligible for final selection by State agencies and local governments and/or municipalities to provide energy performance contracting services; and

WHEREAS, the purpose of this MOU is to provide the Facility Owner with access to the services and support of the CEO’s Energy Performance Contracting (“EPC”) Program; and

WHEREAS, in furtherance of the purpose of this MOU, the CEO is available to assist the Facility Owner with the development and implementation of EPC projects, as well as to encourage the Facility Owner to adhere to the guidelines of the EPC Program.

NOW, THEREFORE, for and in consideration of the mutual covenants and the representations and covenants contained herein, the parties hereto agree as follows:

- 1. Effective Date of MOU.** This MOU shall become effective upon the later date on which the Director or authorized designee of CEO, or the representative for the Facility Owner has signed it.
- 2. Term of MOU.** The Parties’ respective performances under this MOU shall commence on the Effective Date and shall expire one year from date of signature or at the end of the term of services contracted from a pre-qualified ESCO.
- 3. Responsibilities of the CEO and the EPC Program to Facility Owner.** The responsibilities of the CEO and the EPC Program include, but are not limited to:
 - a. Upon execution of this MOU, CEO will assign an EPC project consultant to provide advice and technical assistance throughout the lifecycle of Facility Owner’s project.
 - b. CEO will provide the Facility Owner with information on the CEO website regarding the pre-approved, pre-qualified list of ESCOs, which includes links to the ESCOs’ website for further information;
 - c. CEO will assist Facility Owner to procure the services of an ESCO from the pre-qualified list of approved ESCOs;

- d. CEO will assist the Facility Owner with technical guidance in order to develop and execute a Technical Energy Audit and Project Proposal Contract with a pre-qualified ESCO and also support the Facility Owner with any amendments thereof;
- e. CEO will provide technical guidance to the Facility Owner and attend on-site meetings between the Facility Owner and ESCO, as needed and subject to availability;
- f. CEO will assist the Facility Owner to develop and initiate an energy performance contract project;
- g. CEO will monitor project implementation for audits and for energy performance contract projects;
- h. CEO will facilitate the energy performance contract process to ensure commitments are met by both the ESCO and the Facility Owner;
- i. CEO will review Facility Owner's audits, proposals, calculations, contracts and measurement and verification reports;
- j. As required for school districts and requested by other public agencies, the CEO will complete a construction walk-through of project facilities prior to the "Notice of Substantial Completion" documents being finalized;
- k. If applicable, CEO will identify possible solutions to mediate any conflicts between the Facility Owner and the ESCO.

4. Responsibilities of the Facility Owner. The responsibilities of the Facility Owner include:

- a. By executing this MOU, Facility Owner agrees to program participation in CEO's EPC Program and engage the CEO for assistance in all stages of the EPC Program, including project development;
- b. Using a secondary selection process, Facility Owner agrees to select an ESCO from CEO's current pre-qualified list of ESCOs and which meets the requirements of Facility Owner's procurement rules, regulations and statutes (if applicable);
- c. Facility Owner will provide information as needed for the feasibility study/technical energy audit and any other project development activities;
- d. Facility Owner will review/approve the ESCO's proposals, designs and reports in a timely manner;
- e. Facility Owner agrees to execute CEO approved contracts with the ESCO;
- f. Facility Owner agrees to arrange for project financing, and with the assistance and advice of legal counsel, execute appropriate financing documents and EPC contract;
- g. Facility Owner agrees to provide project management;
- h. Facility Owner will endeavor to work with the pre-qualified ESCO to develop and refine project parameters and any other project development activities;
- i. Facility Owner will assign its staff, employees, representatives to the facility project team including operations, maintenance, financial and upper management personnel;
- j. Depending on the subject matter to be discussed, Facility Owner will ensure appropriate personnel attend project development meetings;

- k. Facility Owner will provide access to and escort ESCO, its subcontractors and CEO to buildings during mutually agreed-upon hours;
 - l. If Facility Owner is a school district, Facility Owner agrees to allow CEO to complete a construction walk-through of project facilities prior to the "Notice of Substantial Completion" documents being finalized;
 - l. During project reviews and any other reviews, Facility Owner will endeavor to address CEO's recommendations;
 - m. As requested by CEO and as needed, Facility Owner agrees to provide CEO with information regarding measurement and verification activities.
5. THIS MOU IS NOT INTENDED TO CREATE, NOR WILL THIS MOU BE CONSTRUED OR INTERPRETED AS CREATING A LEGALLY BINDING AND ENFORCEABLE CONTRACT BETWEEN THE PARTIES. IN THE EVENT EITHER PARTY FAILS TO FULLY COMPLY WITH THE PROVISIONS OF THIS MOU, THERE WILL BE NO LEGAL OR EQUITABLE REMEDIES AVAILABLE TO EITHER PARTY. THE SOLE REMEDY AVAILABLE TO THE PARTIES FOR FAILURE TO FULLY COMPLY WITH THE PROVISIONS OF THIS MOU IS TO TERMINATE THIS MOU. THE FACILITY OWNER ACKNOWLEDGES AND AGREES THAT CEO'S SERVICES MAY INCLUDE ADVICE AND RECOMMENDATIONS, BUT ALL DECISIONS IN CONNECTION WITH THE FACILITY OWNER'S EPC PROJECT SHALL BE THE SOLE RESPONSIBILITY OF THE FACILITY OWNER, ITS AGENTS AND CONTRACTORS.
6. **Signatures.** IN WITNESS WHEREOF, the Parties have executed this MOU as of the Effective Date.

STATE OF COLORADO , acting by and through the COLORADO ENERGY OFFICE		FACILITY OWNER:	
Will Toor, CEO Director	Date	Name: Title: ___ Yes! I have reviewed this MOU and accept CEO's free technical support for an EPC project. ___ No thank you. I have reviewed this MOU and decline CEO's free technical support for an EPC project.	Date
EPC Team Representative		Date	



FACILITY OWNER INFORMATION

To be completed by facility owner (for CEO use only)

Owner's representative

Name	Matt Kraemer
Title	Facilities Superintendent
Mailing address	101 8th Street Glenwood Springs, CO 81601
Email address	matt.kraemer@cogs.us
Direct office phone	(970) 384-6317
Cell phone	(970) 618-3055

Project information

Types of facilities to be assessed for energy savings:	1. Community Center 2. Ice Rink 3. Arts Center 4. City Hall 5. Airport 6. Fire Stations 7. Parks Building and Facilities 8. Parking Garage				
Have you selected an ESCO?	☐	Yes. Name:		☒ X	No
If yes, has procurement department validated selection?	☐	Yes.		☐	Not yet.

Please list any immediate needs you have related to your performance contract.



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Joint School District/Youth Zone Contract for Youth Mental Health

Action Requested: Approve the contract with the School District and Youth Zone for Youth Mental Health Services.

Department: City Administration

Presented By:

Strategic Goals: Protect and Preserve our Quality of Life

Background Info: City Council approved a joint proposal from YouthZone and the Roaring Fork School District to increase mental health services for youths at the February 3 agenda meeting. Funds for the approved proposal were included in the last budget amendment. The contract and proposal are included as attachments. Funds will be released to both the School District and Youthzone upon approval.

Issues: NA

Fiscal Impact: The proposal is now fully funded in the 2022 Budget.

Legal Review: Approved

Staff Recommendation: Approve the the contract with the School District and Youth Zone for Youth Mental Health Services.



**Positive Youth Development in the Roaring Fork Valley:
An integrated school- and community-based mental wellness plan for youth
2.23.22**

Goal:

Ensure every child in our community has access to evidence-based prevention, intervention and treatment/response to strengthen positive youth development and mental well being.

Opportunity for Glenwood Springs:

The Roaring Fork Schools requests \$260,000 in funding from the City of Glenwood Springs to stabilize funding, strengthen community engagement, bolster accountability and ensure aligned, integrated, evidence-based best practices for youth mental and behavioral health services. Funding will support implementation of this project - specifically, we will continue to staff a Hope Center mental/behavioral health therapist at Glenwood Springs Elementary School, .5FTE at Sopris Elementary School and .5FTE at Yampah High School for the remainder of the 21/22 school year and first semester of the 22/23 school year. Funding will also support a provider at Two River Community School and Riverview School in the first semester of the 22/23 school year. This investment will increase access for students and families to school-based mental and behavioral health services.

Implementation:

- Schools provide comprehensive health education, foster safe, inclusive environments; educate students and parents on risk and prevention measures; identify needs for targeted intervention and treatment; provide school-based counseling services and psychological/social work services for students with special needs.
- Community partners and schools collaborate to provide interventions such as individual and group counseling. Model requires staffing by RFSD (school counseling and mental health teams) and community partners (Hope Center).
- Community partners provide targeted or intensive treatment and response, such as therapy and counseling in schools and community-based clinics. Model requires staffing by community partners (Hope Center).
- All partners collect, manage, and monitor data and work toward common outcomes for positive youth development.
- Fiscal management through the Family Resource Center of the Roaring Fork Schools to ensure equitable allocation of services and resources across all schools and communities.

Impact:

Mental and behavioral wellness in youth leads to better decision making, stronger academic outcomes, and reduced substance use and abuse. Investment in comprehensive, integrated mental and behavioral wellness has the potential to lower youth substance use rates, to interrupt pathways to substance use and to strengthen healthy skill development. Positioning providers in the schools increases access, supports continuity of care and strengthens critical relationships between students, families, schools and community mental health providers.

Estimated Glenwood Springs-focused project budget:

- Approximately \$660,000/year to support community mental/behavioral health providers in each Glenwood Springs school and cover costs of ongoing training, support, and administrative/oversight costs.
- Current funding, \$240,000/year from School Health Professionals Grant for Hope Center providers at GSHS, GSMS and RVS (21/22 school year). Funding expires 6/23 and 6/22 (RVS) school year.

- This funding, \$260,000/year will sustain services at GSES, SES and Yampah High School in the 21/22 school year and Riverview School and Two Rivers Community School in the 22/23 school year.
- This contract is part of a broader proposal to support youth mental health in partnership with YouthZone. [Exhibit A](#) details that proposal.

Additional information:

- Please contact RFSD superintendent, Rob Stein or RFSD Chief of Student and Family Services, Anna Cole.
- rstein@rfschools.com
- acole@rfschools.com



Exhibit A
School- and community-based mental health services
Request for City of Glenwood Springs funding 1.3.22

In 2021, the City of Glenwood Springs provided \$120,000 to the Roaring Fork Schools to increase access to school-based mental health services for nearly 800 students at Glenwood Springs Elementary School and Sopris Elementary School. With that funding, Roaring Fork Schools contracted a mental health clinician from the Hope Center who is providing full time direct services to students in the schools. In just the first three months of the 21/22 school year, the Hope Center clinician working at SES and GSES funded by the city of Glenwood Springs worked with over 42 students, provided 175 socio-emotional check-ins, and facilitated 33 family sessions.

The City of Glenwood Springs also provided \$30,000 to YouthZone to support increasing services with Mental Health and Substance intervention and education in the City of Glenwood Springs. This funding came as YouthZone experienced heightened Mental Health and Substance Support needs in clients referred. During the 20/21 year, more than 71% of clients referred were in need of Mental Health and/or Substance Use support. With this funding, YouthZone subsidized the cost to serve 134 clients in Glenwood Springs. Since July of 2021, Youth Zone received 24 referrals from the Roaring Fork Schools (last school year, there was 1 referral from the RFSD).

The Roaring Fork Schools and Youth Zone have utilized funding to increase access to school-based (RFSD) and out of school mental health and substance support services (Youth Zone) for children and youth in Glenwood Springs. The City of Glenwood Springs' contributions are part of a much larger effort to ensure children, youth and families have access to mental health services.

Current staffing in the City of Glenwood Springs includes:

Glenwood Springs High School - 2 Hope Center mental health clinicians funded by Colorado Department of Education (CDE) School Health Professionals Grant and GSHS. *Funding sunsets June, 2023.*

Glenwood Springs Middle School - 1 Hope Center mental health clinician funded by Colorado Department of Education (CDE) School Health Professionals Grant and GSMS. *Funding sunsets June, 2023.*

Glenwood Springs Elementary and Sopris Elementary - 1 Hope Center mental health clinician funded by the City of Glenwood Springs. *Funding uncertain after 2021.*

Riverview School - 1 Hope Center mental health clinician funded by Colorado Department of Education (CDE) School Health Professionals Grant and RVS. *Funding sunsets June, 2023.*

Two River Community School - 1 Hope Center mental health clinician funded through grants, donations, fundraising and internal dollars. *Funding uncertain after June, 2022.*

Yampah Mountain High School - .5 Mind Springs mental health clinician funded by the City of Glenwood Springs. *Funding uncertain after 2021.*

YouthZone Glenwood Springs Youth Advocate - 1 Youth Advocate dedicated to the City of Glenwood Springs funded by YouthZone through grants, donations and fundraising .

Outcomes for these investments are significant. Community mental health providers in the schools have stabilized schools' crisis response to suicide and threat, provided collaborative consultation for school-based mental health teams and most importantly, provided direct services to hundreds of students. With partners like the Hope Center, schools are supported by an experienced organization with the capacity to provide clinical support, expertise and supervision for their mental health professionals - something our schools (experts in education) are not as good at. Mental and behavioral wellness for youth leads to better decision making,

stronger academic outcomes, and reduced substance use and abuse. Investment in comprehensive, integrated mental and behavioral wellness has the potential to lower youth substance use rates, to interrupt pathways to substance use and to strengthen healthy skill development. Positioning providers in the schools increases access, supports continuity of care and strengthens critical relationships between students, families, schools and community mental health providers.

Community-based mental health providers at YouthZone provide additional levels of support for families and youth outside of schools. Intervention at YouthZone is designed to be more long-term and to provide more wrap around support for those whose needs are best met by non-school-based providers. Services are wide-ranging and include assessment, advocacy, mental health and substance use support, counseling, parent education, life skills groups and more. Additionally, YouthZone works to reduce barriers for youth and families in need by providing flexible and timely scheduling, fee waivers and scholarships, translation and interpretation, and meeting places up and down the Roaring Fork Valley.

In this request, Roaring Fork Schools and YouthZone seek to increase funding from the City of Glenwood Springs to stabilize existing services (especially at GSES, SES, Yampah and Two Rivers Community School) and increase community-based services by staffing an additional mental health provider at YouthZone dedicated to serving youth and families in Glenwood Springs.

Glenwood Springs project budget:

\$260,000 to sustain mental health providers at Two Rivers, Yampah, GSES, SES and Riverview School.

\$75,000 to staff a mental health provider at YouthZone dedicated to youth and families in Glenwood Springs.

\$335,000 Total Request

Additional information:

- Please contact RFSD chief student and family services, Anna Cole, acole@rfschools.com or YouthZone executive director, Jami Hayes, jhayes@youthzone.com



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item:	Award 2021-30P 5 Year Electrical Work Plan to US Power Engineering, LLC (City Light and Power)
Action Requested:	Approval of Award 2021-30P for the 5-Year Electrical Work Plan to US Power Engineering, LLC (City Light and Power) in the amount of \$48,313.
Department:	Public Works
Presented By:	Matthew Langhorst
Strategic Goals:	Preserve and Improve Infrastructure
Background Info:	The City of Glenwood Springs Electric Department hires a consultant every five years to complete a system wide review. This review includes looking at normal operating loads, emergency loads, substation capacities, tie line capacities, and providing the city with an updated electric system model that we can use for development planning, maintenance and system upgrade planning. This year the city sent out an RFP and received 8 proposals for the project scope. Staff reviewed the proposals and narrowed down the group to the top 3. Staff interviewed each company via Teams or in person and made a unanimous decision to select City Light and Power as our consultant. City Light and Power has an engineering group within the main company umbrella that is called US Power Engineering, LLC, with which we will be contracting directly. The 2022 budget included funds for this work to be completed with the Professional Services line item.
Issues:	None at this time.
Fiscal Impact:	The budget for this work falls within the \$100,000 Professional Services line item in the approved 2022 Electric Fund budget.
Legal Review:	Legal has reviewed the attached agreement.
Staff Recommendation:	Staff is Recommending Approval of Award 2021-30P for the 5-Year Electrical Work Plan to US Power Engineering, LLC (City Light and Power) in the amount of \$48,313.

AGREEMENT FOR PROFESSIONAL SERVICES

This AGREEMENT FOR PROFESSIONAL SERVICES is made this ____ day of _____, 2022 between the CITY OF GLENWOOD SPRINGS, a home rule municipality under the laws of the State of Colorado ("City"), and US POWER ENGINEERING, LLC (a CLP Company), a Delaware Limited Liability Company ("Contractor").

WITNESSETH:

In consideration of the mutual covenants and agreements herein contained, the parties hereto agree as follows:

1. Scope of Agreement. Contractor agrees to prepare an Electrical System Distribution Planning and 5-Year Work Plan (2023-2027), as more fully described on Exhibit **A** and Exhibit **B** attached hereto and incorporated herein.

2. Consideration. The City agrees to compensate Contractor for its fees and services in an amount not to exceed forty-eight thousand three hundred thirteen dollars (\$48,313). Contractor shall submit a bill for approval and payment on a monthly basis until completion of the services. Each bill shall contain a statement of the time that the Contractor's employees spent on the Project since the previous bill, a brief description of the services provided by each such employee, and an itemization of direct expenses actually incurred. Upon reasonable advance request, the City may inspect and copy Contractor's documentation of time and expenses.

3. Term. This Agreement shall be effective as of the date of its execution by both parties and shall continue until terminated due to completion of the services identified in Section 1 or pursuant to Section 14 of this Agreement. Contractor represents, covenants, and agrees that it will not undertake any obligations or make any commitments that will limit or prevent timely completion of this Agreement.

4. Agreement Subject to Appropriations. It is expressly understood and agreed that the City's performance of this Agreement is subject to appropriations being made by the City Council of the City of Glenwood Springs. In the event City Council fails to make or maintain sufficient appropriations to pay any costs incurred under this Agreement, the Agreement shall be terminated immediately.

5. Independent Contractor. Contractor is providing services independently and is not an employee of the City. Contractor shall not be entitled to any benefits provided to City employees. Contractor understands the difference in status between an independent contractor and an employee and acknowledges and stipulates that Contractor is neither eligible nor entitled to statutory or legal benefits or provisions of labor codes or other such similar statutes. The parties further agree that the City shall not withhold from Contractor unemployment insurance, social security or any other withholdings. Contractor agrees to be responsible for all such payments required by law.

a. Contractor acknowledges and agrees that it is not entitled to unemployment insurance benefits unless unemployment compensation is provided by Contractor or some other entity. Contractor also acknowledges and agrees to report all payments received from the City on his federal and state income tax returns and is obligated to pay any and all resulting federal and state income tax obligations. Contractor will indemnify the City for any such payments required but not paid.

b. Contractor acknowledges and agrees that it is not covered by the City's workers' compensation coverage and is not entitled to workers' compensation benefits. The City will be held harmless, and Contractor will indemnify the City for any liability arising out of or caused by Contractor's business and/or persons engaged in operations covered by this Agreement.

c. In making and performing this contract, Contractor acts and at all times shall act as an independent contractor and shall maintain operations that are separate and distinct from the City. Nothing contained in this Agreement shall be construed or applied as to create or imply the relationship of partners, joint adventurers, or of employer or employee between the parties hereto.

6. Employees and Subcontractors. The providing of professional services required under Section 1 of this Agreement shall be the responsibility of the Contractor. Contractor may employ or subcontract with additional persons to assist in the performance of this Agreement. Supervision and payment of any such persons shall be the sole and exclusive responsibility of Contractor.

7. Work By Illegal Aliens Prohibited. Pursuant to Section 8-17.5-101, C.R.S., *et. seq.*, as amended, Contractor warrants, represents, acknowledges, and agrees that:

7.1. Contractor does not knowingly employ or contract with an illegal alien.

7.2. Contractor shall not knowingly employ or contract with an illegal alien to perform work or enter into a contract with a subcontractor that fails to certify to Contractor that the subcontractor shall not knowingly employ or contract with an illegal alien who will perform work under this Agreement.

7.3. Contractor has participated in or attempted to participate in the basic pilot employment verification program created in Public Law 208, 104th Congress, as amended, and expanded in Public Law 156, 108th Congress, as amended, administered by the Department of Homeland Security (hereinafter, "E-Verify Program") in order to verify that Contractor does not employ illegal aliens. Contractor has confirmed the employment eligibility of all employees who are newly hired for employment to perform work under this Agreement through participation in the E-Verify Program.

7.4. Contractor shall not use E-Verify procedures to undertake pre-employment screening of job applicants while this Agreement is being performed.

7.5. If Contractor obtains actual knowledge that a subcontractor performing work under this Agreement knowingly employs or contracts with an illegal alien, Contractor shall be required to:

(a) notify the subcontractor and the City within three (3) days that Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and

(b) terminate the subcontract with the subcontractor if within three (3) days of receiving the notice required pursuant to this subparagraph the subcontractor does not stop employing or contracting with the illegal alien; except that Contractor shall not terminate the contract with the subcontractor if during such three (3) days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

7.6. Contractor shall comply with any reasonable request by the Colorado Department of Labor and Employment (“Department”) made in the course of an investigation that the Department is undertaking pursuant to the authority established in subsection 8-17.5-102(5), C.R.S.

7.7. If Contractor violates this Section, the City may terminate this Agreement for breach of contract. If this Agreement is so terminated, Contractor shall be liable for actual and consequential damages to the City arising out of said violation.

8. Standard of Care. The standard of care applicable to Contractor’s services will be the same degree of care, skill, and diligence employed by professionals performing the same or similar services. In case of any conflict between the interests of the City and any other entity, the Contractor shall fully and immediately disclose the issue to the City and shall take no action contrary to the City’s interests.

9. Indemnification. Contractor hereby covenants and agrees to indemnify, save, and hold harmless the City, its officers, employees, and agents from any and all liability, loss, costs, charges, obligations, expenses, attorneys’ fees, litigation, judgments, damages, and claims arising from or out of any negligent act or omission or other tortious conduct of Contractor, its officers, employees, or agents in the performance or nonperformance of its obligations under this Agreement.

10. Responsibilities. Contractor shall be responsible for all damages to persons or property caused by the Contractor, its agents, employees or sub-contractors, to the extent caused by its negligent acts, errors and omissions hereunder, and shall indemnify and hold harmless the City from any claims or actions brought against by reason thereof. Contractor’s obligation to indemnify the City as set forth in this Agreement shall survive the termination or expiration of this Agreement. Contractor or its insurer(s) shall pay all claims and losses of any nature whatsoever in connection therewith, and shall defend all suits, in the name of the City when applicable, and shall pay all costs and judgments which may issue thereon.

11. Insurance. Contractor agrees to provide proof of general liability insurance to the City, which names the City as an additional insured thereunder, with appropriate endorsements and with single limit liability coverage of at least One Million Dollars (\$1,000,000.00) and proof of professional liability insurance coverage of at least One Million Dollars (\$1,000,000.00) for each claim and aggregate limit. Contractor shall maintain this insurance for the term of this Agreement.

11.1 Insurance coverage requirements specified in this Agreement shall in no way lessen or limit the liability of the Contractor under the terms of Contractor’s indemnification obligation. Contractor shall obtain, at its own expense, any additional insurance that it deems necessary for the City’s protection.

11.2 It is understood and agreed, for the benefit of the City, that the following additional considerations shall apply to all coverage specified herein:

11.2.1 All coverage provided herein shall be primary and any insurance maintained by the City shall be considered excess.

11.2.2 The City shall have the right to verify or confirm, at any time, all coverage, information or representations contained herein, and the insured and its undersigned agent shall promptly and fully cooperate in any such audit the City may elect to undertake.

11.2.3 Advice of renewal is required.

11.3 It is understood and agreed that should any policy issued hereunder be cancelled or non-renewed before the expiration date thereof, or sustain a material change in coverage adverse to the City, the issuing company or its authorized agent shall give notice to the City in accordance with policy provisions.

12. Governmental Immunity. Nothing herein shall be interpreted as a waiver of governmental immunity, to which the City would otherwise be entitled under §24-10-101, et seq., C.R.S., as amended.

13. Termination. If at any time the City is dissatisfied with the services of Contractor for any reason whatsoever, the City may terminate this Agreement effective immediately upon the delivery of written notice to Contractor. In the event of any such termination, the City shall pay Contractor for services rendered to the date of termination. In the event of such termination, Contractor shall promptly deliver to the City all drawings, computer programs, computer input and output, plans, photographic images, analyses, tests, maps, surveys, and written materials of any kind generated in the performance of its services under this Agreement up to and including the date of termination.

14. Agreement Administration and Notice. For purposes of administering this Agreement, the City's Electric Superintendent and/or Public Works Director will represent the City in carrying out the purposes and intent of this Agreement. Any notices required to be given pursuant to this Agreement shall be delivered as follows:

To the City: City Manager
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

To the Contractor:

US Power Engineering, LLC
6312 S Fiddlers Green Cir
Suite 200E
Greenwood Village, CO 80111
Attn: Bill Simmons, President

15. Entire Agreement. This Agreement constitutes the entire agreement between the parties. The provisions of this Agreement may be amended at any time in writing and signed by both parties. The parties shall not be bound by any other agreements, either written or oral, except as set forth in this Agreement.

16. No Assignment. Neither party shall assign, sublet or transfer any interest in this Agreement without the written consent of the other.

17. Governing Law. The laws of the State of Colorado shall govern the validity, performance and enforcement of this Agreement. Venue for any action instituted pursuant to this Agreement shall lie in Garfield County, Colorado.

18. Authority. Each person signing this Agreement represents and warrants that said person is fully authorized to enter into and execute this Agreement and to bind the party it represents to the terms and conditions hereof.

19. No Third Party Beneficiaries. The parties intend no third party beneficiaries under this Agreement. Any person other than the City or Contractor receiving services or benefits under this Agreement is an incidental beneficiary only.

20. Attorneys' Fees. Should this Agreement become the subject of litigation between the City and Contractor, the prevailing party shall be entitled to recovery of all actual costs in connection therewith, including but not limited to attorneys' fees and expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands this _____ day of _____, 2022.

CITY OF GLENWOOD SPRINGS

ATTEST:

By: _____
Debra Figueroa, City Manager

Ryan Muse, City Clerk

CONTRACTOR: US Power Engineering, LLC

By: _____

Name: _____

Title: _____

**ENGINEERING SERVICES FOR ELECTRICAL SYSTEM
DISTRIBUTION PLANNING AND
5-YEAR WORK PLAN (2023 – 2027)**

REQUEST FOR PROPOSAL 2021-30P



PROPOSAL

BY:

CITY LIGHT & POWER, INC.

January 27, 2022



Proprietary

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GENERAL INFORMATION

COMPANY INFORMATION

City Light & Power, Inc. (CLP) is the successor company of Simmons Electrical Corporation (SEC), which was incorporated in 1977 and performed electrical engineering and construction projects throughout the western United States. From 1990 forward, the corporate focus has been to own, develop, engineer, upgrade, construct and maintain electrical distribution systems. CLP is an independent business that provides a full range of professional services including engineering, planning, design, system studies, consulting, asset management, construction, ownership, operation and maintenance (O&M) of electrical utility systems in electrical and energy sectors.

The CLP customer portfolio includes Department of Defense (DoD) Military Installations, Utilities, Cities, and Municipalities across the contiguous United States. Primary Services include infrastructure purchase, transition and start-up, O&M, renewals and replacements (R&R), electric system studies, capital improvement and system deficiency correction planning, systems design & engineering, geographical information system (GIS) assisted asset management, construction services, financing, emergency response, energy conservation, support and contingency.

Headquartered in Greenwood Village, CO CLP owns and operates electrical distribution systems at ten Military Installations under Utility Privatization (UP) contracts across the United States. Each of these Military Installations is comparable to a small to medium-sized city, which means CLP's combined system is comparable to a medium-sized electrical utility company. CLP-owned electrical systems include miles of transmission lines, 55+ substations, and vast amounts of distribution systems with voltage ranging from 5kV to 35kV.

CLP maintains a highly capable in-house Engineering department that provides all the engineering services and technical support to large-scale capital upgrades, renewal and replacements, system maintenance, and operations. In addition to supporting CLP's own systems, CLP Engineering also provides engineering services to various commercial, industrial, municipal, and utility customers.

Unlike traditional consulting firms, our engineers work together with system operators in the field on retrofits, upgrades, and/or new construction projects and know how to engineer solutions for operations and long-term maintenance that provide best value total ownership cost. Engineers at CLP get involved throughout the life cycle of a project from conception to completion; the same engineers that develop project concepts also lead or participate on project design, procurement support, construction support, commissioning, and extended O&M support. As a result, the CLP Engineering team is versatile and efficient in developing practical solutions that are high quality, operator friendly, cost effective, and long lasting. CLP Engineering is an attractive alternative to traditional engineering consulting firms, in particular for customers who are looking for field-hardened engineers that can provide real value-added engineering solutions. Following are the key capabilities of CLP's Engineering team:

- Project management - customer/stakeholder collaboration, scheduling, allocating resources, coordinating reviews of field work and providing guidelines for submittal packages, procurement, etc.
- Substation design engineering – site planning, studies and calculations, design and drafting, specifications, procurement support, construction support, testing, commissioning, training, and O&M support.
- Distribution systems design engineering – underground upgrades, overhead upgrades, control and relaying, automation, major retrofit upgrades, capital improvements, system deficiency corrections, etc.

- Capital improvement plans (CIPs) – assess the site-specific electrical system limitations/deficiencies, develop concept design for upgrade alternatives, outline technical scope of work, develop budgetary estimates, and present the CIPs to all stakeholders.
- System modeling – create or update electrical system models in Electrical Transient Analysis Program (ETAP), SKM Tools, ASPEN or similar software.
- System studies – load flow, short circuit, protective device coordination, arc-flash analysis, harmonic analysis, system improvement analysis, vulnerability assessments, power quality assessments, etc.
- Drawings and documentation – as-built drawing updates, project final documentation, GIS database updates, etc.
- Specifications – create and update major electrical component specifications tailored for specific projects.
- Protective relay programming and testing – relaying and protection scheme design, relay settings development, function testing, logic design, inputs/outputs assignment, communications, and automation.
- Automation systems – design and engineer automation schemes, communications architecture, automation controller logic, programming, HMI design, and SCADA systems.
- Field testing and commissioning – test plan development, field testing and commissioning of various upgrade projects or systems.
- Maintenance engineering – maintenance test plans, maintenance test results analysis and recommendations, field inspection report analysis, preventative maintenance plans development.
- Codes and Standards – keep up to date with industry standards and interpret/apply them for design, implementation, testing, and maintenance.
- Troubleshooting – fault event analysis, root cause analysis, equipment failure analysis and recommendations.
- Customer project reviews and design feedback – new facility service connections or upgrades
- New RFP support – project concept design, preliminary drawings, scope of work, technical site visits, technical proposal writeup, and engineering estimates.
- Reliability data analysis – outage tracking, reliability indices calculations, trend analysis, improvement projects development
- System planning – reliability, energy security, and resiliency planning for critical infrastructures.
- Energy engineering – renewable energy systems design, battery storage systems, microgrids, EV charging stations, and fleet electrification.
- Energy conservation measures (ECMs) – preliminary assessments (PA), investment grade audits (IGA), project scoping, cost and saving analysis, design, engineering, project management, and measurements and verifications (M&V).

EXPERIENCE AND QUALIFICATIONS OF THE FIRM/TEAM AND KEY PERSONNEL

PERFORMANCE TENURE

CLP has been performing engineering services since its inception; however, since 2012, CLP Engineering has completed the following activities that are directly applicable to the scope of services:

- Completed electrical system data gathering, electrical model development (using ETAP), load flow and voltage drop calculations, protective device coordination studies, and arc flash studies for

multiple military installations. The Installations are like cities in terms of their electrical distribution systems. They receive power from external utilities at transmission level voltages (ranging from 33kV to 115kV) or distribution level voltages (23kV and below) and typically have multiple substations within the fenced area that step down transmission level voltages to the distribution level (most commonly 12.47kV or 13.8kV). Each installation has a vast distribution system that serves residential, commercial, and industrial facilities. Load types range from basic single-family or duplex housing units to hospitals, data centers, airfields, large office spaces, and industrial complexes.

- Planned, designed, constructed, and commissioned more than twenty major capital improvement projects with costs ranging from \$1.2M to \$196M per project. Engineering scope included initial planning, environmental assessment support, detailed design, major material specifications, procurement support, construction support, modeling and studies, protective relaying, controls and automation design, field testing and commissioning, and operator training.
- Performed distribution system analysis and long-range planning recommendations and designs for multiple military installations. The basis of the recommendations included analyzing the existing system, both through modeling and studies as well as site inspections, discussing the system with operations personnel, forecasting load growth based on installation plans, and interfacing with the local utilities supporting the installations. The recommendations provided are wide ranging based on the key findings of the system and vary from minor modifications, such as updating relay settings for better coordination and/or changing normally open points, to major system improvements, such as a major 5kV to 15kV upgrade and adding new substations. All of the analysis, information, and recommendations were compiled into a final comprehensive report for each installation/system.
- Designed hundreds of miles of overhead and underground distribution infrastructure as part of capital upgrade projects and renewal and replacement projects throughout CLP's distribution systems. CLP's engineering team performs all electrical overhead and underground upgrades or replacements in-house. We maintain our own construction standards and can assist with developing new or maintaining existing design and construction standards.

PROJECT EXAMPLES

West Point - Electrical System Assessment, Modeling, and Master Plan

June 2018 – August 2019

The United States Military Academy (USMA), New York main campus area is similar to a city with complex underground electrical distribution systems. The USMA distribution systems consist of 6 substations with 37 feeders at 4.16kV, 13.2kV and 13.8kV. The USMA is over 200 years old, and many parts of the electrical utility system are outdated and in need of major improvements. Since CLP took ownership of the electrical distribution system in April 2018, CLP has performed a detailed inventory of the existing system assets, assessed system and equipment condition, identified gaps and developed an electrical distribution model for various analysis of system loading capability. As part of the initial system assessment and planning, CLP developed a master plan to establish a road map to address and correct existing deficiencies, future load growth, improve system resilience, and ensure energy security through future capital upgrade projects.

The CLP Engineering team completed field data collection, system modeling, coordination and arc-flash studies, energy consumption and load growth analysis, gap analysis, and infrastructure planning to develop the master plan. The development of the master plan also included existing infrastructure

condition assessments and a 10-year load growth projection. CLP provided complete engineering analysis for converting old infrastructure and power sources to new technology for energy resilience.

The recommendations and proposed projects to upgrade the campus distribution system included new and modern equipment with the capability of supporting the implementation of a microgrid. The microgrid concept planning includes infrastructure realignment, technology integration including an enhanced SCADA system with relaying and protection systems, distribution system automation, upgrading the steam plant with a combined heat and power plant to generate steam and electricity to support a future microgrid. The recommendations of the master plan at USMA have allowed all interested parties to visualize the steps needed to obtain the desired outcome and has resulted in multiple proposed and funded capital upgrade projects. The ability to work with all team members and engage stakeholders throughout the plan development allows key project decisions to be made quickly and easily, and the long-term outlook to also be realized.

Reference: Rachel Dass - (845) 938-0299, rachel.v.dass.civ@mail.mil

Aberdeen Proving Grounds - Electrical Distribution System Infrastructure Upgrade/Rebuild

August 2016 - June 2021

In 2012, CLP took ownership of electrical infrastructure at Aberdeen Proving Ground (APG), Maryland including all O&M under a 50-year term UP contract. As part of the UP program, CLP was tasked to assess existing system deficiencies and develop an infrastructure improvement plan that would address the deficiencies, accommodate future growth, and improve resilience on the 33kV and 13.8kV distribution systems. The distribution systems consist of two 33kV switching stations, six 33kV distribution feeders, four 33/13.8kV distribution substations, and (17) 13.8kV distribution feeders. There are approximately 1,662 customers serviced by both the 33kV and 13.8kV distribution systems ranging from small residences to large testing facilities. CLP spent the first two years of the contract assessing the existing infrastructure conditions, updating record drawings, building models, and performing system studies. The studies and assessments highlighted major deficiencies related to capacity, reliability, safety, and operability of the electrical system. CLP developed several upgrade options with cost versus benefit analysis and presented its findings to the Government for consideration. The final and approved option included replacing 80% of the existing electric infrastructure with newly designed and reconfigured infrastructure that addressed all the identified deficiencies, supported long-term future growth, allowed for a new CHP plant and approximately 5MW of solar PV to be interconnected and improved the overall resilience of the electrical distribution system. CLP worked with the Government and other contractors to successfully interconnect 7.5MW CHP plant and 5MW of solar generation to the distribution system.

CLP demonstrated its capabilities to analyze the system, provide recommendations and alternatives, and finally plan, execute, and complete this large-scale distribution system project and adhered to proposed schedules and budget for the upgrade project. APG is already experiencing significant reductions in the number and duration of unplanned utility outages.

Key Features:

- Detailed analysis of the existing system and providing recommendations and alternatives
- Distribution automation (fault location, isolation, and automatic system restoration scheme)
- Dedicated and cyber-secured fiber line communication backbone featuring software defined network (SDN) switches
- Advanced, distribution system-wide SCADA system
- Complete N-1 redundancy at every critical facility

- Increased reliability and resilience
- Integration of 7.5MW CHP plant and 5MW of Solar PV
- Ready for future integration of on-site energy resources (such as CHP, solar PV, and energy storage)
- Microgrid ready
- Real-time metering, monitoring, data gathering and storage, trending, power quality analysis, and data-driven smart planning

Reference: Randy Haas - (410) 306-2402, randy.m.haas.civ@army.mil

Joint Base Lewis-McChord - Electrical System Assessment, Modeling and Studies
7/1/2019 – 6/30/2021

Joint Base Lewis McChord (JBLM) is located near Tacoma, Washington and is similar to a small city with a complex 13.8kV overhead and underground electrical distribution system. CLP took ownership of the JBLM electrical distribution system in July of 2018 and performed a detailed inventory of the existing system assets, developed the GIS database, assessed system and equipment conditions, identified gaps, and developed an electrical distribution model in ETAP. The model was then utilized to perform protective device settings analysis, system protection coordination, load flow, short circuit, and arc flash studies.

CLP performed a system survey and assessment by walking down the distribution system assets and updating the GIS system database. Handheld tablets and GPS tracking were utilized to add/remove/modify the inventory and accurately locate components. CLP also obtained existing system one-lines, as-built data, drawings, and documented relay settings information, completing a comprehensive analysis of the KAFB distribution system. The information obtained in the system survey and assessment was then utilized to develop utility record drawings and build a computerized system model in ETAP.

Based on the site assessment and system model output, CLP provided recommended projects to address all deficiencies found. The recommendations included simply updating relay settings for better coordination to providing additional distribution feeder interconnections for redundancy. CLP provided conceptual details on where and how to interconnect the feeders including detailed maps of the concept. The compiled recommendations from the final report are now forming the basis for projects being further developed and funded for execution.

Reference: Royanna Jackson, PE - (253) 966-3282, royanna.e.jackson.civ@army.mil

PROJECT APPROACH

CLP understands that an engineering project requires clear goals, a specific timeline, adequate and qualified resources, a safety-conscious and detailed work plan, active quality control, and good project management to make any project successful. For the project specific scope of work, CLP will establish the following steps to make sure we are providing prompt service with highest quality and meet or exceed deadlines:

- a. Identify requirements – The project manager and lead engineer will discuss and clearly establish project specific requirements, document them, and communicate to the project team and the customer. This will include clear outline of scope of work, locations or systems, timeline, and deliverables.

- b. Establish communication channels – CLP desires to become an extension of the customers team and establish communication channels to support that vision. While CLP will fully execute the work, it is CLPs opinion that a fully engaged customer, to the extent they desire, will help to ensure the final deliverable provided by CLP is both useful and in alignment with the end user’s needs. CLP is open to direct communication between team players but is always conscious to ensure key team members both within CLP and the customer are included.
- c. Project kickoff – The project manager will schedule a project kickoff meeting to discuss project requirements, scope, goals, team involvement, customer engagement, project schedule, customer deliverables, and CLP deliverables.
- d. Technical work – The lead engineer will be responsible for tracking and resolving any request for information (RFI) related to the project work. The lead engineer will also task and oversee the supporting engineering team for the project.
- e. Customer Engagement and Reviews – The project manager and lead engineer will facilitate progress review meetings with the customer as needed and will coordinate the initial onsite kickoff and data gathering meeting. A review meeting of the initial recommendations, list of proposed projects with timeline, and the final City Council meeting presentation will also be coordinated by the project engineer. Engineers directly involved in the project specific work will participate in the review meetings and promptly address customer questions. CLP will address any input, feedback, comments, or discrepancies identified by the customer in timely manner to not impact the overall project timeline.
- f. Deliverables – The project manager and lead engineer will be responsible for initially establishing a clear list of deliverables and ensuring all the deliverables including model development, analysis findings, recommendations, proposed upgrade projects, the final report, and system maps are submitted on-time with the highest quality possible.

The CLP engineering team workload is flexible since we support our own systems like utility companies. We are flexible to schedule our engineering efforts as required to accommodate the City’s needs. If the City requests heavy engineering support at any given time, we can reprioritize our on-going projects and focus large resources to the City of Glenwood Springs team to address project deliverables in a timely manner.

SCOPE OF WORK

CLP Engineering is fully capable of supporting the City of Glenwood Springs by providing the services listed in the Scope of Work. For the proposed tasks based on the Scope of Work and addendum comments including the questions and answers, CLP intends to develop a new model of the electrical distribution system utilizing an industry standard software common to many consultants. The new model will allow the City of Glenwood to utilize the model in future planning and provide to consultants in the next system analysis. Creating a new model will also ensure the model is developed in accordance with the City’s latest GIS system. Should the city prefer that CLP utilize an existing database model, CLP would be willing to renegotiate the proposal by reducing the effort in building a new model.

Based on the Scope of Work from Section IV from the request for proposal, CLP will specifically execute the following items as understood by CLP.

1. CLP will review the existing Glenwood Springs Electric System load levels, circuit conductor sizes, capabilities, and overall system performance and provide the findings in a comprehensive report.
2. Per the RFP and Addendum 5, CLP will develop a new electrical model of the system using current GIS/AMI information and staff input. CLP will build the electrical model in the most current version of ETAP and it will be used for analyzing circuit capacity under normal and contingency operations. CLP has found ETAP to be the best overall system modeling tool for distribution systems as it can perform all the necessary functions while also maintaining a user-friendly interface.
3. CLP's system analysis will also include analyzing the five-year and 10-year load projections and will include any recommendations for needed system improvements. The final report provided will include current system data and analysis including historic load levels as well as the future projected load levels. A construction work plan detailing anticipated system improvements that will be necessary to maintain reliable service for the next five-year period from 2023 through 2027 will be included with the project recommendations. Additionally, a long-range analysis of system and high-level recommendations of potential system improvements will be provided to support the city through 2047.
4. CLP will provide five copies of a wall map (minimum of 24x36 color) of distribution system showing locations of recommended improvements for the 2023 through 2027 timeframe.
5. CLP has included a two-hour afternoon in-person work session meeting to kick off the project and perform data gathering with the staff. Additionally, CLP has included a face-to-face review of the preliminary recommendations to ensure the recommendations are in alignment and acceptable to the City of Glenwood Springs. After completion of the project, CLP has included a one-hour in person presentation at a Council Meeting to be held at the customers selected date.
6. CLP will provide electronic copies of all deliverables for the City's future use. The native files of the new model developed will allow the city to obtain substantial savings as future adjustments, plans, and outlook projects will be able to use the ETAP model and just provide updates as necessary.

PROJECT TIMELINE

Item #	Major Milestone	Start Date	Completion Date
1	Project Award Date	2/10/2022	
2	Project Start	2/11/2022	
3	Kickoff Meeting & Discussion	*2/15/2022	
4	Existing System GIS Assessment, Current System Load Levels & Load Projection Analysis	2/15/2022	2/25/2022
5	System Electrical Modeling	2/28/2022	4/8/2022
6	Load Flow Study (Load Levels, Circuit Conductor Size Analysis, System Capabilities, and System Performance)	4/11/2022	4/15/2022

Item #	Major Milestone	Start Date	Completion Date
7	Summarize Results & Recommended Future Construction Plan Solutions	4/16/2022	4/29/2022
8	Review Preliminary Results and Recommendations with The City of Glenwood Springs	*5/2/2022	
9	Final Report & Site Maps	5/3/2022	5/13/2022
10	City Council Briefing	*5/19/2022	

*Pending City of Glenwood Springs Confirmation

**Project Timeline assumes timely responses to requests for information required for model development and accurate system analysis.

VALUE ENGINEERING

CLP's Engineering Department is committed to provide sound, unbiased and quality engineering support to our customers throughout the United States. Our goal is to solve complex engineering problems through efficient, economical, and high-quality engineering services. With over a decade of experience in supporting electrical system upgrades, maintenance, and operations, we have learned that the best engineering solutions are those that are approved and adapted by field operators and provide safe and cost-effective O&M value for the long term. CLP Engineering's approach to technology integration includes rigorous market research, lab testing, field testing, field operator collaboration, and management education. The key to successful and sustainable technology integration requires standardization, training, and simplification. Standardizing electrical components, equipment, relays, controls, automation devices, communications, and SCADA platform allow for fewer spare parts, operator training and knowledge development, and more efficiently obtain engineering support when systems develop issues. Based on our experience, CLP recommends the following approach that can enhance quality of service to the City:

- Make system operators and field personnel an integral part of the project scope, development, and design process.
- Be flexible and adapt new technologies that improve safety, efficiency, and reliability; but ensure operators can comprehend and adapt to the technologies.
- Focus of standardization and simplification when developing project scopes and requirements.
- Encourage and incentivize value added engineering in all aspects of project execution
- Clearly identify scope, expectations, and deliverables at the onset of the project.

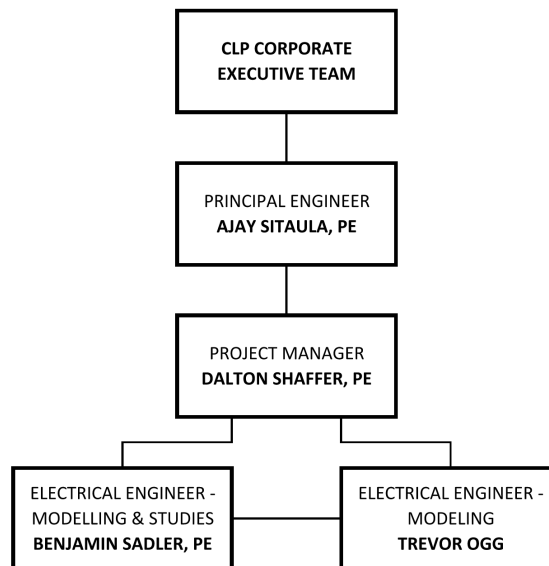
KEY PERSONNEL

In order to provide the best team for the City of Glenwood, CLP intends to staff the project with an engineering project manager (Dalton Shaffer) who is experienced in managing engineering projects and leading the engineering teams within CLP. The manager will be the key person for interfacing with the City and will ensure all deliverables are executed in a timely manner and will also provide the final technical review of all deliverables. In addition to the project manager, one lead engineer (Benjamin Sadler) with an extensive background in electrical distribution modeling and analysis will provide the key system reviews, recommendations, and execution of the project. A junior engineer (Trevor Ogg) who has spent many hours in building electrical system models will also support the project by providing model building

and development activities. Manager level oversight, quality assurance, and final report approval will be provided by the Principal Engineer (Ajay Situala).

CLP can provide 100% of the lead engineer and junior engineers' time as needed to execute the scope in the timeframe identified in this proposal. The project manager is fully dedicated to the project for the entire duration until the scope of work is completed and all the deliverables are submitted and accepted by the customer. The resumes of CLP staff that will likely be assigned to the project, indicating responsibility towards the project are included in the Appendix. All individuals who will be assigned to the project have worked extensively together to execute similar project scopes.

Below is a high-level organizational chart for the proposed project team:



PRICING

CLP proposes to execute the scope as outlined in the request for proposal and further detailed in this proposal for the lump sum of \$48,313. Below is a summary of CLP's pricing schedule.

CLP Engineering Effort	Total Cost
Drawings	\$ 2,177
Field Work	\$ 6,902
Project Management	\$ 2,301
Studies	\$ 36,760
Travel	\$ 173
TOTAL	\$ 48,313

In order to support the City for any further tasks outside of the scope of work, CLP is capable and willing to provide those additional services in accordance with the following 2021 time and expense (T&E) rates applicable for this RFP.

Hourly Standard T&E Rates for Engineering Services – CLP 2021

Engineering Services

SENIOR PRINCIPAL ENGINEER	\$ 180.00
PRINCIPAL ENGINEER	\$ 165.00
ENGINEERING SUPERVISOR	\$ 145.00
ENGINEER IV	\$ 112.00
ENGINEER III	\$ 104.00
ENGINEER II	\$ 95.00
ENGINEER I	\$ 80.00

Design and Drafting Services

DESIGNER IV	\$ 100.00
DESIGNER III	\$ 92.00
DESIGNER II	\$ 85.00
DESIGNER I	\$ 77.00
DRAFTER IV	\$ 78.00
DRAFTER III	\$ 72.00
DRAFTER II	\$ 68.00
DRAFTER I	\$ 63.00

Operations and Maintenance Support

MAINTNANCE ENGINEER III	\$ 108.00
MAINTNANCE ENGINEER II	\$ 100.00
FIELD ENGINEER IV	\$ 90.00
FIELD ENGINEER III	\$ 86.00
FIELD ENGINEER II	\$ 77.00
FIELD ENGINEER I	\$ 68.00

GIS and Data Engineering Services

LEAD DATA ENGINEER	\$ 112.00
DATA ENGINEER	\$ 86.00
GIS APPLICATION SPECIALIST	\$ 81.00

Administrative Services

PROJECT COORDINATOR	\$ 77.00
PROJECT ADMIN	\$ 59.00

EXCEPTIONS

CLP does not propose any RFP Scope of Work exceptions.

WARRANTY

CLP acknowledges and agrees with RFP Section VIII: Warranties, Representations and Acknowledgements of Proposer.

INSURANCE

CLP can and will comply with insurance requirements for General Liability, Automobile Liability, Pollution Liability, Umbrella, and Workers Compensation coverage.

APPENDIX - RESUMES

- **Ajay Sitaula, PE**

Chief Electrical Engineer, City Light & Power, Inc.

Experience: Mr. Sitaula started his engineering career at Seattle City Light, a utility company, where he worked as a maintenance engineer for substations and generation systems. Mr. Sitaula joined Schweitzer Engineering Labs, Inc (SEL) in 2009 as a junior engineer and quickly became engineering supervisor. At SEL Mr. Sitaula helped build and lead an engineering services team that focused on military installations specializing power system studies, turn-key system upgrades, smart grid technology, automations, and SCADA engineering. Mr. Sitaula joined CLP in 2012 as a chief electrical engineer to lead and oversee all aspects of engineering activities for CLP's UP efforts. Mr. Sitaula excels in planning and design of complex electrical distribution systems with smart technologies. After years of design, construction, commissioning, troubleshooting, planning, and analysis experience, Mr. Sitaula possesses expert level understanding of electrical distribution systems. He is currently focused in developing robust and cost-effective solutions for energy security and resiliency enhancements for DOD electrical systems. His MSEE thesis was focused on microgrid for DOD installations. The topic of his master's thesis paper is "Protection, Control, and Automation Requirements for Potential DOD Microgrid Systems".

Education: B.S. Electrical Engineering, University of Washington (2008); M.S. Electrical Engineering, University of Idaho (2016)

Engineering Software: ETAP, SKM, ASPEN Oneliner, RTDS, MATLAB, EMTP, AutoCAD, MathCAD, Microsoft Suite, Esri GIS

Affiliations: IEEE, SAME

Professional Engineering Licensure: Colorado, Washington

- **Dalton Shaffer, PE**

Senior Engineering Supervisor, City Light & Power, Inc.

Experience: Mr. Shaffer started his career at a consulting engineering firm where he worked on various projects ranging from the oil & gas, power generation, equipment processing and utility industries. Mr. Shaffer excels in leading an engineering team to execute large projects with complex designs. He oversees the equipment specifications, bid evaluations, vendor drawing reviews, system design, power system analysis, relay settings, factory acceptance tests, field commissioning and other miscellaneous electrical engineering tasks on the project. Mr. Shaffer plans out the engineering schedule and budget and manages those aspects of the project throughout its lifetime. Of notable accomplishment, Mr. Shaffer lead an engineering team on the APG Hybrid project, which consisted of six 25MVA substations, two switching stations, miles of overhead and underground distribution lines, 180 reclosers, 45 pad-mounted switches, over 600 new distribution transformers, and a new SCADA system inclusive of a fault location, isolation and system restoration scheme. He has led many projects ranging from small service applications to extensive distribution system upgrades.

Education: B.S. Electrical Engineering, Colorado School of Mines; M.S. Electrical Engineering, Colorado School of Mines

Engineering Software: ETAP, AutoCAD, Microsoft Project

Professional Engineering Licensure: Colorado

- **Benjamin Sadler, PE**

Electrical Engineer III, City Light & Power, Inc.

Experience: Mr. Sadler started his career in the electrical power generation industry in 2013 with Xcel Energy, working on site at a local generation station performing betterment upgrades on existing natural gas and coal fired generation systems for the local utility. Skills developed while working at the generation station revolved primarily around design/drafting, equipment specification, construction/schedule management, and testing on various systems around the plant. In December of 2014, Mr. Sadler began working for Zachry Group, an engineering procurement and construction firm working on generation station projects ranging in size from 5MW to 1000MW. He developed experience in the design and commissioning of a variety of systems to include power distribution centers, switchgear, motor control centers, programmable logic controllers, power and control cables, raceways and other various balance of plant systems. After joining the CLP team in November 2018, Mr. Sadler supported procurement of major equipment, vendor drawing review, factory acceptance testing, and on-site commissioning of substation transformers, pad mount switches and switchgear. He has also developed multiple system models while performing power systems studies, performed GIS database updating and overhaul, and has aided with other pieces of the overall design for multiple military installations where CLP owns electrical infrastructure. Mr. Sadler also aids other base engineers in their specifications, testing, ETAP/GIS modeling, and commissioning efforts on capital upgrade projects for other CLP managed installations.

Education: B.S. Electrical Engineering Technology, Metropolitan State University of Denver

Engineering Software: ETAP, AutoCAD, MathCAD, AcSEerator Quickset, MatLab, Labview, ArcGIS

Professional Engineering Licensure: Colorado

- **Trevor Ogg**

Electrical Engineer II, City Light & Power, Inc.

Experience: Mr. Ogg started his career in the electrical construction industry in 2016 as a Project Engineer for Encore Electric, Inc. Here he developed skills that include equipment specification, procurement support, construction management, and testing/commissioning of various electrical systems. He worked on a wide variety of construction projects including the UCHealth Highlands Ranch Hospital, Microsoft Data Centers in Washington and Wyoming, and several commercial construction and renovation projects throughout the Denver Metro area. After joining the CLP team in July 2020, Mr. Ogg has served as the site support engineer for Keesler Air Force Base in Biloxi, Mississippi. In this role he has performed procurement of major materials, assisted with on-site commissioning and maintenance efforts, and designed, executed, and commissioned several upgrade projects on the Keesler Air Force Base distribution system. Additionally, he assisted with developing the distribution system ETAP model, and completing a power system study that included load flow, short circuit, and arc flash analysis. Mr. Ogg also contributed to a military base regional resiliency study that aimed to identify deficient electrical, water and wastewater infrastructure and provide recommendations for improvement.

Education: B.S. Electrical Engineering, University of Colorado

Engineering Software: ETAP, AutoCAD, AcSEerator Quickset, ArcGIS



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item:	Ordinance 2022-12; Ward Redistricting, Second Reading
Action Requested:	Approval of Ordinance 2022-12
Department:	City Administration
Presented By:	Karl Hanlon
Strategic Goals:	Provide Efficient and Responsive City Government
Background Info:	According to the Charter, the Council shall have the authority, "and is hereby directed to realign and redistrict the Council wards at such time as the growth, redistribution of population or otherwise requires the same, provided, however, that: (a) The number of wards shall not be reduced to less than five; (b) The same shall be accomplished by ordinance effective more than one year preceding any general municipal election date; and (c) All wards shall be contiguous, compact and have approximately the same number of voters as determined by the number registered to vote in the preceding general municipal election." Staff evaluated several options for redistricting Glenwood Springs' wards, based on the number of voters and population from the 2020 Census. At the Council meeting on March 3, Council selected draft 2, which is attached with this packet.
Issues:	The next general election for Glenwood Springs is on the first Tuesday in April in 2023. An ordinance requires two readings. If City Council would like for ward redistricting to be in effect for the next election, Council would need to approve an ordinance on first reading at the March 3, 2022, meeting and approve it on second reading on March 17, 2022. The ordinance would go into effect 10 days after publication, which would be a year prior to the next election.
Fiscal Impact:	NA
Legal Review:	Legal did not identify issues with any of the options.
Staff Recommendation:	Approval of Ordinance 2022-12, selecting Draft Map 2 as the Exhibit to the Ordinance.

ORDINANCE NO. 12

Series of 2022

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING SECTION 010.030.010 OF THE GLENWOOD SPRINGS MUNICIPAL CODE TO UPDATE THE BOUNDARIES OF THE VOTING WARDS FOR MUNICIPAL ELECTIONS.

WHEREAS, the City of Glenwood Springs (“Glenwood Springs” or the “City”) is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Glenwood Springs Home Rule Charter (“Charter”); and

WHEREAS, pursuant to Section 2.5 of the Charter, the City Council is authorized to realign and redistrict the City’s voting wards at such time as the growth or redistribution of population requires; and

WHEREAS, pursuant to Section 2.5 of the Charter, realigning and redistricting of the voting wards shall be accomplished by ordinance effective more than one year preceding any general municipal election date; and all wards shall be contiguous, compact and have approximately the same number of voters as determined by the number registered to vote in the preceding general municipal election; and

WHEREAS, the boundaries of the City’s voting wards are described in Section 010.030.010 of the City’s Municipal Code; and

WHEREAS, the City Council finds and declares that the amendments to Section 010.030.010 set forth in the map attached as **Exhibit A** hereto and incorporated herein by this reference, comport with the standards in the Charter are in the best interest of the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ORDAINS:

Section 1. The foregoing recitals are incorporated herein as if set forth in full.

Section 2. Section 010.030.010 of the Glenwood Springs Municipal Code is hereby replaced with the map in **Exhibit A** attached hereto.

Section 3. Any ordinances or resolutions or parts thereof, which are in conflict with this ordinance, are hereby repealed to the extent of such conflict only.

Section 4. With the exception of the provisions of the Municipal Code of the City of Glenwood Springs which are modified as provided herein, all remaining provisions of the Municipal Code of the City of Glenwood Springs shall remain in full force and effect.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY THIS 3RD DAY OF MARCH 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

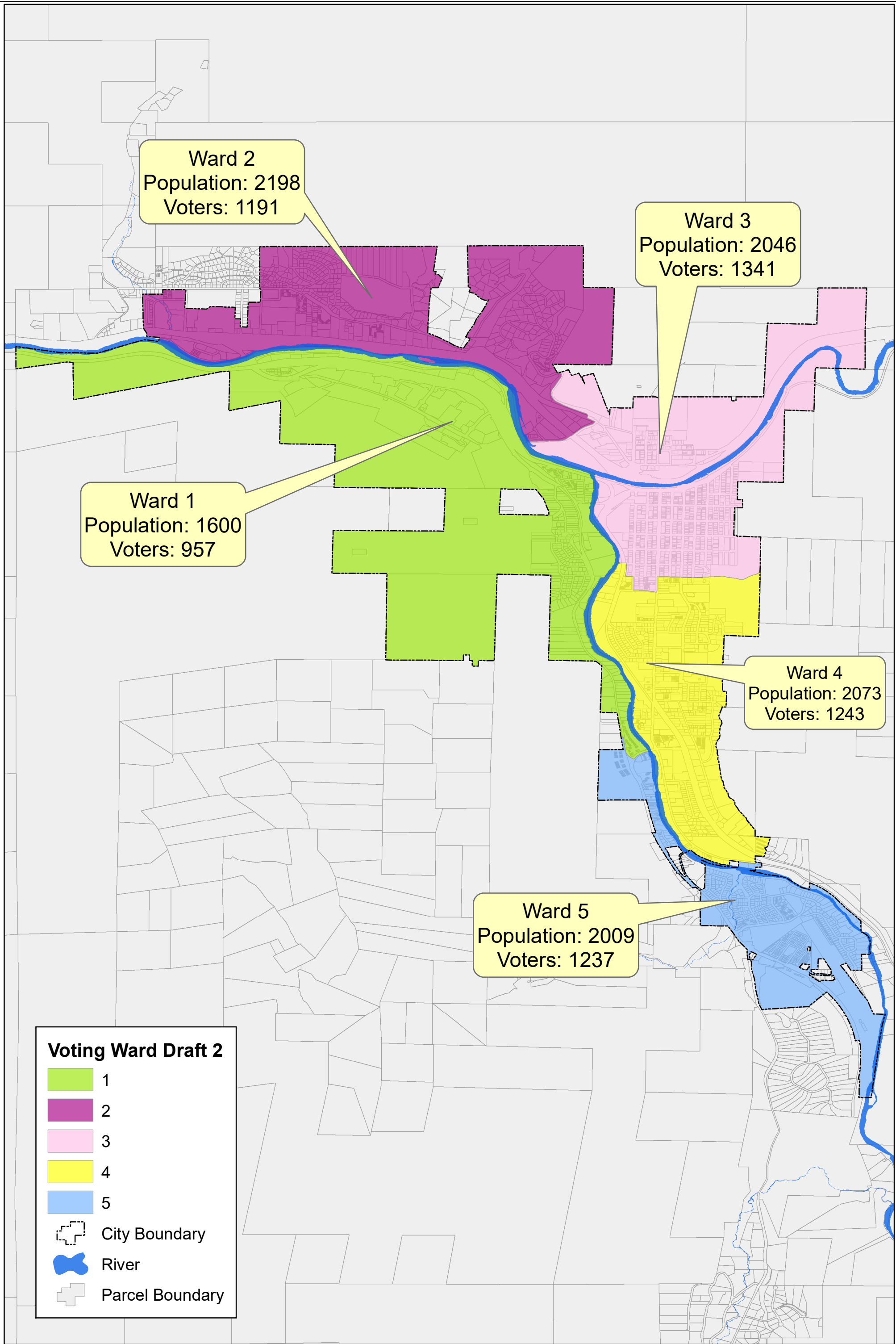
INTRODUCED, READ ON SECOND READING, AND ORDERED PUBLISHED BY
TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND
PUBLICATION THIS ____ DAY OF _____ 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk



Glenwood Springs Redistricting Analysis - DRAFT 2



This map was produced by the City of Glenwood Springs.
Use of this map should be for general purposes only.
City of Glenwood Springs does not warrant the accuracy
of the data contained herein. Aerials: November 2020
Phone: 970-384-6439, Author: J.Koenig, Date: 02/17/22
N:\GIS\GIS_Projects\Clerk\COGS_RedistrictingDraft2_021722.pdf



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item:	Ordinance 2022-07; Changes to Title 070 and 90 related to Public Art Funding Planning Item 57-21, Second Reading
Action Requested:	Approval of Ordinance 2022-07.
Department:	Economic and Community Development
Presented By:	Jenn Ooton
Strategic Goals:	Generate Sustainable Economic Development
Background Info:	During the process to create the "Tubing the Colorado" sculpture in 2018-2019, the Arts and Culture Board identified the need for a comprehensive approach to public art, including the process to put out calls for art/artists.

In November 2019, the City of Glenwood Springs selected Ohio-based Designing Local to develop a comprehensive Public Art Plan to develop policies and procedures for acquiring, commissioning and placing new art. The resulting Public Art Master Plan was adopted by City Council on Oct. 7, 2021.

In order to implement the recommendations in the Master Plan, changes would be needed within the Municipal Code. Most of those are proposed to be contained within Title 090 Public Lands. Because there is a component of the recommendations to include an exaction on developers, the code changes in Title 070 were brought to Planning Commission for a recommendation on that specific section. Planning and Zoning held a work session on this item in October and then voted 7-0 to recommend approval of changes to Title 070 exacting a fee on private development per a square footage formula, excluding charging the fee on developers for housing units deed restricted to 100 percent of area median income, and making changes to the proposed definition of artist.

Planning Commission also recommended that developers dedicate the public art to the city if the developer provides the art on site. The attached ordinance does not include this recommendation, because this would create feasibility challenges for the city. The drafted ordinance does include Planning Commission's recommendations regarding a maintenance agreement for the artwork and a covenant setting forth how long the piece must be displayed.

The Art Plan anticipates that the City Council will annually set aside one percent of publicly funded capital improvement projects, including roads, streetscape projects, fire and police stations, parks, city facilities and utility projects, when there are visual elements of the project above ground, for public art. All capital construction projects would qualify except for regular road maintenance, underground infrastructure, and underground utility projects with no above-ground components, and the South Bridge project.

Staff anticipates bringing a resolution to Council on second reading of the ordinance that would set the per-square-foot cost at 10 cents a foot. That is based on the concept that the city is seeking five public art pieces each year and that the average cost per sculpture is approximately \$12,000. To develop that number, staff reviewed the square footages of projects that would be subject to the open space requirements and projects that finished the development process. For projects with a 2020 Planning File number, the \$60,000 number was spread out over the square footage, which amounted to 13 cents per foot. Staff thought that a round number would make more sense and is recommending the fee be 10 cents per foot. Adopting the fee by resolution would allow the fee to change in the future without a change to the Municipal Code.

REVIEW CRITERIA AND STAFF ANALYSIS

For code amendments to Title 070, the Planning Commission and City Council consider whether and to what extent the proposed amendments are:

- a. Are consistent with the Comprehensive Plan and other City policies;
- b. Do not conflict with other provisions of this Code or other provisions in the Glenwood Springs Municipal Code;
- c. Are necessary to address a demonstrated community need;
- d. Are necessary to respond to substantial changes in conditions and/or policy; and
- e. Are consistent with the general purpose and intent of this Code.

Staff believes that the code amendments are consistent with the Comprehensive Plan and other City policies, in that the Master Plan has been adopted by City Council and the Comprehensive Plan identifies Preserving cultural resources as a goal and identifies supporting and expanding the public arts and cultural programs and developing an Arts Master Plan as objectives and strategies for achieving that goal. The Comprehensive Plan (2011) notes that "the creation of an Arts Master Plan was included as a direction of the 1998 Comprehensive Plan."

Staff believes that the code amendments do not conflict with other provisions of this Code or other provisions in the Glenwood Springs Municipal Code, are in response to changes in policy, and are consistent with the general purposes/intent of the code.

During the public engagement process for the development of the Plan, community stakeholders were contacted to share their vision for public art in Glenwood Springs and a Designing Local representative toured our city to get a firsthand glimpse of our public art and feel for the culture of Glenwood Springs. Input to the public art plan during the past year also took place via additional stakeholder interviews and online surveys.

The resulting plan addresses preservation and restoration of the city's existing public artwork portfolio, assessment of the public art collection for gaps and opportunities, a process for decommissioning art, and ideas for additional public art initiatives. The Public Art Program as envisioned would be funded as a part of project costs for private development and a percent of the costs of publicly funded Capital Improvement Projects.

Quoting from the Public Art Master Plan, adopted by resolution, "The Arts and Culture Board believes that arts and culture are integral to vibrancy and the social fabric of our communities. Just as mortar binds building blocks, arts and culture brings people together and encourages meaningful connections. This plan is just the beginning as we set forth to achieve our goals and to further art in Glenwood Springs not just for arts sake, but as an opportunity to improve our economic vitality and ensure a vibrant more livable Glenwood Springs."

Changes proposed to Titles 090 and 070 are intended to codify policies around the creation of new public art and a funding stream for the projects.

The community impact of these investments is difficult to quantify, however, staff has included in the Council packet resources/articles regarding the social impact of public art. Americans for the Arts also offers an interactive webpage about the social impact of the arts:

<https://www.americansforthearts.org/socialimpact>

Issues:

Planning Commission raised the issue of impacting the development sector of our economy, increasing the cost of developments, and asked if this could instead be funded by General Fund dollars or other taxing mechanism. Commissioners also discussed that public art ensures that Glenwood Springs remains a beautiful community and that developers find the community profitable and that the cost to developers is low.

At the work session on this item, Planning Commission raised concerns related to increasing the cost of infrastructure projects.

In creating the resolution to set the fees, staff found two errors in the ordinance language. A redlined ordinance is attached with proposed changes for second reading.

Fiscal Impact:

The fiscal impact to city projects will be based on the size of the capital improvement projects. For example, the 6th Street project is estimated at \$1,820,522.55, meaning that the city would need to set aside 1 percent of that number into a special fund for public art.

In 2022, the Finance Department identified \$28 million in capital projects and purchases. These projects include South Midland, 6th Street, the 27th Street Underpass, the Devereux Trail/sidewalk, and the Roaring Fork Pump Station. One percent of those projects would be \$280,000.

For developers, the fees would be based on square footages of the projects that would be subject to the open space requirements. For example, a project with 113,000 square feet of gross floor area would, if the resolution with the 10 cent fee were to be approved, add an additional fee of \$11,300 to the project in addition to applicable system improvement fees, fire fees, parkland dedication fees and school land fees.

Legal Review:

As with any exaction, there is always a possibility of legal challenge. Provided that the exaction is reasonably related to the need, the likelihood of a successful challenge is low.

Staff Recommendation:

Approval of Ordinance 2022-07.

ORDINANCE NO. 07

Series of 2022

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ADDING ARTICLE 090.080 AND SECTION 070.040.030(G)(6) TO THE GLENWOOD SPRINGS MUNICIPAL CODE.

WHEREAS, the City of Glenwood Springs (“Glenwood Springs” or the “City”) is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Glenwood Springs Home Rule Charter; and

WHEREAS, the Arts and Culture Board of the City of Glenwood Springs has recommended the addition of Article 090.080 to the Glenwood Springs Municipal Code; and

WHEREAS, the Planning Commission of the City of Glenwood Springs has recommended the addition of Section 070.040.030(g)(6) to the Glenwood Springs Municipal Code; and

WHEREAS, the purpose of these two additions to the Glenwood Springs Municipal Code is to set forth policies and procedures for funding, acquiring, commissioning, and placing new public art and the management, maintenance, preservation and restoration of historical artwork within the City’s public art program; and

WHEREAS, the City Council finds and declares that the addition of Article 090.080 and Section 070.040.030(g)(6) to the Glenwood Springs Municipal Code set forth below is in the best interest of the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ORDAINS:

Section 1. The foregoing recitals are incorporated herein as if set forth in full.

Section 2. Article 090.080 is hereby added to the Glenwood Springs Municipal Code as set forth in Exhibit A attached hereto.

Section 3. Section 070.040.030(g)(6) is hereby added to the Glenwood Springs Municipal Code as set forth in Exhibit A attached hereto.

Section 4. Any ordinances or resolutions or parts thereof, which are in conflict with this ordinance, are hereby repealed to the extent of such conflict only.

Section 5. With the exception of the provisions of the Municipal Code of the City of Glenwood Springs which are modified as provided herein, all remaining provisions of the Municipal Code of the City of Glenwood Springs shall remain in full force and effect.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY THIS ____ DAY OF _____ 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

INTRODUCED, READ ON SECOND READING, AND ORDERED PUBLISHED BY
TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND
PUBLICATION THIS ____ DAY OF _____ 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

Appendix 1: Draft Public Art Ordinance

090.080 - PUBLIC ART PROGRAM

090.080.010 - Definitions.

- a. "Arts and Culture Board" means the board as stated in 020.020
- b. "Art or artwork" means works in any permanent medium or combination of media produced by a professional practitioner in the arts. For the purposes of this chapter, the terms art and artwork do not include performing or literary arts such as dance, music, drama, or poetry.
- c. "Artist" means a practitioner of the creative arts, generally recognized as such by critics and peers, with a body of work including commissions, exhibitions, sales, publications, and collections.
- d. "Art Master Plan" means the Public Art Master Plan of the City of Glenwood Springs, Colorado, as it exists or may be amended. The Public Art Master Plan shall provide a process for the systematic selection of pieces of art and locations of art to be included in public spaces. The Public Art Master Plan shall be filed with the Parks and Recreation Department.
- e. "Construction cost" means actual cost of any construction project with an estimated construction cost of one hundred thousand dollars or more, excluding, however, engineering and administrative costs, costs of fees and permits and indirect costs, such as interest during construction, advertising and legal fees.
- f. "Glenwood Springs Public Art Collection" means all works of art owned by the City of Glenwood Springs, Colorado.
- g. "Board" means the Glenwood Springs Arts and Culture Board of the City of Glenwood Springs, Colorado.
- h. "Board Member" means a member of the Glenwood Springs Arts and Culture Board.
- i. "City" means the City of Glenwood Springs, Colorado.
- j. "Deaccession" means a procedure for the withdrawal of an artwork from the Glenwood Springs Public Art Collection and the determination of its future disposition.
- k. "Public Art" means a work of art that is visible and accessible to the public for a minimum of 40 hours per week. Public art may include sculpture, painting, installations, photography, video, works of light or sound, or any other work or project determined by the Arts and Culture Board to satisfy the intent of this Chapter, provided, however, that none of the following shall be considered public art for the purposes of satisfying the requirements of this Chapter:
 - (1) Objects that are mass produced of standard design, such as banners, signs, playground equipment, benches, statuary, street or sidewalk barriers, or fountains;

- (2) Reproduction, by mechanical or other means, of original works of art, except as incorporated into film, video, photography, printmaking or other derivative works as approved by the Arts and Culture Board;
 - (3) Decorative, architectural, or functional elements that are designed by the building architect or landscape architect as opposed to an artist commissioned for this purpose; or
 - (4) Landscape architecture or gardening, except where these elements are designed by an artist and are an integral part of a work of art.
- l. "Public Art Acquisition Account" means a separate, special fund as part of the City's overall finances into which public art donations and funding are deposited, transferred and used for acquisition, commissioning, exhibition and conservation of public art as recommended by the Arts and Culture Board and approved by the City Council
 - m. "Public Art Program" means the Public Art Program of the City of Glenwood Springs, Colorado established by this chapter.
 - n. "Public Art Plan" means the annual work plan developed by the Arts and Culture Board with staff, detailing the public art projects and funding levels recommended for the upcoming year.
 - o. "Public Space" means any area or property (public or private) which is accessible or visible to the general public a minimum of 8 hours per business day.
 - p. "Publicly Owned Land" means any land open to the public and managed by the City of Glenwood Springs, Colorado.
 - q. "Relocation" means a procedure for the movement of an artwork from one location to another.

090.080.020 – Purpose

The purpose of this article is to set forth policies and procedures for acquiring, commissioning and placing new public art and the management, maintenance, preservation and restoration of historical artwork within the city's public art program.

090.080.030 - The Glenwood Springs Public Art Program

- a. Public art may be acquired by the City and featured on publicly owned land for the visual enjoyment of residents and visitors.
- b. The Glenwood Springs Public Art Program shall operate pursuant to the policies and procedures set forth in the Public Art Master Plan and adopted by resolution of the City Council.
- c. The Glenwood Springs Public Art Collection shall consist of artwork selected through an open, equitable, and competitive process.
- d. The City Manager shall designate a City employee to serve as the Public Art Coordinator to oversee and administer the Public Art Program.

090.080.040 – Funding.

The Public Art Program shall be funded by a per square foot cost for private development and a percent of the costs of publicly funded Capital Improvement Projects.

- a. The City Council will annually set aside one (1) percent of publicly funded capital improvement projects, including roads, streetscape projects, fire and police stations, parks, city facilities and utility projects, when there are visual elements of the project above ground, for public art.
 - (1) All capital construction projects qualify except the following
 1. Regular road maintenance, underground infrastructure, and underground utility projects with no above-ground components.
 2. The South Bridge project.
- b. Projects subject to the Common Open Space requirements within Section 070.040.040 shall provide public art on site or pay a fee in lieu through one of the following means:
 - (1) On-site Artwork.
 1. The developer of the property shall submit documentation evidencing the escrow of funds for a work of art valued at a per square foot cost of gross floor area within the development to be set by City Council resolution.
 2. Submit an application for approval of the work of art.
 3. The required amount may be discounted by ten (10) percent if a Garfield County based artist is used. The city will maintain a list of pre-qualified artists in order to assist developers in identifying artists.
 4. Artwork must be located in an exterior place defined as any place, public or private, outdoor and exterior to buildings or structures and exposed to public view, including, but not limited to, buildings, and green spaces. The artwork shall remain as an approved element of the site plan ~~unless the City or the property owner~~
 5. The applicant will enter into an agreement with the City at the time of the execution of the development agreement specifying the length of time the artwork must be displayed and maintenance requirements.
 - (2) Cash in Lieu.
 1. The developer may contribute an amount equal to eighty (80) percent of the per square foot cost of gross floor area within the development to be set by City Council resolution for deposit to the Public Art Acquisition in Public Places Fund.
 - (3) On-site Artwork and Cash in Lieu
 1. In the event that the developer of the property opts to install on site artwork in accordance with subsection b(1) of this section, but which is valued less than the per square foot cost of gross floor area within the development to be set by City Council resolution, the developer shall

submit documentation evidencing the escrow of funds for the value of the work of art, up to \$100,000.00, and contribute 80 percent of the balance for deposit in the Art in Public Places Fund.

- c. Funding from Private Development and the Percent for Art Capital Improvement Projects will be deposited into the Public Art Acquisition Account and will be used for acquisition, commissioning, exhibition and conservation of public art as recommended by the Arts and Culture Board and approved by the City Council. Fees in lieu paid into this fund may not be used for the general expenses of the City.
- d. Funds designated for public art may be used on artist fees, artwork fabrication and installation, acquisition or relocation of existing works of art, required permits and insurance during the fabrication and installation of artwork, informational and/or promotional materials and public events directly related to artwork, and curators and contracted services.

090.080.050: Acquisition and Deaccession

- a. Acquisition. The City may acquire artwork for the Glenwood Springs Public Art Collection by commission, purchase, donations, contributions or grants from private entities, other public agencies, or philanthropic sources and the Arts and Culture Board will make recommendations to City Council pertaining to all acquisitions.
- b. Deaccession.
 - 1. Except for situations requiring emergency removal, public art shall not be deaccessioned or removed without review and recommendation by the Arts and Culture Board.
 - 2. Upon consideration of deaccession or removal of public art, the Arts and Culture Board shall hold one or more public meetings to gather community feedback on the proposed deaccession or removal.
- c. City Council Review. The Board's recommendations for all acquisitions and deaccessions shall be included as a report on the following City Council consent agenda, which may be called up and such recommendation approved, modified, or rejected by majority vote of City Council. The Board's decision shall become final after 30 days.

070.040.030 (g)(6) Public Art

New developments subject to the Common Open Space requirements within Section 070.040.040 shall provide public art through On-Site Artwork, Cash in Lieu or a combination as set forth in Section 090.080.040 (c.) However, square footages for housing units that are deed restricted to be affordable to households earning no more than one hundred (100) percent AMI shall be exempted from this requirement.



MINUTES

CITY OF GLENWOOD SPRINGS

Planning and Zoning Commission

Regular Meeting

January 25, 2022

1. Roll Call

Present: Commissioners Wissing, Schachter, Cipperly, Shaver, White, and West. Alternate Commissioner Amy Connerton.

Staff: Jenn Ooton, Assistant City Manager, Hannah Klausman, Assistant Director Community Development, Attorney Richard Peterson.

Commissioner Cipperly motioned to seat Alternate Amy Connerton. Commissioner Shaver seconded. Unanimously approved.

Chair Dehm logged into the meeting after roll call but before the first item.

2. Receipt of Minutes

Receipt of December 14, 2021 Draft Minutes

Commissioner Shaver motioned to approve the December 14, 2021 Minutes. Commissioner Schachter seconded. Minutes unanimously approved.

3. Comments from Citizens for items not on the agenda.

No comments received.

4. Continued Items

a. Planning File 57-21, Part 3 - Public Art Master Plan Implementation

Assistant City Manager Jenn Ooton described the Public Art Master Plan and background for Code Amendment changes necessary to implement the plan. Parks, Recreation and Economic Development staff members determined that if the city pursued five public art pieces each year, that the need would be just over \$60,000 annually.

Ms. Ooton explained that staff reviewed the square footages of past projects that would be subject to the open space requirements to arrive at a recommendation of a fee of 10 cents per foot, but that City Council adopt the fees by resolution, so that the fee can change in the future without a change to the

Municipal Code. Staff recommended approval of amendments to Title 070 as listed in the attachment to the staff report, with the findings listed on page three.

Questions from Commissioners:

Commissioner Shaver asked about exemptions for developments that are providing affordable housing. Sumner wants to exempt any deed restricted property at 100% AMI or lower from these fees. Staff asked for clarification if this was for inclusionary zoning program, or voluntary program. Sumner says he is most concerned about the Inclusionary Zoning projects but would defer to staff on recommendation. Commissioner White comments that if developments are required to provide affordable housing it seems like the incentive should be to developments that voluntarily provide affordable housing. Commissioner Cipperly asks if this will create low-income housing developments without art. Suggestion to only exempt the square footage that is deed restricted below 100%AMI for both required and voluntary units.

Commissioners wondered why architects were specifically excluded from being the artist. Staff explains that the intent was that masonry or other architectural features would not meet the requirement of Art. The intent is that architecture itself is not meant to satisfy the art requirement. Suggestion that some aspects of a building might qualify as art, such as a gargoyle, and that could be a review and approval by staff.

Question on who provides maintenance of art as it is not clear in the proposed code. Is it the City?
Question on duration of art. Do they have to apply again if they want to change out the art pieces?

Question on what it means for the fees to be set by resolution and not an ordinance. Staff explains that resolutions allow for more flexible approval process that doesn't require two readings and that all fees are set by resolution annually which allows a complete review of fees.

Question on whether the cost could be diffused or collected through different means for example a real estate transfer tax. Staff explains transfer taxes are not allowed.

Question how Planning and Zoning Commission could relay that they would like to see the funding for art possibly come from other sources.

Clarification that the art would be occurring on public property. Question on whether there is an option to place the art on the site of the proposed development. Staff clarifies that either public property or an easement on the property itself. Question on wouldn't the City want to own the art after it was required and be in public view. Legal mentions that there might need to be higher scrutiny of selection if it is going to be city property.

Ms. Ooton summarized the suggested changes from Planning and Zoning Commissioners as the following:

1. Changing the definition of 090.080.010(c) excluding the sentence that references the prohibiting of architects from being artists.
2. Changing the funding section 090.080.040(a) and (d) to include costs for private development as a cost per square foot and a percentage of the cost of capitally funded improvement projects.
3. Putting an exception for deed restricted square footage at 100% AMI.
4. Developer shall dedicate to the City public art but shall enter into an agreement for maintenance with covenants for art duration.

Chair Dehm opened the item up for public comment and received none.

Commissioner Cipperly motions to approve the item as discussed. Commissioner Schachter Seconds. Unanimously approved. 7-0

Next Item:

a. Discussion on City Boards and Commissions Special Meeting

Assistant Director of Community Development Hannah Klausman explained the purpose and intent of the meeting and introduced the summary of responses to City Council questions from Commissioners.

Staff opened it up for discussion on the item.

Commissioner Schachter wanted to highlight the Commissions desire for the work shops and emphasize the roll of "Planning" for Planning and Zoning Commission. Chair Dehm agreed on highlighting the visionary work of the work sessions and the importance of continuing that effort.

Commissioners nominated Chair Dehm to be their representative at the meeting on January 27, 2022.

5. Commissioner Comments

Commissioner White asked for protocol on emails received from the public. Legal confirmed that emails should be forwarded to Community Development but not to directly respond as a Commissioner.

Commissioner West thanked the Commission as this would be his last meeting of serving his term.

6. Director Comments

Ms. Ooton thanked Commissioners West and Schachter for their service on the Planning and Zoning Commission. She also noted that City Council appointed alternate Commissioners Peter Waller and Amy Connerton to regular seats that were open, as well as appointed two new alternates to serve for a term of three years.

7. Meeting adjourned at 7:50 PM



Planning and Zoning Commission Report

Date: January 25, 2021
To: Planning and Zoning Commission
From: Jennifer Ooton, Assistant City Manager
Subject: Planning File 57-21 – Part 3, Art Master
Plan Implementation

REQUEST	Consideration of text amendments to Municipal Code Title 070
APPLICANT	City of Glenwood Springs
OWNER	City of Glenwood Springs
LOCATION	Citywide
ZONE	All
SURROUNDING LAND USES	
LOT SIZE	

ACTION ITEMS

Action 1: Consideration of code text amendments to Municipal Code Title 070.040.030 Site Development and Improvement Standards

Staff recommends **approval** of amendments to Title 070 as listed in the attachment to this report, with the **findings** listed on page three.

REVIEW AUTHORITY

For actions involving amendments to the Land Use Code, the Planning & Zoning Commission is a recommending body to City Council. All Municipal Code amendments are completed by ordinance, which requires two hearings before City Council.

BACKGROUND

During the process to create the "Tubing the Colorado" sculpture in 2018-2019, the Arts and Culture Board identified the need for a comprehensive approach to public art, including the process to put out calls for art/artists.

In November 2019, the City of Glenwood Springs selected Ohio-based Designing Local to develop a comprehensive Public Art Plan to develop policies and procedures for acquiring, commissioning and placing new art.

The resulting Public Art Master Plan was adopted by City Council on Oct. 7, 2021. Planning and Zoning held a work session on this item in October.

PROJECT SUMMARY

In order to implement the recommendations in the Master Plan, changes would be needed within the Municipal Code. Most of those are proposed to be contained within Title 090 Public Lands. Because there is a component of the recommendations to include an exaction on developers, the code changes in Title 070 are being brought to Planning Commission for a recommendation on that specific section.

The Art Plan anticipates that the City Council will annually set aside one percent of publicly funded capital improvement projects, including roads, streetscape projects, fire and police stations, parks, city facilities and utility projects, when there are visual elements of the project above ground, for public art. All capital construction projects would qualify except for regular road maintenance, underground infrastructure, and underground utility projects with no above-ground components, and the South Bridge project.

The Plan also recommends financial exactions from private developers for public art. At a work session at the end of 2021, Planning Commission asked for staff to back into the amount of funding needed each year after hearing staff concerns related to a flat 1 percent development fee for development projects subject to the open space requirement. Following the work session, Parks, Recreation and Economic Development staff members determined that if the city pursued five public art pieces each year, that the need would be just over \$60,000 annually. Staff reviewed Carbondale and Lafayette's rotating art exhibits, which include prices as the pieces on display are for sale and found the average cost a sculpture was \$12,062.

Staff reviewed the square footages of projects that would be subject to the open space requirements and also that finished the development process for a few different years. For projects with a 2020 Planning File number, the \$60,000 spread out over the square footage was 13 cents per foot. Staff will recommend that the fee be 10 cents per foot, but that City Council adopt the fees by resolution, so that the fee can change in the future without a change to the Municipal Code.

Artwork must be located in an exterior place defined as any place, public or private, outdoor and exterior to buildings or structures and exposed to public view, including, but not limited to, buildings, and green spaces.

Construction cost would mean actual cost of any construction project with an estimated construction cost of a hundred thousand dollars or more, excluding, however, engineering and administrative costs, costs of fees and permits and indirect costs, such as interest during construction, advertising and legal fees.

REVIEW CRITERIA AND STAFF ANALYSIS

For code amendments to Title 070, the Planning Commission and City Council consider whether and to what extent the proposed amendments are:

- a. Are consistent with the Comprehensive Plan and other City policies;
- b. Do not conflict with other provisions of this Code or other provisions in the Glenwood Springs Municipal Code;
- c. Are necessary to address a demonstrated community need;
- d. Are necessary to respond to substantial changes in conditions and/or policy; and
- e. Are consistent with the general purpose and intent of this Code.

Staff believes that the code amendments are consistent with the Comprehensive Plan and other City policies, in that the Master Plan has been adopted by City Council and the Comprehensive Plan identifies Preserving cultural resources as a goal and identifies supporting and expanding the public arts and cultural programs and developing an Arts Master Plan as objectives and strategies for achieving that goal. The Comprehensive Plan (2011) notes that "the creation of an Arts Master Plan was included as a direction of the 1998 Comprehensive Plan."

Staff believes that the code amendments do not conflict with other provisions of this Code or other provisions in the Glenwood Springs Municipal Code, are in response to changes in policy, and are consistent with the

general purposes/intent of the code.

During the public engagement process for the development of the Plan, community stakeholders were contacted to share their vision for public art in Glenwood Springs and a Designing Local representative toured our city to get a firsthand glimpse of our public art and feel for the culture of Glenwood Springs. Input to the public art plan during the past year also took place via additional stakeholder interviews and online surveys.

The resulting plan addresses preservation and restoration of the city's existing public artwork portfolio, assessment of the public art collection for gaps and opportunities, a process for decommissioning art, and ideas for additional public art initiatives. The Public Art Program as envisioned would be funded by a percentage of project costs for private development and a percent of the costs of publicly funded Capital Improvement Projects.

Quoting from the Public Art Master Plan, adopted by resolution, "The Arts and Culture Board believes that arts and culture are integral to vibrancy and the social fabric of our communities. Just as mortar binds building blocks, arts and culture brings people together and encourages meaningful connections. This plan is just the beginning as we set forth to achieve our goals and to further art in Glenwood Springs not just for arts sake, but as an opportunity to improve our economic vitality and ensure a vibrant more livable Glenwood Springs."

Changes proposed to Titles 090 and 070 are intended to codify policies around the creation of new public art and a funding stream for the projects.

REVIEWING AGENCY COMMENTS

NA

ACTION ITEMS & STAFF RECOMMENDATIONS

ACTION ALTERNATIVES

Regarding the amendments, the Planning and Zoning Commission may take one of the following actions:

1. Recommend approval of some or all of the amendments;
2. Recommend denial of some or all of the amendments; or,
3. Continue the hearing with a requirement that staff submit changes or provide additional information regarding some or all the amendments.

Suggested Findings:

Staff recommends approval of the amendments as listed in the attachments with the following findings:

1. Pursuant to the authority in the Glenwood Springs Municipal Charter and Colorado Revised Statutes §29-20-101 et seq., and §31-23-301 et seq., as amended the City of Glenwood Springs has the authority to plan for and regulate the use of land within the municipality
2. The proposed text amendments:
 - a. Are consistent with the Comprehensive Plan and other City policies;
 - b. Do not conflict with other provisions of this Code or other provisions in the Glenwood Springs Municipal Code;
 - c. Are necessary to address a demonstrated community need;

- d. Are necessary to respond to substantial changes in conditions and/or policy; and
- e. Are consistent with the general purpose and intent of this Code.

GLENWOOD SPRINGS

PUBLIC ART MASTER PLAN

2021



01.

INTRODUCTION

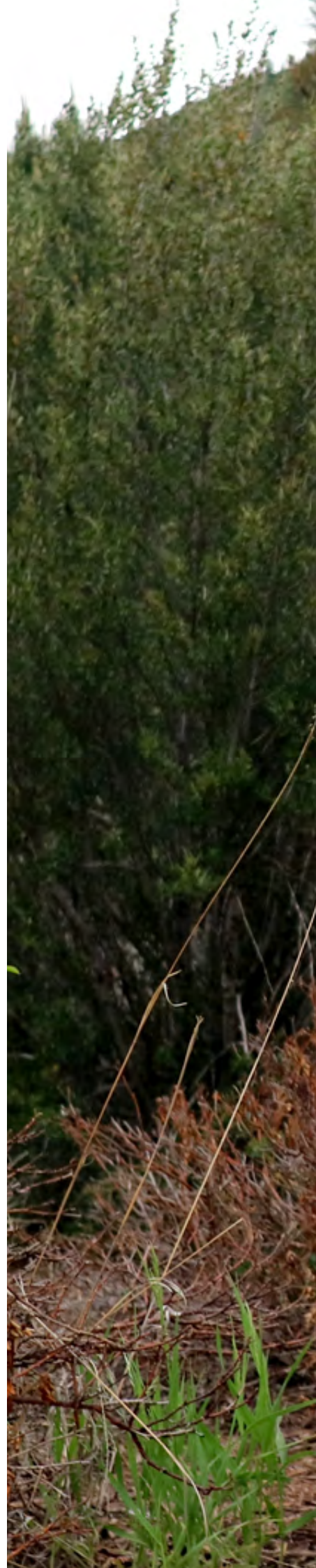
Arts and culture is at the heart of ensuring Glenwood Springs remains a diverse and prosperous community for years to come. The Glenwood Springs City Council and Mayor have tasked the Arts and Culture Board with the responsibility of promoting awareness, access, and appreciation of the fine, performing, and practical arts for City residents and visitors.

Key to promoting Arts and Culture in Glenwood Springs is the management and future expansion of public art in the community. The plan details the story of how the existing public art in our community came to be as well as lays out a roadmap for where public art will go in Glenwood Springs in the future.

The Arts and Culture Board believes that arts and culture are integral to vibrancy and the social fabric of our communities. Just as mortar binds building blocks, arts and culture brings people together and encourages meaningful connections. This plan is just the beginning as we set forth to achieve our goals and to further art in Glenwood Springs not just for arts sake, but as an opportunity to improve our economic vitality and ensure a vibrant more livable Glenwood Springs.

The Glenwood Spring Public Art Master Plan lays the foundation for the future of public art in our community and by extension prepares us to tell the next chapter of our story. Our public art is a tool to speak to visitors, residents, and all those seeking out our community from across the state or across the nation- to tell them this is a place where we care about who we are, what we do, and where we came from.

- The Glenwood Springs Arts and Culture Board







HISTORY OF PUBLIC ART IN GLENWOOD SPRINGS

Recognizing the social and economic benefits realized through an aesthetic experience in public spaces, the Glenwood Springs public art program's purpose has been to add high quality, site-specific artists' work to the natural and built environments. In 1983, the City installed a number of donated art pieces and engaged in partnerships with local artists to mount several murals in the downtown area over the following decade. The commissioning of art pieces in the early 2000's for newly constructed public buildings and later the creation of an Arts and Culture Board began discussions of allocating a percentage of eligible City project funds for commissioning artists for services and site-specific artwork to be integrated into new construction projects.

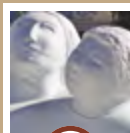
In 2017, the City of Glenwood Springs created a task force of local artists and stakeholder groups to hire a renowned artist to work with the community to design a sculpture for the historic 6th Street corridor with the help of a National Endowment for the Arts (NEA) Art Works grant. Not only did this process result in a beautiful 10,000-pound Yule Marble sculpture entitled "Tubing on the River," but also inspired the City to continue to engage these local arts and community groups in the development of a Public Art Master Plan to guide future efforts to install public art, boost arts and cultural programming, and celebrate history around the community. This call for art process inspired the desire for more consideration to public art opportunities and thoughtful placemaking throughout the city.

Glenwood Springs' growing public art collection includes over 50 permanent artworks, in various mediums, in parks and City buildings, skate parks, recreation centers, sidewalks, city streets and plazas throughout the city. The City and County Building houses several unique paintings, photographs, prints, and sculptures. In recent years the City of Glenwood Springs has partnered with several agencies to integrate public art in their city-wide project areas. The future is bright for public art in Glenwood Springs!



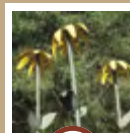
We invite you to discover these art installations as you explore the downtown.

Los invitamos a descubrir estas instalaciones de arte y a explorar el centro de la ciudad.



Tubing the Colorado
Artist: Madeline Wiener
Medium: Colorado Marble

Camaras por el Colorado
Artista: Madeline Wiener
Medio: Mármol de Colorado



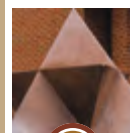
Flowers
Artist: Christopher Weed
Medium: Powder Coated Steel

Flores
Artista: Christopher Weed
Medio: Acero recubierto de polvo



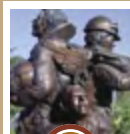
Possession
Artists: Charlie Beyer and Terry Muldoon
Medium: Steel

Posesión
Artistas: Charlie Beyer y Terry Muldoon
Medio: Acero

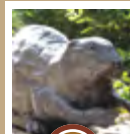


Merkaba Dura
Artist: Joe Burleigh
Medium: Steel with Rust Patina

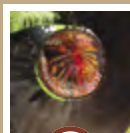
Merkaba Dura
Artista: Joe Burleigh
Medio: Acero con pátina oxidada



Storm King Fourteen
Sculpture Artist: Joyce Killebrew
Medium: Bronze
Plaque Artist: Stone Imagery
Rey de la Tormenta Catorce
Escultura Artista: Joyce Killebrew
Medio: Bronce
Placas: Imágenes de piedra

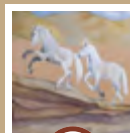


Beaver
Artist: Cynthia Fenster
Media: Bronze and Stainless Steel
Castor
Artista: Cynthia Fenster
Medios: Bronce y acero inoxidable



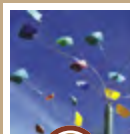
Dancing Moon VI
Artist: Reven Marie Swanson
Medium: Steel and Fused Glass

Luna Danzante VI
Artista: Reven Marie Swanson
Medio: Acero y vidrio fundido



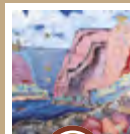
Horses
Artist: Noemi Kosmowski
Medium: Mural

Caballos
Artista: Noemi Kosmowski
Medio: Mural



Aspens
Artist: Reven Marie Swanson
Medium: Powder Coated Steel

Aspens
Artista: Reven Marie Swanson
Medio: Acero recubierto de polvo



Glenwood Canyon
Artist: Mary Noone
Medium: Mural

Cañón de Glenwood
Artista: Mary Noone
Medio: Mural



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TRAIDOS POR LA AUTORIDAD DE DESARROLLO DEL CENTRO Y LA CIUDAD DE GLENWOOD SPRINGS



OUR VISION FOR PUBLIC ART

**IN OUR COMMUNITY,
PUBLIC ART WILL
ENHANCE LIVABILITY FOR
OUR RESIDENTS AND TELL
OUR STORY TO VISITORS
BY ENLIVENING OUR CIVIC
SPACES WITH VIBRANCY
AND CREATIVITY.**

ESSENCE FRAMEWORK

The purpose of the Essence Framework for Glenwood Springs is to celebrate all that makes the city unique and special and to help artists and visionaries communicate that essence to the outside world. The concepts, descriptors, and images come together to create a family of components that speaks to the identity and story of Glenwood Springs.

Glenwood Springs is a town beloved by residents and visitors alike. With a mix of history, natural beauty, and forward momentum standing out among its peers in the Roaring Fork Valley, Colorado and beyond.

“It is a mixture of outdoor recreation, culture, history and natural beauty.”

– Survey Participant





HEALING WATERS, HEALTHY HOME

From the indigenous people of the area to contemporary travelers, the Hot Springs and Vapor Caves of Glenwood Springs have cemented a culture of wellness. Access to outdoor recreation and sports have ensured that legacy will live on into the future.

"Two gorgeous hot springs situated right in town gives both individuals and families the opportunity to soak in their glory."

- Survey Participant



Descriptors:

- **Yampah**
- **Aerial Adventures**
- **Gold Medal Waters**
- **Sunlight Mountain**
- **Mountain Biking**

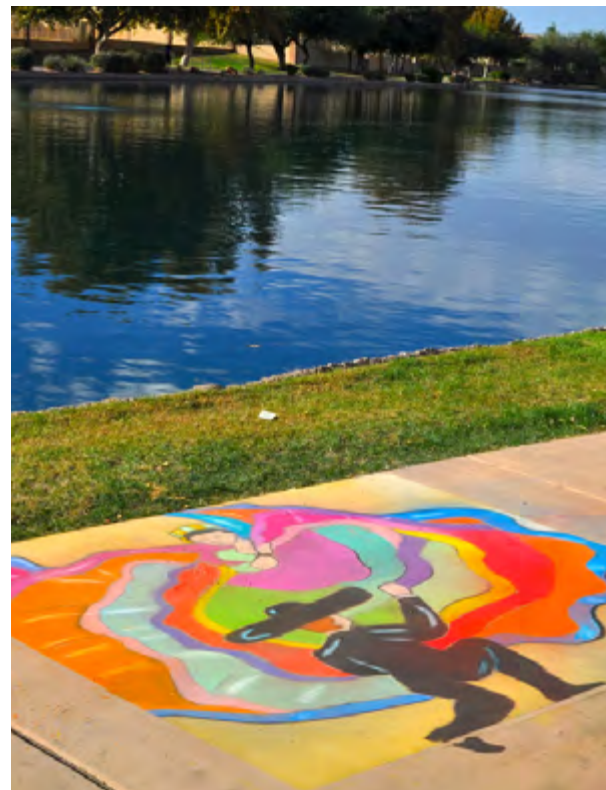
CONFLUENCE OF EVOLUTION

Glenwood Springs is a city where the historic environment meets with a vibrant future. Forward thinking and comfortable yet ever moving forward.

"An evolving identity of old and new..."
- Survey Participant

Descriptors:

- Energetic
- Relaxed Atmosphere
- Resilient
- Authentic
- Family Focused
- Diversity









TIERRA DE OPORTUNIDADES

Whether for the early Anglo-American settlers of the Old West or modern-day newcomers, Glenwood Springs was and remains an accessible small town.

"It's the little mountain town in Colorado that's actually livable. It's affordable, it has jobs, it has resources."

- Survey Participant

Descriptors:

- **Redstone Coal Baron**
- **Voces Unidas de las Montañas**
- **Trainloads of Tourists**
- **Hospitable Freedom**
- **Friendly and Welcoming**

THE GOOD, MOUNTAIN LIFE

The slower paced life in Glenwood Springs is influenced by the glory of nature and the high quality of life in the community.

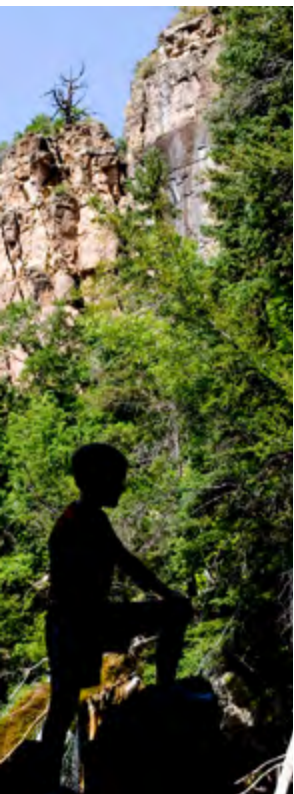
"Perfect blend of small town comfort with surprising amenities"

– Survey Participant

Descriptors:

- Laid Back
- Small Town Vibe
- Kind
- Hidden Jewel
- Colorado Shangri La
- Embracing









ACCESS ABOUND

A railroad town with nearly every modern form of transportation, Glenwood Springs is especially accessible and the nexus for travel in the Roaring Fork Valley and beyond.

“The gate to the beautiful Roaring Fork valley and home of the majestic Glenwood Canyon.”

– Survey Participant



Descriptors:

- **Denver and Rio Grande Railroad**
- **VelociRFTA**
- **Colorado Midland Railroad**
- **I-70's 'Final Link'**
- **Rio Grande Trail**

HOT WATER AND TALL ROCKS

The stunning natural environment of Glenwood Springs has drawn generations of residents and visitors of the community. The geology of the community is its most striking feature.

“Every turn is a different eye-catching view.”
– Survey Participant

Descriptors:

- **Western Slope**
- **Roaring Fork**
- **Blue Skies**
- **Glenwood Canyon**
- **Colorado River**

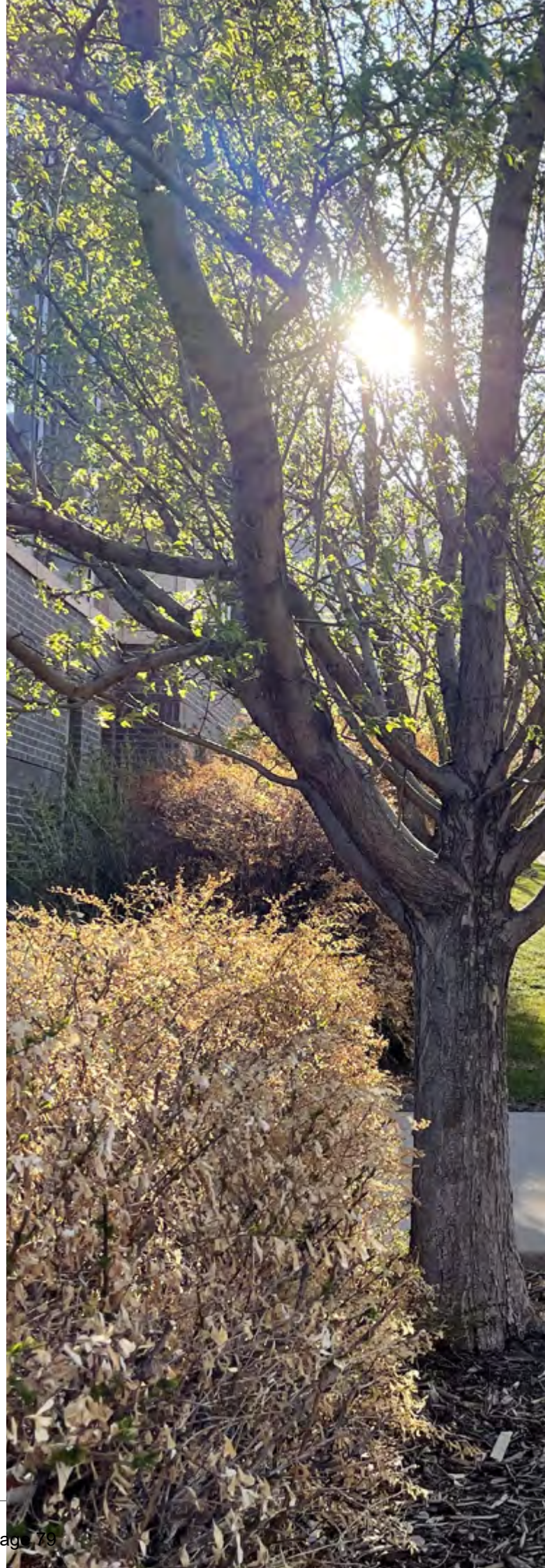




02.

ESTABLISHING THE PUBLIC ART PROGRAM

Though the City of Glenwood Springs has long had public art, a formal city-led program has not been established. Through the following steps, the City of Glenwood Springs will formally establish a Public Art Program. The Program will be governed by sound and transparent policies and procedures that will ensure continued success for the program.







Step 1: Enhancing the Role of the Arts and Culture Board

The Arts and Culture Board is the principal body for the promotion of the arts in Glenwood Springs. The board is empowered to promote the arts within the city and advise the City Council on matters related to the implementation of arts and funding. In order to formalize the Public Art Program additional powers and duties should be given to the Arts and Culture Board.

Additional powers and duties to be added:

- To review and approve proposed public art that is on City property or funded by the City.
- To make recommendations to the City Council for the procurement of public art and for the selection of artists for public art commissions.
- To advise City staff on the development of calls for artists and the establishment of selection committees for public art.

Composition of the Board

Eight (8) members, at least five (5) of which are residents of the City, three (3) of which may reside outside of the City, and one (1) of which being a youth representative under the age of eighteen (18) or not having completed his or her final year of high school. Those representatives residing outside of the City must reside within the 81601 postal zip code area, own real property or a business within the City, or attend school within the City.



Existing Power and Duties of the Board

- To promote awareness, access, and appreciation of the fine, performing, and practical arts for City residents and visitors.
- To advise the City Council in connection with all matters relating to the artistic and cultural development of the City.
- To provide opportunities for cultural and art experience and education for children and adults.
- To promote increased interaction and collaboration among artists, art-related organizations, and opportunities for growth and exposure.
- To promote knowledge and appreciation for cultural forms of artistic expression.
- To make recommendations to the City Council with respect to fundraising and annual budget appropriations for the arts.
- To advise and consult with local arts groups as requested by such groups or by the City Council.

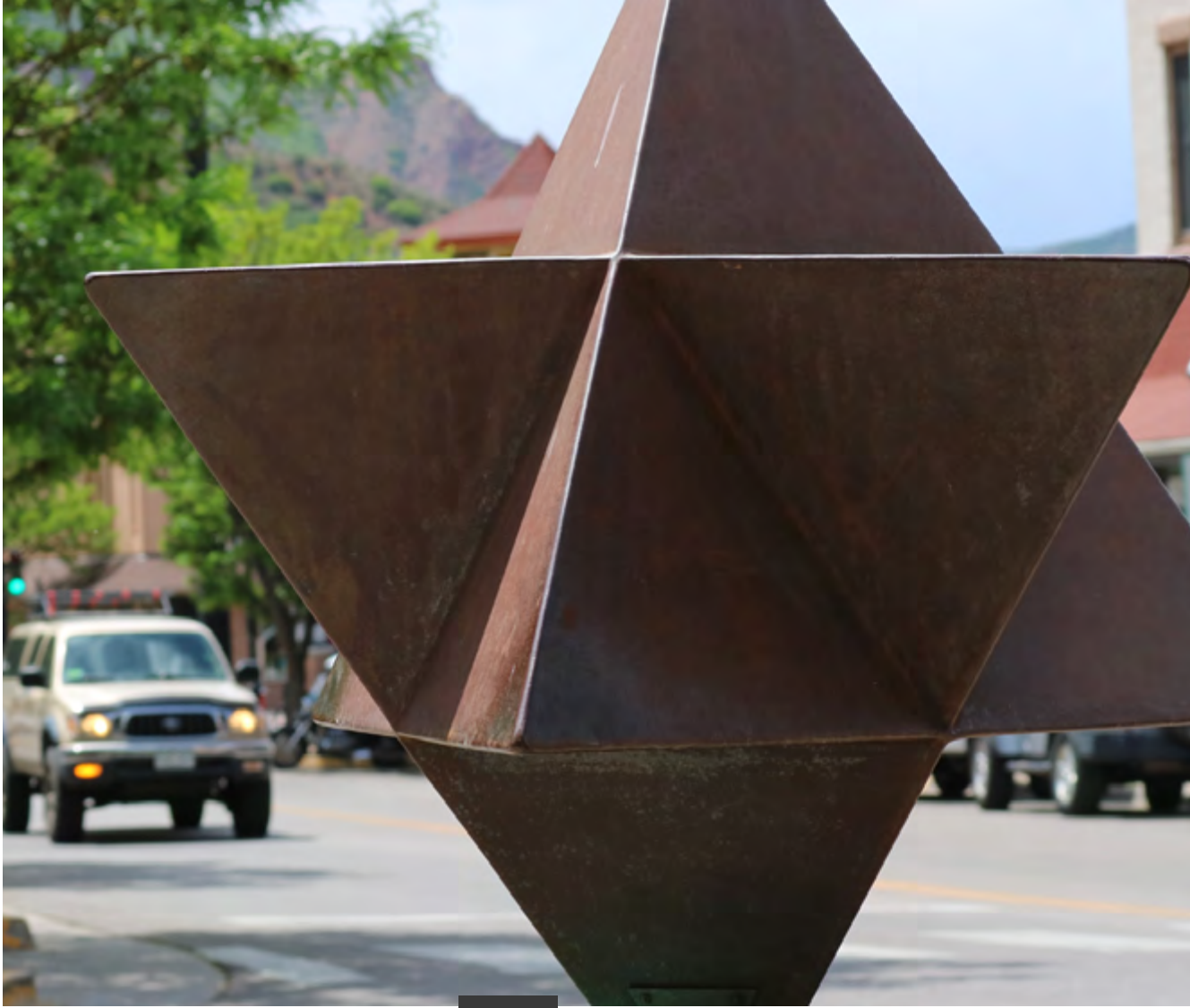
Step 2: Creating the Glenwood Springs Public Art Ordinance

Currently the Public Art Program is an informal outgrowth of the desire for more public art in the city. By adopting the Glenwood Springs Public Art Ordinance, the City Council will formalize the Public Art Program and set it up for future success.

The proposed Public Art Ordinance will do the following:

- Establish a definition for 'Public Art'
- Create a Public Art Acquisition Account
- Define the Relationship between the Public Art Program and the Arts and Culture Board
- Adopt the Public Art Master Plan
- Direct the Arts and Culture Board to Adopt the Public Art Policy as outlined on in the Appendix.





Step 3: Implementing Public Art Policies

In order to create an efficient, transparent, and successful Public Art Program, the policies outlined below have been developed for the Arts and Culture Board. These will operationalize the Public Art Program as established by the Public Art Ordinance and should be used as the basis for decision making for the program.

Introduction

This section lays out definitions for the remaining policies.

Roles and Responsibilities

This section details who are the responsible parties for public art in Glenwood Springs and the role that each plays in executing a successful public art program.

Work Plan

This policy creates a requirement for a yearly Work Plan for the Public Art Program and defines how the work plan will build consensus on what the program can accomplish each year.

Use of Funds

This policy details how Public Art Program funds may be used throughout the development and implementation of public art projects.

Acquisition Policy

This policy establishes the practices for acquiring artworks through the Public Art Fund. This detailed policy will ensure a transparent process for acquiring artwork and favors open ended selection processes in order to promote artistic excellence and further the goals and strategies of the program.

Collection Management Policy

This policy establishes the management practices of artworks acquired through the solicitation and donation processes. These pieces are considered part of the City's Permanent Collection and must be cared for in accordance with the Maintenance Policy. The Collection Management Policy is intended to maintain the value of the City's Permanent Collection and guard against inappropriate disposal of any of its pieces.

Donation Procedures

This policy creates procedures for individuals or organizations who request to donate artwork to the City. These donations may be considered on a case-by-case basis and requests for consideration shall be made to the Arts and Culture Board.

Maintenance Policy

This policy establishes the procedure for maintenance of the future public art collection as well as for pieces currently in the collection. Direction for surveying the collection, working with future artists to establish a maintenance plan for any commissioned work, and inspection guidelines are included.

Mural Guidelines

These guidelines explain the various ways murals may be implemented in Glenwood Springs and who will be responsible for approval (or if approvals are needed) depending on the ownership of the site and the funding for implementation of the murals.

Step 4: Permanent Funding for Public Art

In order to achieve the vision of public art in Glenwood Springs, additional funding will be needed. The following are a series of public art funding mechanisms that could be implemented in tandem or independently.

Percent for Art in Private Development

This proposed public art requirement would apply to developments subject to the Common Open Space requirements as stipulated within the development code (Municipal Code #070.040.040).

Option 1: On-site Artwork.

- A. Submit documentation evidencing the escrow of funds for a work of Art valued in an amount not less than one (1) percent of the total construction costs.
- B. Submit an application for approval of the work of Art.
- C. The required amount would be discounted by 10 percent if a Garfield County based artist is used. The city will maintain a list of pre-qualified artists in order to assist developers in identifying artists.

Option 2: Contribute to the Public Art Acquisition Account.

- A. Contribute an amount equal to 80 percent of the one (1) percent of the total construction costs for deposit to the Art in Public Places Fund.

Option 3: On-site Artwork and Contribute to Public Art Acquisition Account

- A. Submit documentation evidencing the escrow of funds for a work of art valued in an amount not less than one (1) percent of the total construction costs, up to \$100,000.00.
- B. Contribute 80 percent of the balance of the one (1) percent of the total construction costs for deposit in the Art in Public Places Fund.

Location of Artwork if Option 1 or 3 is selected:

Artwork must be located in an exterior place defined as any place, public or private, outdoor and exterior to buildings or structures and exposed to public view, including, but not limited to, buildings, and green spaces.

Percent for Public Art in City Capital Improvement Projects

The Percent for Art legislation will encumber 1 percent of CIP (publicly-funded capital improvement projects) per year for the commissioning of public Artworks, which will usually be sited in, on, or adjacent to the building or project being constructed. The Percent for Art ordinance guarantee a funding stream for public art projects regardless of what happens to city budgets or arts funding. The policy also guarantees that public art projects are planned each year, as long as CIPs are underway and municipal construction continues.

All capital construction projects qualify except the following: regular road maintenance, underground infrastructure, and underground utility projects with no above- ground components other than roads. Projects with underground infrastructure, including utility projects, should be included when there are visual elements of the project above ground. The total budget of the project should include all underground components.

Types of potential Capital Improvement Projects to Include Public Art:

- Roads
- Streetscape Projects
- Fire and Police Stations
- Parks
- City Facilities

03.





OPERATIONALIZING THE PUBLIC ART PROGRAM

With the Public Art Program established through the steps in the previous chapter, the City and the Arts and Culture Board will need to move forward with operationalizing the program. Goals and strategies to operationalize the program are laid out in the following sections.

Section 1: Goals

The City of Glenwood Springs and its partners share a commitment to intentionality when implementing public art in Glenwood Springs. As a community dedicated to ensuring both maximum livability for its residents and to supporting tourism and the wider economy public art can play a key role.

On the following pages are the core goals of the Public Art Program, in no specific order. These goals should be used when implementing public art projects and though no one project will accomplish all goals, projects should satisfy one or more of the goals.

Goal 1: Connect people to the identity of our community.

Public art should foster a connection between the City of Glenwood Springs and the people who live, work, and visit the community.

Goal 2: Celebrate and enhance our community's natural environment and beauty.

The splendor of the mountains and rivers are one of the most striking features of Glenwood Spring. Whatever its connection to the natural world, public art should strive to include it.

Goal 3: Connect to a culture of wellness.

Whether it's a hot spring or a mountain climb, wellness is in the lifeblood of the community. Public art should contribute to that culture by encouraging interaction and physical activity.





Goal 4: Build upon our rich heritage.

There is no shortage of history to build upon in Glenwood Springs and public art can be used to help share those stories in new and contemporary ways.

Goal 5: Extol our cultural diversity.

As a community with a Native American legacy from the time of the Utes and growing non-native populations, particularly Latinos, our public art should tell the story of all those who make Glenwood Springs a vibrant community, particularly those who are underrepresented.

Goal 6: Engage a sense of playfulness and whimsy.

Public art in Glenwood Springs has the potential to move beyond the traditional and to inject creativity and fun into public spaces.

Goal 7: Create place-based economic development.

Targeted interventions of public art can be used to help enliven areas that are in need.



Section 2: Strategies

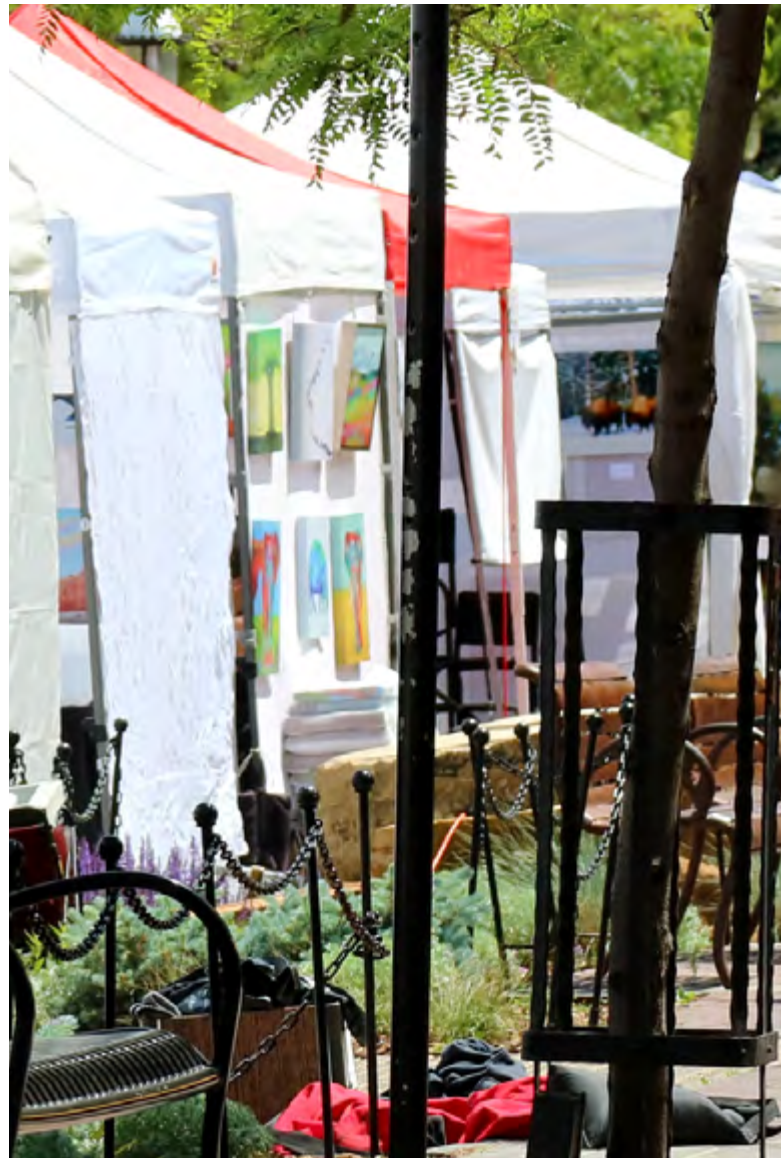
The following strategies can be used in order to further the Public Art Program. Some strategies are continuations of existing approaches while others will involve new initiatives for the Public Art Program.

Strategy 1: Continue Partnership with the DDA and Downtown Business Owners

The City has a strong ongoing partnership with the Downtown Development Authority and Downtown Business Owners and has implemented successful projects such as 'Glenwood Wings.' The Public Art Program should continue this successful partnership.

Strategy 2: Apply for Colorado Creative District Designation

The City of Glenwood Springs should apply for designation for the Downtown area as a Creative District. Key benefits of the designation include recognition, market, technical assistance, and grant opportunities.



Overview of the Colorado Creative Districts program

The Colorado Creative Districts program certifies communities that contribute to our state's economy through creativity, culture, and the arts. The program's goal is to help communities increase jobs, incomes, and investments in creative places.

Colorado Creative Districts share resources and learning among districts. Communities also receive financial support, technical assistance, and training programs.

Benefits of the program include:

- technical and professional assistance
- increased visibility through news stories about how creativity is changing Colorado through the work of these districts
- two highway signs placed on state highways near districts
- access to statewide economic data on the impact of Creative Districts
- access to the Western States Arts Federation (WESTAF) Creative Vitality Suite, an online platform for creative economy data

A year after certification, districts can apply for the technical and professional assistance grant for projects and activities that support strategic goals.



Strategy 3: Create a nature based public art series

Glenwood Springs existing public art is primarily focused on the Downtown area. Though the investments Downtown are entirely justified the addition of a nature focused public art series can promote public health, bring attention to issues relating to the environment, and enhance interactions and memories for visitors to Glenwood Springs.

Strategy 4: Invest in iconic public art in existing public spaces.

Like "Tubing on the Colorado" additional iconic public art in Glenwood Springs can work to enhance existing public spaces and draw visitors to different parts of the city.





Strategy 5: Utilize and promote local artists.

There are a large number of artists in Glenwood Springs and the surrounding areas and the City should work to create opportunities for these artists when possible. Due to the nature of public art, many large commissions may utilize national public artists, but the City should ensure to create smaller scale opportunities geared specifically for local artists. The City should also work to promote public artists in campaigns and other promotional material.

Strategy 6: Art and Culture campaign with Visit Glenwood Springs.

Visit Glenwood Springs does a remarkable job promoting the City and all it has to offer. The Public Art Program should partner with Visit Glenwood Springs to specifically promote the City as an arts focused destination. Additionally the City should partner with other Roaring Fork Valley cities to promote the region as an arts destination.



04.

PLACEMAKING WITH PUBLIC ART

The vision of public art in Glenwood Springs is full of creativity and intention and at this intersection lies the concept of placemaking. Glenwood Springs will use public art as one of its tools for placemaking that will result in more vibrant public spaces that residents and visitors will naturally be attracted to and enjoy. This chapter contains community selected locations for public art along with Big Ideas for the implementation of public art in Glenwood Springs.



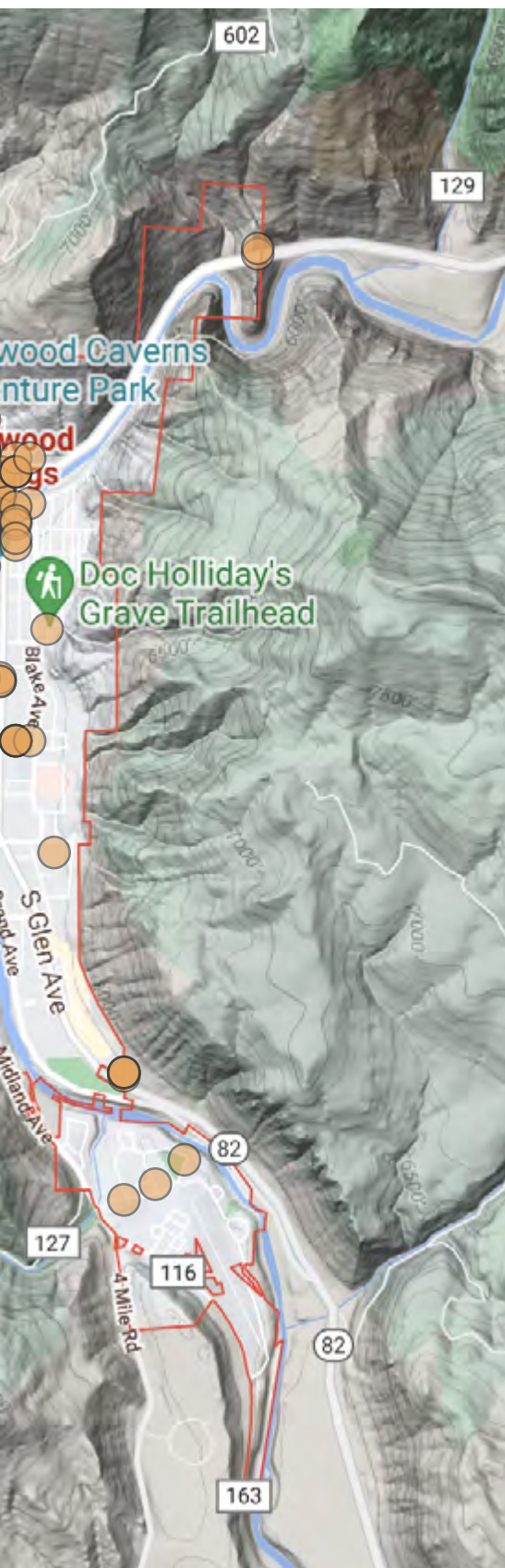


"Placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution."

-Project for Public Space

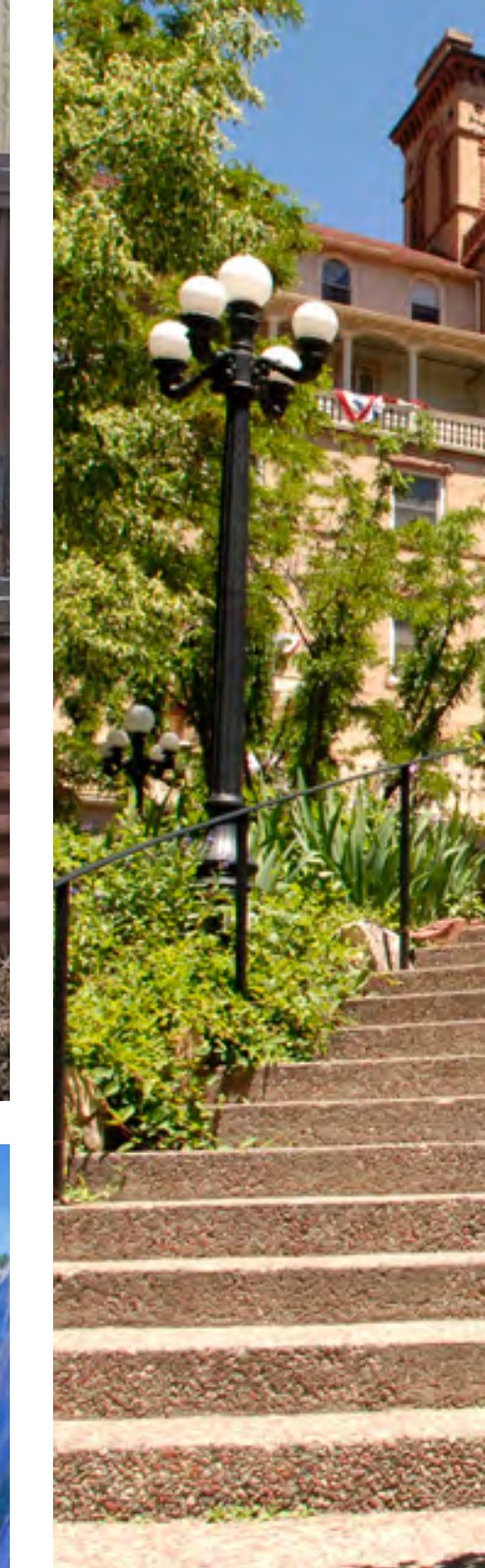
COMMUNITY SELECTED LOCATIONS





COMMUNITY GENERATED LOCATIONS INCLUDE

14th St Pedestrian Bridge
 27th and Midland
 27th Street Bridge
 27th Street Roundabout
 6th Ave Roundabout
 8th to 11th in core
 Along the Rio Grande Trail
 Centennial Park
 Bethel Plaza
 Cooper Ave between 7th and 8th
 County Clerk and Recorder
 Courthouse
 Dog Park
 Downtown streets including Blake, Cooper
 Entering Glenwood from Carbondale
 Exits from interstate
 Glenwood Springs Elementary School
 Glenwood Springs High School
 Glenwood Springs Library
 Grand Ave Bridge
 Gregory Park
 Harrison Avenue
 I70 entrances to town
 Midland & Mount Sopris
 North Landing
 Sayre Park
 Sister Lucey Downey Park
 Two Rivers Park
 Under the bridge
 Veltus Park
 Walkway
 West Entrance
 West of the Hotel Colorado
 Whitewater Park





BIG IDEAS

The following pages are filled with big ideas meant to excite and inspire. These proposed projects may be implemented as suggested, modified, or may just serve as inspiration for Glenwood Springs and its residents as we collectively implement the public art program.





Idea 1: Off the Wall Mural Festival

Painting en plein air or outdoors has a storied history. Combining the concept with Glenwood Springs' recent successes with street murals and painting en plein air into an event or festival could bring together some of the best facets of the community. The event could be held in and around Glenwood Springs with artists set up at one or even a number of locations that showcase the superb natural beauty of the area.

Artists could be paid a stipend and the murals could be placed at locations in Downtown Glenwood Springs for display and rotate each year. Artwork could then be sold to help support future public art initiatives or the festival itself.





Idea 2: Rio Grande Art Trail

Glenwood Springs, RFTA and other Roaring Fork Valley Partners have made an impressive commitment to construct the Rio Grande Trail. Aspen and Carbondale are particularly well known in and outside the region for their commitment to the arts and through this plan Glenwood Springs intends to redouble its commitment as well. By working with all the jurisdictions and partners in the region to create an art trail along the Rio Grand Trail, the region can further encourage cycling and cultural tourism.

A Rio Grand Art Trail may have specific focal points or themes such as the environment, natural world, and history or may focus on artist driven work that engages visitors and locals alike.

Specific Locations in Glenwood Springs include:

- Glenwood Springs Elementary School
- Glenwood Springs High School
- Glenwood Springs Dog Park
- Grand Avenue
- City Boundary



Idea 3: Art on Top

Glenwood Springs is the quintessential mountain town and the nearby trails and peaks are (at a minimum) the city's tallest assets. Though many of the peaks and vistas are outside city-limits the city has a stake in its adjacent assets and attractions. Public art, situated at prominent locations on trails or other viewpoints on nearby mountains could promote health, recreation, and tourism in the city. Partnerships could be created with local, state and/or federal partners as needed.

Sensitivity towards the natural environment and view-sheds are highly important therefore any artwork should take this into account. Art could also be created that would be visible only from above on view points at higher elevations.

Inspirations Include:

- Tipit Rise Art Center (pictured below)
- Red Mountain Trail 'Hike to the Cross'





Idea 4: Jurassic Art

The quirky branding of VelociRFTA is not the only thing that makes the bus rapid transit (BRT) system that connects the Roaring Fork Valley unique. It was the first and perhaps as of this publication, the only rural BRT system in the country. At its launch in 2013 RFTA placed temporary giant eggs and dino footprints at stops throughout the system. Using this as inspiration, the city could implement small scale public art at spots throughout Glenwood Springs to promote ridership, assist with way-finding, and to add fun and whimsy to the daily commute. Small paths could be created in the sidewalk to guide visitors from stops to the downtown business district and Bethel Plaza.





Idea 5: Natural Playscape

Using wood or other found materials artists around the country create stunning and ephemeral outdoor works of public art. This art is particularly well suited for natural environments that need protected but also injected with public art. These installations make great play areas for young and old and in Glenwood Springs and could be well suited to the many parks and outdoor areas throughout the city. A particular location of interest is Two Rivers Park.



Idea 6: River Art

Though logistically challenging due to the many entities involved, artwork in one or both of Glenwood Springs rivers (or at their confluence) would be particularly impactful. This would be a draw for locals and tourists alike and could be created with low impact materials if needed.





Idea 7: For Kids by Kids!

Engaging the children of Glenwood Springs to create art around the community is not only a great opportunity to enliven the city but also to involve and engage the youth of the community. A variety of opportunities exist to have artwork created for by kids for kids (and adults too!).

Ideas include:

- Rotating art gallery
- Mural location that could rotate yearly
- Youth art installations at art festivals
- Capstone opportunities for seniors



Idea 8: Poetry in the Streets

Combining poetry and street art allows for a great way to engage the literary community and enliven the streets of Glenwood Springs. Local poets could be commissioned to write short poems that would then be placed on sidewalks around Glenwood Springs using spray paint, etching, chalk or some other method. Poems could be themed or general and could be targeted in implementation or placed throughout the city.





Idea 9: Local Artist Database

In order to assist individuals and businesses who are seeking to commission artwork by local artists, particularly developers impacted by the proposed Percent for Art Ordinance, the City should create a Local Artist Database. Creating a local artist database would allow for easier selection opportunities and connect those seeking art with artists.

The database would be updated yearly through an RFQ process. Artists would be required to submit the needed information yearly.





Idea 10: Activating the Bridge

The Grand Avenue Bridge is a vital link between Downtown Glenwood Springs and the many attractions across the Colorado and I-70. The bridge along with the 7th Street Plaza below provide a canvas for activation by the arts, both visual and event based.

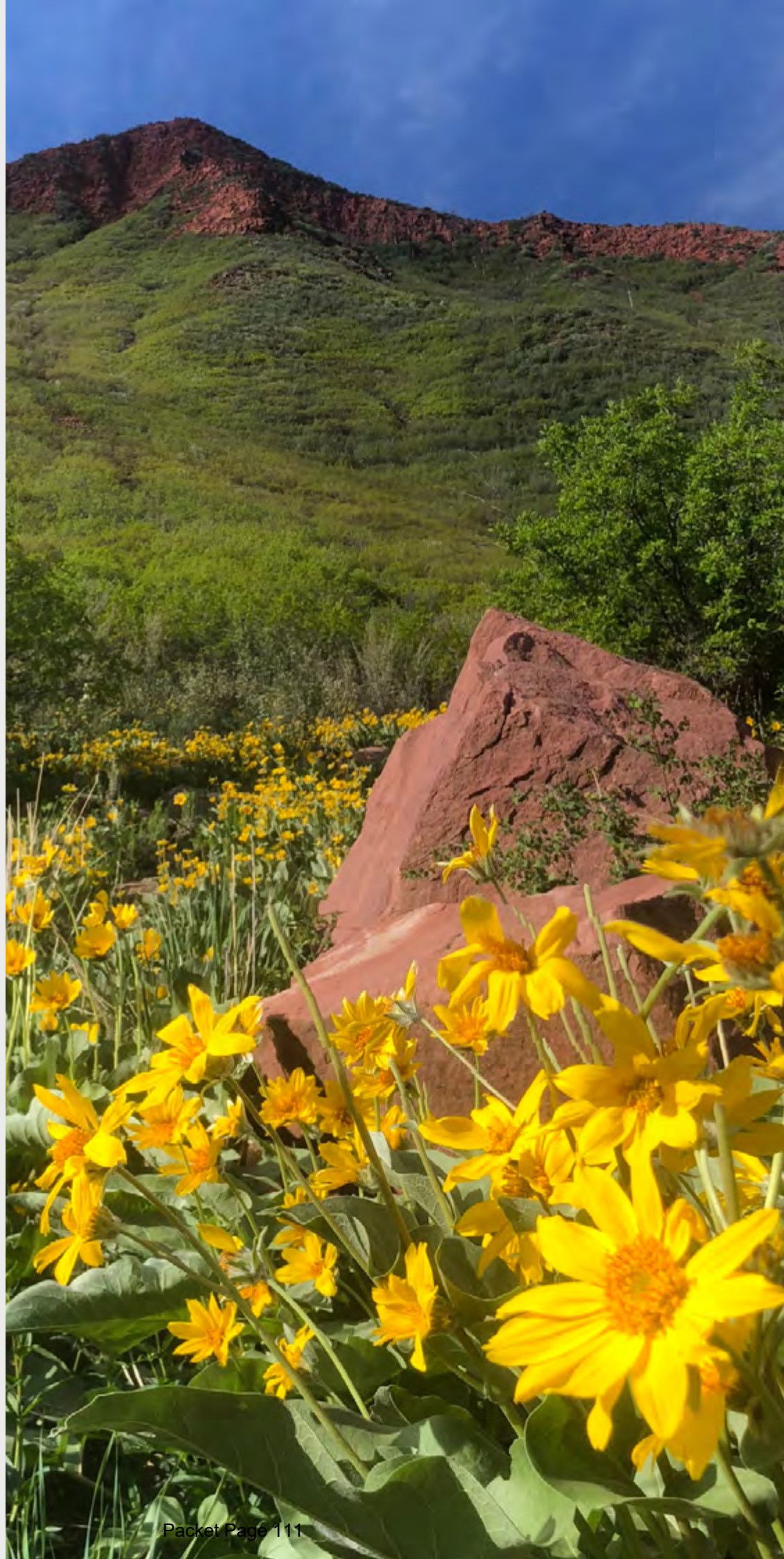
Ideas for Activation include:

- An Outdoor Art Show that takes place along the bridge
- Additional rotating murals along the bridge supports
- Plein Air art events
- Music on the Bridge





DESIGNING LOCAL





WHY PUBLIC ART MATTERS 2018



Art in public spaces plays a distinguishing role in our country's history and culture. It reflects and reveals our society, enhances meaning in our civic spaces, and adds uniqueness to our communities. Public art humanizes the built environment. It provides an intersection between past, present, and future between disciplines and ideas. Public art matters because our communities gain cultural, social, and economic value through public art.

In this document we will explore how public art impacts five community values: Economic Growth and Sustainability, Attachment and Cultural Identity, Artists as Contributors, Social Cohesion and Cultural Understanding, and Public Health and Belonging. Each section includes a summary, reasoning statement, supporting data, and examples. This document is designed as a tool for those making the case for public art in their community. We encourage the distribution of this document and the information provided to anyone interested in this topic or in need of an educational tool.

"Why Public Art Matters (2018)" reflects on the previous green paper of the same title released in the late 2000's. The current document was developed in collaboration with the 2018 Public Art Network Advisory Council who Americans for the Arts thanks for their dedication to strengthening the public art field.



"Magic Carpet" by Candy Coated. Association for Public Art, Philadelphia, PA. Photo credit: Constance Mensh

FRONT & BACK COVER: "Firmament" by Christopher Schardt. Discovery Green Conservancy, Houston, TX. Photo credit: Kayla Horner

ECONOMIC GROWTH AND SUSTAINABILITY

By engaging in public art as a tool for growth and sustainability, communities can thrive economically.



Karl Unnasch's sculpture "Ruminant (The Grand Masticator)." Installed in Reedsburg, WI as part of the Farm/Art DTour public art roadside tour, 2015.
Photo credit: Aaron Dysart.

REASONING:

Enhancing the identity and character of communities through public art directly supports cultural tourism and economic development strategies, which can both retain and attract residents. In addition, incorporating public art into private development can be a way for buildings to stand out as developers and managers look for renters—whether businesses or residents. The attention public art can bring to a development project can be calculated. A healthy public art ecosystem also drives the growth of new businesses.

EXAMPLES:

- Reston Town Center in Reston, Virginia has a less than one-half of one percent (0.5 percent) office vacancy rate in a region where the average office vacancy is 16-18 percent. Real estate broker Joe Ritchey attributes the low vacancy rate in part to the permanent and temporary public arts located in the Center. (Public Art Spurs Economic Development).
- Indianapolis, Indiana has seen the growth of two new manufacturing businesses that have either branched out or sprung up anew to handle the demand for the fabrication of public art and employing people in the process.
- The [Farm/Art DTour](#) in Sauk County, Wisconsin generated tourism in the area with an estimated 4,200 visitors—over 65% of whom traveled over 50 miles to see the installations which helped to increase the revenue of many local businesses; some of whom saw revenue increases as much as 300%.
- In Nashville, projects over \$150,000 are estimated to distribute two-thirds to three-quarters of the budget back into the local economy via fabricators, installers, art handlers, electricians, landscape architects, concrete companies, and other locally-based businesses.
- Public art projects have boosted cultural tourism, including an influx estimate of \$1 billion from Christo's and Jeanne-Claude's the "Gates" in New York's Central Park and the Bay Area Lights on the San Francisco-Oakland Bay Bridge—with an informal economic impact assessment conservatively estimated at \$97 million dollars added to the local economy.

DATA:

70 percent of Americans believe that the "arts improve the image and identity" of their community.*

Half of people with college degrees (**49 percent**) and a majority of Millennials (**52 percent**) and Generation Xs (**54 percent**) say they would strongly consider whether a community is rich in the arts when deciding where to locate for a job.**

[Arts, culture, and creativity can improve a community's competitive edge, attract new and visiting populations, and integrate the visions of both community and business leaders.](#)

*Americans Speak Out About the Arts, 2018
**Americans Speak Out About the Arts, 2016

ATTACHMENT AND CULTURAL IDENTITY

Public art directly influences how people see and connect with a place, providing access to aesthetics that support its identity and making residents feel appreciated and valued. Public art encourages attachment to a location for residents through cultural and historical understanding, and by highlighting what is unique about the places where people live, work, and play.

"Ballroom Luminoso" by Joe O'Connell and Blessing Hancock in San Antonio, TX. Commissioned by Public Art San Antonio, 2013. Photo credit: Fred Gonzales.

REASONING:

When people see themselves reflected in their civic spaces they have a sense of attachment that allows them to feel ownership and respect. Attachment to a location, whether it be a neighborhood, town, or city is key to retention of residents and commuters alike. Public art makes places unique through the reflection of local history and culture which gives communities a sense of place and identity.

EXAMPLES:

- In San Antonio, Texas "[Ballroom Luminoso](#)" transformed a highway underpass into a community-friendly space that helped unify and strengthen the identity of the nearby neighborhoods.
- In "[Charting Pogues Run](#)," by Sean Derry, a temporary project in Indianapolis mapped the invisible path of a local water system and indicated how the development of the city continues to change over time.
- In York, Alabama "[Open House](#)" by Matthew Mazzotta addressed the lack of public gathering spaces by providing a physical location as common ground for community dialogue and activities.

DATA:

Aesthetics is one of the **top three characteristics** of [why residents attach themselves to a community](#).

70 percent of Americans say they experience the arts in a "non-arts" venue such as a park, hospital, shopping mall, or airport.*

70 percent of Americans believe that the "arts improve the image and identity" of their community.*

**Americans Speak Out About the Arts, 2018*



Matthew Mazzotta's "Open House" was created in collaboration with the people of York, AL and the Coleman Center for the Arts, 2011. Photo credits: Matthew Mazzotta, Shana Berger, and Nathan Purath.

ARTISTS AS CONTRIBUTORS

Providing a public art ecosystem supports artists and other creatives by validating them as important contributors to the community.

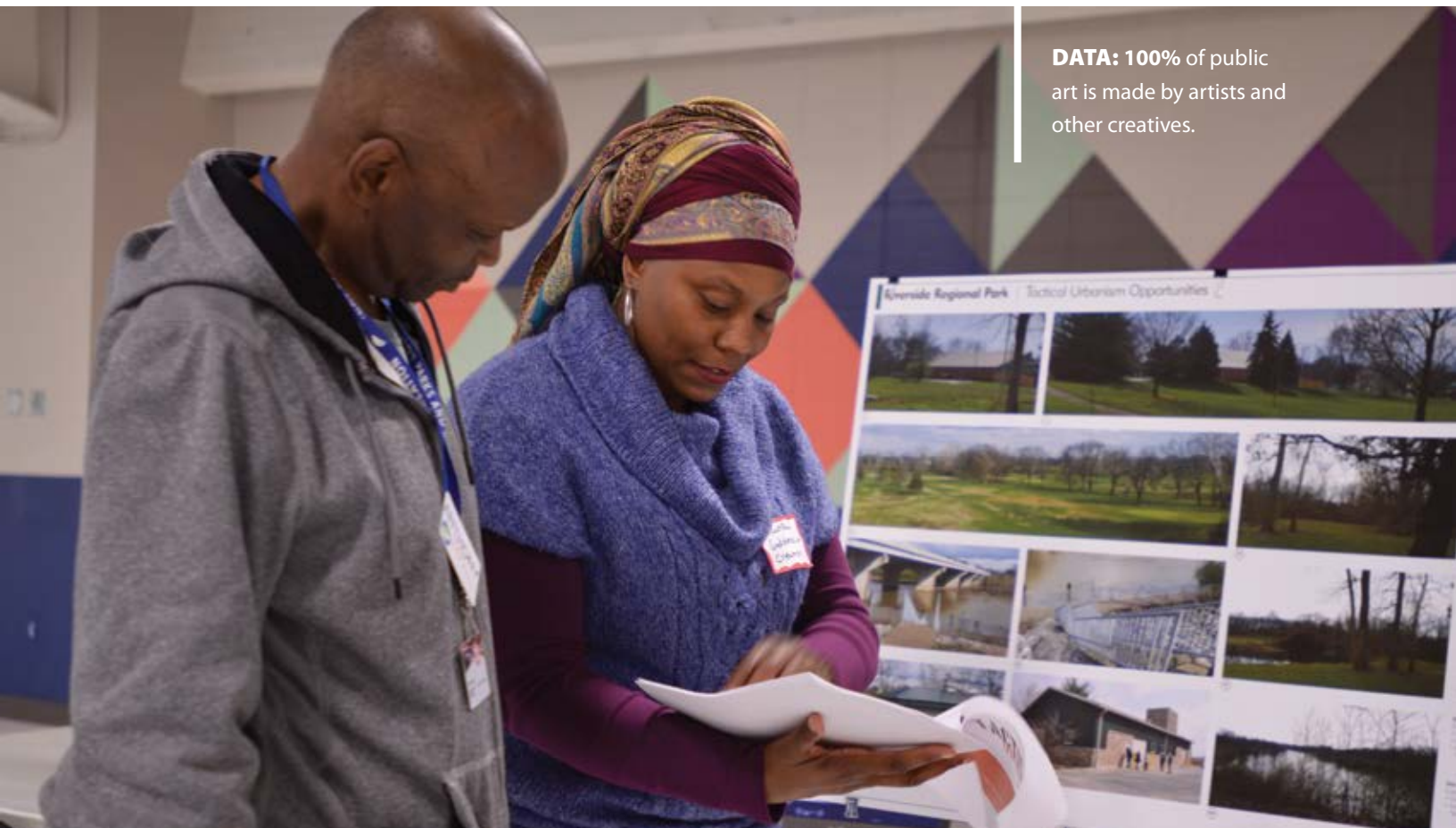
REASONING:

A public art ecosystem resonates with artists and other creatives as a visual reminder that they are embraced by a community. Artists bring innovation and problem-solving wherever they go, which strengthens America's competitiveness in the global marketplace, and plays an important role in building and sustaining a vibrant economy. Artists provide valuable contributions when they are included in the planning of public spaces and amenities with planners, engineers, designers, elected officials, and community stakeholders. Artists bring their creative skills and interpretations to each idea, site, social construct, and aesthetic potential. These conversations generate creativity in others inspiring an inventive result. Artists become civic leaders advocating through art for alternative perspectives that can challenge assumptions, beliefs, and community values.

EXAMPLES:

- When Indianapolis developed their 2017 Riverside Park Master Plan, an artist's contributions to the planning team worked out so well that the parks and recreations department hired another artist to be on the planning team for the Broad Ripple Park Master Plan in 2018.
- In Madison, Wisconsin [The Blubber @ Madison Public Library](#) provides the community with access to artists and art in the forms of programming, exhibitions, and more—this provides a space for learning and reflection. For example, their teen programs develop art and aim to provide “relationship building, basic skill development, and connection to the community.”
- “[Everyday Poems for City Sidewalk](#)” re-imagines Saint Paul's annual sidewalk maintenance program as an ongoing publishing entity for a city-sized book of poetry. Created by one artist, it allows for the self-expression of many local artists as it addresses beautification of infrastructure.
- In [Boston's Artist-in-Residence \(AIR\)](#) program, artists, community members, and city employees work on projects that help reframe social conversations. These artists explore the ways they can use art and media to improve and bolster city initiatives. They also search for ways to make artistic social practice a part of government and community work.

DATA: 100% of public art is made by artists and other creatives.



Artist LaShawnda Crowe Storm as part of the planning team for the Riverside Park Master Plan in Indianapolis, IN. Photo credit: Ratio Architects.



LEFT: “47 Stories” by Shira Walinsky and Laura Deutch in Philadelphia, PA. Commissioned by Mural Arts Philadelphia in collaboration with Southeastern Pennsylvania Transportation Authority, 2017. Photo credit: Steve Weinik. **RIGHT:** “Union” by Martha Jackson Jarvis in Seattle, WA. Administered by the Seattle Office of Arts & Culture and Commissioned with Seattle Department of Transportation 1% for Art Funds, 2016. Photo credit: Spike Mafford.

SOCIAL COHESION AND CULTURAL UNDERSTANDING

Public art provides a visual mechanism for understanding other cultures and perspectives, reinforcing social connectivity with others.

REASONING:

Public art supports communities by providing social cohesion and encouraging civic engagement. Public art activates the imagination through visual art and storytelling to emphasize the shared humanity of civic spaces—allowing the individual to better understand strangers and neighbors alike. Public art aids communities in visualizing different perspectives through civic icons and infrastructure projects such as train stations, traffic circles, hospitals, water treatment facilities, and airports. By reinforcing the culture of a community, public art acts as a catalyst for unity and social engagement.

DATA:

72 percent of Americans believe “the arts unify our communities regardless of age, race, and ethnicity.”*

69 percent of the population believe the arts “lift me up beyond everyday experiences.”*

73 percent of Americans agree that the arts “helps me understand other cultures better.”*

EXAMPLES:

- In Philadelphia, artists Shira Walinsky and Laura Deutch utilized the 47 bus as a mobile gallery to showcase places that are important to members of diverse communities who live and work along the route. Quotations revealed what interviewees love and value about the city.
- In New York City, the project “Key to the City” provided everyday citizens a key to unlock 20 public art sites across the city’s five boroughs. Participants could access cemeteries, community gardens, and police stations while initiating conversations about belonging.
- Located in a rapidly gentrifying neighborhood in Seattle’s Central Area Union, serves as a gateway marker to a historically African-American community whom are becoming increasingly displaced. The artwork was designed at the request of community members who expressed an interest in both landmark and gathering areas.

*Americans Speak Out About the Arts, 2018

PUBLIC HEALTH AND BELONGING

Public art addresses public health and personal illness by reducing stress, providing a sense of belonging, and addressing stigmas towards those with mental health issues.

REASONING:

Strong social cohesion creates a positive environment, which in turn supports both physical health and mental well-being of the community. By both engaging in public artwork development and facing artwork in the environment, individuals become aware of others and their role in their community. Public artworks can address negative stigma issues towards another culture or group by providing another perspective when considering peoples of different backgrounds. Additionally, located in healing spaces such as hospitals, public art improves healthcare and the healing process by providing an aesthetically interesting place for providers to work in and for patients to heal.

EXAMPLES:

- Mural Arts Philadelphia researched the impact of public art on mental health with their Porch Light project where they found “a promising and sustained relative decrease in stigma toward individuals with mental illness, and a relative decrease in stress.”
- Mikyoung Kim's Ripple Garden at Miami Jackson Hospital in Miami, Florida was designed as an opportunity for fresh air, light exercise, therapeutic gardening, and offering covered seating to accommodate patients whose medications are adversely affected by sunlight.
- San Francisco Hospitals have a plethora of exterior and interior works of public art which provide several benefits from creating healthy environments to connecting with the community in which the hospital is situated.

DATA:

Public art can function as a powerful catalyst for improved mental and physical health.

Public art has been shown to have clear public health impacts including decreased stress, eliciting awe, developing shared identity, reinforcing self-efficacy, and promoting positive health behaviors.

Art located in hospitals offer major opportunities in the delivery of better health and improved experiences for patients, service users, and staff alike.

Public art is also noted as slowing pedestrians down to enjoy their space and providing a positive impact on mood.



LEFT: “Ethereal Bodies 8” by Cliff Garten at the Zuckerberrg General Hospital and Trauma Center in San Francisco, CA. 2016. Commissioned by San Francisco Arts Commission, 2016. Photo credit: Jeremy Green. **RIGHT TOP AND BOTTOM:** “Ripple Garden” by Mikyoung Kim at the South Community Hospital in Miami, FL. Commissioned by Miami Dade County Art in Public Places, 2011. Photo credit: Robin Hill.



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AmericansForTheArts.org



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SEARCH

Public Health **Post**

Public Art as Public Health *By Maggie Thomas*

March 3, 2017

RESEARCH



Can we really afford public art? Can we justify spending on art when so many public needs are underfunded? There has **long been support** for public investment in art despite the opacity of its impact on people and communities. **Studies are increasingly demonstrating** the concrete positive, public health benefits of public art.

Key forms of public art linked to better health include [art installations in medical facilities](#), community involvement in [creating public art](#), and [art rooted and displayed in community spaces](#) to strengthen and create solidarity.

The health benefits of public art in medical facilities are most easily measured, as patients are an identified population and are already being assessed for health outcomes. [The range and impact of art in medical facilities is compelling evidence of the health-promoting role art can play](#). [Twitter](#) Patients in hospitals have been found to experience less anxiety, lower levels of pain, and faster healing after medical procedures when their hospital surroundings incorporated various forms of art. Medical facilities have dawn on research which explores the impact of the [content of art](#) as well as its simple presence, leading to emphasis on uplifting and representational images, art which depicts and reflects nature, and attention to a diverse array of art forms and content. These choices can support the potential for hospital-based public art to [motivate patients](#) to leave their rooms and engage in the facility, establish hopeful expectations about treatment, and generally improve self-reported mood and stress.

Public art developed and installed in community spaces can impact community health in multiple ways. Much of this is participatory public art, which engages community members in the planning and creation of the art itself.

The health impact of community-engaged and community-based public art is more complex to measure in terms of health impact, but what we do know from evaluation projects is exciting and encouraging. Public art developed and installed in community spaces can impact community health in multiple ways. Much of this is participatory public art, which engages community members in the planning and creation of the art itself. Projects like [Power House Productions](#), in Detroit, can increase community members' [sense of identity and belonging](#), reducing isolation and negative mental health and emotional health outcomes.

Some participatory public art projects intentionally engage [community members with differences](#), such as

Philadelphia's [Mural Arts Porch Light Program](#), which actively includes people with behavioral health challenges in community groups creating public mural art. That program's [evaluation study](#) found public health benefits ranging from improved neighborhood safety to decreased stigma around mental health issues to increased innovation in designing substance abuse treatment programs.

[Marsaili Cameron and colleagues](#) note that arts communities and public health communities share a dedication to improving individual and community well-being. This common goal highlights the nexus at which public art impacts public health. Public art's ability to [decrease stress](#), [elicit awe](#), [develop shared identity](#), [reinforce self-efficacy](#), and [promote positive health behaviors](#) are clear public health impacts. That these impacts are stronger with strong creative engagement, as an [initiative evaluation in London found](#), emphasizes the importance of the holistic, aesthetic impact of public art as opposed to other forms of public engagement.

Public art with public health impacts takes many forms, from a [contemporary art collection](#) at the Cleveland Clinic, reducing patients' stress, to a [gorgeous drinking fountain](#) in New York City's Washington Heights neighborhood, emphasizing cultural identity. [Public art has real public health benefits, transmitted at the community level.](#) [Twitter](#) As such, the public sector has an essential role to play in supporting public art for the well-being of all citizens.

In the subsequent article [Paying for Public Art](#), PHP explores what government, non-profit, and other organizations are doing to fund public art.

Feature Image: [It Has to be From Here: Forgotten but Unshaken](#) © 2012 City of Philadelphia Mural Arts Program / Betsy Casañas. 3263 North Front Street. Photo by Steve Weinik. Courtesy of Mural Arts Philadelphia. About the project: "The mural represents a partnership between Mural Arts, APM, and the Department of Behavioral Health and Intellectual disAbility Services. The mural depicts the strength and resilience of the APM community as well as the importance of APM as an anchor in the community."

Maggie Thomas



Maggie is a PhD student at the Boston University School of Social Work and was a 2016 Public Health Post Fellow. Her doctoral research is concentrated on public policy, with a focus on poverty and systemic oppression. Maggie is a part of the Social Policy Analysis Working Group at the School of Social Work, working on child welfare, economic instability, and child care subsidy projects. Prior to joining BU, Maggie practiced social work with LGBTQ youth and families and in the child welfare system. Maggie is an avid Chicago Cubs fan and loved J.R.R. Tolkien before it was cool.

You might also like:



Green Dreams
Oluwatobi Alliyu
April 11, 2019



7 Dresses 4 Health
Marian Brown
April 11, 2017



Paying for Public Art
Maggie Thomas
March 14, 2017



Ron Sims: How Where You Live Affects Your Health
Jonathan Gang
January 04, 2017



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item:	Resolution 2022-12; Public Art Funding
Action Requested:	Approval of Resolution 2022-12, setting the public art fee.
Department:	Economic and Community Development
Presented By:	Jenn Ooton
Strategic Goals:	Generate Sustainable Economic Development
Background Info:	Parks, Recreation and Economic Development staff members determined that if the city pursued five public art pieces each year, that the need would be just over \$60,000 annually. Staff reviewed Carbondale and Lafayette's rotating art exhibits, which include prices as the pieces on display are for sale and found the average cost of a sculpture was \$12,062. Staff reviewed the square footages of projects that would be subject to the open space requirements and projects that finished the development process for a few different years. For projects with a 2020 Planning File number, the \$60,000 spread out over the square footage was 13 cents per foot. Staff rounded down to 10 cents per foot of gross floor area, to make the math easier for these projects.
Issues:	At the work session, Planning Commission raised the issue of increasing the cost of developments.
Fiscal Impact:	For developers, the fees would be based on square footages of the projects that would be subject to the open space requirements. For example, a project with 113,000 square feet of gross floor area would add an additional fee of \$11,300 to the project in addition to applicable system improvement fees, fire fees, parkland dedication fees and school land fees
Legal Review:	As with any exaction, there is always a possibility of legal challenge. Provided that the exaction is reasonably related to the need, the likelihood of a successful challenge is low.
Staff Recommendation:	Approval of Resolution 2022-12.

RESOLUTION 2022-12

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
GLENWOOD SPRINGS, COLORADO, APPROVING THE
GLENWOOD SPRINGS PUBLIC ART FEE.**

WHEREAS, the City of Glenwood Springs (“Glenwood Springs” or the “City”) is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Glenwood Springs Home Rule Charter; and

WHEREAS, in 2019 the City selected Ohio-based Designing Local to develop a comprehensive Public Art Plan for Glenwood Springs; and

WHEREAS, the goals of the planning effort to shape policies for acquiring, commission and placing new art in the community; and

WHEREAS, the public was invited to provide feedback to the development of a Public Art Plan;

WHEREAS, the Glenwood Springs Public Art Master Plan 2021 was adopted by Resolution 2021-25 (the “Public Art Master Plan”); and

WHEREAS, Ordinance 2022-07 amended the Municipal Code to add a requirement for certain developments to provide public art based on a per square foot of gross floor area fee or pay a cash in lieu fee per square foot of gross floor area to be set by Council resolution; and

WHEREAS, the Glenwood Springs City Council finds and believes it is in the interest of the City to adopt the Public Art Fee;

**NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF
GLENWOOD SPRINGS, COLORADO, THAT:**

Section 1. The above recitals are hereby incorporated as findings by the City Council of the City of Glenwood Springs.

Section 2. The City Council of the City of Glenwood Springs hereby adopts the Public Art Fee at 10 cents/square foot cost of gross floor area

INTRODUCED, READ AND PASSED THIS _____ DAY OF MARCH 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

Jonathan Godes, Mayor

Ryan Muse, City Clerk

Glenwood Springs – Main Office

201 14th Street, Suite 200
P. O. Drawer 2030
Glenwood Springs, CO 81602

Aspen

323 W. Main Street
Suite 301
Aspen, CO 81611

Montrose

1544 Oxbow Drive
Suite 224
Montrose, CO 81402

Office: 970.945.2261

Fax: 970.945.7336

**Direct Mail to Glenwood Springs*

DATE: March 10, 2022
TO: Glenwood Springs City Council
FROM: Karp Neu Hanlon, P.C.
RE: Assignment of Boat Ramp Lease

The business entity Whitewater Rafting LLC has recently been sold by Larsson Whitewater Inc. to a new owner called Benji Whitewater Inc. This business is located on Devereaux Road and is the exclusive lessee of the City's boat ramp adjacent to the business's facilities. That lease, included as part of the asset sale, was executed in 2015 with a ten-year term and ten-year option to renew. Pursuant to Section 21 of the 2015 Lease, the lessee must obtain the City's consent in order to assign the lease. Upon request of the lessee, we have drafted an assignment and assumption of the lease. The terms of the lease do not change with this assignment, only the name of the owner.

ASSIGNMENT AND ASSUMPTION OF AGREEMENT FOR LEASE OF PROPERTY

THIS ASSIGNMENT AND ASSUMPTION OF AGREEMENT FOR LEASE OF PROPERTY (“Assignment”) is entered into and made effective this ____ day of _____, 2022 (the “**Effective Date**”) by and between the Larsson Whitewater Inc., a Colorado corporation, d/b/a Whitewater Rafting (“**Assignor**”), Benji Whitewater Inc., a Colorado corporation, whose principal office address is 2000 Devereaux Road, Glenwood Springs, CO 81601 (“**Assignee**”), and the City of Glenwood Springs, a Colorado home rule municipality (“**City**”). The undersigned may collectively be referred to as the “**Parties**.”

RECITALS

- A. Assignor entered into the Agreement for Lease of Property with the City, dated April 1, 2015 (“Agreement”).
- B. Assignor recently sold its whitewater rafting business to Assignee.
- C. Pursuant to the Agreement, Assignor may not have the right of assignment without the City’s prior written consent to assign the Agreement to a purchaser of substantially all of Assignor’s assets.
- D. Assignee qualifies as a purchaser of substantially all of Assignor’s assets.
- E. Assignor desires to assign the Agreement to Assignee and the City desires to affirm its consent to the assignment by execution of this Assignment.

FOR VALUABLE CONSIDERATION, the receipt and adequacy of which are hereby acknowledged, the Parties agree as follows:

1. Assignment and Assumption. Assignor hereby assigns, transfers, sets over and conveys to Assignee, and Assignee hereby accepts the Assignor’s right, title and interest in the Agreement. Assignee hereby assumes Assignor’s covenants, duties and obligations under the Agreement and Assignee agrees to be bound by all of the terms, conditions and provisions of the Agreement.

2. Agreement Administration and Notice. Any notices required to be given to Assignee pursuant to the Agreement shall be delivered to the Assignee as follows:

Thomas Carter
Benji Whitewater Inc.
2000 Devereaux Road
Glenwood Springs, CO 81601

3. Binding Effect. This Assignment shall inure to the benefit of and be binding upon the Parties hereto.

4. Construction; Definitions. This Assignment shall be construed according to the laws of the state in which the real property that is the subject of the Agreement is located.

5. Counterparts. This Assignment may be executed in any number of counterparts, each of which when executed and delivered shall be deemed to be an original, and all of which shall together constitute one and the same instrument.

IN WITNESS WHEREOF, the Parties have executed this Assignment as of the Effective Date.

{REMAINDER OF PAGE INTENTIONALLY LEFT BLANK}

ASSIGNOR:

LARSSON WHITEWATER INC., D/B/A WHITEWATER RAFTING

By: _____

Name: _____

Title: _____

STATE OF COLORADO)
) ss
County of _____)

The foregoing was acknowledged before me this ____ day of _____, 2022, by _____ as _____ of Larsson Whitewater Inc., a Colorado corporation, d/b/a Whitewater Rafting.

WITNESS my hand and official seal.

My commission expires: _____

Notary Public

ASSIGNEE:

BENJI WHITEWATER INC.

By: _____

Name: _____

Title: _____

STATE OF COLORADO)
) ss

County of _____)

The foregoing was acknowledged before me this ____ day of _____, 2022, by
_____ as _____ of Benji Whitewater Inc., a Colorado
corporation.

WITNESS my hand and official seal.

My commission expires: _____

Notary Public

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

AGREEMENT FOR LEASE OF PROPERTY

This AGREEMENT FOR LEASE OF PROPERTY is made between the CITY OF GLENWOOD SPRINGS, a Colorado home rule municipality ("Lessor") and LARSSON WHITEWATER INC., a Colorado corporation, d/b/a Whitewater Rafting ("Lessee"), to be effective as of April 1, 2015 regardless of the date it is executed.

WITNESSETH:

WHEREAS, Lessee desires to lease Lessor's property located directly opposite Lot 7, Colorado River Industrial Park abutting the Colorado River in Glenwood Springs, Colorado ("Property") as depicted on Exhibit A attached hereto and incorporated herein, for a boat/raft ramp and picnic area; and

WHEREAS, Lessee desires to lease the Property from Lessor and Lessor desires to lease the Property to Lessee on the terms and conditions contained herein.

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the parties hereto agree as follows:

1. Scope of Agreement. Lessee hereby agrees to utilize the Property solely for its whitewater rafting business.
2. Consideration. Lessee agrees to annually pay Lessor Seven Thousand Five Hundred Dollars (\$7,500.00), due and payable on or before April 1 of each year this Agreement is in effect.
3. Term. This Agreement shall be effective as of April 1, 2015 and shall extend through March 31, 2025 with an option to renew for an additional ten (10) year term upon the parties reaching agreement as to terms of the additional ten (10) year agreement, unless earlier terminated pursuant to Section 13 of this Agreement.
4. Trash. Lessee shall be responsible for trash removal from the Property and the trash shall be disposed of off-site and in a legal manner. Lessee shall maintain the Property trash and litter free at all times during the term of this Agreement.
5. Maintenance; Alterations; Removal; Surrender/Restoration.
 - 5.1 Maintenance. Lessee shall maintain the Property for safety. Lessee expressly waives the benefit of any statute or case law now or hereafter in effect which would give Lessee the right to maintain the Property at Lessor's expense or to terminate this Agreement because of Lessor's failure to keep the Property in good order and condition. Notwithstanding the foregoing, Lessee shall be responsible for all maintenance.
 - 5.2 Alterations, Additions, and Improvements. All alterations, additions, and improvements to the Property by Lessee shall be the property of and owned by the

Lessee, but considered a part of the Property. Any alterations, additions, or improvements to the Property beyond those in place at the time of execution of this Agreement must be submitted to and approved by the City prior to changes being made by Lessee. Unless otherwise provided for herein, all Lessee made alterations, additions, and improvements shall, at the expiration or earlier termination of this Agreement, become the property of Lessor and remain upon and be surrendered by Lessee with the Property. Lessee's personal property and its trade fixtures, including all machinery, equipment, and furnishings, shall remain the property of Lessee and may be removed by Lessee.

5.3 Removal. Any personal property not removed by Lessee within thirty (30) days after the end of the term of this Agreement shall automatically become the property of Lessor. Lessee shall repair any material damage to the Property caused by Lessee's removal of its personal property, but Lessee shall have no obligation to remove such items from the Property at any time.

5.4 Surrender/Restoration. Lessee shall surrender the Property by the end of the last day of the Agreement term or any earlier termination date, with all of the Property in good condition, ordinary wear and tear excepted. "Ordinary wear and tear" shall not include any damage or deterioration that would have been prevented by reasonable maintenance practice or by Lessee performing all of its obligations under this Agreement.

6. Lessor's Access; Repairs. Lessor and Lessor's agents shall have the right to enter the Property at any time, in the case of an emergency, and otherwise at reasonable times for the purpose of showing the same to prospective purchasers, lenders, or tenants, and making such alterations, repairs, improvements or additions to the Property or conducting Lessor's activities on behalf of the City as Lessor may reasonably deem necessary, provided such activities shall not interfere with Lessee's operations. All such activities of Lessor shall be without abatement of rent or liability to Agreement.

7. Property Tax. Lessee shall pay any property taxes assessed on the Property as a result of Lessee's use of the Property.

8. Signs. Lessee may not erect any signs on the Property without prior written approval of Lessor and in compliance with the Glenwood Springs Municipal Code.

9. Quiet Possession. Lessor covenants and agrees that so long as Lessee observes and performs all of the agreements and covenants required of it hereunder, Lessee shall peaceably and quietly have, hold and enjoy the Property for the term without any encumbrance, interference or hindrance by Lessor. If Lessee's use of the Property is limited or denied through rezoning, environmental impact edict, or other action of any public or quasi-public agency or governmental authority, this Agreement, at the sole option of Lessee, shall terminate as of the effective date of such action and the rent applying to the unexpired portion of the term shall abate.

10. Indemnity. To the extent permitted by law, each party to this Agreement shall hold harmless, indemnify, and defend the other party, including the other party's employees, officers, agents and assigns, from any claim, lawsuit, or award of damages, to the extent such claims, lawsuit, or award of damages arise from the action or inaction of that party's own officers, employees and agents.

11. Insurance. Lessee has provided proof of general liability insurance to the City which names the City as an "additional insured" thereunder, with appropriate endorsements and with single limit liability coverage of at least One Million Dollars (\$1,000,000.00). Lessee agrees to maintain this insurance for the term of this Agreement.

12. Governmental Immunity. Nothing herein shall be interpreted as a waiver of governmental immunity, to which the City would otherwise be entitled under Section 24-10-101, et seq., C.R.S., as amended.

13. Termination. Lessor or Lessee may terminate this Agreement for a material breach, default by the other party, or, for any reason, annually upon written notice provided no later than April 1 of any year.

14. Agreement Administration and Notice. Any notices required to be given pursuant to this Agreement shall be delivered as follows:

To the Lessor: City Manager
 City of Glenwood Springs
 101 West 8th Street
 Glenwood Springs, Colorado 81601

Copy to: City Attorney
 City of Glenwood Springs
 101 West 8th Street
 Glenwood Springs, Colorado 81601

To the Lessee: Erik & Phoebe Larsson
 Larsson Whitewater Inc.
 P.O. Box 2462
 Glenwood Springs, CO 81602

15. Responsibilities. Lessee shall be responsible for all damages to persons or property caused by the Lessee, its agents, employees or subcontractors, which may result from its negligent acts, errors and omissions hereunder, and shall indemnify and hold harmless Lessor from any claims or actions brought against Lessee by reason thereof. Lessor shall not be responsible for any loss or damages suffered by Lessee from Lessee's use of the Property.

16. Default; Breach; Remedies.

16.1 Default. The occurrence of any of the following events constitutes a material default of this Agreement by Lessee:

(a) The failure by Lessee to make any payment of rent or any other payment required to be made by Lessee hereunder, as and when due, where the failure continues for a period of twenty (20) days after Lessee receives notice thereof from Lessor.

(b) The failure by Lessee to observe or perform any of the covenants, conditions or provisions of this Agreement to be observed or performed by Lessee, other than those described in subparagraph (a) above, where the failure continues for a period of thirty (30) days after Lessee receives notice thereof from Lessor; provided, however, that if the nature of Lessee's default is such that more than thirty (30) days are reasonably required for its cure, then Lessee shall not be deemed to be in default if Lessee commences such cure within the thirty (30) day period and thereafter diligently completes the cure.

(c) The making by Lessee of any general assignment or general arrangement for the benefit of creditors; the filing by Lessee of a petition to have Lessee adjudged a bankrupt; or the judicial declaration of Lessee as bankrupt.

(d) The appointment of a trustee or receiver to take possession of substantially all of Lessee's assets located at the Property or of Lessee's interest in this Agreement, if possession is not restored to Lessee within thirty (30) days.

(e) The attachment, execution or other judicial seizure of substantially all of Lessee's assets located at the Property or of Lessee's interest in this Agreement, if the seizure is not discharged within thirty (30) days.

16.2 Remedies upon Lessee's Default. In the event of any such material default by Lessee, Lessor may, after giving notice as provided above, enter into the Property, remove Lessee's property and take and hold possession of the Property and expel Lessee and pursue those remedies available to Lessor under the laws of the State of Colorado.

16.3 Default by Lessor. Lessor shall not be in default unless Lessor fails to perform any covenants, terms, provisions, agreements or obligations required of it within a reasonable time, but in no event later than thirty (30) days after notice by Lessee to Lessor; provided that if the nature of Lessor's obligation is such that more than thirty (30) days are reasonably required for performance, then Lessor shall not be in default if Lessor commences performance within the thirty (30) day period and thereafter diligently completes performance.

16.4 Remedies upon Lessor's Default. If Lessor defaults in the performance of any of the obligations or conditions required to be performed by Lessor under this Agreement, Lessor may, after giving notice as provided above, either cure the default and deduct the cost thereof from rent subsequently becoming due hereunder, or elect to terminate this Agreement upon giving 30 days notice to Lessor of its intention to do so. In that event, this Agreement shall terminate upon the date specified in the notice, unless Lessor has meanwhile cured the default to the satisfaction of Lessee. In the event that any representations and warranties set forth in this Agreement shall cease to be the case, and if Lessor shall have failed to commence to cure within sixty (60) days after notice from Lessee and thereafter diligently completes the cure of the same, then, except as specifically provided elsewhere in this Agreement, Lessee shall have the right to terminate this Agreement upon notice to Lessor. Lessee may also pursue those remedies available to it under the laws of the State of Colorado.

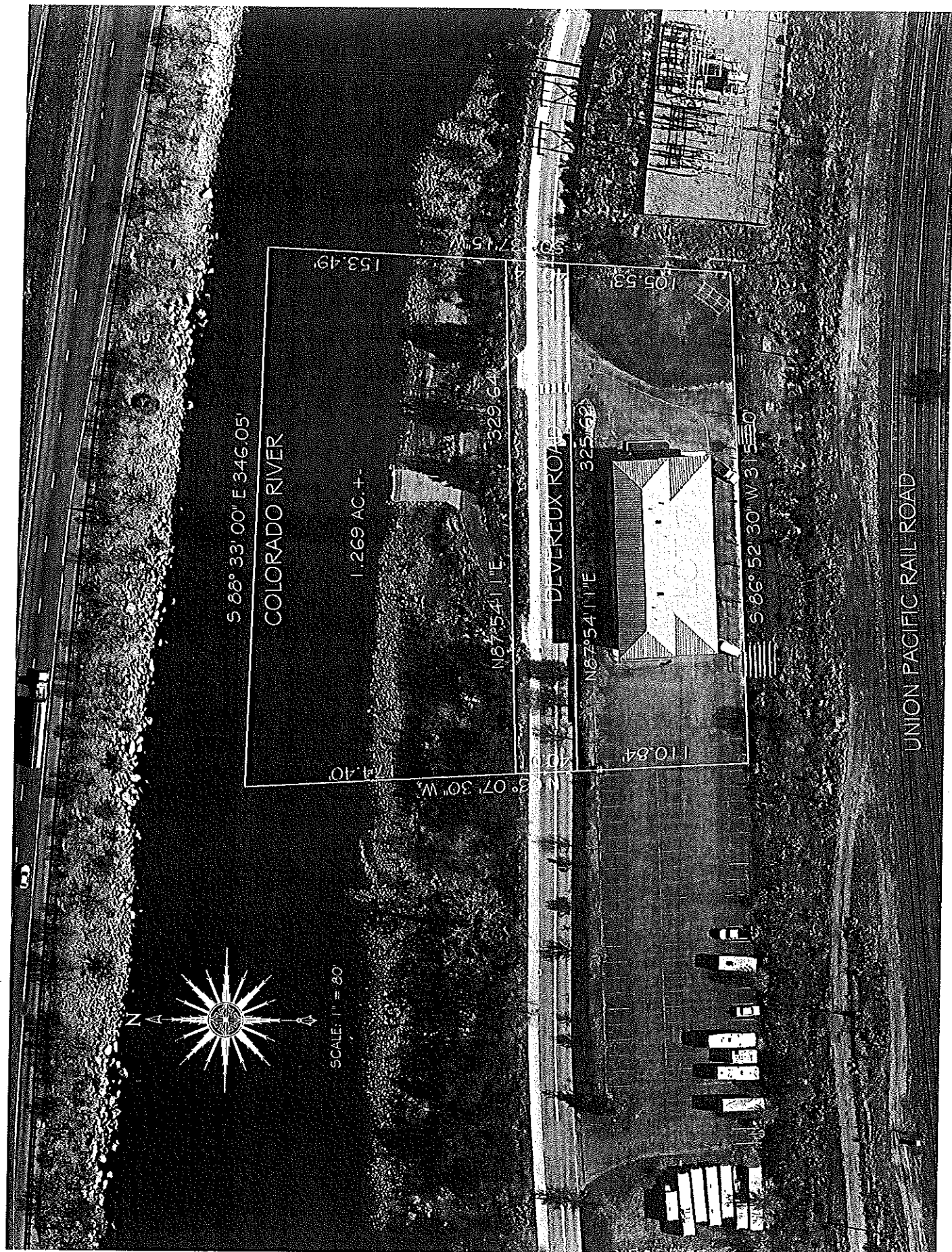
17. Entire Agreement. This Agreement constitutes the entire agreement between the parties. The parties shall not be bound by any other agreements, either written or oral, except as set forth in this Agreement.

18. Governing Law. The laws of the State of Colorado shall govern the validity, performance and enforcement of this Agreement. Venue for any action instituted pursuant to this Agreement shall lie in Garfield County, Colorado.

19. Authority. Each person signing this Agreement represents and warrants that said person is fully authorized to enter into and execute this Agreement and to bind the party it represents to the terms and conditions hereof.

20. Attorneys' Fees. Should this Agreement become the subject of litigation between Lessor and Lessee, the prevailing party shall be entitled to recovery of all actual costs in connection therewith, including but not limited to attorneys' fees and expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

21. Assignment. Lessee may not have the right of assignment without Lessor's prior written consent to assign this Agreement to a business with which Lessee may merge or consolidate, to any subsidiary of Lessee, to any corporation under common control with Lessee, or to a purchaser of substantially all of Lessee's assets. Lessee shall not sublease all or any part of the Property, or assign this Agreement in whole or in part, without Lessor's consent, such consent not to be unreasonably withheld or delayed.





City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item:	Resolution 2022-13; Great Outdoors Colorado Community Impact Grant for Sayre Park Improvements - Play for All
Action Requested:	Approve Resolution 2022-13 in support of a \$300,000 GOCO Grant for the Sayre Park Phase II Project.
Department:	Parks & Recreation
Presented By:	Brian Smith
Strategic Goals:	Protect and Preserve our Quality of Life Provide Efficient and Responsive City Government
Background Info:	Glenwood Springs is applying for a \$300,000 Community Impact Grant from Great Outdoors Colorado (GOCO) as the last piece of funding for Sayre Park Phase 2 – Play for All project. The City secured \$900,000 in funding for phase 2 through the National Park Service (NPS) Land and Water Conservation Fund program which will provide part of the match for this GOCO grant. Glenwood Springs will reserve \$590,000 in its budget to support this project, with \$10,000 in local community match from the Rotary Club. Additional community donations will be fundraised by the Rotary Club and the planning firm, which will offset the City's contribution. The "Sayre Park Improvements Phase 2 - Play for All" project includes the construction of a universal design playground, ADA walkways, a new restroom facility, landscaping, new furnishings, irrigation efficiency upgrades, and a pavilion in the northeast quadrant of the park. Phase 2 improvements build off Phase 1, which was completed Labor Day 2021. The combined upgrades that Phase I and Phase 2 improvements provide will ensure that Sayre Park can be enjoyed by individuals of all ages and ability levels.
Issues:	NA
Fiscal Impact:	NA
Legal Review:	NA
Staff Recommendation:	Approve Resolution 2022-13 in support of a \$300,000 GOCO Grant for the Sayre Park Phase II Project.

RESOLUTION 2022-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, IN SUPPORT OF THE GREAT OUTDOORS COLORADO COMMUNITY IMPACT GRANT

WHEREAS, The City of Glenwood Springs (the “City”) is committed to a Great Outdoors Colorado (GOCO) grant submittal request for the purpose of providing a portion of the matching funds to build the City’s first universal design playground, install ADA walkways, make restroom improvements, and add a pavilion/plaza to Sayre Park to enable people of all ages and abilities to access and enjoy this public facility; and

WHEREAS, Great Outdoors Colorado, the grant administrator, requests notice of support of any such grant prior to receipt; and

WHEREAS, The City of Glenwood Springs desires such grant and has the required cash match in the amount of up to \$590,000; and

WHEREAS, the City supports the completion of the project if a grant is awarded by the GOCO.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, THAT:

Section 1. The above recitals are hereby incorporated as findings by the City.

Section 2. The Glenwood Springs City Council strongly supports the Grant Application and has appropriated matching funds for a grant with Great Outdoors Colorado.

Section 3. The City Council of the City of Glenwood Springs, will authorize the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement with GOCO.

Section 4. If a grant is awarded, the City of Glenwood Springs hereby authorizes the Mayor or Mayor Pro Tem to sign a Grant Agreement with GOCO.

INTRODUCED, READ, AND PASSED THIS 17th DAY OF MARCH 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

Project Summary Information

Project Title:

Applicant Organization:

Applicant Name:

Partner Organization (if applicable):

Partner Name (if applicable):

Amount Requested:

Estimated Total Project Cost:

Estimated Grant Period (years):

Brief Project Description (limit to space provided, below)

The City of Glenwood Springs seeks \$300,000 in GOCO Community Impact funding matched with \$900,000 in Land & Water Conservation Fund (LWCF) grant funding, \$590,000 in local funds, and \$10,000 from the Glenwood Springs Rotary Club to construct the City's first universal design playground and enhance site features at Sayre Park, a public park located in the center of Glenwood Springs. This "Sayre Park Improvements Phase 2 - Play for All" project includes the construction of a universal design playground, ADA walkways, a new restroom facility, landscaping, new furnishings, irrigation efficiency upgrades, and a pavilion in the northeast quadrant of the park. Phase 2 improvements build off Phase 1, which was completed Labor Day 2021. The combined upgrades that Phase I and Phase 2 improvements provide will ensure that Sayre Park can be enjoyed by individuals of all ages and ability levels.



Sayre Park Improvements Phase 2 – Play for All

Glenwood Springs seeks GOCO Community Impact Funds for a Universal Design Playground

Sayre Park is an approximately 7-acre urban park located at 1702 Grand Avenue. The site is bounded by Grand Avenue to the west, North Hyland Park Drive to the north, Hyland Park to the south, and Blake Avenue to the east. Sayre Park is rich in history and sits just a few blocks south of historic downtown Glenwood Springs. It was first homesteaded by James Sayre in the mid-1930's before the U.S. government opened a Civilian Conservation Corps camp on the property to house 200 men. The men worked on improvements to the Glenwood Springs municipal airport and Red Mountain Ski Course. In the early 1940's the property was used to house World War II prisoners after being donated by Sayre to the city in 1937 with the stipulation that the land be used as a park. Since this time Sayre Park has continued to provide outdoor recreational opportunities to Glenwood Springs residents and visitors.

Today, Sayre Park features a wide variety of amenities to support passive and active outdoor recreation including grass open space, three basketball courts, a baseball field, sand volleyball, two tennis courts, a playground, horseshoes, two picnic shelters, a lighted gazebo, barbecues, picnic tables, and restrooms. In addition, Sayre Park has long been the venue for small to large gatherings for private parties and public events, including the historic 124-year-old Strawberry Days festival hosted every June by the Glenwood Chamber Resort Association, which attracts 8,000 visitors per day. Other events include St. Stephen's Festival of Diversity, Valley View Hospital Rally in the Valley, Stomparillaz Bike Polo, and the Hoops D'Ville basketball tournament.

Beginning in 2019, Glenwood Springs launched a public engagement process about improvements to Sayre Park. To ensure that various needs, voices, and opinions were identified and appropriately incorporated into project design, the project team hired an expert Landscape Architecture firm to conduct a comprehensive public engagement process that took place over the course of several months. The project's Community Outreach kicked-off in April 2019 with park visits and park-user interviews in English and Spanish, and talking with residential, business, church, school, and health-care neighbors, major event hosts, and sport-league organizers. Three scenarios of potential improvements were presented at the May 30, 2019 Community Open House meeting based on the input gathered to date blended with the project team's experience in park design projects throughout Colorado. Following the May 30, 2019 meeting, there was an online survey administered from June 4-18, 2019 that received a total of 255 responses. At the second Community Open House on July 11, 2019, a scenario was presented based on community input at the previous meeting, survey, and interviews. This public engagement process identified preserving current uses at the park, enhancing existing facilities, and improving accessibility as high priorities for Sayre Park.

This public engagement process identified that approximately 9.1% of the City's population have a disability, of which 120 are children. This population is significantly underserved when it comes to access to outdoor recreation as many of the City's parks, built over two decades ago or earlier, are not handicap accessible. Moreover, Glenwood Springs does not have an all-inclusive playground where people with disabilities can improve their physical, cognitive, social skills side-by-side with their able-bodied friends. These children are on the outside looking in and must travel 175 miles to reach the nearest inclusive playground.

Sayre Park has been identified as a prime location for the City's first all-inclusive park due to its high usage and central location just south of historic downtown Glenwood Springs. Sayre Park provides close-to-home outdoor recreation and is within walking distance to parts of two census tracts: Garfield County Tract 9517.02 and

9517.01. Tract 9517.02 is home to 3,407 residents while Tract 9517.01 is home to 4,513 residents. Together these tracts comprise nearly 80% of the population of Glenwood Springs. Within these tracts, the target neighborhood and primary user group of the park is the Hyland Park neighborhood. This neighborhood is home to the Valley View Hospital Medical Center, the Glenwood Springs High School, three local churches and the St. Stephen Catholic School. Residents and visitors to the area span a wide range of ages and abilities, from toddlers attending pre-school at St. Stephen Catholic School to the seniors living just blocks away at the Sunnyside Retirement Center.

In total, the project team estimates that over 15,000 people will benefit from the proposed Phase 2 improvements to Sayre Park. Proposed project activities including enhancements to the restrooms, a new universal design playground, a pavilion/plaza, and ADA walkways will boost the recreation service area of the park to include existing users and new users from a catchment area of 175-mile radius – the distance to the nearest universal playground. In addition, the project will benefit the 11,356 people in Garfield County who have a disability as well as the 7,477 older adults (ages 65 or older) in the county who will be able to take advantage of the accessibility enhancements and new shade opportunities the project will provide. The restrooms will benefit short and long-term users alike whether they use the park every day or are visiting for the Strawberry Days festival.

The development of the Phase I improvements to Sayre Park has been made possible through public-private partnerships. The City has partnered with Game On Camps and Hoop d'Ville as primary stakeholders in the project for fundraising efforts. Grand River Construction also generously provided 60% of the Phase 1 costs pro-bono and the City was awarded a \$25,000 FMLD Mini Grant for portions of this phase. In addition, the City secured \$900,000 in additional funding for phase 2 through the National Park Service (NPS) Land and Water Conservation Fund program which will provide part of the match for this GOCO grant. Glenwood Springs has also reserved \$590,000 in its budget to support this project, with \$10,000 in local community match from the Rotary Club. Now, Glenwood Springs seeks \$300,000 from GOCO as last in funding for this Phase 2 – Play for All project.

This project aligns with GOCO's Values as illustrated by the following:

Resource Conservation - As part of our LWCF Application, Glenwood Springs has agreed to designate Sayre Park as Section 6(f) property designation to ensure Sayre Park remains as a dedicated parkland in perpetuity.

Outdoor Stewardship – Engaging with CPW on the development of this project has provided insight and planning items to mitigate the potential for negative wildlife and human interaction.

Community Vitality – Together, with our partners that include LWCF, Rotary International, Colorado Parks & Wildlife, Glenwood Springs Chamber Resort Association, local schools, and community groups, we are building a coalition to create a greater quality of life for those in our community with a disability by reducing the barriers to park accessibility.

Equitable Access - Working together we can create an all-inclusive play environment and better our community. Parents and grandparents with disabilities would finally have the opportunity to join in on the joy that comes with bringing children to a playground once we create the best all-inclusive playground in Colorado and the FIRST all-inclusive playground on the Western Slope. With the nearest inclusive playground 175 miles away from Glenwood Springs and many of the City's parks inaccessible to people with a disability, the improvements made to Sayre Park will remove access barriers for an estimated 18,833 people in Garfield County.

Youth Connections - The current playground is aging and is not accessible to all children. To better serve the 120 children in the city with a disability, the project team proposes to remove the existing playground structure and surfacing and install accessible surfacing, exciting adaptive equipment, an inclusive apparatus layout, separated for ages 3-5 and 5-12 years old in addition to creating ADA accessible pathways in the park.

November 21, 2019



GLENWOOD
SPRINGS
COLORADO

PRELIMINARY CONCEPT PLAN





City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Resolution 2022-14; Interim Electronic Participation

Action Requested: Approval

Department: Attorney

Presented By: Karl Hanlon

Strategic Goals: Provide Efficient and Responsive City Government

Background Info: Since the commencement of the pandemic, the Council has been meeting through a variety of electronic participation methods. Now that the Council can regularly meet in person, it has expressed an interest in allowing for hybrid electronic participation by Council members, which is not currently provided for in the code. The proposed interim policy allows the Council to evaluate the technology in Council chambers to determine if the Council can operate effectively in a hybrid environment. The Resolution calls for the policy to be revisited no later than December 31, 2022 to determine what if any changes to the policy or the code need to be made.

Issues: None.

Fiscal Impact: None.

Legal Review: No issues.

Staff Recommendation: Approval.

RESOLUTION 2022-14

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ADOPTING AN INTERIM ELECTRONIC PARTICIPATION POLICY FOR CITY COUNCIL

WHEREAS, the City Council of the City of Glenwood Springs (the “Council”) recognizes that the global pandemic has made in person participation at Council meetings oftentimes difficult; and

WHEREAS, the Council wishes to address electronic participation by Council members on an interim basis to determine if it is an appropriate and effective option for the City.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, THAT:

Section 1. The above recitals are hereby incorporated as findings by the City.

Section 2. The Glenwood Springs City Council adopts the Interim Electronic Participation Policy for City Council attached as Exhibit A.

Section 3. The Policy shall be effective immediately and shall be reconsidered no later than December 31, 2022.

INTRODUCED, READ, AND PASSED THIS 17th DAY OF MARCH 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

Exhibit A

Interim Electronic Participation Policy for City Council.

The purpose of this Interim Electronic Participation Policy is to test the viability of remote participation by Council members considering changing and improved technology allowing for full and meaningful remote participation by Council members in both work sessions and regular meetings.

- 1) Electronic participation means participating via a video conferencing system such as Teams, GoTo Meetings, WebEx or Zoom where full two-way video is available and the remote Council member has the ability to see and hear all participants, view all presentations and contemporaneously participate in voting.
- 2) For purposes of this Interim Policy a quorum may be established using both in person and remote participants.
- 3) Unless otherwise approved by the Council no member shall participate electronically in more than one consecutive meeting and shall not participate electronically in more than two meetings in any twelve-month period.
- 4) The presiding officer for any Council meeting shall be in person.
- 5) No more than two Council members may participate electronically in any single meeting.
- 6) If it is determined by Council to be in the best interest of the City, any Council meeting may be set as an electronic participation meeting by all Council members.



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Victim's and Witnesses Assistance & Law Enforcement Board Appointment

Action Requested: Victim's and Witnesses Assistance & Law Enforcement Board Appointment

Department: City Administration

Presented By: Sara Weigel

Strategic Goals: Provide Efficient and Responsive City Government
Protect and Preserve our Quality of Life

Background Info:

Composition of the Victim's and Witnesses Assistance & Law Enforcement Board

1. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
2. Reserved.
3. The Chief of Police as an advisory member, but a nonvoting member of the Board.

Vacancies

Upcoming Vacancy that will need to be filled this month:

- One regular seat with a term expiring April 2025.

Applicant

- Charles Scott Courtney, a city resident, was appointed to a regular seat in December 2021 with a term expiring April 2022. Charles was deemed eligible for reappointment to a regular seat.

Councilor Hershey Recommendation

Reappoint Charles Scott Courtney to a regular seat on the Victim's and Witnesses Assistance & Law Enforcement Board with a term expiring April 2025.

Issues: None.

Fiscal Impact: None.

Legal Review: None.

Staff Recommendation: Staff defers to City Council.

020.020.020 Composition of boards and commissions.

The membership of boards and commissions shall be composed of the following persons:

- (1) *Local Liquor Licensing Authority.*
 - a. The Local Liquor Licensing Authority shall consist of a Hearing Officer appointed by the City Council by resolution and may be removed with or without cause by a majority vote of the City Council.
- (2) *Airport Board.*
 - a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (3) *Building Board of Appeals.* The Planning and Zoning Commission shall act as the Building Board of Appeals whenever such a board is required by this Code, other ordinances of the City or State or Federal law.
- (4) *Finance Advisory Board:*
 - a. Seven (7) members of which at least six (6) are City residents. One (1) member shall be employed in the finance industry; one (1) member shall be employed by the tourism industry; and one (1) member may be a non-resident, but shall own or be employed by a business within the City.
- (5) *Parks and Recreation Commission.*
 - a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
 - b. Reserved.
 - c. Reserved.
 - d. One (1) youth (under the age of eighteen [18] at appointment) who shall serve a one-year term from June 1 to May 31 of the following year.
- (6) *Planning and Zoning Commission.*
 - a. Seven (7) citizens who are residents of the City.
- (7) *River Commission.*
 - a. Seven (7) citizens, with one (1) alternate, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (8) *Victim's and Witnesses Assistance and Law Enforcement Board.*
 - a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
 - b. Reserved.
 - c. The Chief of Police as an advisory member, but a nonvoting member of the Board.
- (9) *Transportation Commission.*

-
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (10) Reserved.
- (11) *Glenwood Springs Housing Commission.*
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- Membership should reflect a broad representation of organizations and other entities which are related to housing, including but not limited to the financial community, the building and development community, the real estate industry, and organizations which support low-income residents of the community.
- (12) *Historic Preservation Commission.*
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (13) *Tourism Promotion Board.*
- a. Two (2) representatives from the tourism related businesses located within the City;
 - b. Two (2) representatives from the lodging businesses located within the City;
 - c. One (1) representative from the restaurant or retail businesses located within the City;
 - d. One (1) representative from the Glenwood Springs Chamber Resort Association; and
 - e. Three (3) citizens, at least two (2) who are residents of the City and that shall not have a direct or indirect financial interest in a business referenced in (a), (b) or (c) above and one (1) who is a resident that may have a financial interest in a business referenced in (a), (b) or (c) above.
- (14) *Arts and Culture Board.*
- a. Eight (8) members, at least five (5) of which are residents of the City, three (3) of which may reside outside of the City, and one (1) of which being a youth representative under the age of eighteen (18) or not having completed his or her final year of high school. Those representatives residing outside of the City must reside within the 81601 postal zip code area, own real property or a business within the City, or attend school within the City.
- (15) Council and Staff Participation on Boards and Commissions:
- a. The Mayor may appoint up to two (2) members of Council to act as a liaison between Council and a Board or Commission.
 - b. The City Manager may appoint a member of staff to assist a Board or Commission as necessary to fulfill their duties as provided for in 020.020.030.

(Code 1971 §§ 2-61, 4-75, 4-230, 15-2; 26-84 § 1; 19-89 § 1; 12-90 § 1; 54-90 § 1; 29-91 § 1; 10-93 § 1; 29-93 § 1; 7-94 § 1; 23-94 § 1; 10-95 § 1; 19-95 §§ 1, 2; 40-95 § 1; 28-97 § 1; 29-97 § 1; 1-01 § 1; 61-01 § 2; 14-03 § 1; 9-04 § 1; 20-05 § 2; 7-06 § 2; 13-06, § 2; 10-07 § 2; 6-08 § 2; 12-09 § 2; 12-10 § 2; 2-12 § 2; Ord. No. 2-2016, § 2(Exh. A), 2-4-2016; Ord. No. 16-2017, § 3, 8-17-2017; Ord. No. 2-2018, § 2, 1-18-2018; Ord. No. 6-2018, § 2, 3-1-2018; Ord. No. 21-2018, § 2, 9-20-2018; Ord. No. 2-2021, § 2(Exh. A), 4-15-2021)

VALE Board Application

Thank you for your interest in serving your community. Please answer all questions on this application.

Personal Information

1. Name *

Charles Scott Courtney

2. Home Address *

300 Wulfsohn Road, A404 Glenwood Springs, CO 81601

3. Mailing Address *

300 Wulfsohn Road, A404 Glenwood Springs, CO 81601

4. Home Phone *

970-691-1322

5. Work Phone *

970-691-1322

6. Mobile Phone *

970-691-1322

7. Email Address *

scourtney67@gmail.com

8. Occupation *

Retired-District Court Administrator

Personal and Professional Interests

9. Describe any experience with maintaining confidential information. *

work within Judicial Administration

10. Have you ever been a victim of a crime? *

No

11. Have you ever been convicted of a crime? If so, what was the violation? *

NoYe

12. Have you, a close family member, or friend ever been employed in the law enforcement or criminal justice system? *

Yes, former Chief Probation Officer and District Court Administrator

13. Do you have any experience working with people on a board, commission, committee, or as part of some other decision making group? *

Yes, former member of the state of Colorado VALE and formerly served the Victim Compensation and VALE Boards in the 8th Judicial District of Colorado

14. The VALE Board meetings typically occur one morning a month. Will you be sufficiently available to participate? *

Yes

15. Please enter today's date *

11/3/2021



16. Have you previously served on the VALE Board? *

☐ No

☒ Yes

17. Why do you think you should be reappointed? *

NA

18. Have you served more than two full terms on the VALE Board? *

No

Composition of the VALE Board

(as defined in Title 020 of the Glenwood Springs Municipal Code)

Composition of the VALE Board

(8) Victim's and Witnesses Assistance and Law Enforcement Board:

- a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- b. (R 20-05 §2)
- c. The Chief of Police as an advisory member, but a nonvoting member of the Board. Powers and Duties:

Powers and Duties of the VALE Board

(as defined in Title 020 of the Glenwood Springs Municipal Code)

(h) Powers and duties of the Victim's and Witnesses Assistance and Law Enforcement Board.

- (1) The Board shall designate one (1) of its members as chairman, shall establish rules of procedure and order and shall hold meetings as it might deem necessary.
- (2) A surcharge equal to twenty-five percent (25%) of the fine imposed for violation of all municipal ordinances, including ordinance violations under the Model Traffic Code, is hereby levied on each Municipal Court action resulting in a conviction, plea of guilty or no contest or in a deferred judgment and sentence, which municipal ordinance violation is charged pursuant to City ordinances. All calculated surcharge amounts resulting in dollars and cents shall be rounded to the nearest whole dollar. In the event a portion of the fine is suspended, the surcharge levied shall be computed based upon the original fine, regardless of whether a portion of said fine has been suspended. Said surcharges shall be paid to the Clerk of the Court by the defendant, and said Clerk shall deposit the money so received in the fund hereinafter created. (A 33-05,§2)

(3) The Victim's and Witnesses Assistance and Law Enforcement Fund, hereinafter referred to as the "Fund," consist of all monies paid as a surcharge as provided in Subsection (2) above. All monies deposited in the Fund shall be deposited in an interest-bearing account, and all interest earned by monies in the Fund shall be credited to the Fund. The City Manager, by and through the Finance Director, shall be responsible for establishing a separate fund for purposes of accounting for the revenues and expenditures. At the conclusion of each fiscal year, all monies remaining in the Fund shall remain in the Fund for allocation as hereinafter set forth.

(4) The Board shall disburse monies from the Fund in the following manner:

a. First, to the payment of all reasonable and necessary expenses and costs incurred by the Board in the performance of its duties, including but not limited to professional fees, office supplies and meeting expenses.

b. Second, not less than fifty percent (50%) of the monies remaining in the Fund after the deduction of reasonable expenses and costs shall be allocated for the purchase of victims and witnesses services and reimbursements, as hereinafter set forth. No funds shall be paid except in those specific instances where a police report has been filed by the Police Department for an alleged violation of a municipal ordinance, regardless of whether the perpetrator has been identified, arrested or prosecuted.

c. Third, any remaining monies may be allocated to the Police Department for the following purposes, including, but not limited to: equipment purchases, training programs for personnel and the employment of additional personnel. Such funds shall not be used by the Police Department for defraying the costs of routine and ongoing operating expenses. No disbursement within this category of expenditure shall be made without the approval of the City Council following a written recommendation by the Board.

Powers and Duties of the VALE Board - Continued

(5) Disbursement of funds by the Board on behalf of the victim's and witnesses assistance services may be used for the following purposes:

a. Provision of services for early crisis intervention;

b. Assistance in prompt return of victims' property;

c. Assistance to victims and witnesses in arranging transportation to and from court;

d. Provision of translator services;

e. Protection from threats of harm and other forms of intimidation

f. Reasonable medical and hospital expenses and expenses incurred for dentures, eyeglasses, hearing aids or other prosthetic or medically necessary devices; and

g. Losses resulting from property damage, including repair or replacement of property damaged as

a result of crime or payment of the deductible amount on a residential insurance policy in an amount not to exceed five hundred dollars (\$500.00). Victims' recovery due to property damage shall not exceed five hundred dollars (\$500.00) for any crime, but in no case shall a loss be compensable if the aggregate property damages are less than twenty-five dollars (\$25.00).

(6) The Board is authorized to accept and evaluate all applications for disbursement of funds, whether emanating from victims, witnesses or law enforcement agencies. Applications for disbursement shall be made upon forms prescribed by the Board, and made available by the Municipal Court and the Police Department. The Board shall establish its own criteria for evaluating applications for disbursement, and nothing herein contained shall obligate the Board to make disbursement of any funds available to it. Upon a finding by the Board that a disbursement shall be made from the Fund, the Board shall submit a written request for payment to the Finance Department, which shall then remit payment in accordance with the request.

(7) The Board is required to submit minutes of its meetings to the City Council at the next regular Council meeting following the Board's meeting.

Appointment, Removal, Term and Vacancies of Boards and Commissions

Glenwood Springs, CO Municipal Code 020.020.040

(a) Appointment and term of members. Except as otherwise provided, all appointments to the boards and commissions shall be by the City Council for terms of three (3) years each, and each member shall serve until his/her successor is appointed and takes office; provided, however, that the initial terms of office may be shortened by the City Council so as to provide overlapping terms of office. Appointments shall expire the day before the first regular meeting of the City Council in each month according to the following schedule:

(1) February:

Planning and Zoning Commission;
Finance Advisory Board;
Tourism Promotion Board;
Building Board of Appeals.

(2) March:

Transportation Commission;
Arts and Culture Board;
Parks and Recreation Commission;
Airport Board;
River Commission.

(3) April:

Local Liquor Licensing Authority;
Victim's Witnesses Assistance and Law Enforcement Board;
Historic Preservation Commission;
Glenwood Springs Housing Commission.

(b) Alternate members. The City Council at its discretion may appoint up to three (3) persons as

alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such absence and to attend and serve at the meeting. The alternate member may exercise all powers at the meeting which the absent regular member could exercise, and the alternate's powers and privileges shall terminate at the end of the meeting attended. The presiding officer may at his/her discretion select the same alternate to serve at successive meetings in the absence of any member.

(c) Limit to term of members. No Board member shall serve more than two (2) terms on the same board or commission.

(d) Removal of members. All appointed members of a board or commission shall be subject to removal, at any time, by the City Council. In the event an appointed member of a board or commission ceases to qualify for membership, his or her appointment is immediately terminated.

(e) Vacancies. The City Council shall fill all vacancies on boards and commissions by appointment for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018)

Respondent

<

11

Anonymous

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07:52

>

Time to complete

VALE Board Application

Thank you for your interest in serving your community. Please answer all questions on this application.

Personal Information

1. Name *

Charles Scott Courtney

2. Home Address *

300 Wulfsohn Road, A404 Glenwood Springs, CO 81601

3. Mailing Address *

300 Wulfsohn Road, A404 Glenwood Springs, CO 81601

4. Home Phone *

970-691-1322

5. Work Phone *

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6. Mobile Phone *

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7. Email Address *

scourtney67@gmail.com

8. Occupation *

Retired-District Court Administrator

Personal and Professional Interests

9. Describe any experience with maintaining confidential information. *

work within Judicial Administration

10. Have you ever been a victim of a crime? *

No

11. Have you ever been convicted of a crime? If so, what was the violation? *

NoYe

12. Have you, a close family member, or friend ever been employed in the law enforcement or criminal justice system? *

Yes, former Chief Probation Officer and District Court Administrator

13. Do you have any experience working with people on a board, commission, committee, or as part of some other decision making group? *

Yes, former member of the state of Colorado VALE and formerly served the Victim Compensation and VALE Boards in the 8th Judicial District of Colorado

14. The VALE Board meetings typically occur one morning a month. Will you be sufficiently available to participate? *

Yes

15. Please enter today's date *

11/3/2021 

16. Have you previously served on the VALE Board? *

☐ No

☒ Yes

Reappointment Applicants

17. Why do you think you should be reappointed? *

NA

18. Have you served more than two full terms on the VALE Board? *

No

Composition of the VALE Board

(as defined in Title 020 of the Glenwood Springs Municipal Code)

Composition of the VALE Board

(8) Victim's and Witnesses Assistance and Law Enforcement Board:

a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but

within the 81601 zip code area or own real property or a business within the City.

b. (R 20-05 §2)

c. The Chief of Police as an advisory member, but a nonvoting member of the Board. Powers and Duties:

Powers and Duties of the VALE Board

(as defined in Title 020 of the Glenwood Springs Municipal Code)

(h) Powers and duties of the Victim's and Witnesses Assistance and Law Enforcement Board.

(1) The Board shall designate one (1) of its members as chairman, shall establish rules of procedure and order and shall hold meetings as it might deem necessary.

(2) A surcharge equal to twenty-five percent (25%) of the fine imposed for violation of all municipal ordinances, including ordinance violations under the Model Traffic Code, is hereby levied on each Municipal Court action resulting in a conviction, plea of guilty or no contest or in a deferred judgment and sentence, which municipal ordinance violation is charged pursuant to City ordinances. All calculated surcharge amounts resulting in dollars and cents shall be rounded to the nearest whole dollar. In the event a portion of the fine is suspended, the surcharge levied shall be computed based upon the original fine, regardless of whether a portion of said fine has been suspended. Said surcharges shall be paid to the Clerk of the Court by the defendant, and said Clerk shall deposit the money so received in the fund hereinafter created. (A 33-05,\$2)

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(4) The Board shall disburse monies from the Fund in the following manner:

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b. Second, not less than fifty percent (50%) of the monies remaining in the Fund after the deduction of reasonable expenses and costs shall be allocated for the purchase of victims and witnesses services and reimbursements, as hereinafter set forth. No funds shall be paid except in those specific instances where a police report has been filed by the Police Department for an alleged violation of a municipal ordinance, regardless of whether the perpetrator has been identified, arrested or prosecuted.

c. Third, any remaining monies may be allocated to the Police Department for the following purposes, including, but not limited to: equipment purchases, training programs for personnel and the employment of additional personnel. Such funds shall not be used by the Police Department for defraying the costs of routine and ongoing operating expenses. No disbursement within this category of expenditure shall be made without the approval of the City Council following a written

recommendation by the Board.

Powers and Duties of the VALE Board - Continued

(5) Disbursement of funds by the Board on behalf of the victim's and witnesses assistance services may be used for the following purposes:

- a. Provision of services for early crisis intervention;
- b. Assistance in prompt return of victims' property;
- c. Assistance to victims and witnesses in arranging transportation to and from court;
- d. Provision of translator services;
- e. Protection from threats of harm and other forms of intimidation
- f. Reasonable medical and hospital expenses and expenses incurred for dentures, eyeglasses, hearing aids or other prosthetic or medically necessary devices; and
- g. Losses resulting from property damage, including repair or replacement of property damaged as a result of crime or payment of the deductible amount on a residential insurance policy in an amount not to exceed five hundred dollars (\$500.00). Victims' recovery due to property damage shall not exceed five hundred dollars (\$500.00) for any crime, but in no case shall a loss be compensable if the aggregate property damages are less than twenty-five dollars (\$25.00).

(6) The Board is authorized to accept and evaluate all applications for disbursement of funds, whether emanating from victims, witnesses or law enforcement agencies. Applications for disbursement shall be made upon forms prescribed by the Board, and made available by the Municipal Court and the Police Department. The Board shall establish its own criteria for evaluating applications for disbursement, and nothing herein contained shall obligate the Board to make disbursement of any funds available to it. Upon a finding by the Board that a disbursement shall be made from the Fund, the Board shall submit a written request for payment to the Finance Department, which shall then remit payment in accordance with the request.

(7) The Board is required to submit minutes of its meetings to the City Council at the next regular Council meeting following the Board's meeting.

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Glenwood Springs, CO Municipal Code 020.020.040

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member shall serve until his/her successor is appointed and takes office; provided, however, that the initial terms of office may be shortened by the City Council so as to provide overlapping terms of office. Appointments shall expire the day before the first regular meeting of the City Council in each month according to the following schedule:

(1) February:

Planning and Zoning Commission;
Finance Advisory Board;
Tourism Promotion Board;
Building Board of Appeals.

(2) March:

Transportation Commission;
Arts and Culture Board;
Parks and Recreation Commission;
Airport Board;
River Commission.

(3) April:

Local Liquor Licensing Authority;
Victim's Witnesses Assistance and Law Enforcement Board;
Historic Preservation Commission;
Glenwood Springs Housing Commission.

(b) Alternate members. The City Council at its discretion may appoint up to three (3) persons as alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such absence and to attend and serve at the meeting. The alternate member may exercise all powers at the meeting which the absent regular member could exercise, and the alternate's powers and privileges shall terminate at the end of the meeting attended. The presiding officer may at his/her discretion select the same alternate to serve at successive meetings in the absence of any member.

(c) Limit to term of members. No Board member shall serve more than two (2) terms on the same board or commission.

(d) Removal of members. All appointed members of a board or commission shall be subject to removal, at any time, by the City Council. In the event an appointed member of a board or commission ceases to qualify for membership, his or her appointment is immediately terminated.

(e) Vacancies. The City Council shall fill all vacancies on boards and commissions by appointment for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018)



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Volunteer Firefighter Pension Board Appointment

Action Requested: Volunteer Firefighter Pension Board Appointment

Department: City Administration

Presented By: Gary Tillotson

Strategic Goals: Provide Efficient and Responsive City Government
Ensure Public Safety

Background Info: **Composition of the Volunteer Firefighter Pension Board**

(1) In a municipality, the board must consist of the following members:

- (a) The mayor for a term equal to the mayor's tenure as mayor;
- (b) The municipal treasurer or finance officer for a term equal to the treasurer's or finance officer's tenure with the municipality;
- (c) Two other persons appointed by and for terms determined by the governing body of the municipality; and
- (d) (I) Prior to August 6, 2014, three fire department members serving the municipality who are elected by the fire department members of those fire departments for three-year terms. (II) Beginning at the next election to elect a board member pursuant to this paragraph (d) after August 6, 2014, three individuals elected from one or more of the following groups to the extent such groups exist at the time of election: Fire department members, retired fire department members, or retired fire department members returned to active service pursuant to section 31-30-1132. The three individuals shall be elected by the fire department members, retired fire department members, and retired fire department members returned to active service of those fire departments and shall serve for three-year terms as such terms exist on August 6, 2014. Nothing in this subparagraph (II) shall be construed to effect the term of any person serving on the board of a municipal volunteer firefighter pension board pursuant to subparagraph (I) of this paragraph (d) on August 6, 2014.

(2) The board shall elect a president and secretary from its members. The municipal treasurer or finance officer shall serve as the ex officio treasurer of the board.

Vacancies

Current Vacancies:

- One regular seat, appointed by City Council, with a term expiring 02/2025
- One regular seat, elected by membership, with a term expiring 02/2025

Applicant

Mike Alsdorf, a representative of our fire department serving the municipality, was most recently appointed to a regular seat on the Volunteer Firefighter Pension Board in June 2019 for a partial term and has reapplied for another term. Alsdorf has been involved in the fire service since 1978. He served over 25 years as a volunteer for Glenwood Springs Fire Department. Alsdorf continues to demonstrate his dedication to the fire service by serving as the Board's secretary. Appointing Alsdorf to the Volunteer Firefighter Pension Board is highly recommended.

Mayor Godes Recommendation

Reappoint Mike Alsdorf to a regular seat with a term expiring February 2025.

Issues: None.

Fiscal Impact: None.

Legal Review: None.

Staff Recommendation: Staff defers to City Council.



**Fire & Police Pension Association
of Colorado**

Colorado Revised Statutes

Title 31 Articles 30, 30.5 & 31

Part 11 - Volunteer Firefighter Pension Act

Attached are the Colorado Revised Statutes pertaining to the plans and benefits administered by FPPA. For more information please also refer to the FPPA Plan brochures, FPPA Rules and Regulations, and FPPA Plan Documents. These may be viewed and/or downloaded from our web site at www.fppaco.org or by requesting copies from the address below.

5290 DTC Parkway, Suite 100, Greenwood Village, CO 80111-2721
(303) 770-3772 in the Denver metro area or (800) 332-3772 toll free nationwide
FPPAco.org

PART 4
PENSION - FIREFIGHTERS' - GENERAL

31-30-401 to 31-30-418. (Repealed)

PART 5
FIREFIGHTERS' PENSIONS - CITIES OF OVER 100,000

31-30-501 to 31-30-523. (Repealed)

PART 6
POLICEMEN'S PENSIONS - CITIES OF OVER 100,000

31-30-601 to 31-30-621. (Repealed)

PART 7
PENSION FUNDS - INVESTMENT - PERSONNEL INSURANCE

31-30-701 and 31-30-702. (Repealed)

PART 8
POLICEMEN'S AND FIREFIGHTERS' PENSION REFORM LAW

31-30-801 to 31-30-806. (Repealed)

PART 9
POLICEMEN'S AND FIREFIGHTERS' PENSION REFORM COMMISSION

31-30-901. (Repealed)

PART 10
MEMBERS' BENEFITS

31-30-1001 to 31-30-1019. (Repealed)

PART 11
VOLUNTEER FIREFIGHTER PENSION ACT

31-30-1101. Short title. This part 11 shall be known and may be cited as the "Volunteer Firefighter Pension Act".

31-30-1102. Definitions. As used in this part 11, unless the context otherwise requires:

(1) "Board" means the board of trustees of the volunteer firefighter pension fund that is created in a municipality or district under this part 11.

(2) "District" means a fire protection district or county improvement district in this state having fire department members and offering fire protection services, and any county that

-10-

Certified Copy
Colorado Revised Statutes 2019

provides funding, including volunteer pension funding, through intergovernmental cooperation for the provision of fire protection services.

(3) "Fire and police pension association" means the association created by section 31-31-201.

(4) "Fire department member" means a volunteer firefighter who is in a fire department that serves a municipality, county, or district and who accrues benefits in the volunteer firefighter pension fund.

(5) "Fund" means the volunteer firefighter pension fund provided in this part 11.

(6) "Municipality" means a municipality in this state that maintains a regularly organized volunteer fire department and that offers fire protection services.

(7) "Plan" means a program of benefits provided under this part 11.

(7.5) "Previous net valuation" means an amount equal to the total valuation for assessment certified by the county assessor pursuant to section 39-5-128, C.R.S., and amended pursuant to section 39-1-111 (5), C.R.S., less the valuation for assessment that has been divided for an urban renewal area pursuant to section 31-25-107 (9) or for a downtown development authority pursuant to section 31-25-807 (3) for the property tax year in which the municipality or district made a contribution to the fund. If the total valuation for assessment certified by the county assessor, as amended, does not include the valuation for assessment that has been divided for an urban renewal area, such urban renewal valuation for assessment shall not be subtracted from the total valuation for assessment.

(8) "Retired fire department member" means a volunteer firefighter who is not on active duty and who receives pension benefits from the volunteer firefighter pension fund.

(9)(a) "Volunteer firefighter" means a firefighter who renders service to a fire department in a municipality, county, or district, who does not receive compensation as a firefighter, and who is not classified as an employee for purposes of the federal "Fair Labor Standards Act of 1938", as amended, based on payments, fees, or benefits that the firefighter receives. "Volunteer firefighter" may include other designations or titles given to firefighters provided that the firefighter meets all of the requirements for being a volunteer firefighter in this part 11.

(b) For the purposes of this subsection (9), "compensation" does not include:

(I) Actual expenses incurred by and reimbursed to a volunteer firefighter;

(II) (Deleted by amendment, L. 2010, (SB 10-021), ch. 17, p. 79, § 1, effective August 11, 2010.)

(III) Participation in or receipt of benefits from the fund;

(IV) Participation in or receipt of benefits upon termination of volunteer services to any district or municipality provided as part of an internal revenue code qualified volunteer service award plan established for the benefit of volunteer firefighters;

(V) Payments from federal moneys, either through the district or municipality or to the volunteer firefighter directly, for participation in a temporary emergency incident;

(VI) Nominal fees or benefits paid on a per-call basis or as part of an annual merit or recognition award program or other incentive award program.

31-30-1103. Board of trustees - fund. (1) In any municipality or district that maintains a regularly organized volunteer fire department, there is created a board of trustees of the volunteer firefighter pension fund. The board:

- (a) Shall manage, use, and disburse moneys in the fund according to its rules and bylaws and this part 11;
- (b) Shall supervise and control the fund;
- (c) May take all necessary steps and pursue all necessary remedies to preserve the fund.

31-30-1104. Board - municipality. (1) In a municipality, the board must consist of the following members:

- (a) The mayor for a term equal to the mayor's tenure as mayor;
 - (b) The municipal treasurer or finance officer for a term equal to the treasurer's or finance officer's tenure with the municipality;
 - (c) Two other persons appointed by and for terms determined by the governing body of the municipality; and
 - (d) (I) Prior to August 6, 2014, three fire department members serving the municipality who are elected by the fire department members of those fire departments for three-year terms.
(II) Beginning at the next election to elect a board member pursuant to this paragraph (d) after August 6, 2014, three individuals elected from one or more of the following groups to the extent such groups exist at the time of election: Fire department members, retired fire department members, or retired fire department members returned to active service pursuant to section 31-30-1132. The three individuals shall be elected by the fire department members, retired fire department members, and retired fire department members returned to active service of those fire departments and shall serve for three-year terms as such terms exist on August 6, 2014. Nothing in this subparagraph (II) shall be construed to effect the term of any person serving on the board of a municipal volunteer firefighter pension board pursuant to subparagraph (I) of this paragraph (d) on August 6, 2014.
- (2) The board shall elect a president and secretary from its members. The municipal treasurer or finance officer shall serve as the ex officio treasurer of the board.
- (3) Repealed.

31-30-1105. Board - fire protection district. (1) In a fire protection district, the board must consist of the following members:

- (a) The board of directors of the fire protection district for terms equal to their tenure on the fire protection district board;
- (b) The treasurer of the board of the fire protection district who shall be treasurer of the fund for a term equal to the treasurer's tenure on the fire protection district board; and
- (c) (I) Prior to August 15, 2010, two fire department members elected by the fire department members for two-year terms; except that, at the initial election, one member shall be elected for two years and one member for one year. In all subsequent elections, these members shall be elected for two years.
(II) (A) On and after August 15, 2010, two individuals elected from one or more of the following groups to the extent such groups exist at the time of election: Fire department members, retired fire department members, or retired fire department members returned to active service pursuant to section 31-30-1132. All members in each group existing at the time of election shall be given the opportunity to vote for the two individuals. The two individuals shall serve for two-year terms; except that, at the initial election, one individual shall be elected for two years and one individual for one year. In all subsequent elections, these individuals shall be

elected for two years.

(B) Nothing in sub-subparagraph (A) of this subparagraph (II) shall be construed to limit the term of a board member elected pursuant to subparagraph (I) of this paragraph (c).

(2) The board shall elect a president and secretary from its members.

(3) The treasurer of the board shall obtain a bond paid from the fund in an amount determined by the board.

31-30-1106. Board - county improvement district. (1) In a county improvement district, the board must consist of the following members:

(a) One county commissioner of the county in which the district is located for a term equal to the commissioner's tenure as county commissioner;

(b) The county treasurer for a term equal to the treasurer's tenure with the county;

(c) Three residents of the county obligated to pay real or personal property taxes who are appointed by the county commissioners for staggered terms determined by the county commissioners; and

(d) Two fire department members for two-year terms.

(2) The treasurer of the fund shall obtain a bond paid from the fund in an amount determined by the board.

31-30-1107. Board - consolidation or merger. (1) If a municipality or district merges or consolidates with one or more municipalities or districts, the former trustees of the various volunteer firefighter pension funds of the consolidated or merged municipalities or districts shall:

(a) Elect seven persons from their members, not more than three of whom are fire department members, to serve as trustees of the volunteer firefighter pension fund of the consolidated or merged fund with due regard to equal representation;

(b) Cease to hold office if they are not elected under paragraph (a) of this subsection (1).

(2) The trustees of the consolidated or merged fund shall elect from its members a president, secretary, and treasurer. The treasurer of the consolidated or merged district's fund shall obtain a bond paid from the fund in an amount determined by the board.

31-30-1108. Board powers and duties. (1) A board created by this part 11 to control a fund:

(a) Shall adopt necessary rules that are not inconsistent with this part 11 for the management and discharge of its duties, for its own government and procedure, and for the preservation and protection of the fund;

(b) Shall hear and decide each application for benefits under this part 11 in accordance with section 24-4-105, C.R.S. Action on an application is final and conclusive; except that, if in the opinion of a board, justice demands reconsideration of the action, the board may reverse the action.

(c) Shall keep and preserve a record of the action and all other matters properly before the board;

(d) May make agreements with the fire and police pension association to administer the plan and manage the funds of the plan for investment in accordance with section 31-31-705;

(e) May consolidate its fund with the fund of another municipality or district and shall administer the consolidated funds as a single fund if in the opinion of the board the total moneys

allocated to a fund by a municipality or district are inadequate to sustain a proper fund for retirement or for the other purposes of the fund under this part 11. The boards of these single funds may consolidate the funds under conditions and terms provided in an agreement consistent with this part 11.

31-30-1109. Attorney representation. (1) The attorney for a municipality or district shall:

(a) When required by the board, advise the board on all matters pertaining to the board's duties and management of the fund;

(b) Represent and defend the board in any suit or action at law or in equity brought against the board; and

(c) Bring all suits and actions on the board's behalf as the board requires or requests.

(2) If a conflict between a board and a municipality or district exists, the board may obtain an attorney to represent the board in any action described in this section at the board's expense.

31-30-1110. Property tax - other tax revenue. (1) The governing body of a municipality with a population of less than one hundred thousand, the board of directors of each fire protection district, the board of county commissioners, or the board of a county improvement district may levy and set apart a tax for each year of not more than one mill on the taxable property in the municipality, county, or district. The governing body or board shall contribute the proceeds of this tax, if any, to the municipality's, county's, or district's fund. The total tax levied under this section and section 31-30.5-403 (1), if any, for a fire department that has both paid and volunteer firefighters must not exceed one mill on the taxable property in the municipality, county, or district. Any new tax or an increase in the mill levy under this section shall comply with the voter approval requirements under section 20 of article X of the state constitution.

(2) The governing body of a municipality with a population of less than one hundred thousand, the board of directors of a fire protection district, the board of county commissioners, or the board of a county improvement district may contribute the proceeds of any other tax that the municipality, county, or district is authorized to collect to the municipality's, county's, or district's fund.

31-30-1111. Contribution to fund. (1) In addition to any tax revenues contributed under section 31-30-1110, the fund also consists of any:

(a) Moneys given to the board or fund by a person for the use and purpose for which the fund is created. The board may take any money, personal property, or real estate, or interest therein by gift, grant, devise, or bequest as trustees for the use and purpose for which the fund is created;

(b) Moneys, fees, rewards, or emoluments of any nature and description that are paid or given to the fund; and

(c) Moneys provided by the state under section 31-30-1112.

(2) Fund moneys are held in trust for the exclusive use and benefit of the fire department members and retired fire department members and their surviving spouses, dependent children, dependent parents, and other beneficiaries in accordance with this part 11.

31-30-1112. State contributions - intent.

(1) (a) Repealed.

(b) On and after July 1, 2004, the state treasurer shall transfer moneys to the department of local affairs for distribution as provided in this section to assist in funding volunteer firefighter pension plans. The department of local affairs shall distribute moneys for funding volunteer firefighter pension plans affiliated with the fire and police pension association pursuant to section 31-31-705 directly to the fire and police pension association as the administrator of the plan. The association shall credit the transferred moneys to the assets of the plan for which they are transferred.

(2) (a) State contributions to any municipality or district must equal ninety percent of all amounts contributed by the municipality or district under section 31-30-1110 in the previous year, but, notwithstanding any other provision of this part 11, the state contribution shall not exceed one-half mill on the previous net valuation for assessment of the municipality or district assuming one hundred percent collection.

(b) A municipality or district that was contributing an amount necessary to pay volunteer firefighter pensions in excess of three hundred dollars per month shall receive state contributions under paragraph (a) of this subsection (2) in an amount not to exceed one-half mill on the previous net valuation for assessment of the municipality or district assuming one hundred percent collection but based upon the greater of:

(I) The contribution that was actuarially required to pay a pension of three hundred dollars per month in the previous year, as determined by the municipality or district; or

(II) The highest actual contribution received by the municipality or district during the calendar year 1998, 1999, 2000, or 2001, irrespective of whether the state contribution was authorized by law at the time it was made. In the event of a consolidation or merger of two or more municipalities or districts, the sum of the highest actual contribution received by each consolidating or merging municipality or district during the calendar year 1998, 1999, 2000, or 2001 shall be the state contribution of the surviving consolidated or merged entity for the purposes of this subparagraph (II).

(c) and (c.5) (Deleted by amendment, L. 2002, p. 504, § 1, effective July 1, 2002.)

(d) The board in any municipality or district shall not increase benefits above the following amounts unless the increase is approved by the governing body of the municipality or district and an actuarial review indicates a higher payment is actuarially sound:

(I) For volunteer firefighter pensions, three hundred dollars per month;

(II) For a short-term disability monthly annuity pursuant to section 31-30-1121, one hundred fifty dollars per month;

(III) For a retirement pension pursuant to section 31-30-1123, two hundred dollars per month;

(IV) For survivor benefits pursuant to section 31-30-1127, one hundred fifty dollars per month; or

(V) For funeral benefits pursuant to section 31-30-1129, one hundred dollars.

(e) In no event shall a municipality or district receive less than one thousand dollars if the municipality or district contribution to its fund is equal to or greater than one-half mill on the previous net valuation for assessment of the municipality or district.

(f) (Deleted by amendment, L. 2002, p. 504, § 1, effective July 1, 2002.)

(g) The moneys necessary to make the state's contribution under this section shall be

derived from the proceeds of the tax imposed by section 10-3-209, C.R.S., as follows:

(I) (A) Repealed.

(B) As of July 1, 2004, the department of local affairs shall be responsible for disbursing the state contribution to each municipality and district. On or before October 31, 2004, and on or before October 31 of each year thereafter, the state treasurer shall transfer the amount necessary to provide contributions equal to the contributions made by the state to each municipality and district during the calendar year 1979 to the department for disbursement to the fund of each municipality or district.

(II) (A) Repealed.

(B) To the extent that the state's contribution under this section exceeds contributions made by the state during the calendar year 1979, the state treasurer shall transfer the excess amounts from the proceeds of the tax imposed by section 10-3-209, C.R.S., to the department of local affairs on or before October 31, 2004, and on or before October 31 of each year thereafter, for disbursement to the municipality or district's funds.

(C) Moneys transferred under this subparagraph (II) shall be separate from and in addition to moneys transferred under section 31-30.5-307 (2) and do not revert to the general fund but are available for the purposes provided in this section.

(h) (I) Repealed.

(II) As of July 1, 2004, the executive director of the department of local affairs or the director's designee shall be responsible for providing the accidental death and disability insurance policy for volunteer firefighters as provided in sections 31-30-1134 and 31-31-202 (4)(d). In addition to any other transfers required by this section, on or before October 31, 2004, and on or before October 31 of each year thereafter, the state treasurer shall transfer from the proceeds of the tax imposed by section 10-3-209, C.R.S., to the department such moneys as may be necessary to pay for the accidental death and disability insurance policy for volunteer firefighters and the administrative costs of providing such policy.

(i) Moneys transferred pursuant to this section shall be included for information purposes in the general appropriation bill or in supplemental appropriation bills to comply with the limitation on state fiscal year spending imposed by section 20 of article X of the state constitution and section 24-77-103, C.R.S.

(j) It is the intent of the general assembly to continually fund volunteer firefighter pension plans.

(3) (a) The department of local affairs shall work with the municipalities and the districts to develop a procedure by which municipalities and districts apply to receive state assistance moneys distributed pursuant to this section. The application procedure must ensure that the department can verify the amount of money to which each municipality and district is entitled before the department transfers funds to the municipalities and districts each year.

(b) The department of local affairs shall work with the joint budget committee to develop a procedure that allows any municipality or district to apply for a late disbursement of moneys in the event that such municipality or district made a good faith effort, but was unable to comply with the application procedure created pursuant to paragraph (a) of this subsection (3) due to a delay in preparing a financial statement or completing a required audit or actuarial study.

(4) (a) The department of local affairs may impose a nonrefundable application fee in an amount to be determined by the department on any municipality or district that applies to the department for state assistance moneys distributed pursuant to this section. The application fee

may be on a sliding scale based on the amount of state assistance moneys distributed to each fund pursuant to this section in the previous year.

(b) All revenue collected by the department of local affairs from the fee imposed pursuant to paragraph (a) of this subsection (4) shall be transmitted to the state treasurer who shall credit the revenue to the volunteer fire department application fund, which fund is hereby created in the state treasury. The moneys in the fund shall be continuously appropriated to the department for the purpose of covering the direct costs of administering the distribution of the state contribution moneys pursuant to this section.

(5) The department of local affairs shall have the authority to contract with any entity for the purpose of complying with the requirements of this section.

(6) Repealed.

31-30-1113. Fund investments. (1) The board may invest all or any part of fund moneys in the name of the board's treasurer or in the name of a custodian or custodians appointed by the board under this section in interest-bearing obligations of the United States, in interest-bearing bonds of this state, in general obligation bonds of municipalities, whether organized under general law or article XX of the state constitution, or in any depository stated in section 24-75-603, C.R.S., and secured as provided in articles 10.5 and 47 of title 11, C.R.S. By written resolution, the board may appoint one or more persons to act as a custodian or custodians, in addition to the treasurer, to deposit or cause to be deposited all or part of the fund in any state or national bank or any state or federally chartered savings and loan association in this state. The appointed persons shall give surety bonds, and the board shall determine the bonds' amounts, form, and purposes. These securities and evidences of investment shall be deposited with the treasurer of the municipality or district.

(2) Upon the board's direction, the treasurer of a municipality or district may invest part of the fund available for investment, with or without one or more other volunteer firefighter pension funds, in a noninsured trust pension plan with a bank or trust company authorized to exercise trust powers in this state as a trustee. The trustee's investment of fund moneys is governed by article 1.1 of title 15, C.R.S.

(3) Notwithstanding subsection (1) of this section, the board may invest all or any part of fund moneys in the name of the board's treasurer or in the name of a custodian or custodians appointed by the board under this section in one or more of the following:

(a) Any public-private initiative with the department of transportation, as defined in section 43-1-1201 (3), C.R.S.;

(b) Bonds issued for turnpikes in accordance with part 2 of article 3 of title 43, C.R.S.; or

(c) Repealed.

(d) Any other public-private initiative program for transportation system projects in Colorado authorized by law.

(4) The board may give preference to the investments described in subsection (3) of this section if such investments are consistent with sound investment policy.

31-30-1114. Fund investment in insurance. (1) Except as provided in subsection (2) of this section and with the concurrence of sixty-five percent of the fire department members voting thereon and sixty-five percent of the retired fire department members voting thereon, the board may:

(a) Insure the fire department members under the following insurance policies issued by

companies authorized to do business in this state:

(I) Individual, group, or blanket life, endowment, or annuity insurance;

(II) Variable annuity insurance; or

(III) Disability or liability insurance; and

(b) Spend any part of the fund to pay premiums on these policies.

(2) The board shall not spend fund moneys to purchase insurance if the expenditure would impair the pension fund's ability to:

(a) Pay annuities to a fire department member, surviving spouse, or dependent parent or child receiving annuities; or

(b) Meet the future requirements of pensions, benefits, and awards under the plan.

(3) The board must be the beneficiary of any insurance policies, and the proceeds of the insurance policies shall be paid to the board as an addition to the fund.

31-30-1115. Warrants. (1) Officers of the municipality or district who are designated by law to draw warrants on the treasurer of the municipality or district shall draw warrants thereon upon orders by the board, payable to the board's treasurer for moneys belonging to the fund.

(2) Except as provided in subsection (3) of this section, the board's treasurer shall pay moneys ordered to be paid from the fund to any person only upon warrants signed by the board's president and countersigned by the board's secretary. A warrant shall not be drawn except by the board's order that is duly entered in the records of the board's proceedings.

(3) Fund moneys in noninsured trust pension plans with a bank or trust company shall be paid by the trustee only upon the board's written order that is signed by the board's president, countersigned by the board's secretary, and duly entered in the records of the board's proceedings.

31-30-1116. Treasurer - custodian - segregation of moneys. (1) The board's treasurer and the custodian appointed by the board under section 31-30-1113 are the custodians of the fund and shall secure and safely keep books and accounts concerning the fund in the manner as the board may prescribe. The books and accounts are subject to inspection by the board, any board member, or any other interested person. Upon expiration of the treasurer's or custodian's term of office or appointment, the treasurer or custodian shall surrender and deliver to the successor all bonds, securities, and unexpended moneys or other property of the fund that the treasurer or custodian has possessed.

(2) A municipality or district that includes both paid and volunteer firefighters in their pension plans may consolidate the funds but must segregate the moneys for paid and volunteer firefighters on an equitable basis for accounting and actuarial purposes. The segregation shall be considered in actuarial reports on the funds. In computing the portion of the fund attributed to volunteer firefighters, volunteer firefighters' benefits shall not be changed.

31-30-1117. Exemption from levy. (1) Except for an assignment for child support purposes as provided in sections 14-10-118 (1) and 14-14-107, as they existed prior to July 1, 1996, and except for income assignments for child support purposes pursuant to section 14-14-111.5, C.R.S., and a writ of garnishment that is the result of a judgment taken for arrearages for child support or for child support debt, no part of the fund, either before or after any order for

distribution of the fund to a fire department member, retired fire department member, or beneficiary of the fund or the surviving spouse or guardian of any child of a deceased or disabled fire department member or of a deceased, disabled, or retired fire department member shall be held, seized, taken, subjected to, detained, or levied on by virtue of any attachment, execution, protest, or proceeding of any nature whatsoever issued out of or by any court in this or any other state for the payment or satisfaction of all or part of any debt, damages, claim, demand, judgment, fine, or amercement of the municipality or district or of a fire department member, retired fire department member, or their surviving spouses, dependent children, or designated beneficiaries.

(2) Except as provided in section 31-30-1118, the fund must be kept, secured, and distributed for the purpose of issuing pensions and protecting the persons named in this part 11 and for no other purpose whatsoever; except that the board may annually spend moneys as it deems proper and necessary from the fund for necessary expenses connected with the fund.

31-30-1118. Fund use - other purposes. (1) If the governing body of a municipality or district finds by resolution that no person is eligible or can become eligible for payment of a fund benefit, it may authorize contributions of all fund moneys for any fire-related purpose and, if no fire-related purpose exists, for any purpose as determined by the governing body of the municipality or district.

(2) At least sixty days before adoption of this resolution, the governing body of the municipality or district shall publish one notice in a newspaper with general circulation within the municipality or district and shall provide a copy of the published notice to the board of directors of the fire and police pension association. The notice must state that the intent of the governing body is to use the money in the fund for the purposes permitted in subsection (1) of this section and that persons who believe they are or may be entitled to benefit payments from the fund have fifty days from the date of the notice in which to file a written objection with the governing body regarding its proposed use of the fund. If a written objection is received, the governing body shall hold a public hearing before adoption of the resolution. Before the hearing, the governing body shall publish notice of the time and place of the hearing and send written notice of the hearing by certified mail to each person who files a written objection.

(3) If a person establishes a claim to a benefit from the fund within one year after adoption of this resolution, the municipality or district shall repay to the fund any money paid from the fund under this section, and no such additional payments shall be made from the fund.

31-30-1119. Board report - municipality. The board shall make a report to the governing body of the municipality on the condition of the fund. The board shall submit the report to the governing body before the last meeting in February and the last meeting in August of each year.

31-30-1120. Maximum benefit amount. (Repealed)

31-30-1121. Disability pension - rules - hearing. (1) If a volunteer firefighter is injured while in the line of duty as a volunteer firefighter, the board shall pay to the volunteer firefighter:

(a) A short-term disability monthly annuity for not more than one year in an amount it

determines is proper and equitable, considering the financial condition of the fund, but not more than one-half the amount paid by the board pursuant to section 31-30-1122 (1) or two hundred twenty-five dollars, whichever is greater; or

(b) A long-term disability monthly annuity for a disability that deprives the volunteer firefighter of an earning capacity and that extends beyond one year in an amount it determines is proper and necessary but not more than the amount paid by the board pursuant to section 31-30-1122 (1) or four hundred fifty dollars, whichever is greater. Any increase in the benefits in a municipality under this paragraph (b) shall be approved by the municipality's governing body.

(2) Disability-pension applicants shall be examined by one or more physicians selected by the board and may be examined by one or more physicians selected by the applicant. The board shall pay from the fund the expenses of the physician chosen by the board.

(3) The board shall adopt rules it deems proper concerning the examination of persons who are receiving disability benefits under this section to determine periodically the fitness of these persons. A person who is receiving benefits under this section and who is either fifty years of age or has completed twenty years of active duty in the fire department before the date disability benefits under this section are first provided shall not be reexamined. A person receiving benefits under this section shall not be examined before one year after the date disability benefits under this section are first provided and not more often than annually after this date.

(4) The board shall terminate the disability benefits under this section of a person who the board finds has recovered sufficiently from the disability that resulted in the receipt of these benefits, is under the age of fifty years, and has served less than twenty years of active duty. A person whose benefits are terminated under this subsection (4) may file a written protest within thirty days after the termination date stating the objection to the termination and requesting a hearing. The decision of the board is suspended pending a hearing on the protest. At the hearing, the member may appear and be represented by counsel.

31-30-1122. Retirement pension. (1) The board of a municipality, with the prior consent of the municipality's governing body, or the board of a fire protection district or county improvement district may pay a retirement pension to a volunteer firefighter who has twenty years of active service and who is over the age of fifty years. The retirement pension shall be an amount determined by the board of not more than one hundred dollars per month, unless an actuarial review indicates a higher payment is actuarially sound; except that any such amount determined by the board of a municipality shall be made with the prior consent of the municipality's governing body. Pensions that make payments in excess of three hundred dollars per month are subject to the state contribution limitation specified in section 31-30-1112 (2)(b). Except as provided in section 31-30-1132, a volunteer firefighter shall not receive a retirement pension for service in a fire department while the firefighter is an active member of that department. A volunteer firefighter shall maintain a minimum training participation in the fire department of thirty-six hours each year to qualify for retirement benefits. A volunteer firefighter who has served twenty years and who has not reached the age of fifty years may be granted a leave of absence and retain all rights to a retirement pension and is entitled to the retirement pension when the firefighter is fifty years of age.

(2) Notwithstanding subsection (1) of this section, the board may pay a retirement pension to a volunteer firefighter who has less than twenty years of active service if the

municipality's or district's fund is actuarially sound. The board shall determine the period of active service necessary to qualify for this retirement pension, but in no event shall such period be less than ten years of active service. The board shall not pay this retirement pension until the volunteer firefighter is fifty years of age. The amount of this retirement pension shall be determined by prorating the amount of the retirement pension under subsection (1) of this section based on the volunteer firefighter's years of service.

(3) Whenever the board increases the retirement pension benefit payable pursuant to subsection (1) of this section, such increase may also be applied to the pension benefit of any retired volunteer firefighter receiving the pension benefit specified in subsection (1) of this section at the time of such increase. The applicable pro rata share of any such increase, based upon the number of years of service, may also be applied to the pension benefit of any retired volunteer firefighter receiving the pension benefit specified in subsection (2) of this section at the time of such increase. Whenever the board elects to apply any retirement pension increase permitted under this subsection (3), the board shall apply such increase to the retirement pension of all retired volunteer firefighters in a fire department who are eligible for such increase under this subsection (3). Any actuarial review required under subsection (1) of this section shall include the cost of any retirement pension increase permitted under this subsection (3).

31-30-1123. Retirement pension - sources of payment. The retirement pension of a volunteer firefighter who has earned twenty years of active service as a volunteer firefighter for any one municipality or district shall be paid from the fund of that municipality or district, and no other fund shall pay a pension to that volunteer firefighter. The retirement pension of a volunteer firefighter who earns twenty years of active service as a volunteer firefighter after June 2, 1977, by serving more than one municipality or district shall be paid from the fund of each municipality or district for which the volunteer firefighter served at least five years. The amount paid by each fund for each year of service with the particular municipality or district shall equal one-twentieth of the retirement pension being paid by that fund on the day the volunteer firefighter left the service of the particular municipality or district. The retirement pension of a volunteer firefighter who earns twenty years of active service as a volunteer firefighter by serving more than one municipality or district shall be paid only by the municipality or district last served by that volunteer firefighter if any part of the twenty years of service was earned on or before June 2, 1977. In no event shall a volunteer firefighter receive a total retirement benefit from all volunteer firefighter pension funds exceeding the maximum amount paid by the board from such funds pursuant to section 31-30-1122 (1) or four hundred fifty dollars, whichever is greater.

31-30-1124. Compliance - insufficient moneys. (1) The board may require information, including proof of years of service, and establish procedures as it deems necessary to ensure compliance with the requirements and limitations of sections 31-30-1122 and 31-30-1123.

(2) If at any time money or other property in the fund is insufficient to pay the full amount per month to which each volunteer firefighter receiving a pension under this part 11 and other beneficiary of the fund is entitled, an equal percentage of the monthly payment shall be made to those volunteer firefighters and other beneficiaries until the fund is replenished in an amount that permits payment in full to those volunteer firefighters and other beneficiaries.

31-30-1125. Supplemental retirement pension. (1) In addition to the monthly retirement pension provided by section 31-30-1122, the board of a municipality, with the prior consent of the municipality's governing body, or the board of a fire protection district or county improvement district may pay a supplemental monthly retirement pension to a volunteer firefighter who is fifty years of age and who has been in active service more than twenty years if:

(a) An actuarial review indicates a supplemental monthly pension payment is actuarially sound; and

(b) Sixty-five percent of the total number of fire department members and retired fire department members give prior approval.

(2) The supplemental monthly pension payment shall not exceed five percent of the monthly pension payment provided by section 31-30-1122 multiplied by the number of years of active service in excess of twenty years, up to a maximum of ten years; except that the total of the monthly retirement pension payment provided by section 31-30-1122 and the supplemental monthly pension payment shall not exceed an amount that is actuarially sound.

31-30-1126. Survivor benefit. (1) Except as otherwise provided in subsection (3) of this section, upon the death of a retired fire department member or a volunteer firefighter who, regardless of age, has served the requisite number of years for retirement under section 31-30-1122 and who leaves a surviving spouse, the board may pay an annuity of not more than fifty percent of the current pension payment for a retired fire department member if the fund is actuarially sound. If the volunteer firefighter had less than twenty years of active service, the annuity to the surviving spouse shall be prorated based upon the number of years of service.

(2) This annuity to the surviving spouse shall cease if the surviving spouse remarries. Dissolution of a subsequent marriage does not reinstate the annuity. A surviving spouse shall not receive both an annuity under section 31-30-1127 and an annuity under this section.

(3) The benefits under this section do not apply if the optional survivor benefits under section 31-30-1128 are provided.

(4) The benefits under this section may be increased in the same manner as postretirement benefit increases as provided in section 31-30-1122 (3), subject to the state contribution limit set forth in section 31-30-1112 (2).

31-30-1127. Survivor benefit - death from injuries in the line of duty. (1) Except as otherwise provided in subsection (4) of this section, if a fire department member dies from injuries received while in the line of duty as a volunteer firefighter and leaves a surviving spouse, the board shall pay the surviving spouse a monthly annuity either in an amount the board deems proper and necessary, but not more than one-half the amount paid by the board pursuant to section 31-30-1122 (1) or two hundred twenty-five dollars, whichever is greater, or within limits prescribed by municipal ordinance or by rules of the board of the affected municipality or district. The annuity shall cease if the surviving spouse remarries. Dissolution of a subsequent marriage does not reinstate the annuity.

(2) Except as otherwise provided in subsection (4) of this section, if there is no surviving spouse as provided in subsection (1) of this section but there is a surviving child of the deceased volunteer firefighter under eighteen years of age, the board shall pay a monthly annuity either in an amount the board deems proper or necessary, but not more than one-half the amount paid by the board pursuant to section 31-30-1122 (1) or two hundred twenty-five dollars, whichever is

greater, or within limits prescribed by municipal ordinance or by rules of the board of the affected municipality or district. The board shall pay this annuity to the guardian of the child on behalf of the child. The annuity shall cease when the child is eighteen years of age.

(3) Except as otherwise provided in subsection (4) of this section, if there is no surviving spouse or child as provided in subsections (1) and (2) of this section but there is a surviving dependent parent of the deceased volunteer firefighter, the board shall pay the dependent parent a monthly annuity either in an amount the board deems proper and necessary, but not more than one-half the amount paid by the board pursuant to section 31-30-1122 (1) or two hundred twenty-five dollars, whichever is greater, or within limits prescribed by municipal ordinance or by rules of the board of the affected municipality or district. The annuity shall cease if the dependent parent remarries. Dissolution of a subsequent marriage does not reinstate the annuity.

(4) The benefits under this section:

(a) Are in addition to the educational benefits under section 23-3.3-205, C.R.S.;

(b) Do not apply if the optional survivor benefits under section 31-30-1128 are provided;
and

(c) May be increased in the same manner as postretirement benefit increases as provided in section 31-30-1122 (3), subject to the state contribution limit set forth in section 31-30-1112 (2).

31-30-1128. Optional survivor benefits. (1) Notwithstanding the provisions of sections 31-30-1126 and 31-30-1127 relating to payment of annuities in the event of the death of a volunteer firefighter in active service, the board in any municipality, with the prior consent of the governing body of such municipality, fire protection district, or county improvement district having a volunteer fire department may provide to the active members of the volunteer fire department the option of having the survivor benefits offered by this section in lieu of the purchase of individual, group, or blanket life, endowment, or annuity or variable annuity insurance pursuant to section 31-30-1114 (1)(a)(I) and (1)(a)(II) and in lieu of the survivor benefits provided to active volunteer firefighters pursuant to sections 31-30-1126 and 31-30-1127 if the following conditions are met:

(a) Sixty-five percent of the active and retired volunteer firefighters of the affected volunteer fire department consent in writing to the option provided by this section;

(b) An actuarial review by an independent actuary indicates the option provided by this section is actuarially sound and will not impair the ability of pension funds to pay the annuities to a beneficiary or to pay pensions; and

(c) If a municipality intends to provide the option provided by this section, the governing body of the municipality consents to the option.

(2) The governing body of a municipality or the board of a fire protection district or county improvement district having a volunteer fire department that intends to provide the option provided by this section shall determine whether the survivor benefits are allowed only if the volunteer firefighter dies while on duty and shall determine the benefit amount equal to up to one hundred percent of the amount of the pension the volunteer firefighter would have been entitled to under this part 11 if the volunteer firefighter had retired immediately before the volunteer firefighter's death. If survivor benefits are provided pursuant to subsection (1) of this section to the members of a volunteer fire department and if a volunteer firefighter who is a member of such fire department dies on duty or, if authorized by the governing body or board, off duty, a

spouse, dependent child, or dependent parent of the volunteer firefighter or, lacking such dependents, any other beneficiary who is a natural person and who has been designated by the volunteer firefighter shall receive a monthly annuity in the amount determined pursuant to this subsection (2).

(3) If survivor benefits are provided pursuant to subsection (1) of this section, the board shall pay the annuity authorized by this section to the designated beneficiary or to the legal guardian of the designated beneficiary who is a child under the age of eighteen as follows:

(a) Until the death of the beneficiary;

(b) If the beneficiary is a child under the age of eighteen, until the death of the child or until the child is eighteen years of age;

(c) If the beneficiary is a full-time student in an educational or vocational institution, until the beneficiary is twenty-three years of age;

(d) If the beneficiary is the surviving spouse, until the surviving spouse remarries; or

(e) Until the proceeds of the insurance policies provided in subsection (4) of this section and the accrued interest on such insurance proceeds are exhausted.

(4) To pay the costs of the option provided pursuant to this section, the board shall insure members of the volunteer fire department by insurance policies of individual, group, or blanket life, endowment, or annuity insurance or variable annuity insurance. The pension fund must be the beneficiary of these insurance policies, and the proceeds of these insurance policies shall be paid to the board as an addition to the fund. Payment of the premiums on these policies shall be paid from the existing pension fund assets, from additional local contributions made to the existing pension fund for payment of the premiums, or both; except that, notwithstanding the provisions of section 31-30-1112 concerning the amount of state contributions to the pension fund, additional state contributions shall not be made to the existing pension fund assets for payment of the premiums on these policies or as a result of additional local contributions made to the existing pension fund for payment of the premiums.

(5) If survivor benefits are provided pursuant to subsection (1) of this section and if a volunteer firefighter terminates active duty before retirement, the board may allow the firefighter to purchase any insurance policy that was purchased pursuant to subsection (4) of this section at a price equal to the cash value of the policy. If the firefighter does not purchase the policy, the board shall surrender the policy for its cash value. Moneys obtained by the board pursuant to this subsection (5) shall be deposited in the pension fund and used to pay the costs of the survivor benefits provided pursuant to this section.

(6) The survivor benefits provided pursuant to subsection (1) of this section may be terminated at any time by either:

(a) A vote to terminate by the governing body of the municipality or the board of the fire protection district or county improvement district having a volunteer fire department;

(b) A vote to terminate approved by sixty-five percent of the members of the volunteer fire department.

31-30-1129. Funeral benefit. When an active volunteer firefighter or retired fire department member dies, the board shall pay a funeral benefit to assist in the proper burial of the deceased firefighter in an amount determined by the board of not more than twice the amount determined by the board under section 31-30-1122, but not less than one hundred dollars. The board shall pay this funeral benefit to any person who pays the necessary funeral expenses.

31-30-1130. Fire department dissolution. (1) If a fire department dissolves and the services of volunteer firefighters or the fire department are discontinued:

(a) The benefits paid under this part 11 to volunteer firefighters or their surviving spouses, dependent parents, children, and other beneficiaries at the time of the dissolution shall continue;

(b) Assets of the fund shall be transferred with other assets of the fire department and shall be administered by the board of trustees of the successor pension fund;

(c) In no event shall the rate of compensation be altered either after commencement of proceedings for dissolution has occurred or after its completion;

(d) A volunteer firefighter who has accrued ten or more years of active service at the time of the dissolution shall be granted an annuity after the firefighter is fifty years of age. The annuity shall be prorated in accordance with the number of years of service and the amount of annuity being paid for age and service pensions by the board at the time of the dissolution.

31-30-1131. Volunteer firefighter - employment termination restricted. (1) An employer shall not terminate an employee who is a volunteer firefighter and who fails to report to work because the employee has responded to an emergency summons if the employee provides the employer with a written statement from the chief of the fire department that the employee's absence was due to the response.

(1.5) An employer shall not terminate an employee who is a volunteer firefighter and who leaves work to respond to an emergency summons, if:

(a) The employer does not deem the employee to be essential to the operation of the employer's daily enterprise;

(b) The employer has previously received written documentation from the fire chief of the employee's fire department notifying the employer of the employee's status as a volunteer firefighter;

(c) The emergency is within the response area of the employee's fire department and is of such magnitude that the emergency summons issued by the fire chief requires all firefighters to respond; and

(d) The chief of the employee's fire department provides the employer with a written statement verifying the time, date, and duration of the employee's response.

(2) An employer may deduct time lost from employment caused by a response to an emergency summons from the wages of an employee who is a volunteer firefighter.

(3) Notwithstanding the provisions of this section, if a volunteer firefighter is called to an emergency pursuant to part 8 of article 33.5 of title 24, C.R.S., the provisions of section 24-33.5-825 or 24-33.5-826, C.R.S., shall control regarding the volunteer firefighters absence or leave from work. Under no circumstances shall a volunteer firefighter's leave exceed the amount allowed pursuant to section 24-33.5-825 or 24-33.5-826, C.R.S.

31-30-1132. Retired firefighter - return to active service - benefits. If the governing body of any municipality, fire protection district, or county improvement district, by resolution, determines that a fire department is in need of additional volunteer firefighters, a retired fire department member shall be eligible to serve as an active volunteer firefighter of such fire department. Any retired fire department member who, subsequent to retirement, serves as an

active volunteer firefighter for a fire department pursuant to this section shall continue to receive pension benefits from the volunteer firefighter pension fund under this article during the period in which the person is an active volunteer firefighter of the fire department. During the period such person is receiving a pension and acting as an active volunteer firefighter pursuant to this section, such person shall not receive service credit for the purpose of increasing such pension.

31-30-1133. Qualification requirements - internal revenue code - definitions. (1) As used in this section, "internal revenue code" means the federal "Internal Revenue Code of 1986", as amended.

(2) Any volunteer firefighter pension plan established by this part 11 to provide retirement benefits for volunteer firefighters shall satisfy the qualification requirements specified in section 401 of the internal revenue code, as applicable to governmental plans. In order to meet those requirements, such plans are subject to the following provisions, notwithstanding any other provision of this part 11:

(a) The board shall distribute the corpus and income of the pension plan to members and their beneficiaries in accordance with this part 11 and the rules adopted by the board.

(b) No part of the corpus or income of the pension plan may be used for or diverted to any purpose other than that of providing benefits to participants and their beneficiaries and defraying reasonable expenses of administering the pension plan, except for an assignment for child support debt pursuant to section 14-14-104, C.R.S., child support arrearages as requested as part of an enforcement action under article 5 of title 14, C.R.S., or child support arrearages that are the subject of enforcement services provided under section 26-13-106, C.R.S., and except for income assignments for child support purposes pursuant to section 14-14-111.5, C.R.S., and a writ of garnishment that is the result of a judgment taken for arrearages for child support or for child support debt.

(3) A board may adopt any provision for a plan that is necessary to comply with the internal revenue code.

31-30-1134. Statewide accidental death and disability insurance policy - department of local affairs. (1) Beginning on July 1, 2004, the department of local affairs shall provide for and determine the cost of a statewide accidental death and disability insurance policy to cover all volunteer firefighters serving in volunteer or paid and volunteer fire departments, the insurance to be applicable only when serving as a volunteer firefighter. The policy shall be paid for as provided in section 31-30-1112 (2)(h)(II) from the proceeds of the tax imposed by section 10-3-209, C.R.S.

(2) The department of local affairs shall set the amount of coverage to be provided for each volunteer firefighter, take competitive bids for the policy from insurers, and make such rules as may be necessary to provide for the policy.

(3) The department of local affairs shall secure an accidental death and disability insurance policy that offers the best benefits available for the amount of moneys transferred to the department pursuant to section 31-30-1112 (2)(h)(II).

(4) The insurer shall have sole power to determine disability for volunteer firefighters under the policy provided by this section.

(5) The department of local affairs shall have the authority to contract with any entity for the purpose of complying with the requirements of this section.



Volunteer Firefighter Pension Board Application

Thank you for your interest and time commitment in serving your community. Please complete all questions on this application.

Composition of the Volunteer Firefighter Pension Board: Board members must be a representative of our fire department serving the municipality.

(as defined in the Colorado Revised Statutes; Title 31 - Government – Municipal; Powers and Functions of Cities and Towns; Article 30 - Fire - Police – Sanitation; Part 11 - Volunteer Firefighter Pension Act; § 31-30-1104. Board - municipality)

(1) In a municipality, the board must consist of the following members:

- (a) The mayor for a term equal to the mayor's tenure as mayor;
- (b) The municipal treasurer or finance officer for a term equal to the treasurer's or finance officer's tenure with the municipality;
- (c) Two other persons appointed by and for terms determined by the governing body of the municipality; and
- (d) (I) Prior to August 6, 2014, three fire department members serving the municipality who are elected by the fire department members of those fire departments for three-year terms. (II) Beginning at the next election to elect a board member pursuant to this paragraph (d) after August 6, 2014, three individuals elected from one or more of the following groups to the extent such groups exist at the time of election: Fire department members, retired fire department members, or retired fire department members returned to active service pursuant to section 31-30-1132. The three individuals shall be elected by the fire department members, retired fire department members, and retired fire department members returned to active service of those fire departments and shall serve for three-year terms as such terms exist on August 6, 2014. Nothing in this subparagraph (II) shall be construed to effect the term of any person serving on the board of a municipal volunteer firefighter pension board pursuant to subparagraph (I) of this paragraph (d) on August 6, 2014.

(2) The board shall elect a president and secretary from its members. The municipal treasurer or finance officer shall serve as the ex officio treasurer of the board.

Personal Information

1. Membership Qualification *

Board members must be a representative of our fire department serving the municipality. Do you meet this requirement?

☒ Yes

☐ No

2. Name *

Mike Alsdorf

3. Home Address *

1131 Cooper Ave.

4. Mailing Address *

P.O. Box 1323

5. Home Phone *

970-928-7990

6. Work Phone *

970-928-7990

7. Mobile Phone *

970-379-7353

8. Email Address *

guterman@rof.net

9. Occupation *

Mini Storage Manager

Personal and Professional Interests

10. Why are you interested in serving on the Volunteer Firefighter Pension Board? *

I was first appointed to the GWS Volunteer Firefighter Pension Board in January 2016, and reappointed in 2019. With my past experience as a member of the GWS Fire Dept for 25 years, and a board member for 6 years I believe I can be an asset to the Board.

11. Have you had previous experience with a volunteer pension plan? *

6 years with GSVFD pension board

12. Do you, or a family member, currently receive a pension from a volunteer firefighter department? *

Yes - Self

13. The Volunteer Fire Fighter Pension Board generally meets once or twice a year for approximately 1 to 2 hours. Do you have any existing time commitments that will hamper your ability to serve? *

None

14. Please select today's date. *

1/31/2022 

15. Have you served on the Volunteer Firefighter Pension Board before? *

☐ No

☒ Yes

Reappointment Applicants

16. Why do you think you should be reappointed? *

I have gained the knowledge of Actuarials and it's requirements as well as it's limitations as it relates to our pension. I believe I have a good working relationship with the existing members, with our goal being to maintain a sound and viable pension for the qualified membership of the GSVFD.

17. Have you served two full successive terms on the Volunteer Firefighter Pension Board? *

Yes

Powers and Duties of the Volunteer Firefighter Pension Board

(as defined in the Colorado Revised Statutes; Title 31 - Government – Municipal; Powers and Functions of Cities and Towns; Article 30 - Fire - Police – Sanitation; Part 11 - Volunteer Firefighter Pension Act; § 31-30-1108; Board Powers and Duties)

(1) A board created by this part 11 to control a fund:

- (a) Shall adopt necessary rules that are not inconsistent with this part 11 for the management and discharge of its duties, for its own government and procedure, and for the preservation and protection of the fund;
 - (b) Shall hear and decide each application for benefits under this part 11 in accordance with section 24-4-105, C.R.S. Action on an application is final and conclusive; except that, if in the opinion of a board, justice demands reconsideration of the action, the board may reverse the action.
 - (c) Shall keep and preserve a record of the action and all other matters properly before the board;
 - (d) May make agreements with the fire and police pension association to administer the plan and manage the funds of the plan for investment in accordance with section 31-31-705;
 - (e) May consolidate its fund with the fund of another municipality or district and shall administer the consolidated funds as a single fund if in the opinion of the board the total moneys allocated to a fund by a municipality or district are inadequate to sustain a proper fund for retirement or for the other purposes of the fund under this part 11. The boards of these single funds may consolidate the funds under conditions and terms provided in an agreement consistent with this part 11.
-

Appointment, Removal, Term and Vacancies of Boards and Commissions

(Per the Glenwood Springs, CO Municipal Code 020.020.040)

(a) Appointment and term of members. Except as otherwise provided, all appointments to the boards and commissions shall be by the City Council for terms of three (3) years each, and each member shall serve until his/her successor is appointed and takes office; provided, however, that the initial terms of office may be shortened by the City Council so as to provide overlapping terms of office. Appointments shall expire the day before the first regular meeting of the City Council in each month according to the following schedule:

February:

Volunteer Firefighter Pension Board

(b) Alternate members. The City Council at its discretion may appoint up to three (3) persons as alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such absence and to attend and serve at the meeting. The alternate member may exercise all powers at the meeting which the absent regular member could exercise, and the alternate's powers and privileges shall terminate at the end of the meeting attended. The presiding officer may at his/her discretion select the same alternate to serve at successive meetings in the absence of any member.

(c) Limit to term members. No board member shall serve more than two (2) successive terms on the same board or commission.

(d) Removal of members. All appointed members of a board or commission shall be subject to removal, at any time, by the City Council. In the event an appointed member of a board or

commission ceases to qualify for membership, his or her appointment is immediately terminated.

(e) Vacancies. The City Council shall fill all vacancies on boards and commissions by appointment for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018)





City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Housing Commission Appointments

Action Requested: Housing Commission Appointments

Department: City Administration

Presented By: Sara Weigel

Strategic Goals: Provide Efficient and Responsive City Government
Protect and Preserve our Quality of Life

Background Info: **Composition of the Glenwood Springs Housing Commission**
Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.

Membership should reflect a broad representation of organizations and other entities which are related to housing, including but not limited to the financial community, the building and development community, the real estate industry, and organizations which support low-income residents of the community.

Vacancies

Upcoming Vacancies that will need to be filled this month:

Two regular seats with terms expiring April 2025.

Applicants

- Matt Spidell, a city resident, was appointed to the Housing Commission in April 2019 and applied for a second term. Matt was deemed eligible for reappointment to a regular seat.
- Erin Morelli, a city resident, was appointed to the Housing Commission in April 2019 and applied for a second term. Erin was deemed eligible for reappointment to a regular seat.

Councilor Kaup and Councilor Stepp Recommendation

Reappoint Matt Spidell and Erin Morelli to regular seats on the Housing Commission with terms expiring April 2025.

Issues: None.

Fiscal Impact: None.

Legal Review: None.

Staff Recommendation: Staff defers to City Council.

020.020.020 Composition of boards and commissions.

The membership of boards and commissions shall be composed of the following persons:

- (1) *Local Liquor Licensing Authority.*
 - a. The Local Liquor Licensing Authority shall consist of a Hearing Officer appointed by the City Council by resolution and may be removed with or without cause by a majority vote of the City Council.
- (2) *Airport Board.*
 - a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (3) *Building Board of Appeals.* The Planning and Zoning Commission shall act as the Building Board of Appeals whenever such a board is required by this Code, other ordinances of the City or State or Federal law.
- (4) *Finance Advisory Board:*
 - a. Seven (7) members of which at least six (6) are City residents. One (1) member shall be employed in the finance industry; one (1) member shall be employed by the tourism industry; and one (1) member may be a non-resident, but shall own or be employed by a business within the City.
- (5) *Parks and Recreation Commission.*
 - a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
 - b. Reserved.
 - c. Reserved.
 - d. One (1) youth (under the age of eighteen [18] at appointment) who shall serve a one-year term from June 1 to May 31 of the following year.
- (6) *Planning and Zoning Commission.*
 - a. Seven (7) citizens who are residents of the City.
- (7) *River Commission.*
 - a. Seven (7) citizens, with one (1) alternate, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (8) *Victim's and Witnesses Assistance and Law Enforcement Board.*
 - a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
 - b. Reserved.
 - c. The Chief of Police as an advisory member, but a nonvoting member of the Board.
- (9) *Transportation Commission.*

-
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (10) Reserved.
- (11) *Glenwood Springs Housing Commission.*
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- Membership should reflect a broad representation of organizations and other entities which are related to housing, including but not limited to the financial community, the building and development community, the real estate industry, and organizations which support low-income residents of the community.
- (12) *Historic Preservation Commission.*
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (13) *Tourism Promotion Board.*
- a. Two (2) representatives from the tourism related businesses located within the City;
 - b. Two (2) representatives from the lodging businesses located within the City;
 - c. One (1) representative from the restaurant or retail businesses located within the City;
 - d. One (1) representative from the Glenwood Springs Chamber Resort Association; and
 - e. Three (3) citizens, at least two (2) who are residents of the City and that shall not have a direct or indirect financial interest in a business referenced in (a), (b) or (c) above and one (1) who is a resident that may have a financial interest in a business referenced in (a), (b) or (c) above.
- (14) *Arts and Culture Board.*
- a. Eight (8) members, at least five (5) of which are residents of the City, three (3) of which may reside outside of the City, and one (1) of which being a youth representative under the age of eighteen (18) or not having completed his or her final year of high school. Those representatives residing outside of the City must reside within the 81601 postal zip code area, own real property or a business within the City, or attend school within the City.
- (15) Council and Staff Participation on Boards and Commissions:
- a. The Mayor may appoint up to two (2) members of Council to act as a liaison between Council and a Board or Commission.
 - b. The City Manager may appoint a member of staff to assist a Board or Commission as necessary to fulfill their duties as provided for in 020.020.030.

(Code 1971 §§ 2-61, 4-75, 4-230, 15-2; 26-84 § 1; 19-89 § 1; 12-90 § 1; 54-90 § 1; 29-91 § 1; 10-93 § 1; 29-93 § 1; 7-94 § 1; 23-94 § 1; 10-95 § 1; 19-95 §§ 1, 2; 40-95 § 1; 28-97 § 1; 29-97 § 1; 1-01 § 1; 61-01 § 2; 14-03 § 1; 9-04 § 1; 20-05 § 2; 7-06 § 2; 13-06, § 2; 10-07 § 2; 6-08 § 2; 12-09 § 2; 12-10 § 2; 2-12 § 2; Ord. No. 2-2016, § 2(Exh. A), 2-4-2016; Ord. No. 16-2017, § 3, 8-17-2017; Ord. No. 2-2018, § 2, 1-18-2018; Ord. No. 6-2018, § 2, 3-1-2018; Ord. No. 21-2018, § 2, 9-20-2018; Ord. No. 2-2021, § 2(Exh. A), 4-15-2021)

Housing Commission Application

Thank you for your interest and time commitment in serving your community. Please complete all questions on this application.

Composition of the Housing Commission:

(Per the Glenwood Springs, CO Municipal Code 020.020.040)

- Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- Membership should reflect a broad representation of organizations and other entities which are related to housing, including but not limited to the financial community, the building and development community, the real estate industry, and organizations which support low income residents of the community.

Personal Information

1. Membership Qualifications *

You must qualify with one of the options below to be eligible to serve on the Housing Commission. Please select the option that applies to you.

- ☒ Resident of Glenwood Springs within city limits.
- ☐ Resident outside of Glenwood Springs city limits, but within the 81601 zip code.
- ☐ Owner of real property or a business within Glenwood Springs city limits.

2. Name *

Matt Spidell

3. Home Address *

2504 Woodberry Drive Glenwood Springs, CO 81601

4. Mailing Address *

2504 Woodberry Drive Glenwood Springs, CO 81601

5. Home Phone *

719-660-9984

6. Work Phone *

719-660-9984

7. Mobile Phone *

719-660-9984

8. Email Address *

jjglenwood@gmail.com

9. Occupation *

Restaurant Owner

Personal and Professional Interests

10. Why are you interested in serving on the Housing Commission? *

A deep passion to have a sustainable community where employees can work and live.

11. What do you view as your role if selected as a member of the Housing Commission? *

A view from a business owner, who struggles to find employees housing and serves the workers in Glenwood Springs, most of whom do not live in Glenwood Springs.

12. What personal or professional experience do you have relative to the mission of the Housing Commission (see Powers and Duties attached)? *

I've served as Planning Commissioner in Castle Rock Colorado and also President of the Colorado Chapter of American Society of Landscape Architects. I've also been self-employed for 18 years.

13. Have you previously served in any policy advisory capacity relative to Housing? If so, state your role. *

Yes, present member of the Housing Commission and a new member of the newly formed Ad Hoc Committee.

14. What do you see as the role that Housing play in the character and function of the Glenwood Springs Community? *

Hopefully providing a variety of housing options and improved zoning regulations to encourage more options.

15. Can you separate yourself from your personal opinions and represent the City's goals, policies, plans and the Glenwood Springs Municipal Code in an equitable fashion? *

Yes. No issues there.

16. What experience do you have working with people on a board, commission or committee? *

All positive experiences. It takes times to make connections and to learn from one another. The more time groups can grow together, I think we can make more forward progress.

17. Are you able to attend a monthly meeting of the Housing Commission held at 4:00pm on the second Wednesday of each month? *

☒ Yes

☐ No

18. Please select today's date. *

2/7/2022



19. Have you served on the Housing Commission before? *

☐ No

☒ Yes

Reappointment Applicants

20. Why do you think you should be reappointed? *

I think having an open-minded business leader on the committee to provide that needed perspective. I hope I'm that person.

21. Have you served two full successive terms on the Housing Commission? *

no, just one.

Powers and Duties of the Housing Commission

(as defined in Title 020 of the Glenwood Springs Municipal Code)

(k) Powers and duties of Housing Commission.

The powers and duties of the Housing Commission shall be:

- (1) To investigate, study and report to the City Council any and all matters concerning housing issues which directly affect the City, including the preparation of a Comprehensive Housing Affordability Strategy (CHAS).
 - (2) To assist City Council in defining the nature and scope of housing opportunities in the City.
 - (3) To meet with the City Council on an annual basis to identify which housing issues require priority attention.
 - (4) To investigate, study and report to the City Council on grants, donations and other forms of funding to assist in meeting the housing needs of the City.
 - (5) To perform functions concerning oversight of housing issues or functions as delegated by the City Council, including monitoring the implementation of activities as described in the CHAS.
 - (6) To appoint subcommittees as necessary to carry out the foregoing functions subject to the approval of the City Council.
-

Appointment, Removal, Term and Vacancies of Boards and Commissions

(Per the Glenwood Springs, CO Municipal Code 020.020.040)

(a) Appointment and term of members. Except as otherwise provided, all appointments to the boards and commissions shall be by the City Council for terms of three (3) years each, and each member shall serve until his/her successor is appointed and takes office; provided, however, that the initial terms of office may be shortened by the City Council so as to provide overlapping terms of office. Appointments shall expire the day before the first regular meeting of the City Council in each month according to the following schedule:

(3) April:

Glenwood Springs Housing Commission

(b) Alternate members. The City Council at its discretion may appoint up to three (3) persons as alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such absence and to attend and serve at the meeting. The alternate member may exercise all powers at the meeting which the absent regular member could exercise, and the alternate's powers and privileges shall terminate at the end of the meeting attended. The presiding officer may at his/her discretion select the same alternate to serve at successive meetings in the absence of any member.

(c) Limit to term of members. No board member shall serve more than two (2) successive terms on the same board or commission.

(d) Removal of members. All appointed members of a board or commission shall be subject to removal, at any time, by the City Council. In the event an appointed member of a board or commission ceases to qualify for membership, his or her appointment is immediately terminated.

(e) Vacancies. The City Council shall fill all vacancies on boards and commissions by appointment for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018)



Housing Commission Application

Thank you for your interest and time commitment in serving your community. Please complete all questions on this application.

Composition of the Housing Commission:

(Per the Glenwood Springs, CO Municipal Code 020.020.040)

- Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- Membership should reflect a broad representation of organizations and other entities which are related to housing, including but not limited to the financial community, the building and development community, the real estate industry, and organizations which support low income residents of the community.

Personal Information

1. Membership Qualifications *

You must qualify with one of the options below to be eligible to serve on the Housing Commission. Please select the option that applies to you.

- ☒ Resident of Glenwood Springs within city limits.
- ☐ Resident outside of Glenwood Springs city limits, but within the 81601 zip code.
- ☐ Owner of real property or a business within Glenwood Springs city limits.

2. Name *

Erin Morelli

3. Home Address *

220 Flat Tops View Dr. Glenwood Springs, CO 81601

4. Mailing Address *

Po Box 1911 Glenwood Springs, CO 81602

5. Home Phone *

(970)618-1061

6. Work Phone *

(970)355-5321

7. Mobile Phone *

(970)618-1061

8. Email Address *

erin@advocatesafehouse.org

9. Occupation *

Advocate Safehouse Project and Bartender

Personal and Professional Interests

10. Why are you interested in serving on the Housing Commission? *

To help obtain truly affordable housing for low income residence

11. What do you view as your role if selected as a member of the Housing Commission? *

A voice for those who need

12. What personal or professional experience do you have relative to the mission of the Housing Commission (see Powers and Duties attached)? *

Currently serve on the Housing Commission

13. Have you previously served in any policy advisory capacity relative to Housing? If so, state your role. *

.

14. What do you see as the role that Housing play in the character and function of the Glenwood Springs Community? *

Helping find solutions that would allow Glenwood's work force to live in Glenwood that is affordable

15. Can you separate yourself from your personal opinions and represent the City's goals, policies, plans and the Glenwood Springs Municipal Code in an equitable fashion? *

Yes

16. What experience do you have working with people on a board, commission or committee? *

This would be my 2nd term with the housing commission. I also attend the Continuum of Care meetings with Catholic Charities.

17. Are you able to attend a monthly meeting of the Housing Commission held at 4:00pm on the second Wednesday of each month? *

☐ Yes

☒ No

18. Please select today's date. *

2/16/2022



19. Have you served on the Housing Commission before? *

☐ No

☒ Yes

20. Why do you think you should be reappointed? *

I hope that I am able to bring a different prospective to the Commission.

21. Have you served two full successive terms on the Housing Commission? *

No, I have only served one term.

Powers and Duties of the Housing Commission

(as defined in Title 020 of the Glenwood Springs Municipal Code)

(k) Powers and duties of Housing Commission.

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-

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Glenwood Springs Housing Commission

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(e) Vacancies. The City Council shall fill all vacancies on boards and commissions by appointment for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018)





City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Update on Emergency Evacuation Planning

Action Requested: None. For information only.

Department: Engineering

Presented By: Terri Partch

Strategic Goals: Ensure Public Safety

Background Info: After the Mile Marker 11 Fire in South Canyon in 2020, the City recognized the need to develop evacuation planning for the north and west sides of Glenwood Springs. During the MM 11 fire, the highway was closed at Exit 114 in both directions due to the need to take water via helicopter across I-70. After the closure of Exit 114, the afternoon traffic flowing through Glenwood caused gridlock on SH 6 and Donegan, closing off access to all of north and west Glenwood.

The City, working in conjunction with CDOT and FHWA have held a number of meetings regarding steps to address this hazard. So far we have identified these steps:

1. Create access line breaks on I-70 at Storm King Road and at West First Street. These access line breaks will be gated and only opened during an evacuation of north and west Glenwood. The access line breaks would allow the City to move backed up traffic on SH6 across the east bound lanes of I-70 and into the west bound lanes so that traffic could move west on I-70, or be routed through Exit 116 to the south in the event both canyons (Glenwood and South Canyon) were closed. Survey has been authorized by CDOT for this work. The access line breaks are being designed in house and will be built in house. They require CDOT and FHWA approval. We hope to be able to complete the construction of the access line breaks by late summer.
2. Develop a Traffic Incident Management Plan (TIMs Plan) to be able to control traffic on the highway in both canyons as well as south of Glenwood. This plan will allow the City, CDOT, CSP and the County to be able to hold traffic outside of Glenwood in the event of an evacuation. This plan is similar to what was created to hold traffic outside of Glenwood Canyon in the event of a debris flow event. This plan will incorporate that plan, but will be broader. On Monday, City staff met with Patrick Chavez, the Statewide TIM Program Coordinator, Captain Rapp with the CSP as well as many others from the County and CDOT to discuss the development of this plan. Mr. Chavez, Captain Rapp, and TJ Blake (CDOT maintenance) are going to layout the framework of the plan, developing the TIMs team and the incidents that the plan will respond to. They will then invite the municipalities and other stakeholders in to help develop the plan. The plan will include these elements among others; communication protocols, media coordination, closure and release of the highway and exits, detour routes, traffic control and incident guidelines. CDOT indicated one of the first areas of study would be how to hold traffic outside of Glenwood Springs should there be a need to evacuate a large number of residents from Glenwood Springs. This work should align with the Access Line breaks.
3. Develop a Traffic Emergency Management Plan (TEMs Plan). City engineering, public works and police staff have begun developing an internal intersection management plan in the event of an evacuation. This plan is dependent upon being able to hold traffic outside of Glenwood Springs. The plan will include communication protocols, plans for the closure and detour of internal traffic as well as plans for equipment and training needed to manage the

internal intersections. We will also designate places to hold traffic within Glenwood in this plan.

The TIMs plan and the TEM plan will take some time to complete. The state has recognized the urgency of the issue and will begin work on the plan in meetings that have already been scheduled within the next few weeks.

Issues:	None at this time.
Fiscal Impact:	None at this time.
Legal Review:	
Staff Recommendation:	None. For discussion only.



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item:	Request for Additional Funding for 27th Street Underpass Project
Action Requested:	Decision on whether to support an additional \$3,000,000 in funding for the 27th Street Underpass Project
Department:	Engineering
Presented By:	Terri Partch
Strategic Goals:	Protect and Preserve our Quality of Life
Background Info:	The City has worked in partnership with RFTA to design two underpasses at the intersection of 27th Street and SH 82 adjacent to the RFTA BRT Station. This is currently a highly used and dangerous intersection for both bikes and pedestrians. A pedestrian was killed in the intersection several years ago attempting to cross SH 82. This project was recently rebid with the intent to begin construction in the spring of 2022. The engineer's estimate for the project was just over \$10,000,000. The bids came back at just over \$15,000,000. The City did sign an IGA agreeing to split additional costs for the project that were not driven specifically by either the City or RFTA. RFTA is requesting that the City split the amount of the project shortfall in the amount of \$3,000,000. The City Manager has identified two sources that these funds could come from in the 2022 budget. They are: - \$2,200,000 from the American Rescue Act Funds that may be used towards road improvements in the Meadows Shopping Area. - \$800,000 from capital reserves RFTA has also offered to loan the City money to complete the underpass project. Details have not been determined for the loan.
Issues:	Moving money from the American Rescue Act Funds may delay needed road improvements in the West Meadows shopping mall area. Moving money from the capital reserves fund will drop the fund below recommended reserve levels. If additional funding is not found, RFTA may abandon the project and lose the grant funding that has already been obtained. If the project is not built, the safety issue at 27th and SH 82 will continue. Rising construction costs will be an on-going issue as the City pursues construction projects.
Fiscal Impact:	See above.
Legal Review:	No Current Issues
Staff Recommendation:	Staff recommends reopening dialogue on the project to see if there are any design changes that could reduce the cost of the project or waiting to rebid the project.



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Airport Decisions - Post Listening Session

Action Requested: Staff requests Council decisions on these questions:

- Should insulation be added to the tunnel under the airport runway to mitigate a hazardous differential icing condition?
- Should the runway be shifted to the north and the proposed tunnel removed to reduce the overall project costs? Or, should the Council adopt any one of the other four airport runway configurations?
- Should the City adopt and begin planning to remove obstructions in the take off and landing flight paths that were identified for the scenario where the runway shifts to the north and the tunnel is removed?
- Should the City evaluate any other runway configuration in an airspace analysis?

Department: Engineering

Presented By: Terri Partch

Strategic Goals: Ensure Public Safety
Preserve and Improve Infrastructure

Background Info: City staff is working to make final South Bridge project design decisions. Decisions that affect the airport, the project environmental assessment reevaluation and the start of the right of way process are these:

- Should insulation be added to the tunnel under the airport runway to mitigate a hazardous differential icing condition?
- Should the runway be shifted to the north and the proposed tunnel removed to reduce the overall project costs?
- Should the City adopt and begin planning to remove obstructions in the take off and landing flight paths for the airport that were identified by an airspace study which evaluated the possibility of moving the runway to the north.
- Should any other runway configuration be evaluated in the airspace model?

These decision points were discussed with the Council in a work session on December 18, 2021. At the work session the Council agreed that community input regarding the airport as a whole, these decision points, other potential runway configurations, including a no runway option were important for the community to consider. The Council met on January 19, 2022 to determine the format and the content of the community meeting. This community meeting was held on March 17th at the Sopris Elementary School adjacent to the airport and South Bridge project area.

Staff developed boards for the meeting which included airport history, visioning boards and alternatives for the runway configuration. There were a total of 104 attendees from the public to the in-person listening session. Of these, 73 participants (70%) self-identified as living within City Limits and 31 participants (30%) self-identified as not living within City Limits.

Staff also provided an online version of the listening session boards for comment which was open from February 24 to March 3. There were a total of 59 participants in the online version of the listening session. Of these, 39 respondents (66%) self-identified as living within City Limits and 20 participants (34%) self-identified as not living within City Limits. Individuals could also submit comments via email.

In summary, written comments that were received were on these primary subjects:

- Use of the Airport / Airport Land
- Airport Financials
- Airspace Study
- South Bridge
- The 5 presented scenarios (Runway in Current Location & Tunnel for South Bridge, Runway Shifts North, Shorten Runway, Eliminate Runway, Lengthen Runway).

Staff also met with the City's airport insurance provider. The insurance provider said that describing the differential icing condition at the airport in the Colorado Airport guide would limit the City's liability for the condition.

Issues:

There is a lot of public concern about the removal of trees to improve the safety of the airport landing and take off approaches. The current version of the airspace study only analyzes the scenario of moving the runway to the north and removing the airport tunnel. Other runway configurations, including the existing configuration, should be reanalyzed.

City staff have also had discussions with our insurance company regarding the removal of the obstructions. The insurance company said that we do not legally have to remove them, however they put us on notice that we still could be held legally liable. We will put the hazard into the airport directory publication to reduce the City's overall risk.

The airport users are opposed to any configuration of the runway which results in runway shortening or in eliminating access to the maintenance and other private hangars on the south end of the airport.

All of the potential runway configurations are manageable within our environmental assessment reevaluation process. It is important that the Council make final decisions about the runway configuration. This issue is affecting the completion of the EA reevaluation, which must be completed ahead of the final clearance from CDOT to begin the right of way acquisition process. Once we are cleared to begin the right of way process, it will likely take eighteen months to complete.

Fiscal Impact:

The airspace study was authorized by Council on March 4, 2021 to evaluate the idea of shifting the runway to the north and eliminating the tunnel to reduce overall South Bridge project costs by \$4.0-\$4.5 million. The reduction of project costs is only valid if the City decides to terminate the lease to the maintenance hangars and other private hangars on the south end. Should the City decide to rebuild these hangars at the City's cost, the value of removing the tunnel and shifting the runway north would likely be eliminated.

At this time the cost of cutting the trees and lighting the structures that were identified in the airspace study as obstructions into the approach and departure airfields is roughly estimated at \$3,000/tree for a total cost of \$1,815,000. The Parks Department plans to replace trees that are cut with shorter stature trees that would remain below the airspace approach and departure angles. The cost of the replacement of the trees is unknown.

Legal Review:

NA

Staff Recommendation: Based on the recommendation of our airport insurance company, staff recommends that the Council not move forward with insulation on the airport tunnel.

On all other decisions, staff defers to the Council.

GLENWOOD SPRINGS MUNI

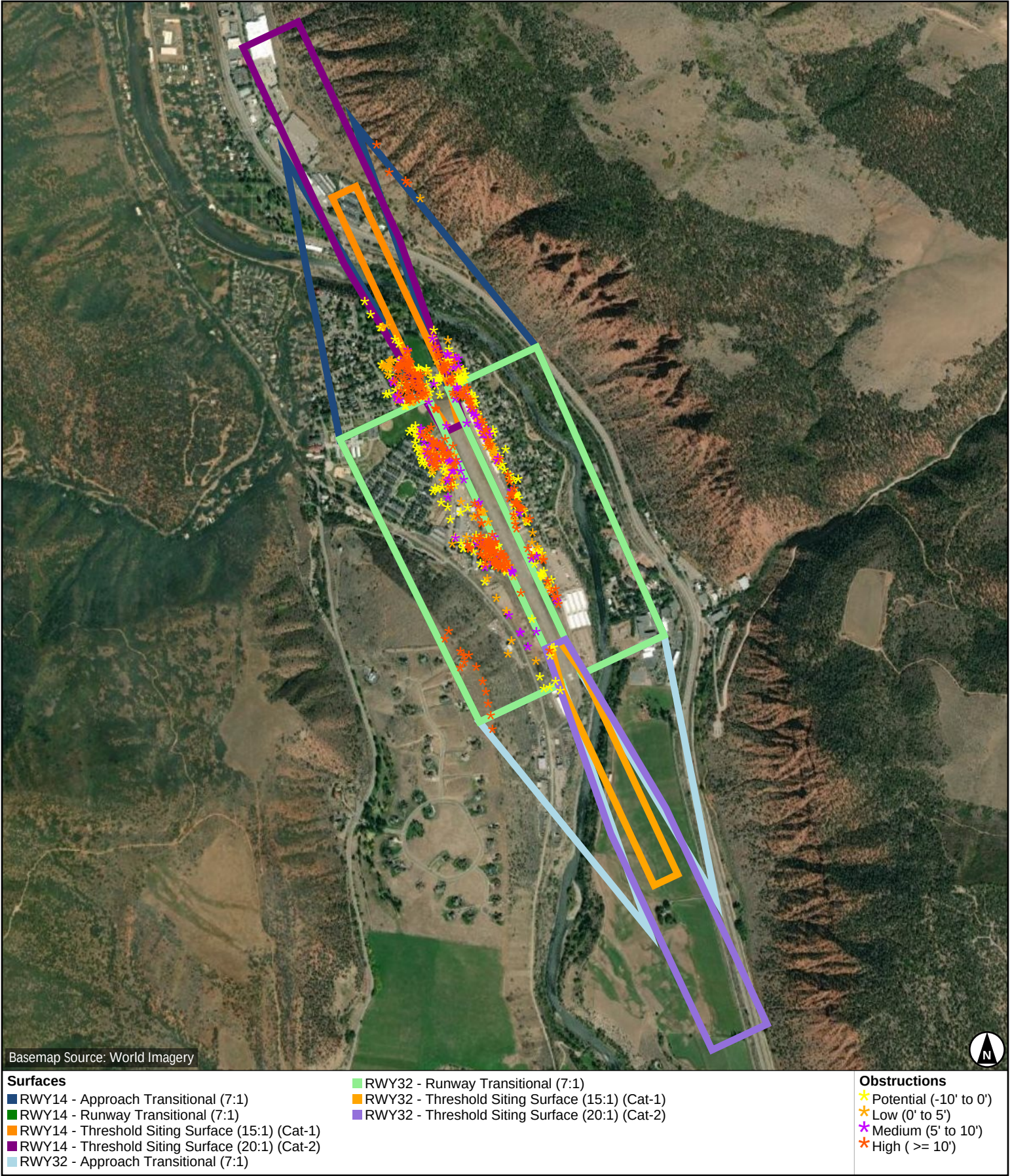
Runway 14/32 (3305' x 50')

Acquired 7/06/2021

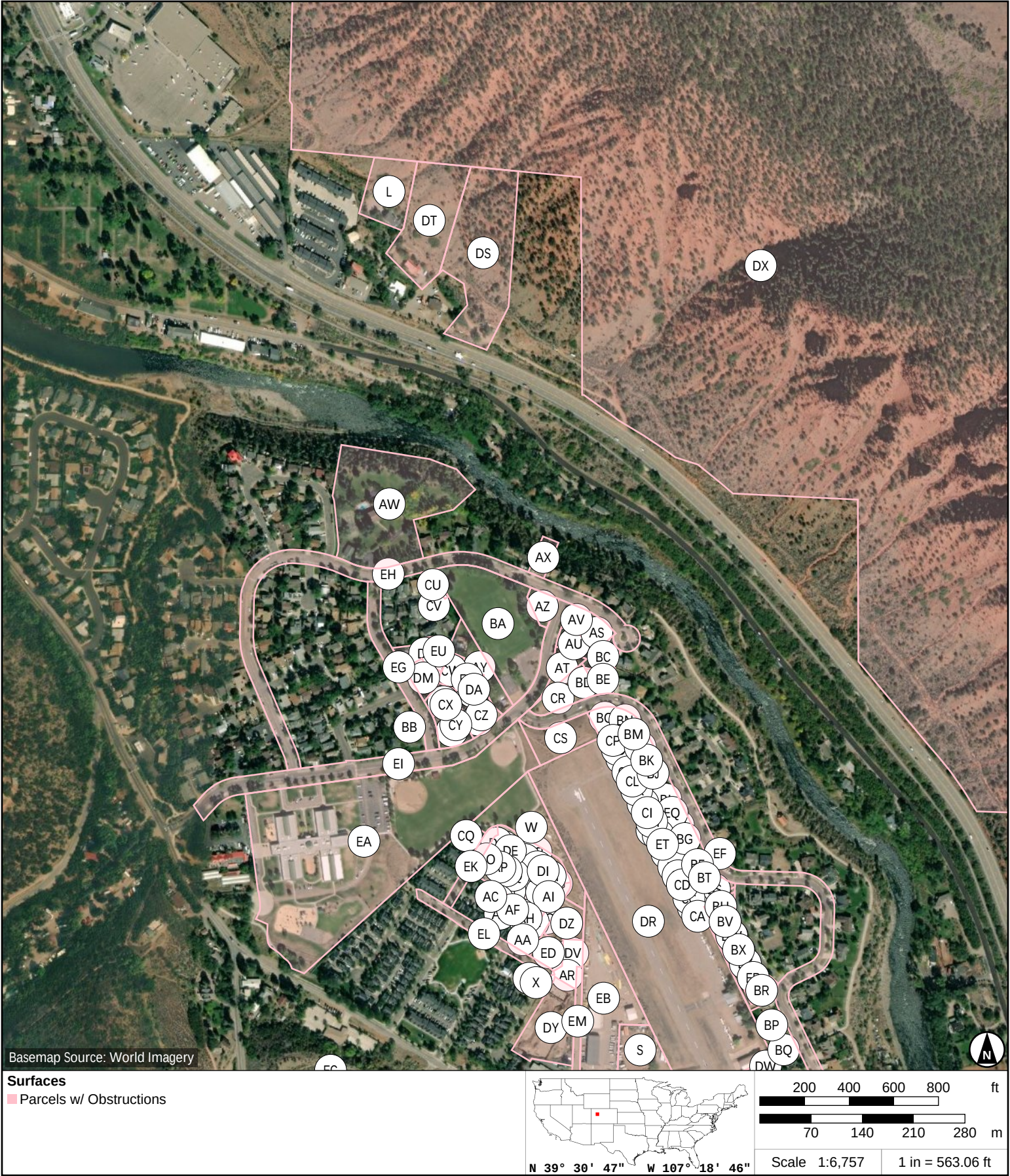
39° 30' 21.60" N, 107° 18' 32.70" W

Elevation: 5916.0'

Obstruction Results				
Runway	Aviation Surface	Parcels	Obstructions	Potential
14	Approach Transitional (7:1)	37	134	41
	Runway Transitional (7:1)	114	350	157
	Threshold Siting Surface (15:1) (Cat-1)	7	9	8
	Threshold Siting Surface (20:1) (Cat-2)	10	27	25
	Totals	147	486	212
32	Approach Transitional (7:1)	7	4	5
	Runway Transitional (7:1)	114	350	157
	Threshold Siting Surface (15:1) (Cat-1)	1	0	1
	Threshold Siting Surface (20:1) (Cat-2)	1	1	3
	Totals	118	353	163



Parcel Results - Runway 14						
Owner Name	Key	Parcel Page #	Appendix Page #	Max Height Above Surface	Total	
					Obstruction	Potential
HALLIWELL, PHILIP M & BROOKE M	I	7	158	166.64	2	0
GLENWOOD LAND COMPANY, LLC	U	8	160	160.47	1	0
MOORE, DON T & DELMARIE REVOCABLE TRUST	G	9	162	159.91	2	0
WEST, JOHN F	F	10	164	153.88	1	0
SILVER SAGE PRESERVE, LLC	EC	11	166	152.43	1	0
DURRER, GREGORY J & JULIE ANN	E	12	168	146.94	1	0
GARDEY, ERIC A & MARGO YOUNG-	D	13	170	140.36	1	0
JAY, HOWARD C & MARY M	H	14	172	138.28	1	0
GARDEY, ERIC A & MARGO YOUNG-	C	15	174	133.62	1	0
BUREAU OF LAND MANAGEMENT	DX	16	176	94.54	1	0
REDCLIFF CONDOS AT GLENWOOD PARK ASSN	AY	17	177	74.35	17	2
REDCLIFF CONDOS AT GLENWOOD PARK ASSN	DP	18	178	59.52	10	1
GLENWOOD SPRINGS, CITY OF	DR	19	179	55.84	66	16
MORIARTY FAMILY TRUST	V	20	181	50.07	8	2
REDCLIFF CONDOS AT GLENWOOD PARK ASSN	DO	21	183	46.08	8	0
DARROW ST	EN	22	184	45.40	9	3
HENDRICKS, HARMONY, HEIDI & PRESTON, HILARY	N	23	186	45.15	14	0
REDCLIFF CONDOS AT GLENWOOD PARK ASSN	CW	24	188	43.44	4	0
BROWN, VIRGINIA I	EV	25	189	42.06	1	0
FORCE, DAVE JR.	S	26	190	40.99	8	2
ROARING FORK SCHOOL DISTRICT RE-1	EA	27	192	40.83	9	6
GLENWOOD SPRINGS, CITY OF	BZ	28	194	38.87	9	15
REDCLIFF CONDOS AT GLENWOOD PARK ASSN	DN	29	196	38.19	11	0
WATERS, ROBIN	DT	30	197	36.60	1	0
ROSSOW TRUST, RICK D & ROSSOW TRUST, MELANIE G	BO	31	198	34.27	3	1
MT SOPRIS DR	EI	32	200	33.85	10	7
FORCE, DIANA E TRUST	T	33	202	31.27	2	1
BROWN, HECTOR	P	34	204	30.62	3	1
GLENWOOD SPRINGS, CITY OF	CT	35	206	29.11	7	4
SMUIN, DEREK N	M	36	208	27.82	10	2
REDCLIFF CONDOS AT GLENWOOD PARK ASSN	DL	37	210	27.78	13	4
GWS AIRPORT HANGARS LLC	DK	38	211	26.86	8	2
TEVENAN, PATRICK A. & DAVIS, ERIN D	BI	39	213	26.66	2	1
BREEN WAY	EP	40	215	26.09	7	1
SULLIVAN, MARY ANN	AZ	41	217	25.98	3	2
WATERS, ROBIN	DS	42	218	24.95	2	0
CARDIFF GLEN MASTER ASSOCIATION	DG	43	219	23.84	2	0
SPR TRUST-FBO ALEX STEPNIIEWSKI	DD	44	221	23.73	1	1
PB & J TRUST	O	45	223	23.31	5	1
CARVELL, TYLER B & CHARISSA R	DV	46	225	23.11	4	5
CARDIFF GLEN MASTER HOMEOWNERS ASSN	AJ	47	227	23.02	7	0
GLENWOOD SPRINGS, CITY OF	BA	48	229	22.94	9	9
REEVES, JOHN A.	K	49	230	22.66	3	2



Parcel Results - Runway 14 (continued)						
Owner Name	Key	Parcel Page #	Appendix Page #	Max Height Above Surface	Total	
					Obstruction	Potential
WEST, BRIAN D & STEPHANIE A	BW	50	232	22.47	1	1
BARBER, JOSEPH R & LAURIE B	AT	51	234	22.12	11	5
GODWIN, QUINTIN	Q	52	235	21.59	3	1
COPELAND, MARY	AR	53	237	21.21	2	0
DAVIS, SETH ROLAND	BH	54	239	20.52	3	3
HANSON, RALPH D	AL	55	241	19.99	4	1
VOSBECK, HEIDI	DC	56	243	19.60	2	0
KILROY, TARA	CZ	57	245	19.39	1	0
FIFER, ROBERT SCOTT & DEBORAH KAY	BS	58	246	19.08	1	1
REDCLIFF CONDOS AT GLENWOOD PARK ASSN	DQ	59	248	18.30	7	0
GORDON, RYAN M & SARAH RANKIN	EQ	60	249	18.11	1	1
GLENWOOD SPRINGS, CITY OF	W	61	251	17.78	8	5
ANWYL-DAVIES, EVA ALEXANDRA	CG	62	253	17.47	3	0
RUDD, WAYNE G. & SUSAN J.	DW	63	255	17.11	8	7
STOCKTON RD	EO	64	257	16.99	4	2
CARDIFF GLEN MASTER ASSOCIATION	DF	65	259	16.78	3	0
RODGERS, GERRIT R & MIRIAM R	AM	66	261	16.49	2	0
MCCALLISTER, AARON & BAILEY	AE	67	263	16.37	4	0
SOURCEGAS DISTRIBUTION LLC	EB	68	265	16.21	12	3
SHEPARDS LN	EJ	69	267	16.12	4	4
BERK, BRIAN S & MIDDLEBROOKS BERK, STACY	AN	70	269	15.84	2	0
CARVERCO, LLLP	CN	71	271	15.53	1	0
EVANS, SHANE B	CF	72	273	14.61	2	0
GUGGENAIR LLC	ES	73	275	14.09	1	0
GLENWOOD SPRINGS, CITY OF	CR	74	277	13.86	4	2
MORRISON, ALLYSON WATTERS & ANGUS WRAY	DA	75	279	13.73	1	0
PEREZ, DAVID & KUREE AMORETTE	BQ	76	280	13.70	1	0
KAPPELI, KYLE C & MEGAN S	BD	77	282	13.59	2	3
EMRR PROPERTIES, LLC	CO	78	283	13.54	2	0
GLENWOOD SPRINGS, CITY OF	CS	79	285	13.12	3	2
ROMEYN, CHRISTIAN & REBECCA A	BY	80	287	12.38	1	0
CARDIFF 96 LLC	DZ	81	289	12.30	12	5
GWSHGRE 3 LLC	CM	82	291	12.00	2	0
GIPPLE, CHRISTOPHER & NOEL, SAMANTHA G	AU	83	293	11.79	3	6
MCCANN, TERANCE L & SYDNEY A	DH	84	294	11.39	2	0
SI, MAYONGMING & SUN, JIHONG	L	85	296	10.95	1	0
SCHERRER, JAMES & MAUREEN	AK	86	297	10.92	1	0
VILLACARRA GAMEZ & ALVARADO SANTOS	AG	87	299	10.75	3	0
VALLEY INVESTMENT PROPERTIES PARTNERSHIP LLC	BN	88	301	10.45	2	0
WISSING, JEFF & AMBER	AQ	89	303	10.06	2	2
GWSHGRD-3 LLC	CJ	90	305	9.29	3	1
LEWIS, ROBERTA	AS	91	307	8.46	5	0
STECKELBERG, ALLAN & KATHY	DI	92	308	8.41	2	0

Parcel Results - Runway 14 (continued)						
Owner Name	Key	Parcel Page #	Appendix Page #	Max Height Above Surface	Total	
					Obstruction	Potential
GWS D1 LLC	CH	93	310	8.27	1	0
GUGGENAIR LLC	CK	94	312	7.66	3	0
REDCLIFF CONDOS AT GLENWOOD PARK ASSN	DM	95	314	7.59	3	2
CARLSON, NANCY J	CL	96	315	7.48	1	0
TEIGE, MILDRED D. REVOCABLE TRUST	BG	97	317	7.21	3	1
DUEHRSEN, MICHAEL & SUSAN	CI	98	319	7.01	3	0
OLD LODGE RD	EG	99	321	6.90	2	1
MYERS, RONALD E & ADAMS, TIFFANY	R	100	322	6.68	2	2
EHLERS, ABBEY & MATTHEW	AV	101	324	6.31	3	2
IVERSON, DAVID E	AI	102	325	6.21	2	4
MCKINNON FAMILY LIVING TRUST	BC	103	327	5.94	2	3
WALTER, ERIC W & SHARON K	DE	104	328	5.91	1	0
CARDIFF 96 LLC	DY	105	330	5.76	1	2
GRAND RIVER CONSTRUCTION CO	CB	106	332	5.68	2	0
SHUGART, BRUCE & KNEZEVICH, RICHARD	ET	107	334	5.67	1	0
MOORE, THOMAS & GAIL	CP	108	336	5.38	1	1
MOUNTAIN DR	EH	109	338	4.99	2	0
GUTIERREZ, REYES	BL	110	339	4.96	1	3
BRAGER, SAMUEL E & KAYLA L	AH	111	341	4.88	1	1
BERTHOD MOTORS, INC	CC	112	343	4.16	2	0
CARDIFF 96 LLC	ED	113	345	4.14	2	0
HEIBERGER, CHERYL	Z	114	347	4.03	2	0
HAGEMANN BUILDERS, INC	BE	115	349	3.79	2	7
SKY RANCH DR	EF	116	351	3.18	1	3
POWELL, FRANCES	BX	117	353	3.15	1	2
ODDO, ROBERT A & HILLERY S	CE	118	355	2.88	2	0
COKE OVENS 2 INC	J	119	357	2.68	2	0
4203 SKY RANCH LLC	BP	120	359	1.12	1	1
ARNOLD, ALAN	CD	121	361	1.11	2	0
STOLLEY, ANN M	BJ	122	363	0.53	1	2
LOPEZ, LILLIANA & ZACARIAS TORRES, CARLOS HUMBERTO	BF	123	365	0.24	1	0
LEWIS, ROBERT W & CONSTANCE M	AW	124	367	0.11	2	4
MCCORKLE, N JEAN	CY	125	368	-0.94	0	1
HANSON, RALPH D	AD	126	369	-1.87	0	2
CARDIFF GLEN MASTER HOMEOWNERS ASSN	AB	127	371	-3.15	0	2
JOHNSON, PETER & EUGENIE	BK	128	373	-3.21	0	2
SILLOWAY, LINDA SHAFFER	EU	129	375	-3.22	0	1
Unknown	EM	130	376	-3.26	0	1
KRAUCHANKA, IRYNA	BM	131	378	-3.60	0	3
PATRICK, TODD W & CHRIS A	AA	132	380	-3.67	0	1
KAPPELI, ERNST & LINDA	CA	133	382	-3.71	0	1
ARREOLA, SANTIAGO & DOMINGUEZ, REGINA BLANCO	AP	134	384	-3.84	0	1
KENNEDY, MICHAEL P & JULIE A	AF	135	386	-3.87	0	2

Parcel Results - Runway 14 (continued)						
Owner Name	Key	Parcel Page #	Appendix Page #	Max Height Above Surface	Total	
					Obstruction	Potential
ROEHM, GERALD W	AX	136	388	-4.73	0	1
SACHS, BENJAMIN & PRINCE, JENNIFER	BB	137	389	-5.05	0	2
PINGREE, STEPHEN & MIRANDA	BT	138	390	-5.09	0	1
HARTMAN, FRED & MARIA	AO	139	392	-5.74	0	1
DELLAPI, ROBERT F & MARILYN L REVOCABLE TRUST	BU	140	394	-5.78	0	1
FLAHERTY, BRYNN O & BRAEDEN R	CQ	141	396	-6.38	0	1
BUFFAN RD	EK	142	398	-6.45	0	2
CRAWFORD WAY	EL	143	400	-6.58	0	1
BLACKFORD, MATTHEW & NICOLE	CX	144	402	-6.65	0	1
AIRPORT RD	EE	145	403	-6.78	0	1
COLOROW LLC	ER	146	405	-7.07	0	1
WELCHMAN, ROSAMOND	AC	147	407	-7.36	0	1
TORRELLI, KATELYN ANN	Y	148	409	-7.48	0	2
GUSTAFSON, ALICE A	BV	149	411	-7.86	0	1
BOSTON, JASON RAY & KIMBERLY JEAN	BR	150	413	-8.15	0	1
MISCANTHUS KINGS LLC	X	151	415	-8.97	0	1
DEMERS, SUSAN M & HILGEFORD, KEVIN	CV	152	417	-9.15	0	1
LEE, CATHERINE J	CU	153	418	-9.32	0	1

Parcel Results - Runway 32						
Owner Name	Key	Parcel Page #	Appendix Page #	Max Height Above Surface	Total	
					Obstruction	Potential
HALLIWELL, PHILIP M & BROOKE M	I	7	158	166.64	2	0
GLENWOOD LAND COMPANY, LLC	U	8	160	160.47	1	0
MOORE, DON T & DELMARIE REVOCABLE TRUST	G	9	162	159.91	2	0
WEST, JOHN F	F	10	164	153.88	1	0
SILVER SAGE PRESERVE, LLC	EC	11	166	152.43	1	0
DURRER, GREGORY J & JULIE ANN	E	12	168	146.94	1	0
GARDEY, ERIC A & MARGO YOUNG-	D	13	170	140.36	1	0
JAY, HOWARD C & MARY M	H	14	172	138.28	1	0
GARDEY, ERIC A & MARGO YOUNG-	C	15	174	133.62	1	0
ROSE, JENNIFER M	B	154	419	120.34	1	0
KONTOUR, GREGORY L & JODY J	A	155	420	103.52	1	0
GLENWOOD SPRINGS, CITY OF	DR	19	179	55.84	66	18
MORIARTY FAMILY TRUST	V	20	181	50.07	8	2
DARROW ST	EN	22	184	45.40	9	3
HENDRICKS, HARMONY, HEIDI & PRESTON, HILARY	N	23	186	45.15	14	0
FORCE, DAVE JR.	S	26	190	40.99	8	2
GLENWOOD SPRINGS, CITY OF	BZ	28	194	38.87	9	15
ROSSOW TRUST, RICK D & ROSSOW TRUST, MELANIE G	BO	31	198	34.27	3	1
ROARING FORK SCHOOL DISTRICT RE-1	EA	27	192	34.06	9	3
FORCE, DIANA E TRUST	T	33	202	31.27	2	1
BROWN, HECTOR	P	34	204	30.62	3	1
GLENWOOD SPRINGS, CITY OF	CT	35	206	29.11	7	4
SMUIN, DEREK N	M	36	208	27.82	10	2
GWS AIRPORT HANGARS LLC	DK	38	211	26.86	8	2
TEVENAN, PATRICK A. & DAVIS, ERIN D	BI	39	213	26.66	2	1
BREEN WAY	EP	40	215	26.09	7	1
CARDIFF GLEN MASTER ASSOCIATION	DG	43	219	23.84	2	0
SPR TRUST-FBO ALEX STEPNIIEWSKI	DD	44	221	23.73	1	1
PB & J TRUST	O	45	223	23.31	5	1
CARVELL, TYLER B & CHARISSA R	DV	46	225	23.11	4	5
CARDIFF GLEN MASTER HOMEOWNERS ASSN	AJ	47	227	23.02	7	0
REEVES, JOHN A.	K	49	230	22.66	3	2
WEST, BRIAN D & STEPHANIE A	BW	50	232	22.47	1	1
GODWIN, QUINTIN	Q	52	235	21.59	3	1
COPELAND, MARY	AR	53	237	21.21	2	0
DAVIS, SETH ROLAND	BH	54	239	20.52	3	3
HANSON, RALPH D	AL	55	241	19.99	4	1
VOSBECK, HEIDI	DC	56	243	19.60	2	0
FIFER, ROBERT SCOTT & DEBORAH KAY	BS	58	246	19.08	1	1
GORDON, RYAN M & SARAH RANKIN	EQ	60	249	18.11	1	1
GLENWOOD SPRINGS, CITY OF	W	61	251	17.78	8	5
ANWYL-DAVIES, EVA ALEXANDRA	CG	62	253	17.47	3	0
RUDD, WAYNE G. & SUSAN J.	DW	63	255	17.11	8	7



Parcel Results - Runway 32 (continued)						
Owner Name	Key	Parcel Page #	Appendix Page #	Max Height Above Surface	Total	
					Obstruction	Potential
STOCKTON RD	EO	64	257	16.99	4	2
CARDIFF GLEN MASTER ASSOCIATION	DF	65	259	16.78	3	0
RODGERS, GERRIT R & MIRIAM R	AM	66	261	16.49	2	0
MCCALLISTER, AARON & BAILEY	AE	67	263	16.37	4	0
SOURCEGAS DISTRIBUTION LLC	EB	68	265	16.21	12	3
SHEPARDS LN	EJ	69	267	16.12	4	4
BERK, BRIAN S & MIDDLEBROOKS BERK, STACY	AN	70	269	15.84	2	0
CARVERCO, LLLP	CN	71	271	15.53	1	0
EVANS, SHANE B	CF	72	273	14.61	2	0
MT SOPRIS DR	EI	32	200	14.59	4	2
GUGGENAIR LLC	ES	73	275	14.09	1	0
GLENWOOD SPRINGS, CITY OF	CR	74	277	13.86	2	0
PEREZ, DAVID & KUREE AMORETTE	BQ	76	280	13.70	1	0
EMRR PROPERTIES, LLC	CO	78	283	13.54	2	0
GLENWOOD SPRINGS, CITY OF	CS	79	285	13.12	3	0
ROMEYN, CHRISTIAN & REBECCA A	BY	80	287	12.38	1	0
CARDIFF 96 LLC	DZ	81	289	12.30	12	5
GWSHGRE 3 LLC	CM	82	291	12.00	2	0
MCCANN, TERANCE L & SYDNEY A	DH	84	294	11.39	2	0
SCHERRER, JAMES & MAUREEN	AK	86	297	10.92	1	0
VILLACARRA GAMEZ & ALVARADO SANTOS	AG	87	299	10.75	3	0
VALLEY INVESTMENT PROPERTIES PARTNERSHIP LLC	BN	88	301	10.45	2	0
WISSING, JEFF & AMBER	AQ	89	303	10.06	2	2
GWSHGRD-3 LLC	CJ	90	305	9.29	3	1
STECKELBERG, ALLAN & KATHY	DI	92	308	8.41	2	0
GWS D1 LLC	CH	93	310	8.27	1	0
GUGGENAIR LLC	CK	94	312	7.66	3	0
CARLSON, NANCY J	CL	96	315	7.48	1	0
TEIGE, MILDRED D. REVOCABLE TRUST	BG	97	317	7.21	3	1
DUEHRSEN, MICHAEL & SUSAN	CI	98	319	7.01	3	0
MYERS, RONALD E & ADAMS, TIFFANY	R	100	322	6.68	2	2
IVERSON, DAVID E	AI	102	325	6.21	2	4
WALTER, ERIC W & SHARON K	DE	104	328	5.91	1	0
CARDIFF 96 LLC	DY	105	330	5.76	1	2
GRAND RIVER CONSTRUCTION CO	CB	106	332	5.68	2	0
SHUGART, BRUCE & KNEZEVICH, RICHARD	ET	107	334	5.67	1	0
MOORE, THOMAS & GAIL	CP	108	336	5.38	1	1
GUTIERREZ, REYES	BL	110	339	4.96	1	3
BRAGER, SAMUEL E & KAYLA L	AH	111	341	4.88	1	1
BERTHOD MOTORS, INC	CC	112	343	4.16	2	0
CARDIFF 96 LLC	ED	113	345	4.14	2	0
HEIBERGER, CHERYL	Z	114	347	4.03	2	0
SKY RANCH DR	EF	116	351	3.18	1	3

Parcel Results - Runway 32 (continued)						
Owner Name	Key	Parcel Page #	Appendix Page #	Max Height Above Surface	Total	
					Obstruction	Potential
POWELL, FRANCES	BX	117	353	3.15	1	2
ODDO, ROBERT A & HILLERY S	CE	118	355	2.88	2	0
COKE OVENS 2 INC	J	119	357	2.68	2	0
4203 SKY RANCH LLC	BP	120	359	1.12	1	1
ARNOLD, ALAN	CD	121	361	1.11	2	0
STOLLEY, ANN M	BJ	122	363	0.53	1	2
LOPEZ, LILLIANA & ZACARIAS TORRES, CARLOS HUMBERTO	BF	123	365	0.24	1	0
HANSON, RALPH D	AD	126	369	-1.87	0	2
CARDIFF GLEN MASTER HOMEOWNERS ASSN	AB	127	371	-3.15	0	2
JOHNSON, PETER & EUGENIE	BK	128	373	-3.21	0	2
Unknown	EM	130	376	-3.26	0	1
KRAUCHANKA, IRYNA	BM	131	378	-3.60	0	3
PATRICK, TODD W & CHRIS A	AA	132	380	-3.67	0	1
KAPPELI, ERNST & LINDA	CA	133	382	-3.71	0	1
ARREOLA, SANTIAGO & DOMINGUEZ, REGINA BLANCO	AP	134	384	-3.84	0	1
KENNEDY, MICHAEL P & JULIE A	AF	135	386	-3.87	0	2
BROWN, HECTOR	DJ	156	421	-4.29	0	1
HAGEMANN BUILDERS, INC	BE	115	349	-4.47	0	6
PINGREE, STEPHEN & MIRANDA	BT	138	390	-5.09	0	1
HARTMAN, FRED & MARIA	AO	139	392	-5.74	0	1
DELLAPI, ROBERT F & MARILYN L REVOCABLE TRUST	BU	140	394	-5.78	0	1
FLAHERTY, BRYNN O & BRAEDEN R	CQ	141	396	-6.38	0	1
BUFFAN RD	EK	142	398	-6.45	0	2
CRAWFORD WAY	EL	143	400	-6.58	0	1
AIRPORT RD	EE	145	403	-6.78	0	1
COLOROW LLC	ER	146	405	-7.07	0	1
WELCHMAN, ROSAMOND	AC	147	407	-7.36	0	1
TORRELLI, KATELYN ANN	Y	148	409	-7.48	0	2
GUSTAFSON, ALICE A	BV	149	411	-7.86	0	1
BOSTON, JASON RAY & KIMBERLY JEAN	BR	150	413	-8.15	0	1
MISCANTHUS KINGS LLC	X	151	415	-8.97	0	1
	DU	157	422	-9.15	0	1

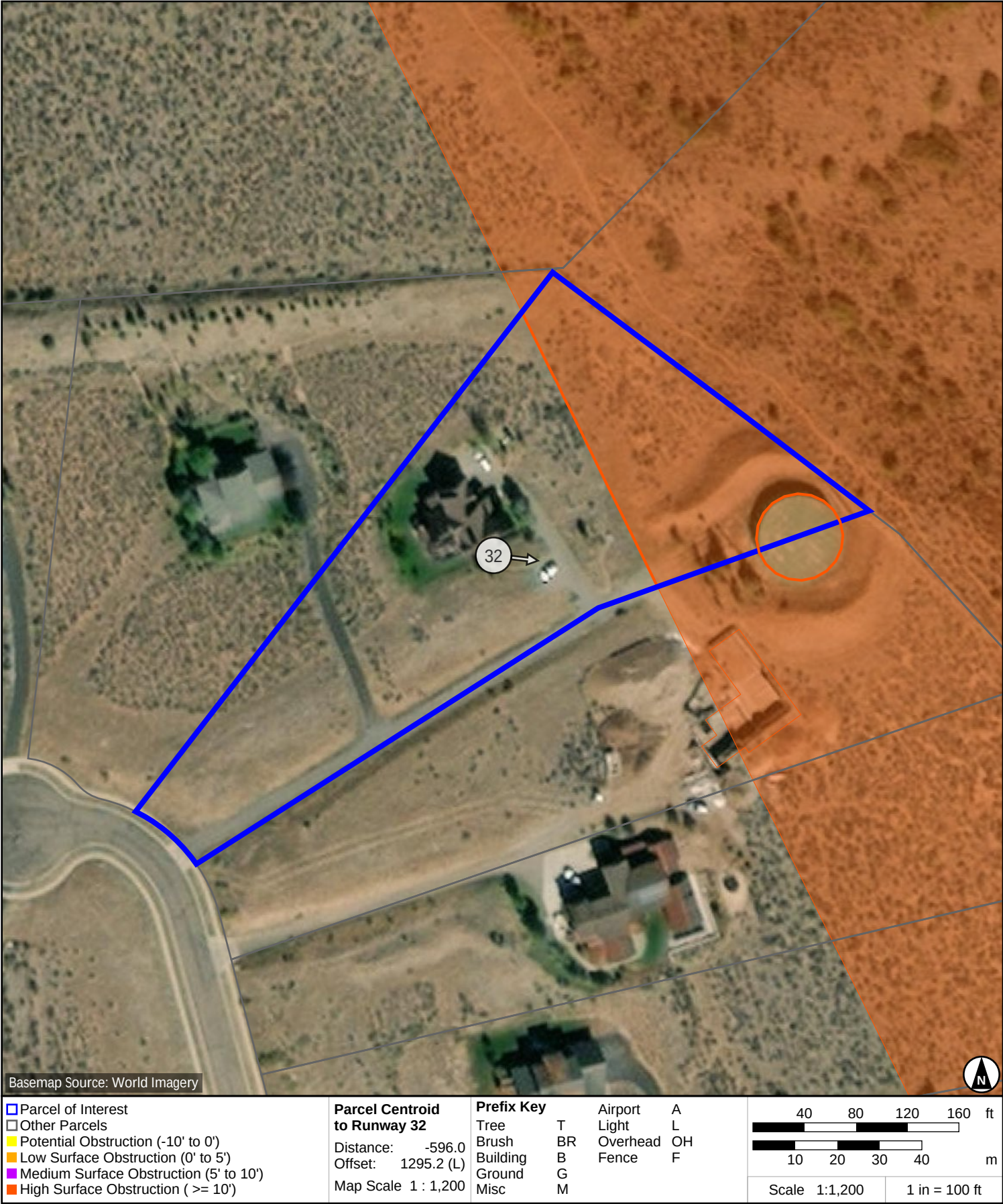
Parcel Obstructions for 218527316036

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
I	HALLIWELL, PHILIP M & BROOKE M	267 MAROON DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		2					1		1		
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		2					1		1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
 B6	-2722.9	1041.4 (R)	11.84	2489018	1612986	-	166.64	-	-		
 G2_I	-2662.2	1055.0 (R)		2488980	1613035	-	161.08	-	-		
See accompanying summary table on page 158 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				2				1		1			
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				2				1		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
B6	-508.3	1041.4 (L)	11.84	2489018	1612986	-	166.64	-	-	-	-		
G2_I	-569.1	1055.0 (L)		2488980	1613035	-	161.08	-	-	-	-		
See accompanying summary table on page 159 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



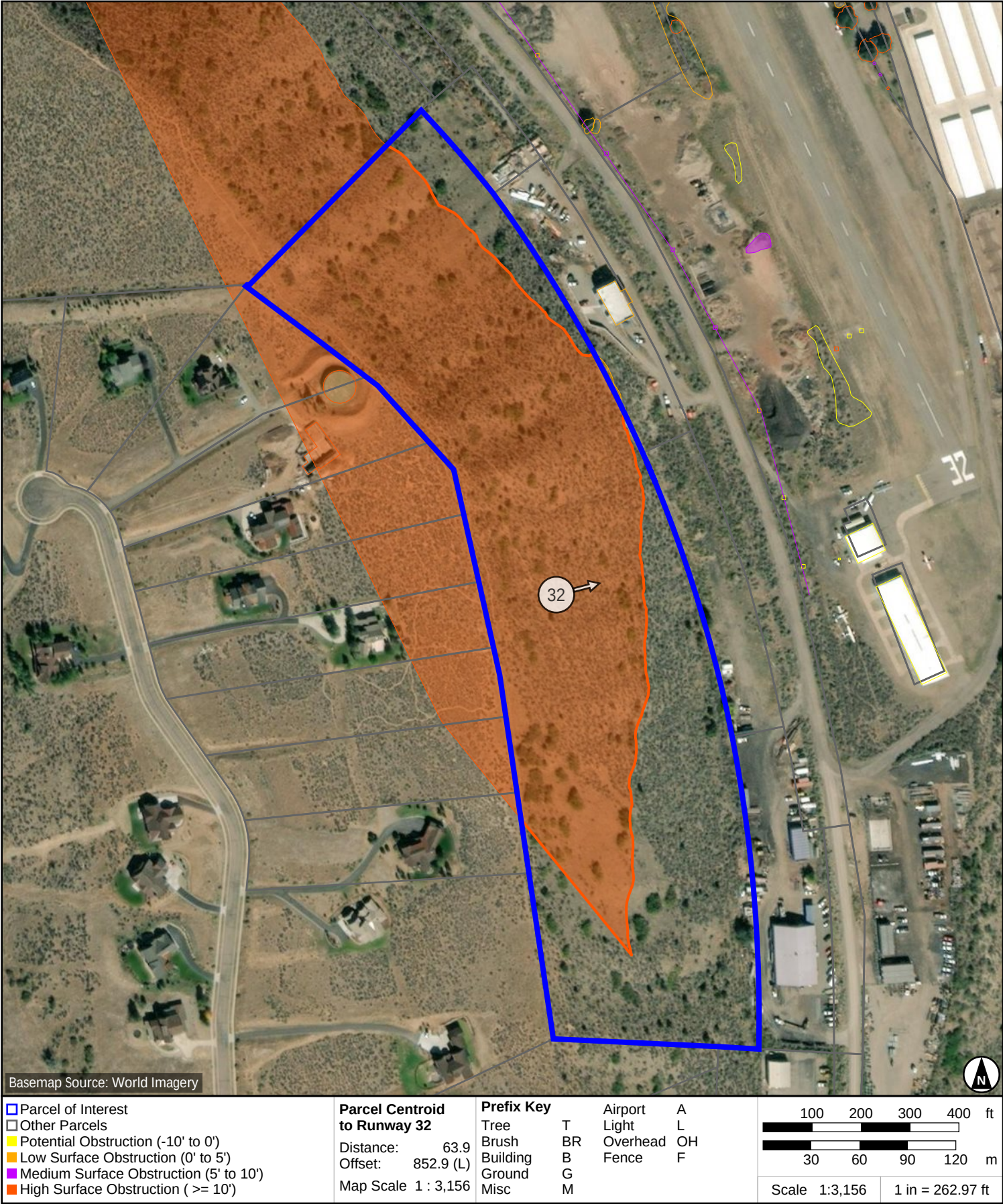
Parcel Obstructions for 218527400049

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
U	GLENWOOD LAND COMPANY, LLC	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1						1			
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1						1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
G2_U	-2737.9	982.8 (R)		2489078	1612997	-	160.47	-	-	
See accompanying summary table on page 160 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	1						1			
Runway Transitional (7:1)	1						1			
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1						1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
G2_U	-493.3	982.8 (L)		2489078	1612997	129.62	160.47	-	-	
See accompanying summary table on page 161 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218527416035

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
G	MOORE, DON T & DELMARIE REVOCABLE TRUST	255 MAROON DR GLENWOOD SPRINGS, MI 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		2				1		1			
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		2				1		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
G2_G	-2791.1	1067.8 (R)		2489023	1612913	-	159.91	-	-		
B5	-2831.5	1137.3 (R)	23.23	2488978	1612847	-	155.40	-	-		
See accompanying summary table on page 162 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				2				1		1			
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				2				1		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
G2_G	-440.1	1067.8 (L)		2489023	1612913	-	159.91	-	-				
B5	-399.7	1137.3 (L)	23.23	2488978	1612847	-	155.40	-	-				
See accompanying summary table on page 163 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



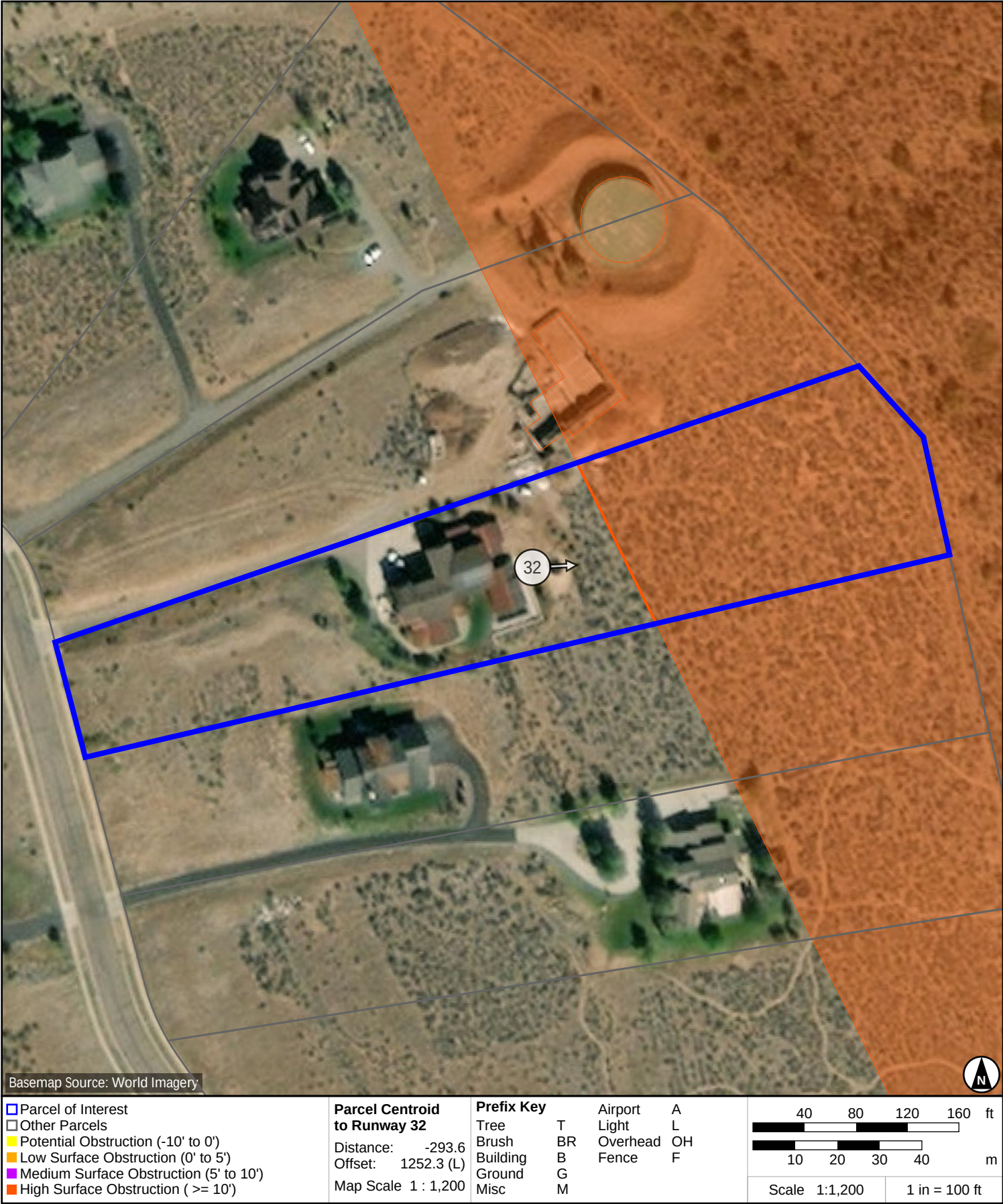
Parcel Obstructions for 218527416034

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
F	WEST, JOHN F	241 MAROON DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1							1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1							1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 G2_F	-2903.0	966.2 (R)		2489163	1612855	-	153.88	-	-			
See accompanying summary table on page 164 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1						1			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1						1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
G2_F	-328.2	966.2 (L)		2489163	1612855	-	153.88	-	-			
See accompanying summary table on page 165 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527235007

KGWS - GLENWOOD SPRINGS MUNI

Key

Land Owner

Address

EC

SILVER SAGE PRESERVE, LLC

116 COUNTY RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1							1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1							1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 G2_EC	-2389.4	1075.1 (R)		2488846	1613274	-	152.43	-	-			
See accompanying summary table on page 166 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1						1			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1						1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 G2_EC	-841.9	1075.1 (L)		2488846	1613274	-	152.43	-	-			
See accompanying summary table on page 167 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



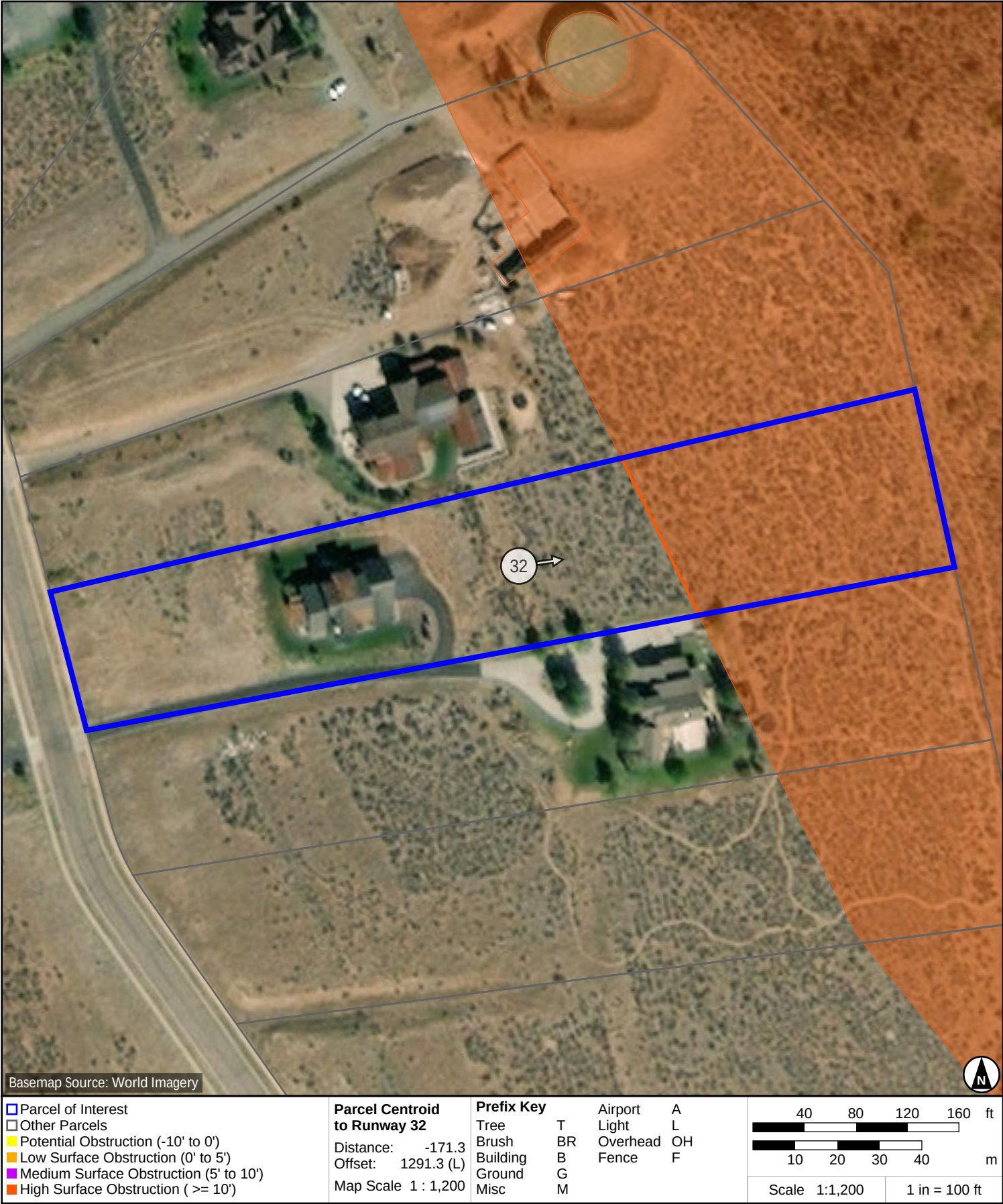
Parcel Obstructions for 218527416033

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
E	DURRER, GREGORY J & JULIE ANN	221 MAROON DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1							1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1							1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 G2_E	-3078.5	968.8 (R)		2489235	1612695	-	146.94	-	-			
See accompanying summary table on page 168 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1						1			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1						1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 G2_E	-152.8	968.8 (L)		2489235	1612695	-	146.94	-	-			
See accompanying summary table on page 169 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



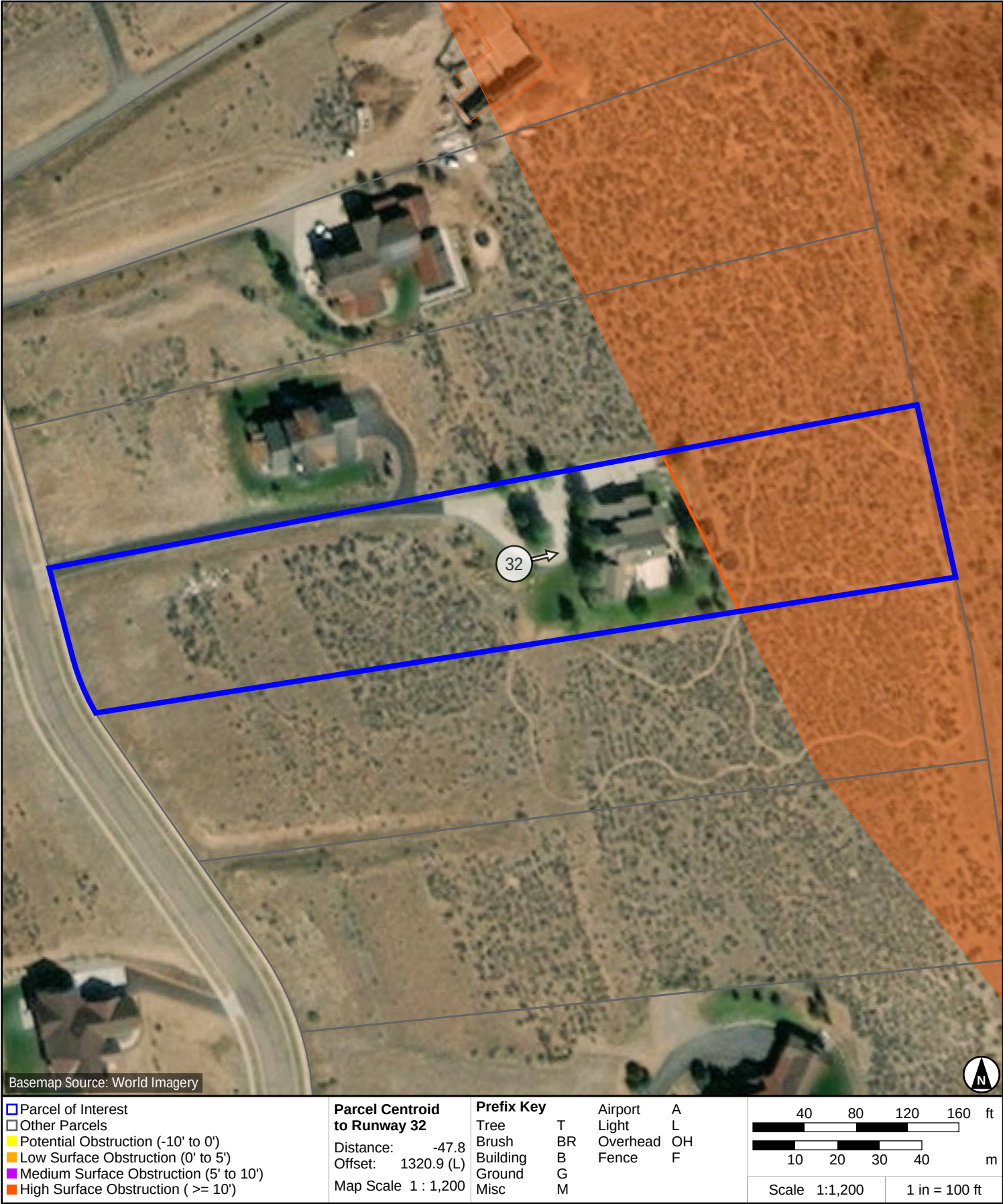
Parcel Obstructions for 218527416032

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
D	GARDEY, ERIC A & MARGO YOUNG-	199 MAROON DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1							1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1							1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 G2_D	-3206.0	985.7 (R)		2489274	1612572	-	140.36	-	-			
See accompanying summary table on page 170 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1						1			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1						1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 G2_D	-25.2	985.7 (L)		2489274	1612572	-	140.36	-	-			
See accompanying summary table on page 171 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



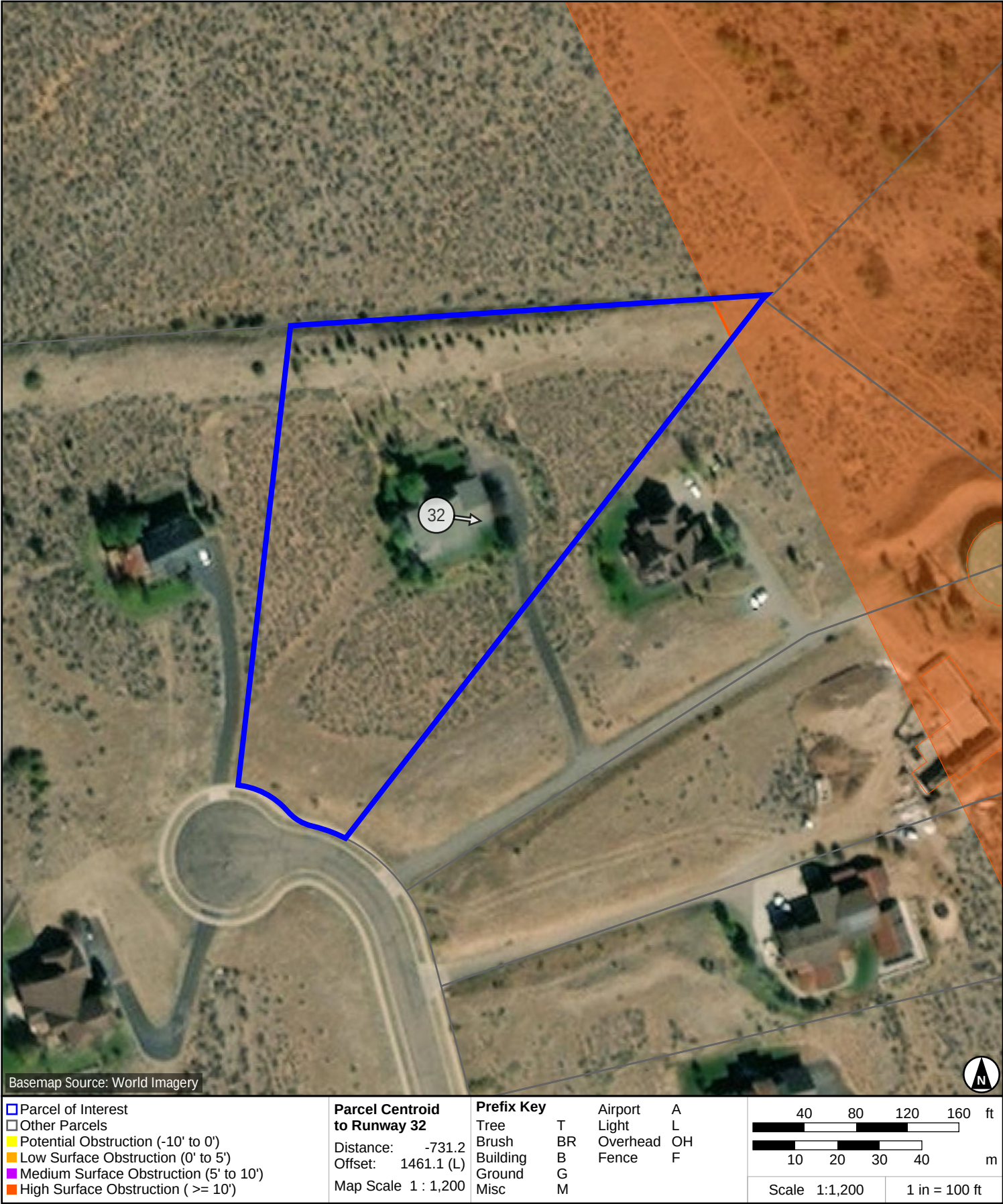
Parcel Obstructions for 218527316037

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
H	JAY, HOWARD C & MARY M	279 MAROON DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1						1			
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1						1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
G2_H	-2454.3	1157.0 (R)		2488800	1613180	-	138.28	-	-	
See accompanying summary table on page 172 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1						1			
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1						1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
G2_H	-777.0	1157.0 (L)		2488800	1613180	-	138.28	-	-	
See accompanying summary table on page 173 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



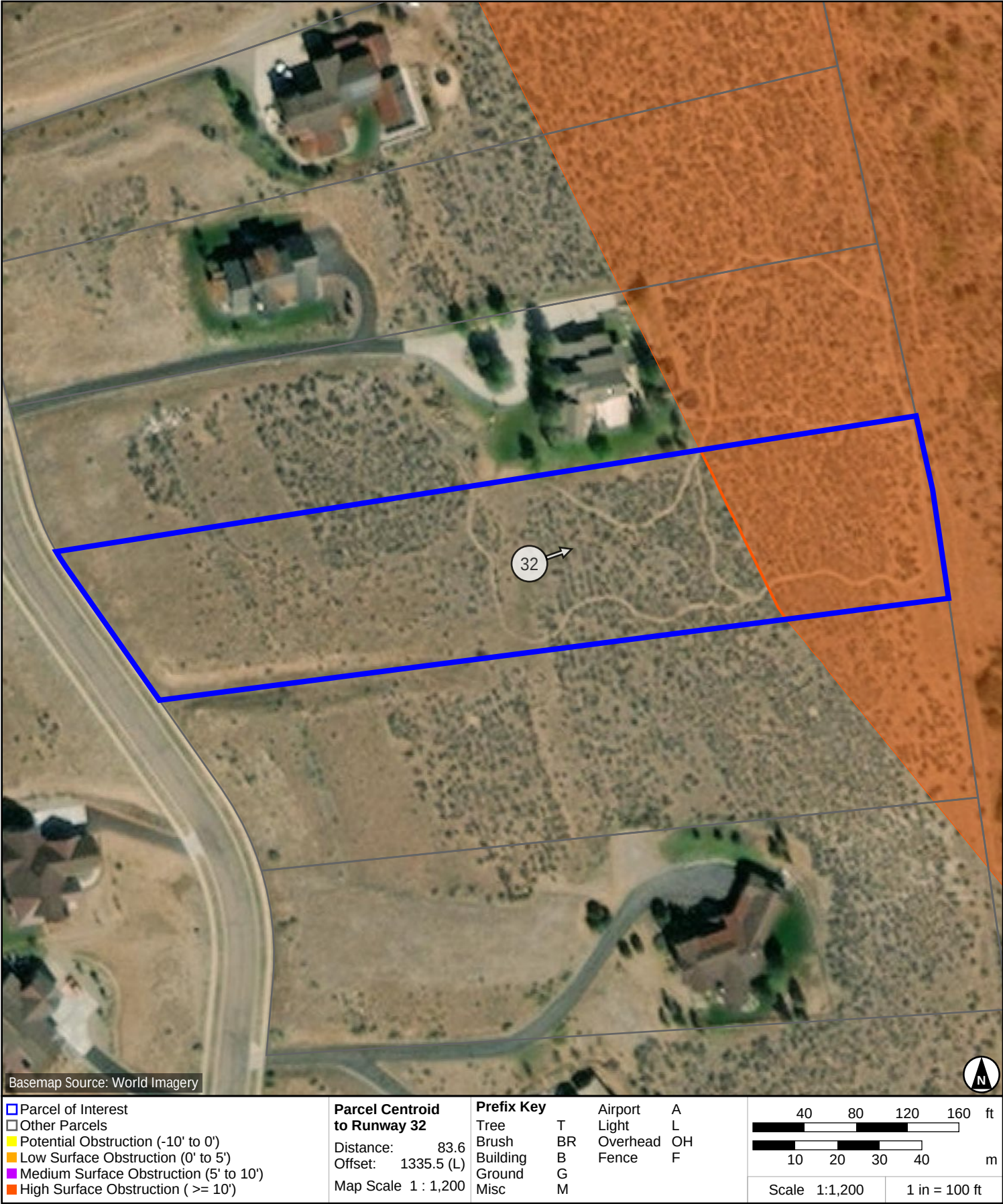
Parcel Obstructions for 218527416031

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

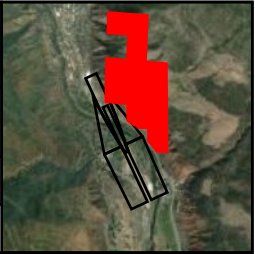
Key	Land Owner	Address
C	GARDEY, ERIC A & MARGO YOUNG-	175 MAROON DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1							1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1							1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 G2_C	-3339.4	1020.2 (R)		2489299	1612436	-	133.62	-	-			
See accompanying summary table on page 174 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)			1							1		
Runway Transitional (7:1)			1							1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1							1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
G2_C	108.1	1020.2 (L)		2489299	1612436	126.81	133.62	-	-			
See accompanying summary table on page 175 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

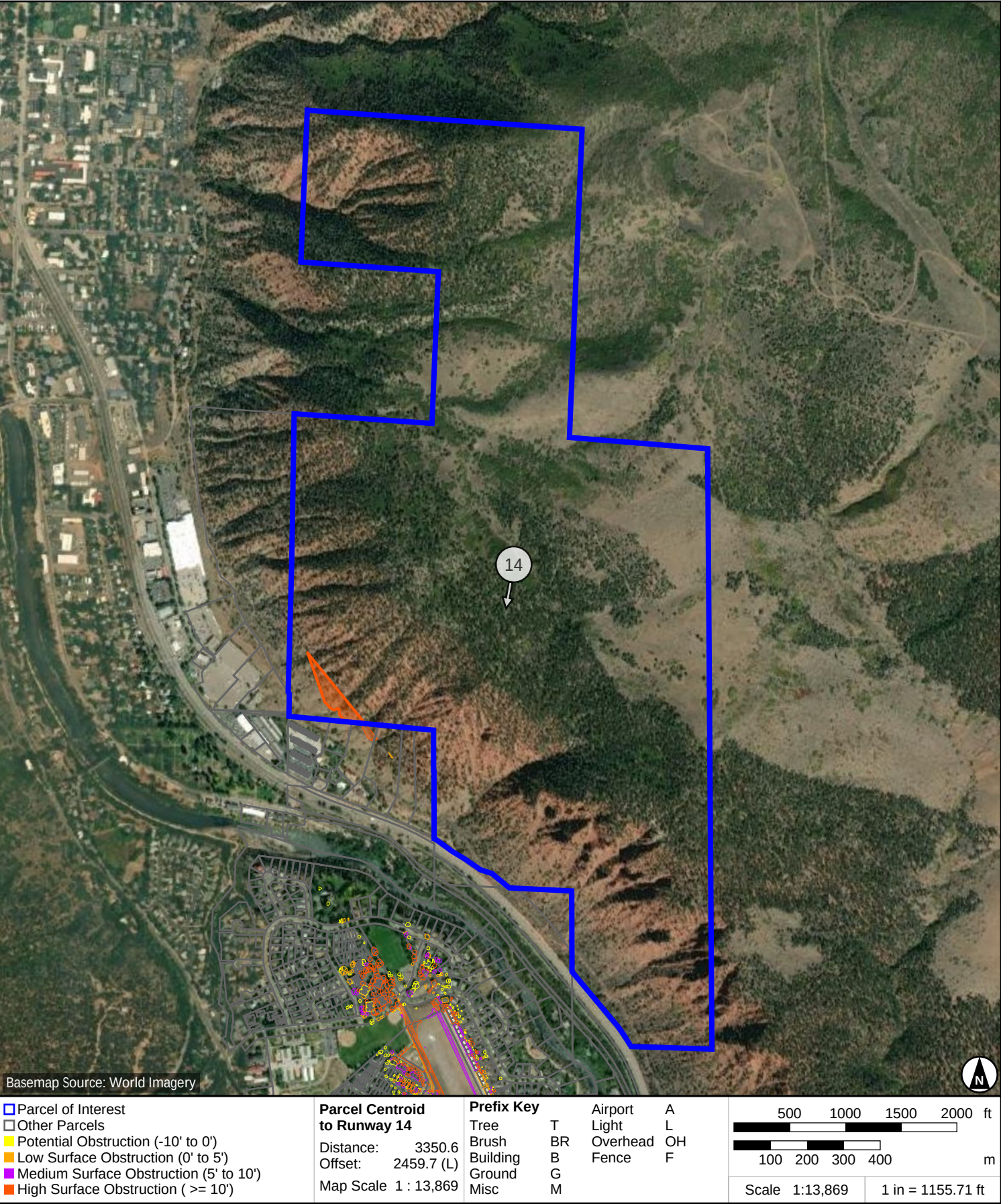


Parcel Obstructions for 218522100965		
KGWS - GLENWOOD SPRINGS MUNI		Runway 14
Key	Land Owner	Address
DX	BUREAU OF LAND MANAGEMENT	Not available GLENWOOD SPRINGS, CO 81601



Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)			1							1		
Runway Transitional (7:1)												
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1						1			
Obstruction ID		Distance	Offset	Height	State Plane*		Height Above†					
					X	Y	ATRNS	RTRNS	TSS1	TSS2		
	G9_DX	3033.0	542.8 (L)		2488013	1618870	94.54	-	-	-		

See accompanying summary table on page 176 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218522310011

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
AY	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)			16			15					1	
Runway Transitional (7:1)												
Threshold Siting Surface (15:1) (Cat-1)			6		1	6	1					
Threshold Siting Surface (20:1) (Cat-2)			13		1	13	1					
Totals			17			16					1	
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T204	402.5	146.8 (R)	84.29	2488504	1616196	74.35	-	30.87	41.57			
T212	401.5	146.1 (R)	83.82	2488505	1616195	74.06	-	31.14	41.90			
T201	390.1	151.0 (R)	82.40	2488505	1616183	72.26	-	19.66	40.81			
T183	582.6	204.3 (R)	77.48	2488375	1616334	50.39	-	-	23.25			
T179	593.3	199.6 (R)	78.20	2488375	1616346	48.90	-	-	21.69			
T184	569.9	210.5 (R)	75.71	2488375	1616320	48.64	-	-	19.98			
T180	609.9	230.9 (R)	79.87	2488339	1616348	44.79	-	-	-7.53			
T182	609.9	230.9 (R)	79.87	2488339	1616348	44.79	-	-	-			
T135	595.7	164.8 (R)	67.86	2488405	1616363	43.82	-	-	10.85			
T287	318.2	175.5 (R)	52.42	2488513	1616107	42.74	-	-	15.27			
T134	616.6	173.0 (R)	64.08	2488389	1616379	38.13	-	-	10.42			
T205	403.8	120.1 (R)	79.76	2488527	1616208	-	-	26.58	37.31			
T288	299.6	151.5 (R)	43.44	2488543	1616100	37.23	-	-2.87	6.59			
T136	602.8	166.5 (R)	58.90	2488401	1616369	34.23	-	3.22	17.31			
T137	639.8	170.1 (R)	52.19	2488382	1616401	25.97	-	0.66	14.82			
T133	683.7	209.6 (R)	44.53	2488328	1616424	11.11	-	-	-			
M6	306.0	150.6 (R)	8.69	2488541	1616107	1.86	-	-	-			
See accompanying summary table on page 177 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

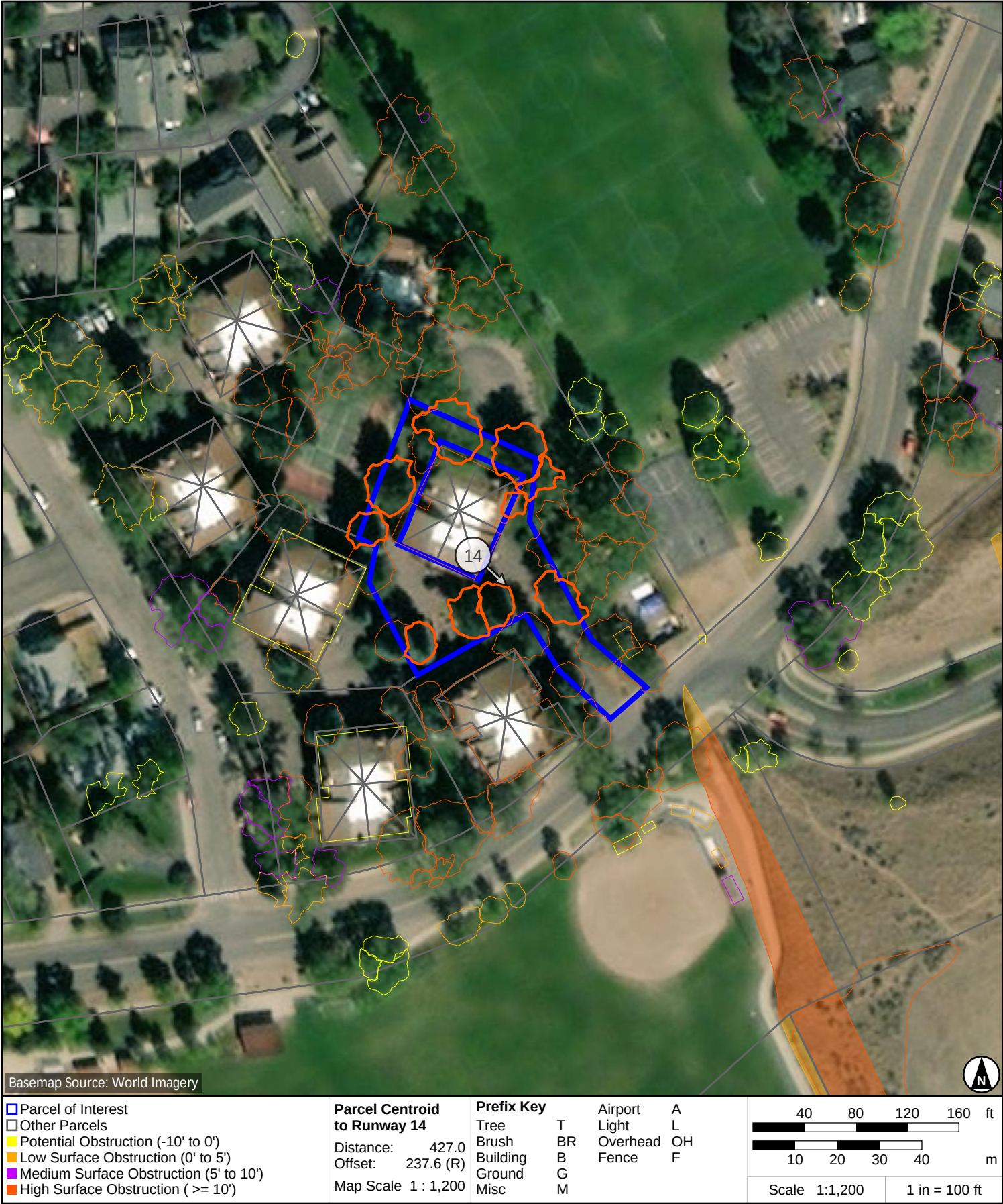


Parcel Obstructions for 218522307009

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
DP	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)			10			10						
Runway Transitional (7:1)												
Threshold Siting Surface (15:1) (Cat-1)				1		1						
Threshold Siting Surface (20:1) (Cat-2)			5			5						
Totals			10			10						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
  T209	370.3	184.5 (R)	73.29	2488483	1616151	59.52	-	-	32.59			
   T200	454.9	178.7 (R)	75.14	2488453	1616230	56.41	-	-4.83	27.44			
  T202	454.9	178.7 (R)	75.14	2488453	1616230	56.41	-	-	27.44			
  T199	470.6	166.5 (R)	70.91	2488457	1616249	54.38	-	-	23.44			
  T193	519.9	205.5 (R)	71.28	2488401	1616277	48.62	-	-	20.42			
 T210	386.9	240.1 (R)	69.79	2488426	1616142	45.37	-	-	-			
 T211	388.4	245.9 (R)	61.50	2488420	1616141	36.65	-	-	-			
 T187	511.2	246.9 (R)	61.01	2488367	1616252	29.36	-	-	-			
 T188	477.4	303.9 (R)	59.77	2488330	1616197	20.53	-	-	-			
 T272	383.4	307.1 (R)	52.58	2488367	1616110	17.82	-	-	-			
See accompanying summary table on page 178 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



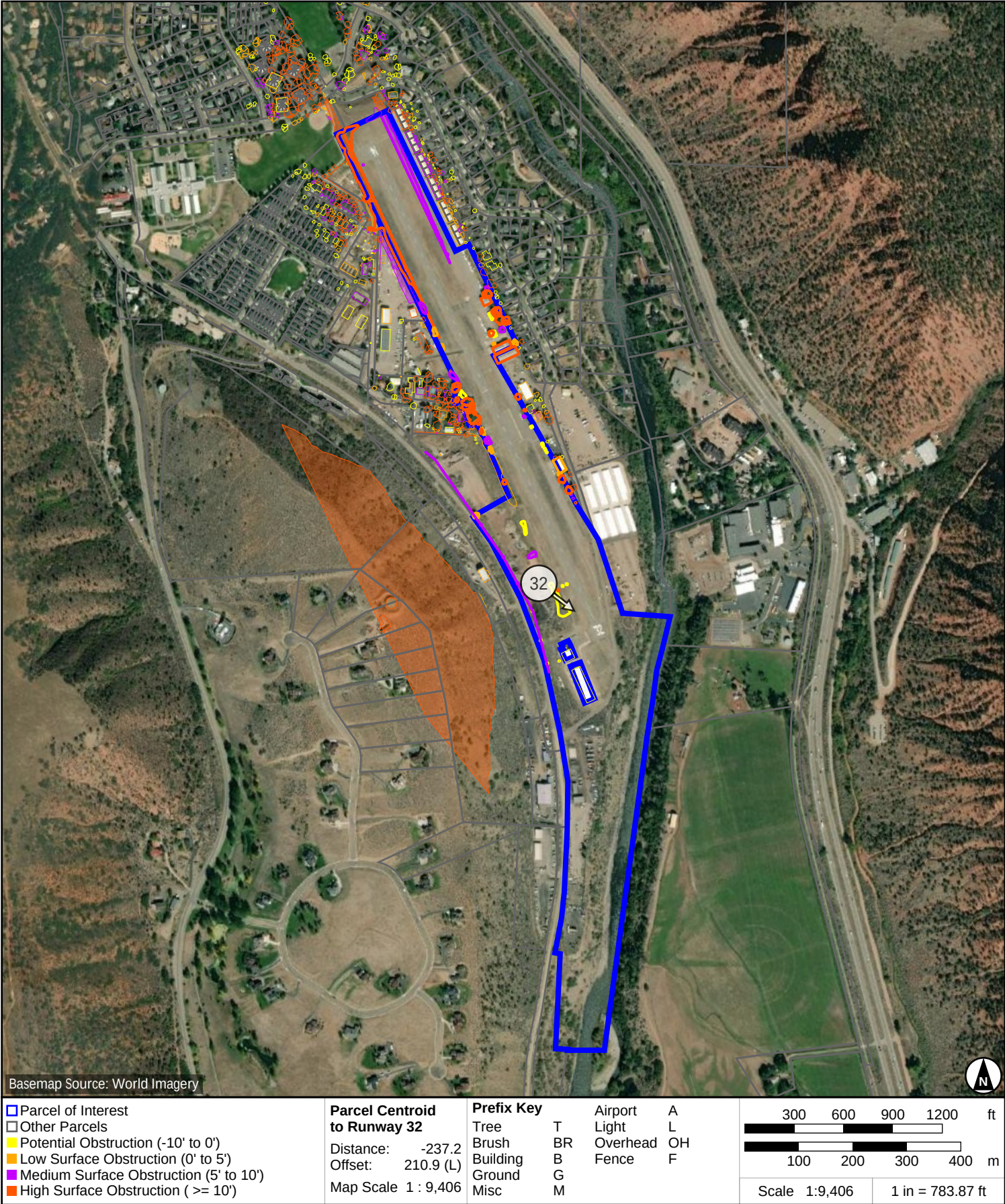
Parcel Obstructions for 218527100050

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DR	GLENWOOD SPRINGS, CITY OF	3500-1-18 AIRPORT RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)														
Aviation Surface			Total		Tree		Building		Ground		Misc			
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot		
Approach Transitional (7:1)														
Runway Transitional (7:1)			65		13		45	8	8	3	6		6	2
Threshold Siting Surface (15:1) (Cat-1)					1			1						
Threshold Siting Surface (20:1) (Cat-2)			1		3			1				2	1	
Totals			66		13		45	8	8	3	6		7	2
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†								
				X	Y	ATRNS	RTRNS	TSS1	TSS2					
 T67	-1914.0	139.1 (R)	61.37	2489493	1614101	-	55.84	-	-					
   BR9	-14.4	125.6 (R)	3.79	2488700	1615827	-	16.31	-8.23	-2.45					
 A1	-237.4	99.9 (R)	8.99	2488817	1615636	-	-	-	7.26					
 T68	-1899.1	132.9 (R)	57.48	2489492	1614117	-	52.79	-	-					
 T61	-1863.4	142.8 (R)	53.03	2489468	1614145	-	47.75	-	-					
See accompanying summary table on page 179 for 61 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.														

Runway 32 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)			3								3
Runway Transitional (7:1)		65	13	45	8	8	3	6		6	2
Threshold Siting Surface (15:1) (Cat-1)			1								1
Threshold Siting Surface (20:1) (Cat-2)		1	3		1					1	2
Totals		66	17	45	8	8	3	6		7	6
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
T67	-1317.3	139.1 (L)	61.37	2489493	1614101	-	55.84	-	-		
A2	-146.7	121.8 (L)	22.96	2490005	1613048	-	-	-	17.91		
OH17	-477.0	339.8 (L)	37.04	2489667	1613255	-3.76	9.04	-	-		
T68	-1332.1	132.9 (L)	57.48	2489492	1614117	-	52.79	-	-		
T61	-1367.8	142.8 (L)	53.03	2489468	1614145	-	47.75	-	-		
See accompanying summary table on page 180 for 61 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											



Parcel Obstructions for 218527107006

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
V	MORIARTY FAMILY TRUST	197 DARROW ST GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			8		2		7	1	1	1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			8		2		7	1	1	1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T94	-1941.1	205.7 (R)	61.45	2489444	1614048	-	50.07	-	-			
 T30	-1937.5	222.1 (R)	52.79	2489427	1614044	-	39.38	-	-			
 T66	-1854.5	170.7 (R)	39.60	2489439	1614141	-	32.04	-	-			
 T90	-1951.8	266.1 (R)	33.26	2489394	1614013	-	18.49	-	-			
 T91	-1944.7	264.2 (R)	32.47	2489392	1614020	-	17.00	-	-			
See accompanying summary table on page 181 for 3 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				8	2	7	1	1	1				
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				8	2	7	1	1	1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				TSS1	TSS2		
				X	Y	ATRNS	RTRNS						
T94	-1290.2	205.7 (L)	61.45	2489444	1614048	-	50.07	-	-	-	-		
T30	-1293.7	222.1 (L)	52.79	2489427	1614044	-	39.38	-	-	-	-		
T66	-1376.7	170.7 (L)	39.60	2489439	1614141	-	32.04	-	-	-	-		
T90	-1279.4	266.1 (L)	33.26	2489394	1614013	-	18.49	-	-	-	-		
T91	-1286.5	264.2 (L)	32.47	2489392	1614020	-	17.00	-	-	-	-		
See accompanying summary table on page 182 for 3 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218522305009

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
DO	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)				8				8					
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				8				8					
Obstruction ID		Distance	Offset	Height	State Plane*		Height Above†						
					X	Y	ATRNS	RTRNS	TSS1	TSS2			
	T289	308.7	212.4 (R)	61.37	2488484	1616083	46.08	-	-	-			
	T278	325.1	313.1 (R)	65.61	2488386	1616055	34.99	-	-	-			
	T286	351.8	239.6 (R)	56.94	2488441	1616110	34.58	-	-	-			
	T290	264.0	209.2 (R)	43.60	2488506	1616044	33.14	-	-	-			
	T261	272.8	207.4 (R)	34.22	2488504	1616053	23.87	-	-	-			
	T276	332.2	322.3 (R)	56.78	2488374	1616058	23.44	-	-	-			
	T280	241.5	316.6 (R)	45.81	2488418	1615978	20.31	-	-	-			
	T294	244.0	303.3 (R)	43.44	2488429	1615986	19.80	-	-	-			



Parcel Obstructions for KGWS_ROW12

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EN	DARROW ST	Not available

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			9		3		9	3				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			9		3		9	3				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T56	-1780.9	232.9 (R)	57.87	2489351	1614182	-	45.40	-	-			
 T63	-1793.5	233.7 (R)	51.04	2489356	1614170	-	38.23	-	-			
 T48	-1772.3	258.1 (R)	52.23	2489325	1614179	-	37.93	-	-			
 T42	-1769.1	261.0 (R)	51.27	2489321	1614181	-	36.59	-	-			
 T49	-1781.5	260.2 (R)	49.44	2489327	1614170	-	34.78	-	-			
See accompanying summary table on page 184 for 4 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			9		3		9	3				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			9		3		9	3				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T56	-1450.3	232.9 (L)	57.87	2489351	1614182	-	45.40	-	-			
 T63	-1437.8	233.7 (L)	51.04	2489356	1614170	-	38.23	-	-			
 T48	-1458.9	258.1 (L)	52.23	2489325	1614179	-	37.93	-	-			
 T42	-1462.2	261.0 (L)	51.27	2489321	1614181	-	36.59	-	-			
 T49	-1449.7	260.2 (L)	49.44	2489327	1614170	-	34.78	-	-			
See accompanying summary table on page 185 for 4 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527106005

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
N	HENDRICKS, HARMONY, HEIDI & PRESTON, HILARY	188 DARROW ST GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		14		13		1					
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		14		13		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
T47	-1754.6	238.6 (R)	56.54	2489335	1614203	-	45.15	-	-		
T57	-1779.0	219.1 (R)	54.93	2489363	1614189	-	43.53	-	-		
T44	-1755.5	242.2 (R)	55.28	2489332	1614201	-	43.37	-	-		
T43	-1737.7	272.5 (R)	54.55	2489297	1614204	-	38.66	-	-		
T41	-1729.1	286.3 (R)	51.96	2489281	1614206	-	34.16	-	-		
See accompanying summary table on page 186 for 9 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			14		13		1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			14		13		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T47	-1476.7	238.6 (L)	56.54	2489335	1614203	-	45.15	-	-			
T57	-1452.3	219.1 (L)	54.93	2489363	1614189	-	43.53	-	-			
T44	-1475.7	242.2 (L)	55.28	2489332	1614201	-	43.37	-	-			
T43	-1493.5	272.5 (L)	54.55	2489297	1614204	-	38.66	-	-			
T41	-1502.2	286.3 (L)	51.96	2489281	1614206	-	34.16	-	-			
See accompanying summary table on page 187 for 9 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522310010

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
CW	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	4		4							
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	4		4							

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
T181	617.5	247.8 (R)	81.84	2488321	1616348	43.44	-	-	-
T175	605.4	284.1 (R)	73.48	2488293	1616321	29.70	-	-	-
T185	599.9	269.0 (R)	67.55	2488309	1616323	26.12	-	-	-
T177	576.3	316.3 (R)	69.04	2488276	1616281	21.40	-	-	-

See accompanying summary table on page 188 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218522307006

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
EV	BROWN, VIRGINIA I	1300 MOUNT SOPRIS DR BLDG 5 #5-F GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	1		1							
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
T194	518.0	223.6 (R)	69.32	2488385	1616268	42.06	-	-	-

See accompanying summary table on page 189 for potential obstruction records. Negative height above surface values indicate potential obstructions.

* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218527100052

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
S	FORCE, DAVE JR.	196 DARROW GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface			Total		Tree		Building		Ground		Misc		
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	
Approach Transitional (7:1)													
Runway Transitional (7:1)			8		2		5	1	1		2		1
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals			8		2		5	1	1		2		1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
 T13	-1422.9	206.8 (R)	47.05	2489223	1614517	-	40.99	-	-				
 T14	-1430.0	208.7 (R)	45.28	2489224	1614510	-	39.46	-	-				
 T16	-1556.4	281.3 (R)	30.19	2489212	1614365	-	15.15	-	-				
 B60	-1328.9	211.6 (R)	16.59	2489179	1614600	-	10.86	-	-				
 T19	-1593.7	151.2 (R)	14.38	2489346	1614386	-	10.66	-	-				
See accompanying summary table on page 190 for 3 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			8	2	5	1	1		2			1
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			8	2	5	1	1		2			1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T13	-1808.3	206.8 (L)	47.05	2489223	1614517	-	40.99	-	-			
T14	-1801.2	208.7 (L)	45.28	2489224	1614510	-	39.46	-	-			
T16	-1674.8	281.3 (L)	30.19	2489212	1614365	-	15.15	-	-			
B60	-1902.4	211.6 (L)	16.59	2489179	1614600	-	10.86	-	-			
T19	-1637.5	151.2 (L)	14.38	2489346	1614386	-	10.66	-	-			
See accompanying summary table on page 191 for 3 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



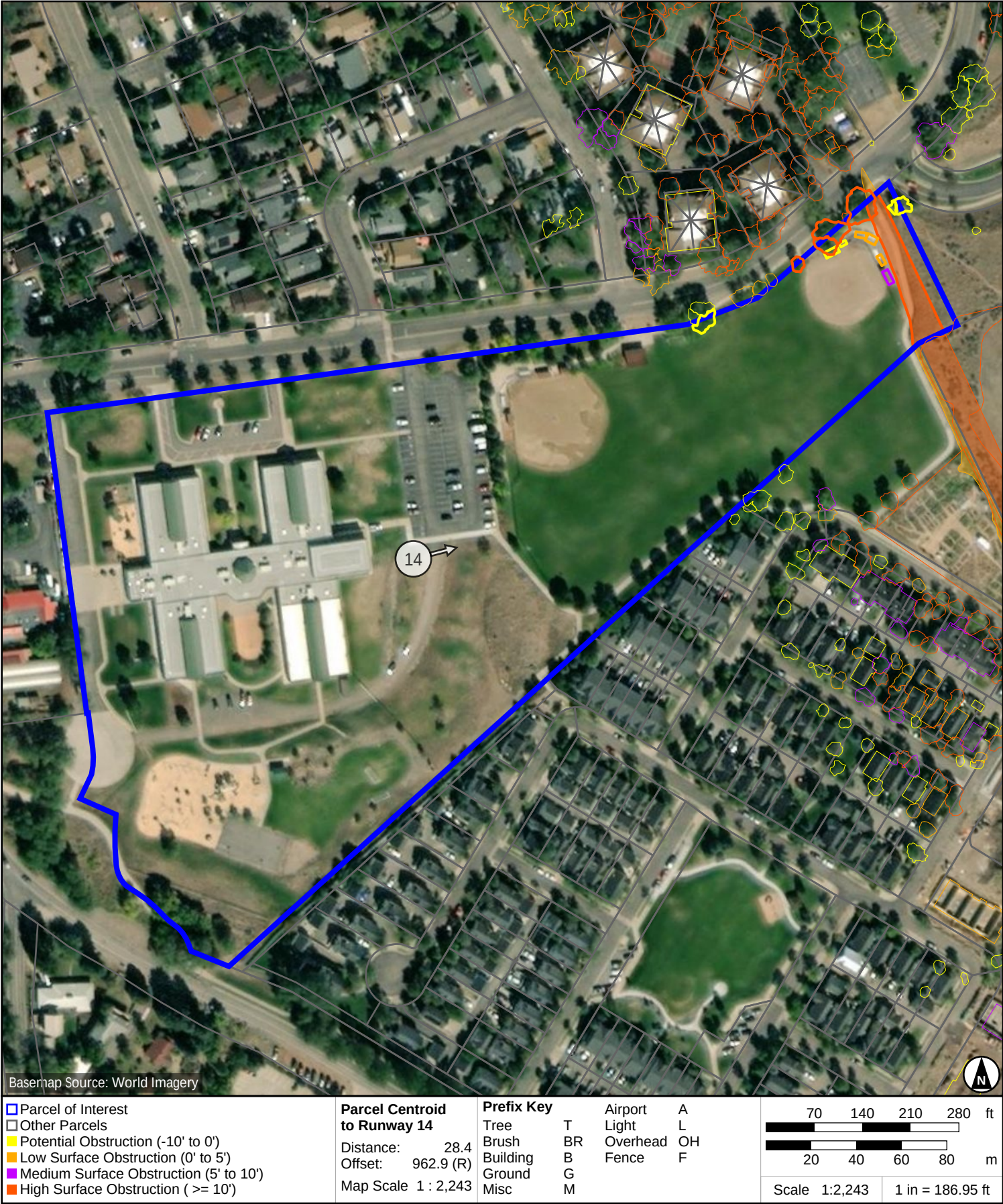
Parcel Obstructions for 218527208003

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EA	ROARING FORK SCHOOL DISTRICT RE-1	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	4		3				1			
Runway Transitional (7:1)	9	3	4	1	1	1	1		3	1
Threshold Siting Surface (15:1) (Cat-1)		1		1						
Threshold Siting Surface (20:1) (Cat-2)	1	2	1	2						
Totals	9	5	4	3	1	1	1		3	1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T291	207.2	155.6 (R)	41.38	2488578	1616015	40.83	32.30	-1.16	12.10	
T297	199.5	208.9 (R)	42.59	2488533	1615986	33.94	34.06	-	-	
T285	192.0	226.3 (R)	43.88	2488521	1615971	31.13	32.60	-	-	
G4_EA	3.9	128.4 (R)		2488689	1615842	5.00	11.66	-	-	
T284	180.7	276.0 (R)	30.22	2488481	1615940	-	11.56	-	-	
See accompanying summary table on page 192 for 4 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	9	3	4	1	1	1	1		3	1
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	9	3	4	1	1	1	1		3	1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T297	-3430.8	208.9 (L)	42.59	2488533	1615986	-	34.06	-	-	
T291	-3431.1	142.5 (L)	30.71	2488593	1616014	-	32.30	-	-	
T285	-3423.2	226.3 (L)	43.88	2488521	1615971	-	32.60	-	-	
G4_EA	-3235.2	128.4 (L)		2488689	1615842	-	11.66	-	-	
T284	-3412.0	276.0 (L)	30.22	2488481	1615940	-	11.56	-	-	
See accompanying summary table on page 193 for 4 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



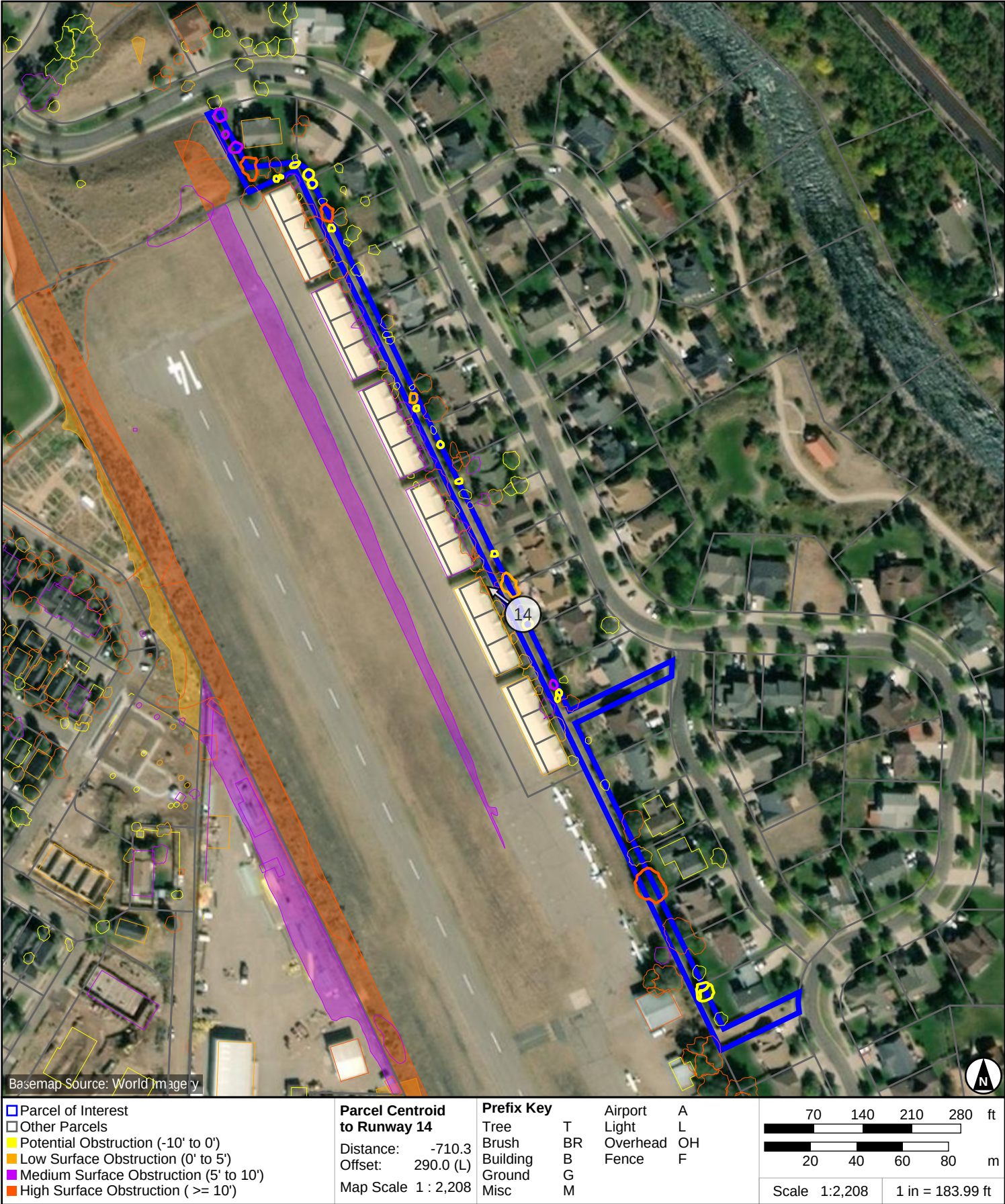
Parcel Obstructions for 218522415086

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BZ	GLENWOOD SPRINGS, CITY OF	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			9		15		9	15				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			9		15		9	15				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T316	33.7	200.1 (L)	52.08	2488974	1616009	-	38.87	-	-			
 T479	-1126.5	288.1 (L)	55.37	2489546	1614995	-	25.89	-	-			
 T303	-78.1	277.2 (L)	36.34	2489091	1615940	-	11.79	-	-			
 T310	116.8	198.9 (L)	23.52	2488938	1616084	-	6.31	-	-			
 T309	91.5	193.6 (L)	20.65	2488944	1616058	-	5.97	-	-			
See accompanying summary table on page 194 for 4 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		9	15	9	15						
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		9	15	9	15						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
T316	-3264.9	200.1 (R)	52.08	2488974	1616009	-	38.87	-	-		
T479	-2104.7	288.1 (R)	55.37	2489546	1614995	-	25.89	-	-		
T303	-3153.1	277.2 (R)	36.34	2489091	1615940	-	11.79	-	-		
T310	-3348.1	198.9 (R)	23.52	2488938	1616084	-	6.31	-	-		
T309	-3322.7	193.6 (R)	20.65	2488944	1616058	-	5.97	-	-		
See accompanying summary table on page 195 for 4 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											



Parcel Obstructions for 218522306009

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
DN	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)				11				11					
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				11				11					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
 T265	244.2	352.7 (R)	69.18	2488384	1615965	38.19	-	-	-	-			
 T268	246.3	362.3 (R)	68.71	2488375	1615963	35.52	-	-	-	-			
 T277	302.7	345.8 (R)	62.46	2488366	1616021	27.73	-	-	-	-			
 T258	306.3	450.9 (R)	62.75	2488269	1615980	12.40	-	-	-	-			
 T275	356.0	403.1 (R)	55.93	2488291	1616045	10.66	-	-	-	-			
 T279	317.3	457.4 (R)	62.21	2488258	1615987	8.74	-	-	-	-			
 T254	271.6	469.7 (R)	58.06	2488267	1615940	5.99	-	-	-	-			
 T263	256.9	448.7 (R)	52.94	2488292	1615936	5.49	-	-	-	-			
 T325	262.9	462.1 (R)	55.25	2488277	1615936	4.76	-	-	-	-			
 T255	271.5	458.0 (R)	54.34	2488277	1615945	4.19	-	-	-	-			
 T259	283.9	460.2 (R)	54.78	2488270	1615955	3.39	-	-	-	-			



Parcel Obstructions for 218522300020

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
DT	WATERS, ROBIN	2560 82 HWY GLENWOOD SPRINGS, CO 81601

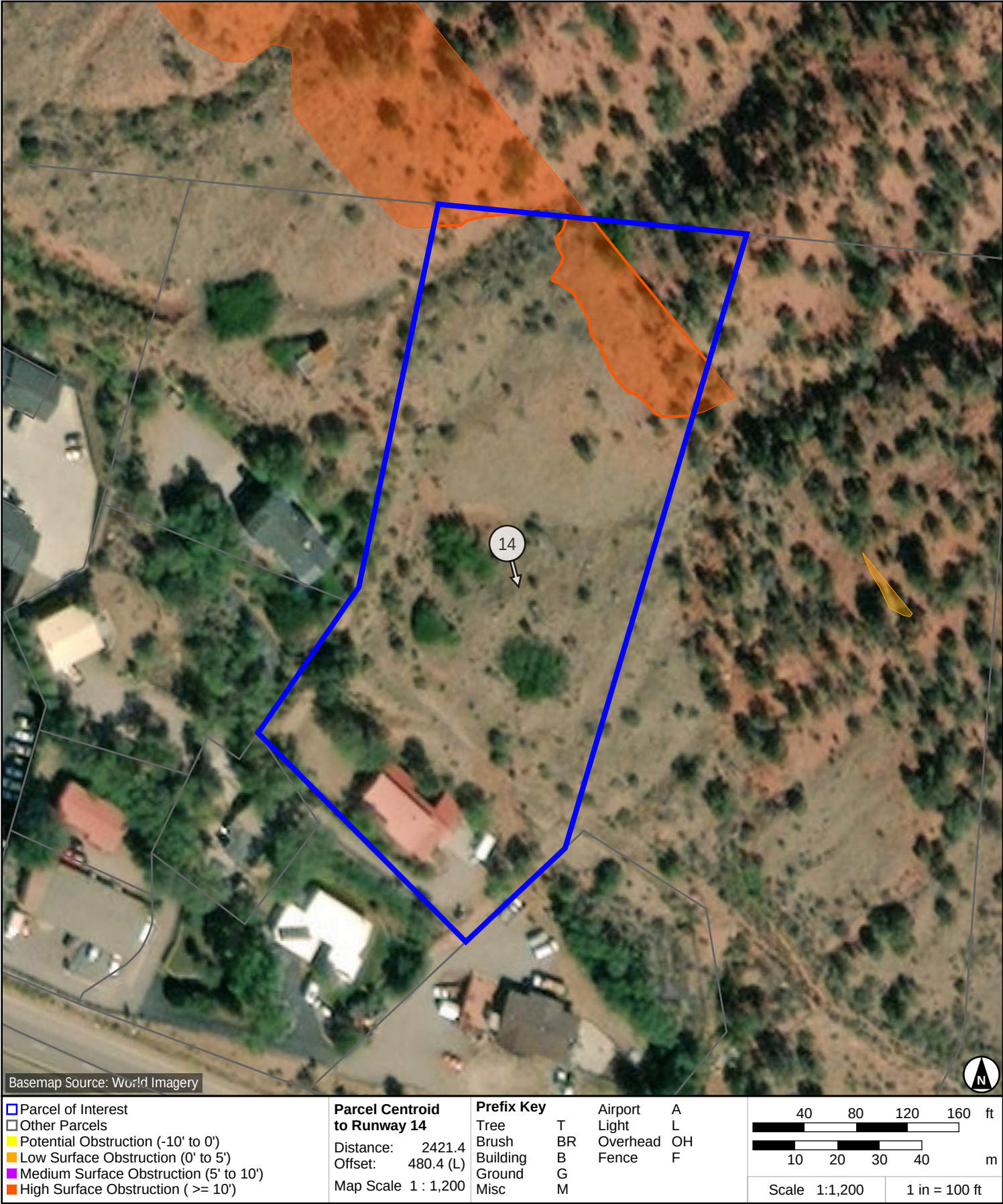
Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	1						1			
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1						1			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
G9_DT	2518.4	671.4 (L)		2488348	1618459	36.60	-	-	-

See accompanying summary table on page 197 for potential obstruction records. Negative height above surface values indicate potential obstructions.

* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218522415061

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BO	ROSSOW TRUST, RICK D & ROSSOW TRUST, MELANIE G	3951 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		1		2	1	1			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		1		2	1	1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T314	28.1	225.4 (L)	50.27	2488999	1616014	-	34.27	-	-			
 T315	22.7	241.6 (L)	46.20	2489016	1616016	-	27.08	-	-			
 B48	78.2	219.0 (L)	24.42	2488972	1616057	-	4.37	-	-			
See accompanying summary table on page 198 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				3	1	2	1	1					
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				3	1	2	1	1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
T314	-3259.3	225.4 (R)	50.27	2488999	1616014	-	34.27	-	-				
T315	-3254.0	241.6 (R)	46.20	2489016	1616016	-	27.08	-	-				
B48	-3309.5	219.0 (R)	24.42	2488972	1616057	-	4.37	-	-				
See accompanying summary table on page 199 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for KGWS_ROW06

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EI	MT SOPRIS DR	Not available

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)		6				5				1	
Runway Transitional (7:1)		4		2		4	2				
Threshold Siting Surface (15:1) (Cat-1)				2			2				
Threshold Siting Surface (20:1) (Cat-2)		1		4		1	3				1
Totals		10		6		9	5			1	1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
 T269	219.8	362.3 (R)	66.87	2488386	1615939	33.85	-	-	-		
  T295	207.9	185.0 (R)	26.95	2488552	1616003	21.61	14.59	-	-		
  T298	263.7	24.6 (R)	41.50	2488673	1616122	-	-	-0.46	7.93		
 T267	217.6	375.1 (R)	58.08	2488375	1615931	23.15	-	-	-		
 T266	212.2	363.3 (R)	45.67	2488388	1615932	12.98	-	-	-		
See accompanying summary table on page 200 for 5 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			4	2	4	2						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			4	2	4	2						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				TSS1	TSS2	
				X	Y	ATRNS	RTRNS					
T295	-3431.2	189.7 (L)	20.33	2488551	1615994	-	14.59	-	-	-	-	
T283	-3410.5	319.3 (L)	29.65	2488442	1615920	-	4.22	-	-	-	-	
T282	-3403.6	340.3 (L)	30.24	2488426	1615905	-	1.66	-	-	-	-	
T329	-3409.6	354.5 (L)	32.01	2488411	1615905	-	1.06	-	-	-	-	
See accompanying summary table on page 201 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527107003

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
T	FORCE, DIANA E TRUST	DARROW ST GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		1		2	1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		1		2	1				
Obstruction ID		Distance	Offset	Height	State Plane*		Height Above†					
					X	Y	ATRNS	RTRNS	TSS1	TSS2		
	T39	-1749.1	377.0 (R)	61.36	2489207	1614149	-	31.27	-	-		
	T23	-1744.4	367.9 (R)	46.82	2489214	1614158	-	17.86	-	-		
See accompanying summary table on page 202 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2	1	2	1						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2	1	2	1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T39	-1482.1	377.0 (L)	61.36	2489207	1614149	-	31.27	-	-	-	-	
T23	-1486.9	367.9 (L)	46.82	2489214	1614158	-	17.86	-	-	-	-	
See accompanying summary table on page 203 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527106003

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
P	BROWN, HECTOR	172 DARROW ST GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		1		2		1	1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		1		2		1	1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T17	-1581.4	303.4 (R)	48.92	2489203	1614333	-	30.62	-	-			
 T15	-1554.5	356.2 (R)	42.98	2489144	1614334	-	18.07	-	-			
 B62	-1615.2	355.1 (R)	34.48	2489170	1614280	-	8.91	-	-			
See accompanying summary table on page 204 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				3		1		2		1	1		
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				3		1		2		1	1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
 T17	-1649.8	303.4 (L)	48.92	2489203	1614333	-	30.62	-	-				
 T15	-1676.8	356.2 (L)	42.98	2489144	1614334	-	18.07	-	-				
 B62	-1616.1	355.1 (L)	34.48	2489170	1614280	-	8.91	-	-				
See accompanying summary table on page 205 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527100045

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CT	GLENWOOD SPRINGS, CITY OF	380 116 COUNTY RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			7		4		3	3			4	1
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			7		4		3	3			4	1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 OH4	-2016.6	183.7 (R)	39.16	2489496	1613989	-	29.11	-	-			
 OH16	-2009.7	195.9 (R)	37.24	2489482	1613990	-	25.88	-	-			
 T93	-1969.0	173.3 (R)	21.40	2489485	1614037	-	13.54	-	-			
 T92	-1984.6	233.4 (R)	25.98	2489437	1613997	-	12.56	-	-			
 OH1	-2033.9	420.4 (R)	40.87	2489289	1613873	-	4.75	-	-			
See accompanying summary table on page 206 for 2 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			7	4	3	3					4	1
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			7	4	3	3					4	1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
OH4	-1214.6	183.7 (L)	39.16	2489496	1613989	-	29.11	-	-			
OH16	-1221.5	195.9 (L)	37.24	2489482	1613990	-	25.88	-	-			
T93	-1262.3	173.3 (L)	21.40	2489485	1614037	-	13.54	-	-			
T92	-1246.6	233.4 (L)	25.98	2489437	1613997	-	12.56	-	-			
OH1	-1197.4	420.4 (L)	40.87	2489289	1613873	-	4.75	-	-			
See accompanying summary table on page 207 for 2 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527107005

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
M	SMUIN, DEREK N	189 160 COUNTY RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			10		2		8	1	1	1		1
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			10		2		8	1	1	1		1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T69	-1871.3	261.7 (R)	43.62	2489364	1614088	-	27.82	-	-			
 T64	-1863.5	257.5 (R)	40.86	2489364	1614097	-	25.17	-	-			
 T88	-1884.1	266.9 (R)	41.35	2489364	1614074	-	24.55	-	-			
 T51	-1816.0	322.9 (R)	45.21	2489285	1614112	-	22.08	-	-			
 T85	-1869.6	364.1 (R)	50.10	2489270	1614046	-	21.43	-	-			
See accompanying summary table on page 208 for 5 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			10	2	8	1	1	1			1	
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			10	2	8	1	1	1			1	
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T69	-1359.9	261.7 (L)	43.62	2489364	1614088	-	27.82	-	-			
T64	-1367.8	257.5 (L)	40.86	2489364	1614097	-	25.17	-	-			
T88	-1347.1	266.9 (L)	41.35	2489364	1614074	-	24.55	-	-			
T51	-1415.2	322.9 (L)	45.21	2489285	1614112	-	22.08	-	-			
T85	-1361.6	364.1 (L)	50.10	2489270	1614046	-	21.43	-	-			
See accompanying summary table on page 209 for 5 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522309009

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
DL	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	13	4	13	4						
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	13	4	13	4						

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
T174	621.0	286.3 (R)	73.32	2488285	1616334	27.78	-	-	-
T173	632.5	273.4 (R)	70.80	2488292	1616350	26.63	-	-	-
T178	588.3	332.3 (R)	72.01	2488257	1616285	22.12	-	-	-
T176	616.1	339.2 (R)	70.53	2488239	1616308	17.45	-	-	-
T132	658.7	261.1 (R)	48.64	2488291	1616379	6.78	-	-	-
T129	709.9	348.6 (R)	61.80	2488191	1616388	3.30	-	-	-
T163	706.7	458.8 (R)	80.61	2488092	1616339	3.24	-	-	-
T164	684.5	453.1 (R)	78.31	2488107	1616321	2.88	-	-	-
T122	718.1	375.9 (R)	65.51	2488162	1616384	2.20	-	-	-
T166	673.7	462.7 (R)	78.32	2488103	1616307	2.15	-	-	-
T124	699.1	376.4 (R)	63.79	2488170	1616367	1.17	-	-	-
T167	658.4	418.6 (R)	67.84	2488149	1616312	0.92	-	-	-
T123	712.3	354.8 (R)	60.38	2488184	1616388	0.70	-	-	-

See accompanying summary table on page 210 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218527116019

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DK	GWS AIRPORT HANGARS LLC	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			8		2		4	2	4			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			8		2		4	2	4			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T302	-7.3	186.7 (L)	32.44	2488979	1615966	-	26.86	-	-			
 T431	-645.6	266.7 (L)	37.90	2489322	1615422	-	16.59	-	-			
 T262	-589.3	265.9 (L)	33.19	2489298	1615472	-	12.58	-	-			
 B49	-10.8	235.9 (L)	22.49	2489025	1615984	-	10.11	-	-			
 B50	-167.2	233.6 (L)	20.79	2489090	1615841	-	8.43	-	-			
See accompanying summary table on page 211 for 3 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			8	2	4	2	4					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			8	2	4	2	4					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T302	-3224.0	186.7 (R)	32.44	2488979	1615966	-	26.86	-	-			
T431	-2585.6	266.7 (R)	37.90	2489322	1615422	-	16.59	-	-			
T262	-2641.9	265.9 (R)	33.19	2489298	1615472	-	12.58	-	-			
B49	-3220.4	235.9 (R)	22.49	2489025	1615984	-	10.11	-	-			
B50	-3064.1	233.6 (R)	20.79	2489090	1615841	-	8.43	-	-			
See accompanying summary table on page 212 for 3 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522415054

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BI	TEVENAN, PATRICK A. & DAVIS, ERIN D	4007 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		1		2	1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		1		2	1				
Obstruction ID		Distance	Offset	Height	State Plane*		Height Above†					
					X	Y	ATRNS	RTRNS	TSS1	TSS2		
	T371	-392.8	296.6 (L)	56.89	2489242	1615663	-	26.66	-	-		
	T346	-349.9	297.6 (L)	51.25	2489225	1615703	-	21.03	-	-		
See accompanying summary table on page 213 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2	1	2	1						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2	1	2	1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T371	-2838.4	296.6 (R)	56.89	2489242	1615663	-	26.66	-	-	-	-	
T346	-2881.3	297.6 (R)	51.25	2489225	1615703	-	21.03	-	-	-	-	
See accompanying summary table on page 214 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for KGWS_ROW15

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EP	BREEN WAY	Not available

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			7		1		7	1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			7		1		7	1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T423	-463.9	240.5 (R)	32.68	2488786	1615371	-	26.09	-	-			
 T410	-398.8	256.4 (R)	30.15	2488744	1615423	-	20.47	-	-			
 T414	-431.9	240.5 (R)	22.14	2488773	1615400	-	15.10	-	-			
 T360	-286.3	333.8 (R)	31.85	2488626	1615493	-	10.55	-	-			
 T422	-504.4	211.4 (R)	10.44	2488830	1615347	-	8.47	-	-			
See accompanying summary table on page 215 for 2 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			7	1	7	1						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			7	1	7	1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T423	-2767.4	240.5 (L)	32.68	2488786	1615371	-	26.09	-	-			
T410	-2832.4	256.4 (L)	30.15	2488744	1615423	-	20.47	-	-			
T414	-2799.3	240.5 (L)	22.14	2488773	1615400	-	15.10	-	-			
T360	-2945.0	333.8 (L)	31.85	2488626	1615493	-	10.55	-	-			
T422	-2726.8	211.4 (L)	10.44	2488830	1615347	-	8.47	-	-			
See accompanying summary table on page 216 for 2 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522302118

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
AZ	SULLIVAN, MARY ANN	1405 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	3	1	3	1						
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)		1		1						
Totals	3	1	3	1						

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
T139	574.3	176.8 (L)	58.81	2488724	1616488	25.98	-	-	-4.97
T138	646.4	170.6 (L)	48.16	2488688	1616551	13.00	-	-	-
T140	626.3	168.3 (L)	41.73	2488694	1616532	7.64	-	-	-

See accompanying summary table on page 217 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218522300039		
KGWS - GLENWOOD SPRINGS MUNI		Runway 14
Key	Land Owner	Address
DS	WATERS, ROBIN	Not available GLENWOOD SPRINGS, CO 81601



Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	2						2			
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2						2			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
G9_DS	2480.7	680.8 (L)		2488372	1618429	24.95	-	-	-	
G8	2258.9	736.6 (L)		2488517	1618251	3.05	-	-	-	

See accompanying summary table on page 218 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218527221005

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DG	CARDIFF GLEN MASTER ASSOCIATION	STOCTON RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2				2					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2				2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T426	-513.2	251.8 (R)	30.12	2488797	1615322	-	23.84	-	-	-	-	
 T424	-509.7	243.3 (R)	20.74	2488803	1615329	-	14.69	-	-	-	-	
See accompanying summary table on page 219 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T426	-2718.1	251.8 (L)	30.12	2488797	1615322	-	23.84	-	-			
T424	-2721.6	243.3 (L)	20.74	2488803	1615329	-	14.69	-	-			
See accompanying summary table on page 220 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



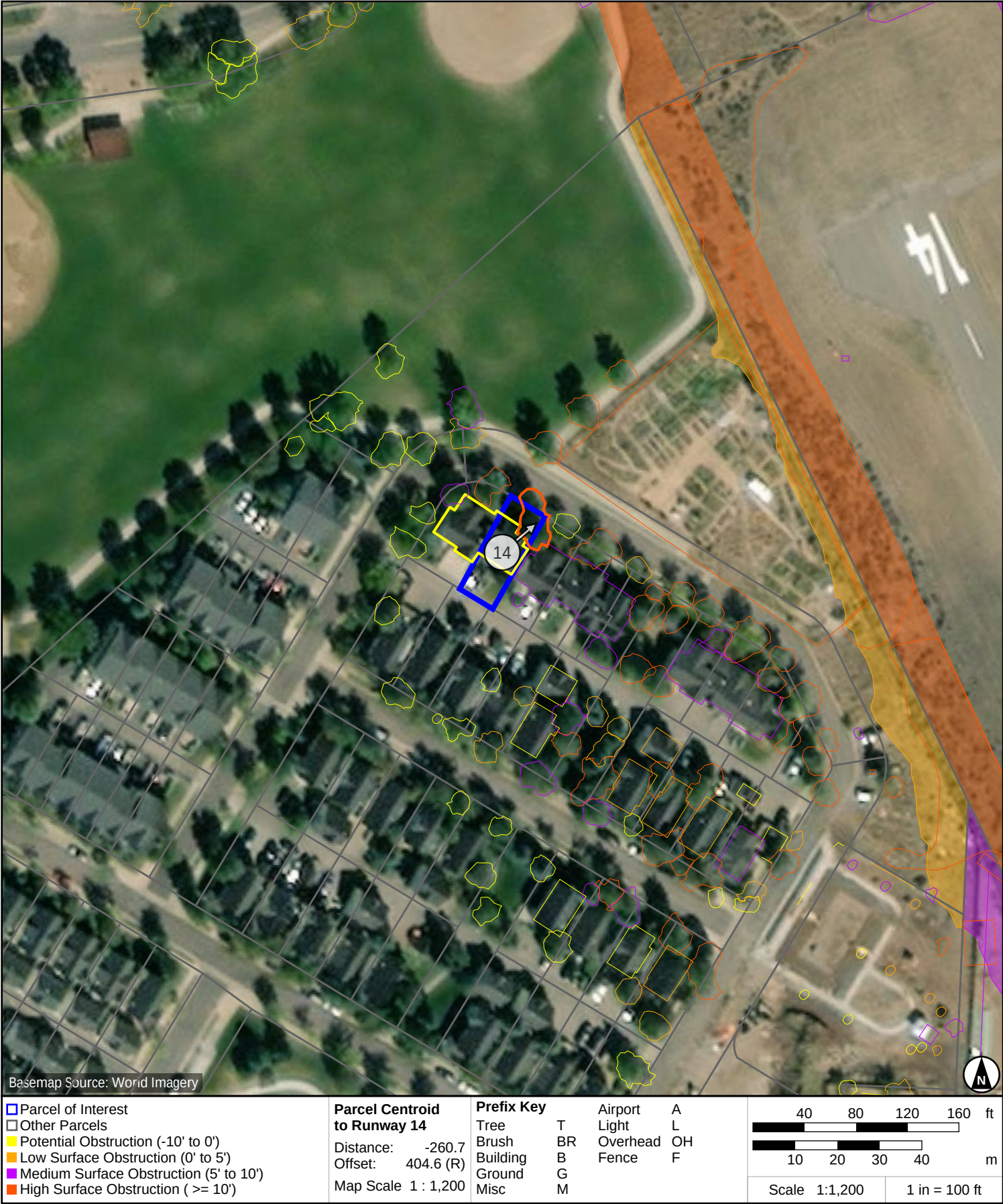
Parcel Obstructions for 218527222002

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DD	SPR TRUST-FBO ALEX STEPNIIEWSKI	1710 STOCTON RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	1	1			1				
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	1	1			1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T362	-250.1	373.0 (R)	50.31	2488575	1615509	-	23.73	-	-	
See accompanying summary table on page 221 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	1	1			1				
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	1	1			1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T362	-2981.1	373.0 (L)	50.31	2488575	1615509	-	23.73	-	-	
See accompanying summary table on page 222 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218527106004

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
O	PB & J TRUST	182 DARROW ST GLENWOOD SPRINGS, FL 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			5		1		4		1	1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			5		1		4		1	1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T35	-1649.3	260.6 (R)	38.18	2489270	1614289	-	23.31	-	-			
 T31	-1644.6	320.9 (R)	40.40	2489214	1614268	-	18.74	-	-			
 T32	-1664.4	340.4 (R)	42.77	2489205	1614242	-	18.59	-	-			
 T40	-1689.9	308.4 (R)	36.68	2489244	1614232	-	16.36	-	-			
 B63	-1642.0	290.9 (R)	23.40	2489240	1614283	-	5.71	-	-			
See accompanying summary table on page 223 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			5	1	4		1	1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			5	1	4		1	1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T35	-1582.0	260.6 (L)	38.18	2489270	1614289	-	23.31	-	-			
T31	-1586.6	320.9 (L)	40.40	2489214	1614268	-	18.74	-	-			
T32	-1566.8	340.4 (L)	42.77	2489205	1614242	-	18.59	-	-			
T40	-1541.3	308.4 (L)	36.68	2489244	1614232	-	16.36	-	-			
B63	-1589.3	290.9 (L)	23.40	2489240	1614283	-	5.71	-	-			
See accompanying summary table on page 224 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527205002

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DV	CARVELL, TYLER B & CHARISSA R	92 160 COUNTY RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)														
Aviation Surface			Total		Tree		Building		Ground		Misc			
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot		
Approach Transitional (7:1)														
Runway Transitional (7:1)			4		5		2	2	1	1			1	2
Threshold Siting Surface (15:1) (Cat-1)														
Threshold Siting Surface (20:1) (Cat-2)														
Totals			4		5		2	2	1	1			1	2
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†								
				X	Y	ATRNS	RTRNS	TSS1	TSS2					
 OH12	-834.2	306.8 (R)	37.29	2488883	1615008	-	23.11	-	-	-	-			
 T462	-802.0	331.1 (R)	23.74	2488847	1615027	-	7.60	-	-	-	-			
 B17	-816.4	356.4 (R)	24.55	2488831	1615003	-	5.68	-	-	-	-			
 T460	-768.3	303.5 (R)	15.37	2488858	1615069	-	3.04	-	-	-	-			
See accompanying summary table on page 225 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.														

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			4	5	2	2	1	1			1	2
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			4	5	2	2	1	1			1	2
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
OH12	-2397.0	306.8 (L)	37.29	2488883	1615008	-	23.11	-	-			
T462	-2429.2	331.1 (L)	23.74	2488847	1615027	-	7.60	-	-			
B17	-2414.9	356.4 (L)	24.55	2488831	1615003	-	5.68	-	-			
T460	-2462.9	303.5 (L)	15.37	2488858	1615069	-	3.04	-	-			
See accompanying summary table on page 226 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527218031

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AJ	CARDIFF GLEN MASTER HOMEOWNERS ASSN	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			7				7					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			7				7					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T412	-370.4	309.7 (R)	39.90	2488684	1615427	-	23.02	-	-			
 T406	-353.7	321.0 (R)	41.10	2488666	1615437	-	22.34	-	-			
 T120	-394.1	340.0 (R)	43.06	2488666	1615392	-	21.31	-	-			
 T409	-394.1	340.0 (R)	43.06	2488666	1615392	-	21.31	-	-			
 T403	-433.3	399.5 (R)	32.94	2488629	1615332	-	2.16	-	-			
See accompanying summary table on page 227 for 2 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			7		7							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			7		7							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T412	-2860.8	309.7 (L)	39.90	2488684	1615427	-	23.02	-	-			
T406	-2877.6	321.0 (L)	41.10	2488666	1615437	-	22.34	-	-			
T120	-2837.2	340.0 (L)	43.06	2488666	1615392	-	21.31	-	-			
T409	-2837.2	340.0 (L)	43.06	2488666	1615392	-	21.31	-	-			
T403	-2798.0	399.5 (L)	32.94	2488629	1615332	-	2.16	-	-			
See accompanying summary table on page 228 for 2 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522302130

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
BA	GLENWOOD SPRINGS, CITY OF	1500 MOUNT SOPRIS DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)				3				3					
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)				3		1		3	1				
Threshold Siting Surface (20:1) (Cat-2)				6		8		6	8				
Totals				9		7		9	7				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
  T126	720.1	140.9 (R)	87.86	2488374	1616486	-	-	6.94	22.94				
 T141	537.7	159.0 (L)	46.98	2488723	1616448	20.30	-	-	-				
  T127	730.5	137.7 (R)	89.52	2488373	1616497	-	-	6.31	22.48				
  T142	518.9	157.4 (L)	44.93	2488730	1616430	18.58	-	-	-9.77				
  T203	438.0	113.3 (R)	57.75	2488519	1616242	-	-	0.54	11.84				
 T118	739.3	179.9 (L)	50.38	2488657	1616639	8.02	-	-	-				
  T128	747.0	133.5 (R)	75.90	2488370	1616513	-	-	-9.72	6.73				
 T143	486.2	117.5 (L)	56.96	2488707	1616384	-	-	-	1.53				
 T206	407.2	34.1 (R)	43.49	2488604	1616248	-	-	-	0.36				



Parcel Obstructions for 218527100009

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
K	REEVES, JOHN A.	116 COUNTY RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		2		3	2				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		2		3	2				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T2	-2559.1	225.3 (L)	48.71	2490096	1613671	-	22.66	-	-			
 T1	-2476.4	240.7 (L)	45.25	2490075	1613753	-	16.55	-	-			
 T102	-2350.8	199.3 (L)	32.27	2489984	1613849	-	10.81	-	-			
See accompanying summary table on page 230 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				3	2	3	2						
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				3	2	3	2						
Obstruction ID		Distance	Offset	Height	State Plane*		Height Above†						
					X	Y	ATRNS	RTRNS	TSS1	TSS2			
	T2	-672.1	225.3 (R)	48.71	2490096	1613671	-	22.66	-	-			
	T1	-754.9	240.7 (R)	45.25	2490075	1613753	-	16.55	-	-			
	T102	-880.5	199.3 (R)	32.27	2489984	1613849	-	10.81	-	-			
See accompanying summary table on page 231 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527115021

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BW	WEST, BRIAN D & STEPHANIE A	1905 COLOROW RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	1	1			1				
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	1	1			1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T470	-1044.5	303.6 (L)	52.27	2489525	1615076	-	22.47	-	-	
See accompanying summary table on page 232 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	1	1			1				
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	1	1			1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T470	-2186.7	303.6 (R)	52.27	2489525	1615076	-	22.47	-	-	
See accompanying summary table on page 233 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218522302122

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
AT	BARBER, JOSEPH R & LAURIE B	1503 MOUNT SOPRIS DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)				11		3		10	3	1			
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)						2			2				
Totals				11		4		10	4	1			
Obstruction ID		Distance	Offset	Height	State Plane*		Height Above†						
					X	Y	ATRNS	RTRNS	TSS1	TSS2			
	 T227	336.5	144.0 (L)	34.11	2488795	1616259	22.12	-	-	-9.91			
	T223	368.9	142.4 (L)	34.05	2488780	1616288	20.57	-	-	-			
	T224	355.8	150.0 (L)	32.64	2488792	1616279	18.67	-	-	-			
	T221	395.5	148.2 (L)	30.37	2488774	1616314	14.59	-	-	-			
	T222	386.9	215.0 (L)	39.32	2488838	1616335	13.23	-	-	-			
	T219	421.2	176.8 (L)	33.73	2488789	1616350	11.55	-	-	-			
	T235	337.9	261.9 (L)	37.01	2488901	1616310	9.32	-	-	-			
	B45	345.4	175.1 (L)	23.55	2488819	1616280	6.73	-	-	-			
	T153	435.8	187.2 (L)	30.51	2488792	1616367	4.98	-	-	-			
	T217	403.7	187.1 (L)	23.36	2488805	1616338	1.69	-	-	-			
	T220	361.8	217.9 (L)	25.18	2488851	1616313	0.65	-	-	-			



Parcel Obstructions for 218527106002

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
Q	GODWIN, QUINTIN	160 DARROW ST GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		1		3		1			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		1		3		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T27	-1625.7	453.2 (R)	59.05	2489086	1614229	-	21.59	-	-			
 T28	-1635.8	453.9 (R)	58.01	2489090	1614219	-	20.34	-	-			
 T24	-1580.8	462.1 (R)	52.30	2489059	1614266	-	12.57	-	-			
See accompanying summary table on page 235 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3	1	3			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3	1	3			1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T27	-1605.5	453.2 (L)	59.05	2489086	1614229	-	21.59	-	-			
T28	-1595.5	453.9 (L)	58.01	2489090	1614219	-	20.34	-	-			
T24	-1650.5	462.1 (L)	52.30	2489059	1614266	-	12.57	-	-			
See accompanying summary table on page 236 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527219001

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AR	COPELAND, MARY	1687 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		2				1		1			
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		2				1		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
 T478	-901.3	350.4 (R)	42.55	2488872	1614929	-	21.21	-	-		
 B18	-897.8	390.3 (R)	24.70	2488834	1614915	-	1.50	-	-		
See accompanying summary table on page 237 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		1		1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T478	-2329.9	350.4 (L)	42.55	2488872	1614929	-	21.21	-	-	-	-	
B18	-2333.4	390.3 (L)	24.70	2488834	1614915	-	1.50	-	-	-	-	
See accompanying summary table on page 238 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527115052

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BH	DAVIS, SETH ROLAND	4011 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		3		3	3				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		3		3	3				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T506	-474.2	293.6 (L)	49.63	2489274	1615588	-	20.52	-	-			
 T376	-476.7	299.4 (L)	46.96	2489280	1615589	-	14.66	-	-			
 T378	-490.5	311.2 (L)	51.08	2489297	1615581	-	9.12	-	-			
See accompanying summary table on page 239 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				3		3		3	3				
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				3		3		3	3				
Obstruction ID		Distance	Offset	Height	State Plane*		Height Above†						
					X	Y	ATRNS	RTRNS	TSS1	TSS2			
	T506	-2757.1	293.6 (R)	49.63	2489274	1615588	-	20.52	-	-			
	T376	-2754.5	299.4 (R)	46.96	2489280	1615589	-	14.66	-	-			
	T378	-2740.7	311.2 (R)	51.08	2489297	1615581	-	9.12	-	-			
See accompanying summary table on page 240 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527218024

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AL	HANSON, RALPH D	1557 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			4		1		2	1	2			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			4		1		2	1	2			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T418	-473.3	368.7 (R)	44.40	2488674	1615308	-	19.99	-	-	-		
 T401	-455.7	413.8 (R)	42.58	2488626	1615305	-	10.91	-	-	-		
 B25	-458.4	376.0 (R)	29.99	2488661	1615319	-	4.42	-	-	-		
 B26	-458.7	352.7 (R)	24.64	2488682	1615328	-	2.49	-	-	-		
See accompanying summary table on page 241 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			4	1	2	1	2					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			4	1	2	1	2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T418	-2757.9	368.7 (L)	44.40	2488674	1615308	-	19.99	-	-	-		
T401	-2775.6	413.8 (L)	42.58	2488626	1615305	-	10.91	-	-	-		
B25	-2772.8	376.0 (L)	29.99	2488661	1615319	-	4.42	-	-	-		
B26	-2772.6	352.7 (L)	24.64	2488682	1615328	-	2.49	-	-	-		
See accompanying summary table on page 242 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



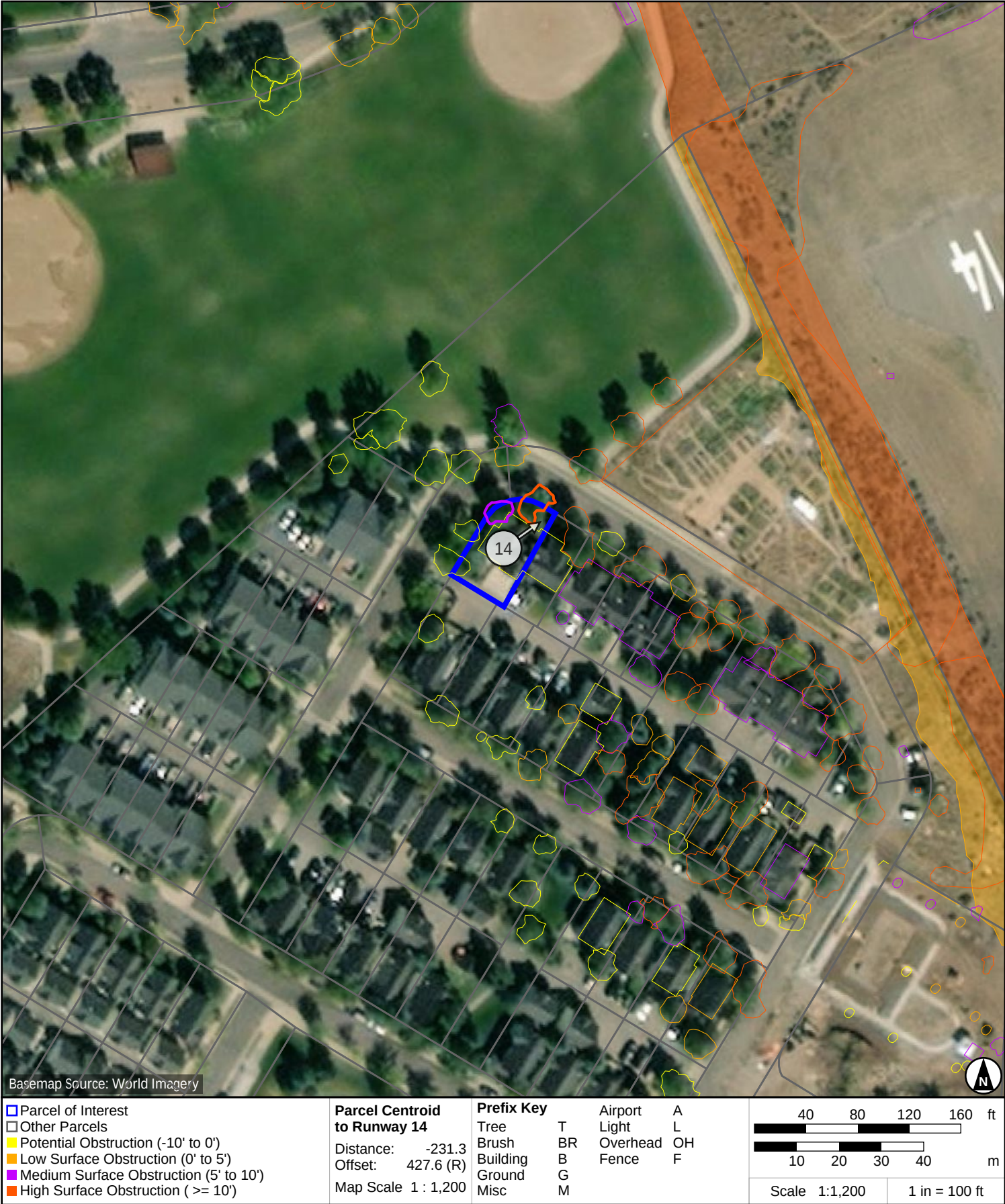
Parcel Obstructions for 218527222001

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DC	VOSBECK, HEIDI	1708 STOCTON RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2				2					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2			2						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T355	-211.4	398.1 (R)	50.01	2488536	1615533	-	19.60	-	-	-		
 T352	-207.2	414.5 (R)	39.29	2488520	1615530	-	6.61	-	-	-		
See accompanying summary table on page 243 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T355	-3019.8	398.1 (L)	50.01	2488536	1615533	-	19.60	-	-	-	-	
T352	-3024.1	414.5 (L)	39.29	2488520	1615530	-	6.61	-	-	-	-	
See accompanying summary table on page 244 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522305008

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
CZ	KILROY, TARA	1300 MOUNT SOPRIS DR BLDG 6 #6-H GLENWOOD SPRINGS, CO 81601

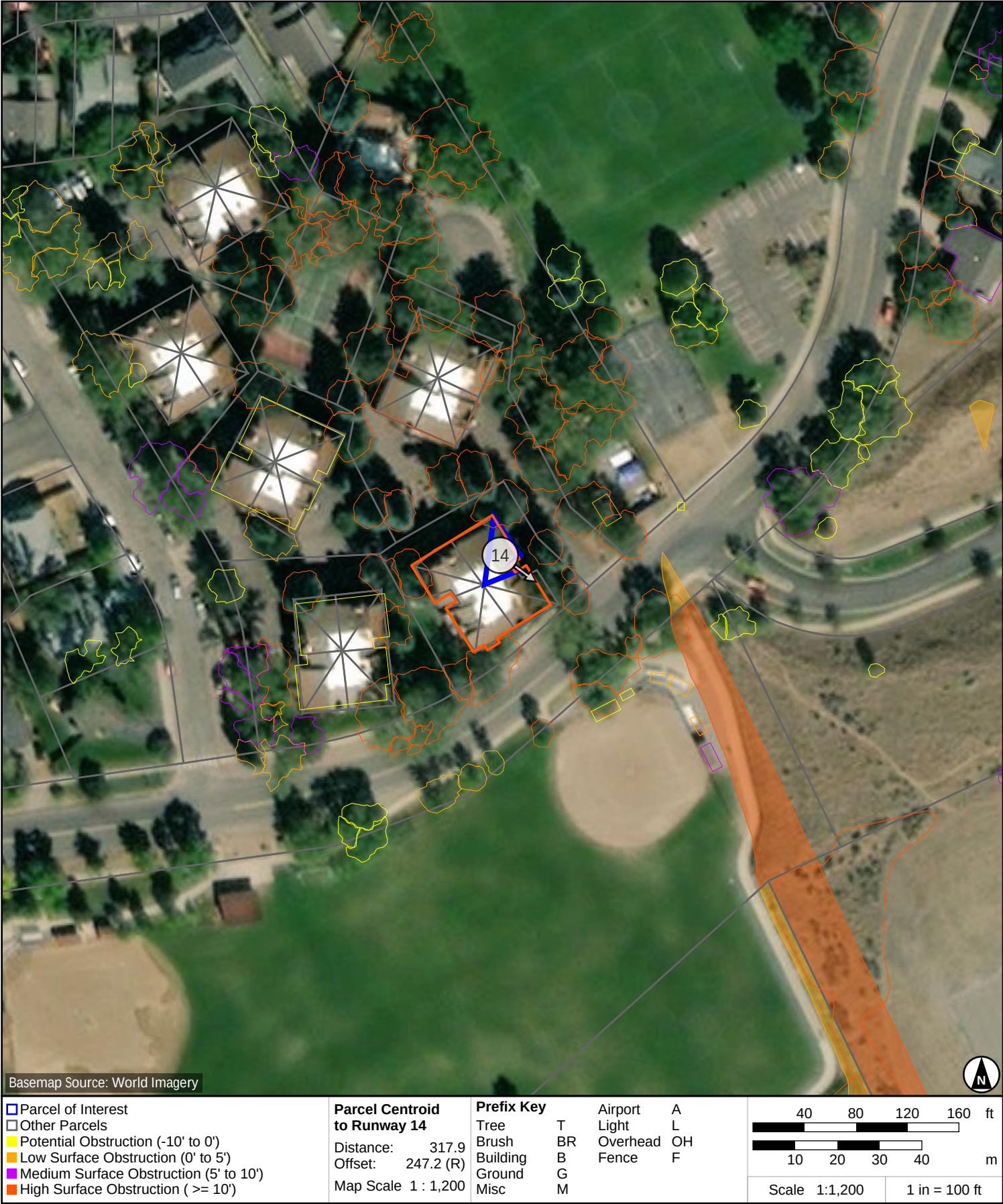
Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	1				1					
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1				1					

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
B43	318.9	240.8 (R)	39.51	2488454	1616080	19.39	-	-	-

See accompanying summary table on page 245 for potential obstruction records. Negative height above surface values indicate potential obstructions.

* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218527115047

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BS	FIFER, ROBERT SCOTT & DEBORAH KAY	4021 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	1	1	1						
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	1	1	1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T446	-851.5	295.3 (L)	47.55	2489436	1615247	-	19.08	-	-	
See accompanying summary table on page 246 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	1	1	1						
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	1	1	1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T446	-2379.7	295.3 (R)	47.55	2489436	1615247	-	19.08	-	-	
See accompanying summary table on page 247 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

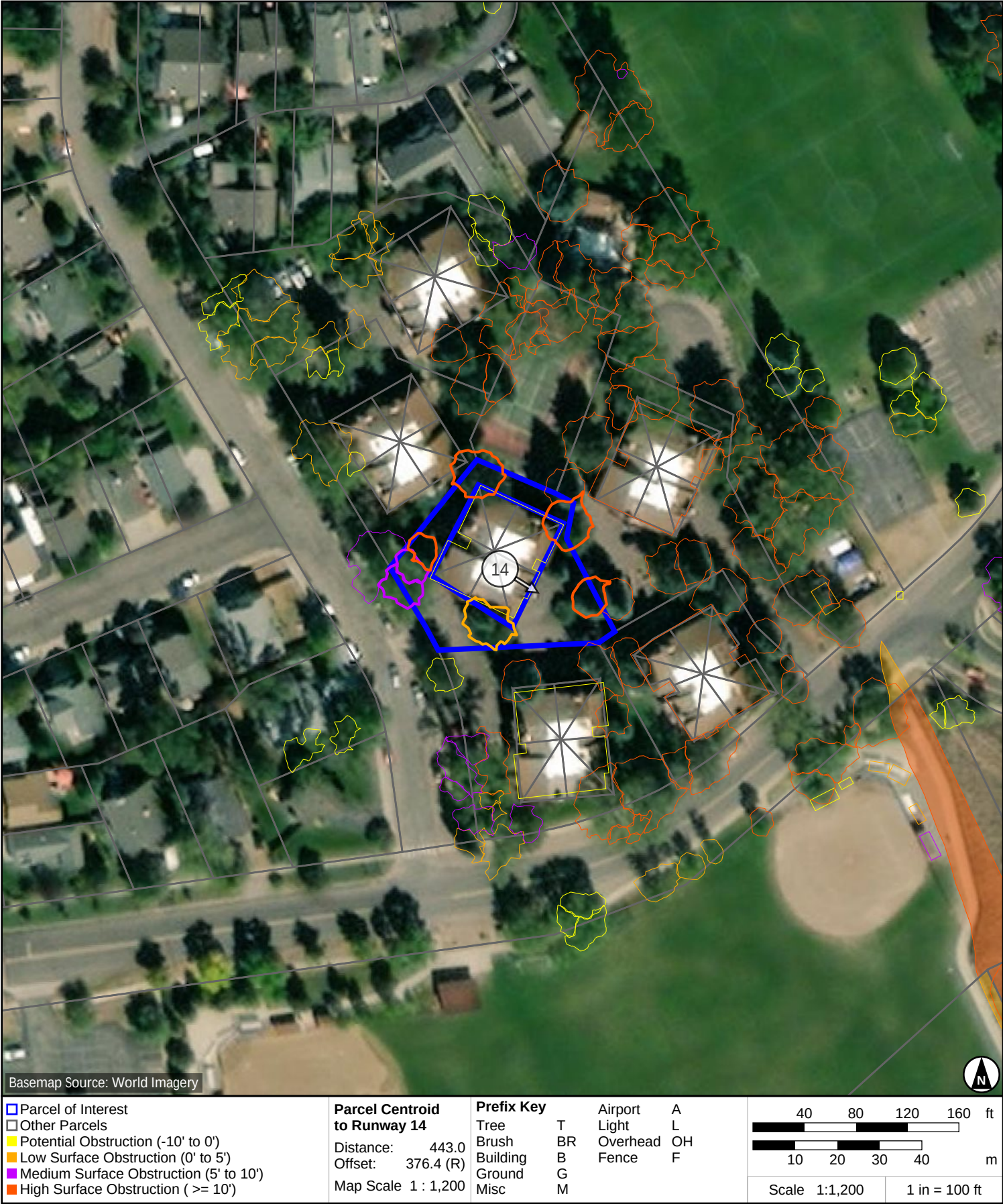


Parcel Obstructions for 218522308009

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
DQ	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)				7				7					
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				7				7					
Obstruction ID		Distance	Offset	Height	State Plane*		Height Above†						
					X	Y	ATRNS	RTRNS	TSS1	TSS2			
	T192	457.8	315.9 (R)	56.72	2488327	1616174	18.30	-	-	-	-		
	T273	393.5	327.2 (R)	56.57	2488344	1616111	18.20	-	-	-	-		
	T186	518.6	359.8 (R)	66.04	2488261	1616211	16.15	-	-	-	-		
	T190	483.6	426.6 (R)	70.31	2488216	1616150	12.85	-	-	-	-		
	T191	476.3	443.3 (R)	69.76	2488204	1616137	8.98	-	-	-	-		
	T270	473.1	445.4 (R)	69.51	2488203	1616133	8.56	-	-	-	-		
	T271	419.6	406.9 (R)	53.09	2488261	1616101	2.29	-	-	-	-		



Parcel Obstructions for 218527115053

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EQ	GORDON, RYAN M & SARAH RANKIN	4009 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1		1		1	1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1		1		1	1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T507	-470.1	296.0 (L)	48.73	2489275	1615593	-	18.11	-	-			
See accompanying summary table on page 249 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1		1		1	1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1		1		1	1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T507	-2761.1	296.0 (R)	48.73	2489275	1615593	-	18.11	-	-	-	-	
See accompanying summary table on page 250 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527219002

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
W	GLENWOOD SPRINGS, CITY OF	1701 STOCTON RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			8		5		6	5			1	
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			8		5		6	5			1	
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T363	-178.7	265.1 (R)	30.83	2488643	1615619	-	17.78	-	-			
 T427	-557.2	202.5 (R)	17.96	2488860	1615303	-	17.29	-	-			
 T358	-194.0	300.5 (R)	32.36	2488617	1615590	-	14.43	-	-			
 T357	-198.0	338.2 (R)	34.85	2488585	1615571	-	11.89	-	-			
 M11	-369.8	178.2 (R)	10.36	2488803	1615483	-	10.14	-	-			
See accompanying summary table on page 251 for 3 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			8	5	6	5			1		1	
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			8	5	6	5			1		1	
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T363	-3052.5	265.1 (L)	30.83	2488643	1615619	-	17.78	-	-			
T427	-2674.1	202.5 (L)	17.96	2488860	1615303	-	17.29	-	-			
T358	-3037.2	300.5 (L)	32.36	2488617	1615590	-	14.43	-	-			
T357	-3033.3	338.2 (L)	34.85	2488585	1615571	-	11.89	-	-			
M11	-2861.5	178.2 (L)	10.36	2488803	1615483	-	10.14	-	-			
See accompanying summary table on page 252 for 3 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527116009

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CG	ANWYL-DAVIES, EVA ALEXANDRA	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		2		1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		2		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T377	-491.1	258.0 (L)	34.94	2489249	1615558	-	17.47	-	-			
B52	-502.0	239.6 (L)	22.68	2489237	1615540	-	8.12	-	-			
T380	-528.6	253.9 (L)	19.71	2489261	1615522	-	3.87	-	-			
See accompanying summary table on page 253 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		2		1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		2		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T377	-2740.2	258.0 (R)	34.94	2489249	1615558	-	17.47	-	-			
B52	-2729.2	239.6 (R)	22.68	2489237	1615540	-	8.12	-	-			
T380	-2702.7	253.9 (R)	19.71	2489261	1615522	-	3.87	-	-			
See accompanying summary table on page 254 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527100010

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DW	RUDD, WAYNE G. & SUSAN J.	1162 116 COUNTY RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			8		7		6	6	2	1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			8		7		6	6	2	1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T80	-2112.4	258.5 (L)	47.61	2489937	1614090	-	17.11	-	-			
 T78	-2105.0	262.5 (L)	44.02	2489937	1614098	-	13.06	-	-			
 T76	-2042.2	203.1 (L)	26.20	2489857	1614130	-	6.00	-	-			
 T20	-1773.9	279.8 (L)	34.09	2489813	1614405	-	3.91	-	-			
 B4	-2084.5	222.5 (L)	25.53	2489892	1614100	-	2.46	-	-			
See accompanying summary table on page 255 for 3 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		8	7	6	6	2	1				
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		8	7	6	6	2	1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
T80	-1118.9	258.5 (R)	47.61	2489937	1614090	-	17.11	-	-		
T78	-1126.3	262.5 (R)	44.02	2489937	1614098	-	13.06	-	-		
T76	-1189.1	203.1 (R)	26.20	2489857	1614130	-	6.00	-	-		
T20	-1457.3	279.8 (R)	34.09	2489813	1614405	-	3.91	-	-		
B4	-1146.8	222.5 (R)	25.53	2489892	1614100	-	2.46	-	-		
See accompanying summary table on page 256 for 3 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											



Parcel Obstructions for KGWS_ROW13

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EO	STOCKTON RD	Not available

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			4		2		3				1	2
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			4		2		3				1	2
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T425	-535.6	258.8 (R)	24.59	2488800	1615299	-	16.99	-	-			
 T421	-571.9	306.2 (R)	23.89	2488772	1615246	-	11.00	-	-			
 L2	-537.3	217.1 (R)	12.46	2488838	1615315	-	10.28	-	-			
 T264	-567.9	300.9 (R)	16.40	2488775	1615251	-	4.25	-	-			
See accompanying summary table on page 257 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				4	2	3						1	2
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				4	2	3						1	2
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				TSS1	TSS2		
				X	Y	ATRNS	RTRNS						
T425	-2695.7	258.8 (L)	24.59	2488800	1615299	-	16.99	-	-	-	-		
T421	-2659.3	306.2 (L)	23.89	2488772	1615246	-	11.00	-	-	-	-		
L2	-2693.9	217.1 (L)	12.46	2488838	1615315	-	10.28	-	-	-	-		
T264	-2663.3	300.9 (L)	16.40	2488775	1615251	-	4.25	-	-	-	-		
See accompanying summary table on page 258 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



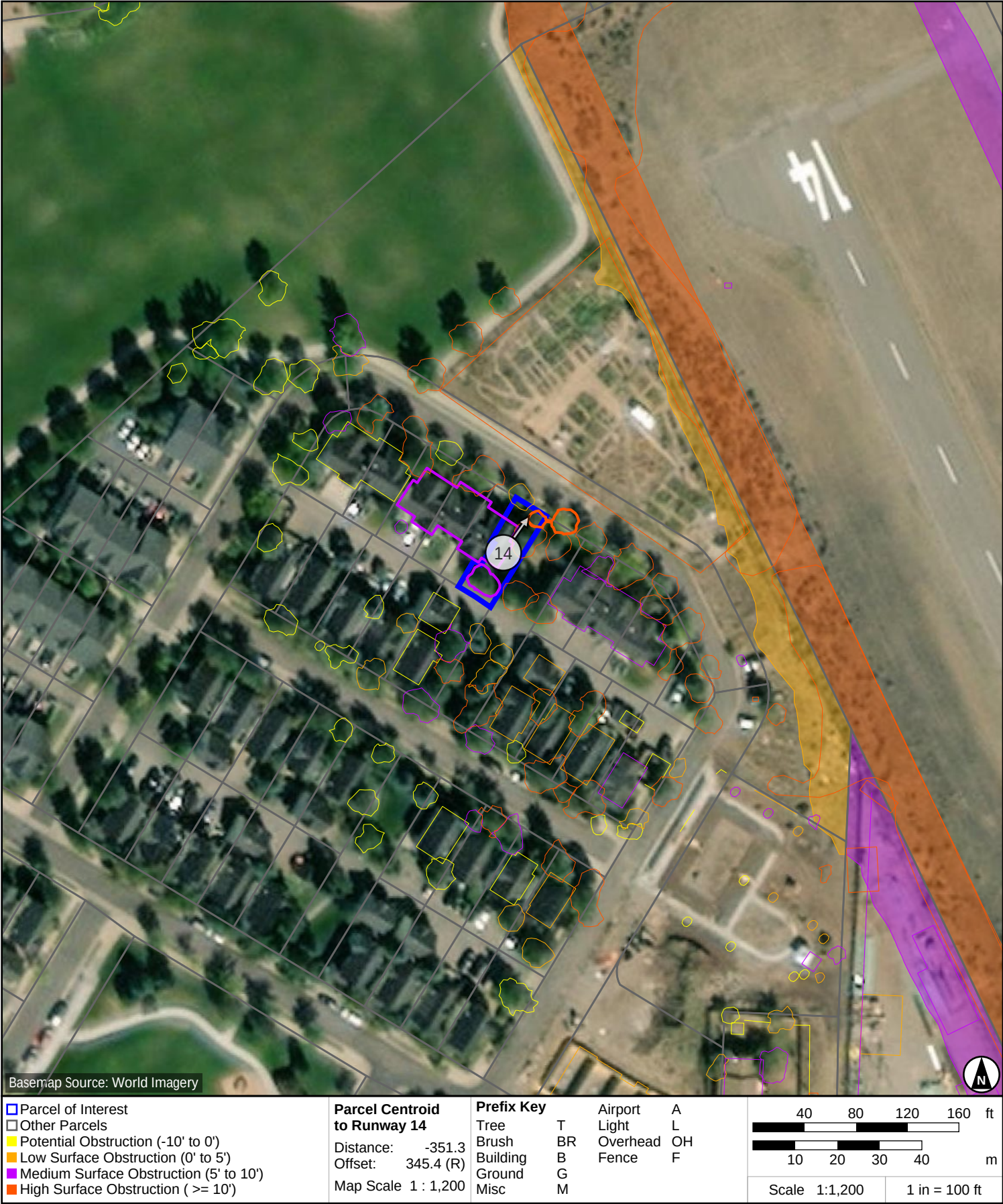
Parcel Obstructions for 218527221003

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DF	CARDIFF GLEN MASTER ASSOCIATION	STOCTON RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		3				2		1			
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		3				2		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
 T366	-338.2	310.6 (R)	34.20	2488669	1615455	-	16.78	-	-		
 B37	-329.9	332.4 (R)	25.90	2488646	1615454	-	5.62	-	-		
 T395	-359.9	373.2 (R)	31.95	2488622	1615409	-	5.22	-	-		
See accompanying summary table on page 259 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				3		2		1					
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				3		2		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
T366	-2893.1	310.6 (L)	34.20	2488669	1615455	-	16.78	-	-				
B37	-2901.3	332.4 (L)	25.90	2488646	1615454	-	5.62	-	-				
T395	-2871.3	373.2 (L)	31.95	2488622	1615409	-	5.22	-	-				
See accompanying summary table on page 260 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527218025

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AM	RODGERS, GERRIT R & MIRIAM R	1563 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2				1		1			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2				1		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T417	-500.8	348.7 (R)	37.20	2488704	1615292	-	16.49	-	-	-	-	
 B27	-482.5	353.4 (R)	21.56	2488692	1615307	-	0.01	-	-	-	-	
See accompanying summary table on page 261 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		1		1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T417	-2730.5	348.7 (L)	37.20	2488704	1615292	-	16.49	-	-	-	-	
B27	-2748.8	353.4 (L)	21.56	2488692	1615307	-	0.01	-	-	-	-	
See accompanying summary table on page 262 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527218010

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AE	MCCALLISTER, AARON & BAILEY	1588 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			4		3		1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			4		3		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T455	-620.8	400.1 (R)	40.77	2488708	1615162	-	16.37	-	-			
T452	-587.8	411.6 (R)	43.03	2488684	1615187	-	16.10	-	-			
T458	-646.8	459.1 (R)	37.98	2488666	1615113	-	4.91	-	-			
B31	-602.0	413.2 (R)	30.40	2488688	1615173	-	3.10	-	-			
See accompanying summary table on page 263 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			4		3		1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			4		3		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T455	-2610.5	400.1 (L)	40.77	2488708	1615162	-	16.37	-	-			
T452	-2643.4	411.6 (L)	43.03	2488684	1615187	-	16.10	-	-			
T458	-2584.4	459.1 (L)	37.98	2488666	1615113	-	4.91	-	-			
B31	-2629.2	413.2 (L)	30.40	2488688	1615173	-	3.10	-	-			
See accompanying summary table on page 264 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



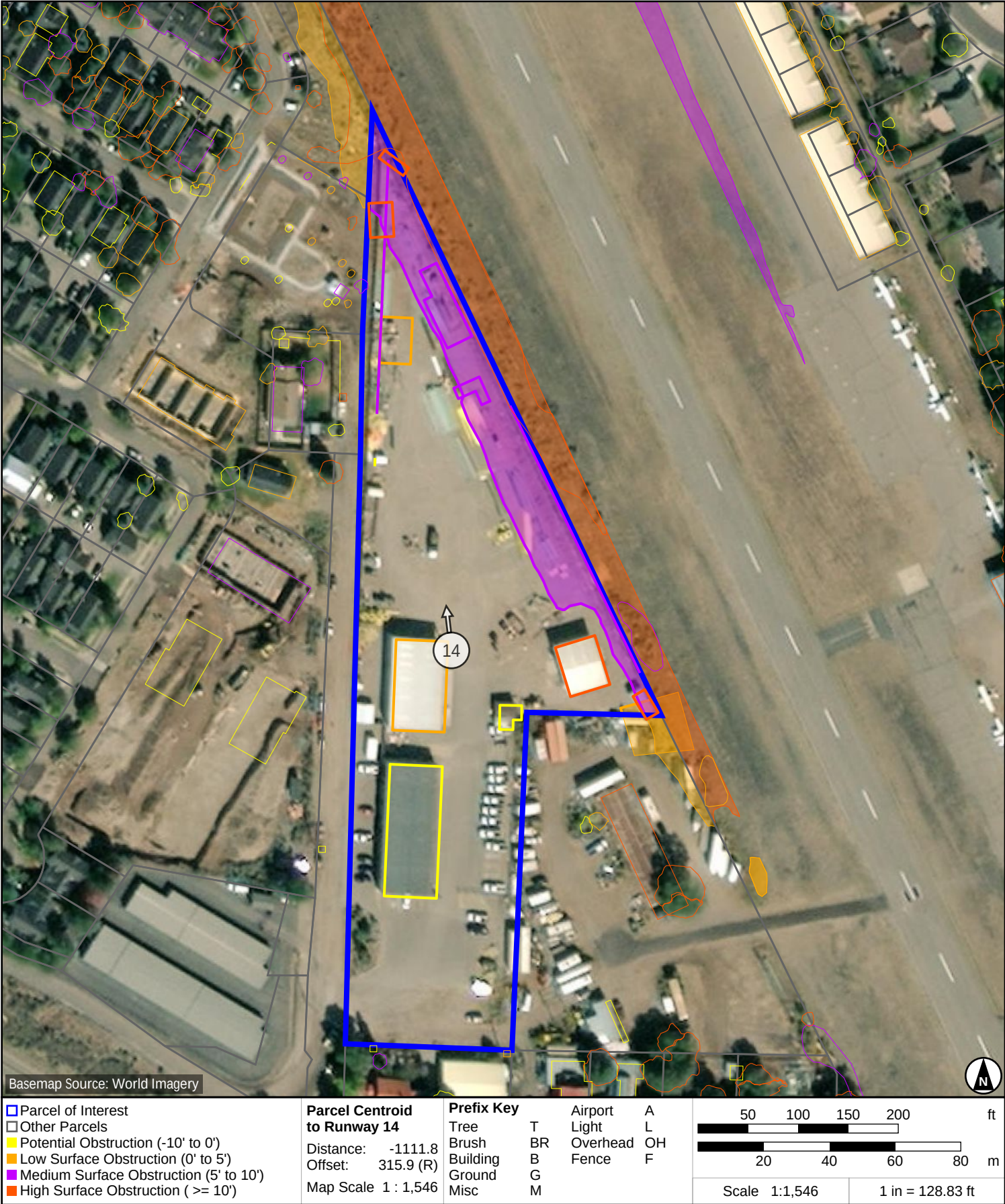
Parcel Obstructions for 218527100051

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EB	SOURCEGAS DISTRIBUTION LLC	96 DARROW ST GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface			Total		Tree		Building		Ground		Misc		
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	
Approach Transitional (7:1)													
Runway Transitional (7:1)			12		3			3	2	2		7	1
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals			12		3			3	2	2		7	1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
 B14	-1184.8	183.2 (R)	17.22	2489144	1614743	-	16.21	-	-				
 M4	-681.6	196.7 (R)	11.18	2488918	1615193	-	11.81	-	-				
 M5	-640.8	163.7 (R)	7.34	2488931	1615244	-	11.30	-	-				
 B59	-1245.5	162.9 (R)	10.40	2489188	1614696	-	10.69	-	-				
 M3	-884.2	178.5 (R)	6.86	2489020	1615017	-	9.62	-	-				
See accompanying summary table on page 265 for 7 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			12	3			3	2	2		7	1
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			12	3			3	2	2		7	1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
B14	-2046.5	183.2 (L)	17.22	2489144	1614743	-	16.21	-	-			
M4	-2549.7	196.7 (L)	11.18	2488918	1615193	-	11.81	-	-			
M5	-2590.5	163.7 (L)	7.34	2488931	1615244	-	11.30	-	-			
B59	-1985.7	162.9 (L)	10.40	2489188	1614696	-	10.69	-	-			
M3	-2347.1	178.5 (L)	6.86	2489020	1615017	-	9.62	-	-			
See accompanying summary table on page 266 for 7 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for KGWS_ROW08

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EJ	SHEPARDS LN	Not available

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			4		4		4	4				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			4		4		4	4				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T420	-549.5	375.1 (R)	38.93	2488700	1615237	-	16.12	-	-			
 T419	-541.0	381.3 (R)	38.42	2488691	1615242	-	14.94	-	-			
 T402	-474.3	427.9 (R)	40.71	2488621	1615282	-	7.00	-	-			
 T399	-438.5	447.2 (R)	44.88	2488588	1615307	-	6.85	-	-			
See accompanying summary table on page 267 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			4	4	4	4						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			4	4	4	4						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T420	-2681.8	375.1 (L)	38.93	2488700	1615237	-	16.12	-	-			
T419	-2690.2	381.3 (L)	38.42	2488691	1615242	-	14.94	-	-			
T402	-2756.9	427.9 (L)	40.71	2488621	1615282	-	7.00	-	-			
T399	-2792.8	447.2 (L)	44.88	2488588	1615307	-	6.85	-	-			
See accompanying summary table on page 268 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



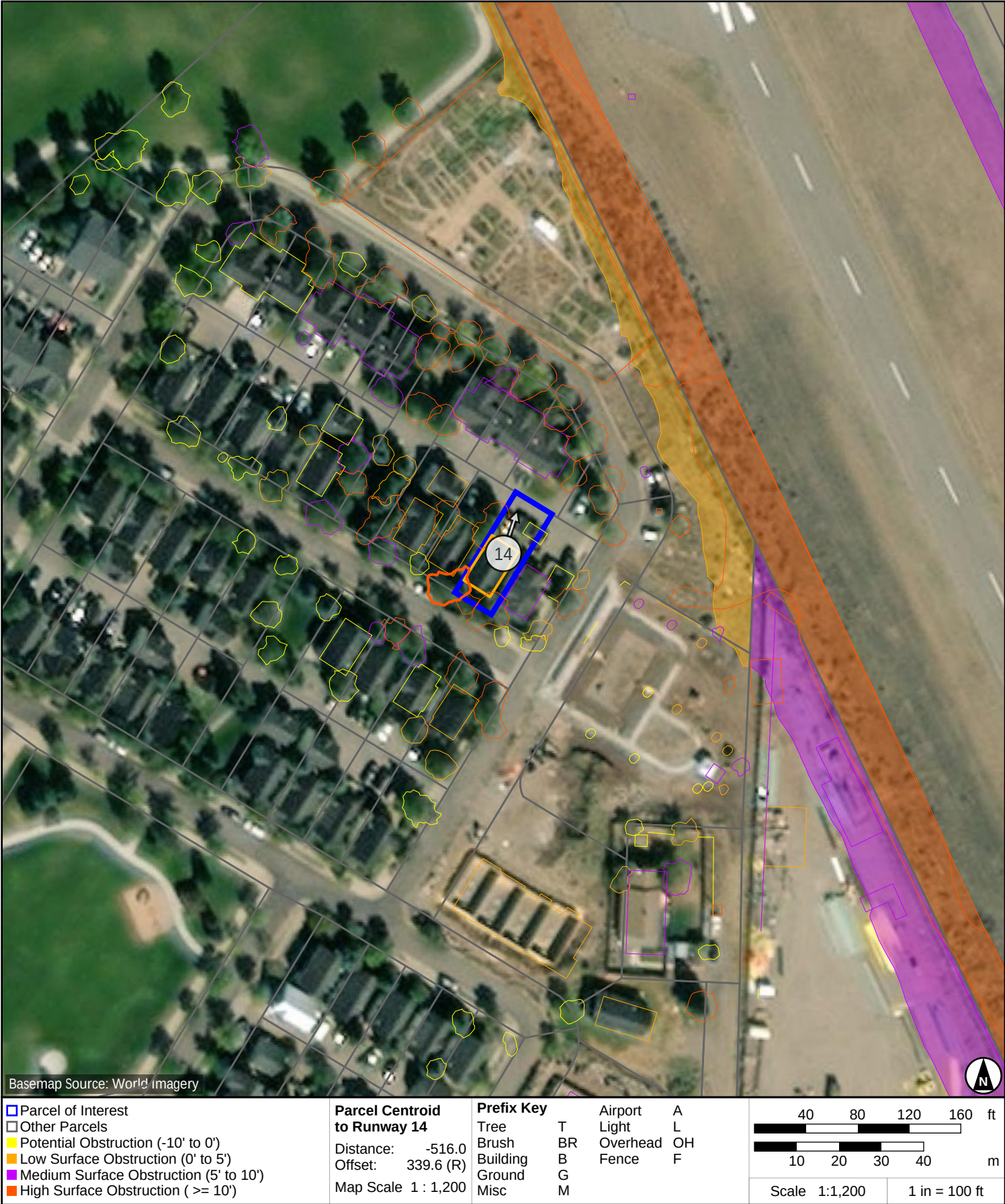
Parcel Obstructions for 218527218026

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AN	BERK, BRIAN S & MIDDLEBROOKS BERK, STACY	1571 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2				1		1			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2				1		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T416	-525.3	382.1 (R)	40.84	2488684	1615256	-	15.84	-	-	-	-	
 B28	-510.0	335.3 (R)	21.93	2488720	1615289	-	4.18	-	-	-	-	
See accompanying summary table on page 269 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		1		1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T416	-2705.9	382.1 (L)	40.84	2488684	1615256	-	15.84	-	-	-	-	
B28	-2721.2	335.3 (L)	21.93	2488720	1615289	-	4.18	-	-	-	-	
See accompanying summary table on page 270 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522416016

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CN	CARVERCO, LLLP	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T331	-128.0	253.8 (L)	31.05	2489091	1615885	-	15.53	-	-	
See accompanying summary table on page 271 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T331	-3103.3	253.8 (R)	31.05	2489091	1615885	-	15.53	-	-	
See accompanying summary table on page 272 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218527116007

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CF	EVANS, SHANE B	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2				2					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2				2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T382	-588.1	260.8 (L)	32.84	2489293	1615471	-	14.61	-	-			
 T429	-613.4	257.8 (L)	20.22	2489301	1615447	-	2.70	-	-			
See accompanying summary table on page 273 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T382	-2643.2	260.8 (R)	32.84	2489293	1615471	-	14.61	-	-	-	-	
T429	-2617.9	257.8 (R)	20.22	2489301	1615447	-	2.70	-	-	-	-	
See accompanying summary table on page 274 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527116006

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
ES	GUGGENAIR LLC	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T430	-657.7	250.8 (L)	31.60	2489313	1615404	-	14.09	-	-	
See accompanying summary table on page 275 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T430	-2573.5	250.8 (R)	31.60	2489313	1615404	-	14.09	-	-	
See accompanying summary table on page 276 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218522315085

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CR	GLENWOOD SPRINGS, CITY OF	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)														
Aviation Surface			Total		Tree		Building		Ground		Misc			
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot		
Approach Transitional (7:1)			4				3				1			
Runway Transitional (7:1)			2				2							
Threshold Siting Surface (15:1) (Cat-1)														
Threshold Siting Surface (20:1) (Cat-2)					2			2						
Totals			4		2		3	2			1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†								
				X	Y	ATRNS	RTRNS	TSS1	TSS2					
  T300	196.2	144.6 (L)	22.59	2488855	1616132	12.58	13.86	-	-					
  T229	201.2	146.8 (L)	20.13	2488855	1616138	12.19	11.75	-	-					
 T247	216.6	181.0 (L)	22.13	2488879	1616166	11.36	-	-	-					
 G7	257.3	131.6 (L)		2488817	1616182	2.34	-	-	-					
See accompanying summary table on page 277 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.														

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T300	-3427.4	144.6 (R)	22.59	2488855	1616132	-	13.86	-	-			
T229	-3429.9	148.3 (R)	19.87	2488857	1616136	-	11.75	-	-			
See accompanying summary table on page 278 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522307002

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
DA	MORRISON, ALLYSON WATTERS & ANGUS WRAY	1300 MOUNT SOPRIS DR BLDG 5 #5-B GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	1				1					
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1				1					

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
B41	429.0	225.1 (R)	38.25	2488421	1616187	13.73	-	-	-

See accompanying summary table on page 279 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218527115013

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BQ	PEREZ, DAVID & KUREE AMORETTE	4207 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T502	-1614.7	316.8 (L)	53.97	2489779	1614565	-	13.70	-	-	
See accompanying summary table on page 280 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T502	-1616.6	316.8 (R)	53.97	2489779	1614565	-	13.70	-	-	
See accompanying summary table on page 281 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218522415069

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
BD	KAPPELI, KYLE C & MEGAN S	3950 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)			2		3		1	3	1			
Runway Transitional (7:1)												
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		3		1	3	1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
B47	245.7	202.7 (L)	27.08	2488887	1616202	13.59	-	-	-	-		
T228	322.6	213.5 (L)	23.93	2488864	1616276	3.10	-	-	-	-		

See accompanying summary table on page 282 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218522416017

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CO	EMRR PROPERTIES, LLC	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2				2					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2				2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T305	-76.4	257.1 (L)	30.63	2489072	1615933	-	13.54	-	-			
 T512	-69.7	252.4 (L)	28.42	2489065	1615937	-	13.13	-	-			
See accompanying summary table on page 283 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T305	-3154.9	257.1 (R)	30.63	2489072	1615933	-	13.54	-	-			
T512	-3161.5	252.4 (R)	28.42	2489065	1615937	-	13.13	-	-			
See accompanying summary table on page 284 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522315084

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CS	GLENWOOD SPRINGS, CITY OF	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		2				1			
Threshold Siting Surface (15:1) (Cat-1)				1		1						
Threshold Siting Surface (20:1) (Cat-2)				2		2						
Totals			3	1	2	1			1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
BR11	76.7	129.7 (L)	1.81	2488892	1616018	-	13.12	-	-			
BR10	2.3	125.3 (L)	1.21	2488920	1615949	-	6.50	-	-6.48			
G6_CS	46.7	126.3 (L)		2488902	1615989	-	12.39	-	-			
See accompanying summary table on page 285 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				3		2				1			
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				3		2				1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
BR11	-3308.0	129.7 (R)	1.81	2488892	1616018	-	13.12	-	-				
G6_CS	-3278.0	126.3 (R)		2488902	1615989	-	12.39	-	-				
BR10	-3233.5	125.3 (R)	1.21	2488920	1615949	-	6.50	-	-				
See accompanying summary table on page 286 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527115019

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BY	ROMEYN, CHRISTIAN & REBECCA A	1911 COLOROW RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1				1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1				1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T484	-1226.1	303.3 (L)	44.42	2489602	1614912	-	12.38	-	-			
See accompanying summary table on page 287 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1				1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1				1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T484	-2005.2	303.3 (R)	44.42	2489602	1614912	-	12.38	-	-	-	-	
See accompanying summary table on page 288 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



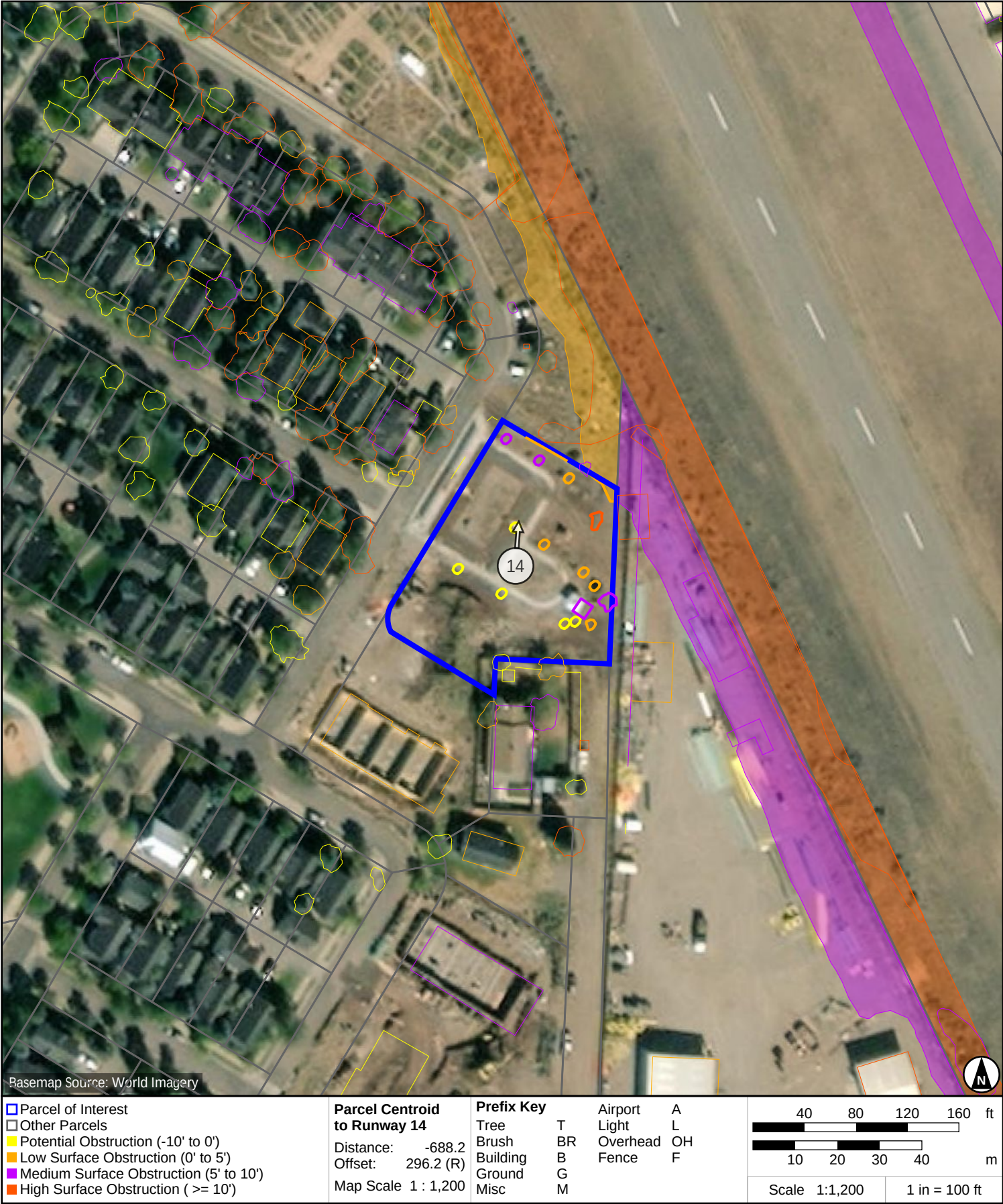
Parcel Obstructions for 218527237001

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DZ	CARDIFF 96 LLC	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			12		5		9	5	1		1	1
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			12		5		9	5	1		1	1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T463	-685.9	222.8 (R)	15.00	2488896	1615178	-	12.30	-	-			
 T523	-622.3	244.4 (R)	13.88	2488850	1615226	-	8.94	-	-			
 T465	-739.4	243.2 (R)	12.29	2488900	1615121	-	6.40	-	-			
 T526	-594.9	260.5 (R)	12.26	2488824	1615244	-	5.42	-	-			
 B34	-740.2	262.8 (R)	12.52	2488883	1615112	-	5.01	-	-			
See accompanying summary table on page 289 for 7 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				12	5	9	5	1		1		1	
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				12	5	9	5	1		1		1	
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
T463	-2545.3	222.8 (L)	15.00	2488896	1615178	-	12.30	-	-				
T523	-2608.9	244.4 (L)	13.88	2488850	1615226	-	8.94	-	-				
T465	-2491.8	243.2 (L)	12.29	2488900	1615121	-	6.40	-	-				
T526	-2636.3	260.5 (L)	12.26	2488824	1615244	-	5.42	-	-				
B34	-2491.1	262.8 (L)	12.52	2488883	1615112	-	5.01	-	-				
See accompanying summary table on page 290 for 7 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218522416015

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CM	GWSHGRE 3 LLC	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2				2					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2				2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T333	-180.8	256.7 (L)	28.16	2489116	1615838	-	12.00	-	-			
 T334	-212.7	256.1 (L)	21.57	2489129	1615809	-	5.54	-	-			
See accompanying summary table on page 291 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T333	-3050.4	256.7 (R)	28.16	2489116	1615838	-	12.00	-	-			
T334	-3018.6	256.1 (R)	21.57	2489129	1615809	-	5.54	-	-			
See accompanying summary table on page 292 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

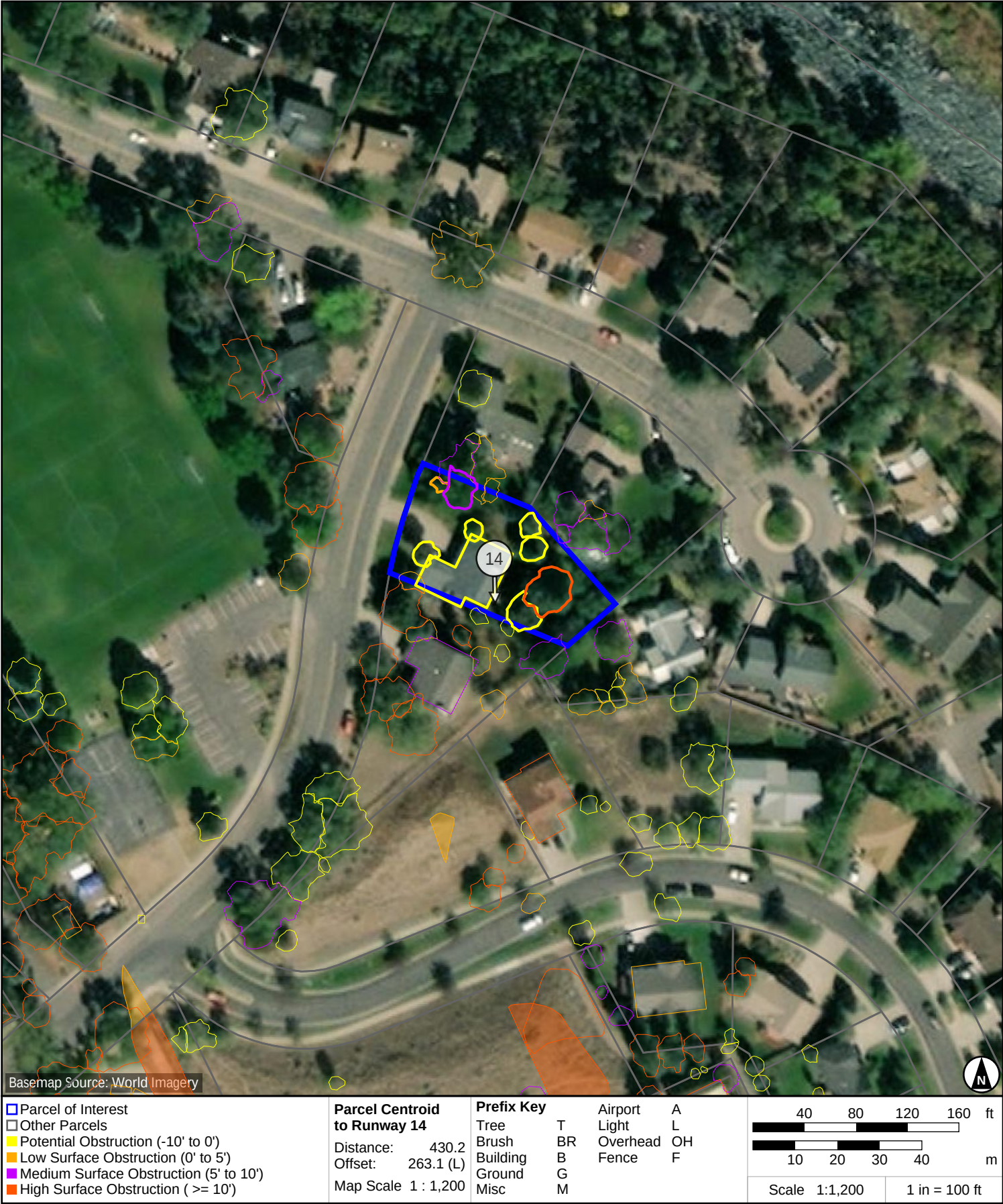


Parcel Obstructions for 218522302121		
KGWS - GLENWOOD SPRINGS MUNI		Runway 14
Key	Land Owner	Address
AU	GIPPLE, CHRISTOPHER & NOEL, SAMANTHA G	1505 MOUNT SOPRIS DR GLENWOOD SPRINGS, CO 81601



Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)			3		6		3	5		1		
Runway Transitional (7:1)												
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		6		3	5		1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T161	389.1	293.4 (L)	50.67	2488908	1616370	11.79	-	-	-	-	-	
T148	494.9	261.8 (L)	49.54	2488834	1616453	7.99	-	-	-	-	-	
T147	496.4	247.7 (L)	42.82	2488821	1616448	3.44	-	-	-	-	-	

See accompanying summary table on page 293 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218527222008

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DH	MCCANN, TERANCE L & SYDNEY A	1770 STOCTON RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	2		2							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T365	-472.6	256.2 (R)	20.26	2488776	1615357	-	11.39	-	-	
T413	-436.6	256.6 (R)	19.35	2488760	1615389	-	10.49	-	-	
See accompanying summary table on page 294 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	2		2							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T365	-2758.6	256.2 (L)	20.26	2488776	1615357	-	11.39	-	-	
T413	-2794.6	256.6 (L)	19.35	2488760	1615389	-	10.49	-	-	
See accompanying summary table on page 295 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218522300037

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
L	SI, MAYONGMING & SUN, JIHONG	2566 82 HWY GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	1						1			
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1						1			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
G9_L	2684.3	540.3 (L)		2488159	1618554	10.95	-	-	-

See accompanying summary table on page 296 for potential obstruction records. Negative height above surface values indicate potential obstructions.

* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218527222006

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AK	SCHERRER, JAMES & MAUREEN	1766 STOCTON RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T407	-371.9	282.7 (R)	24.15	2488709	1615437	-	10.92	-	-	
See accompanying summary table on page 297 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T407	-2859.4	282.7 (L)	24.15	2488709	1615437	-	10.92	-	-	
See accompanying summary table on page 298 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218527218012

KGWS - GLENWOOD SPRINGS MUNI

Key

Land Owner

Address

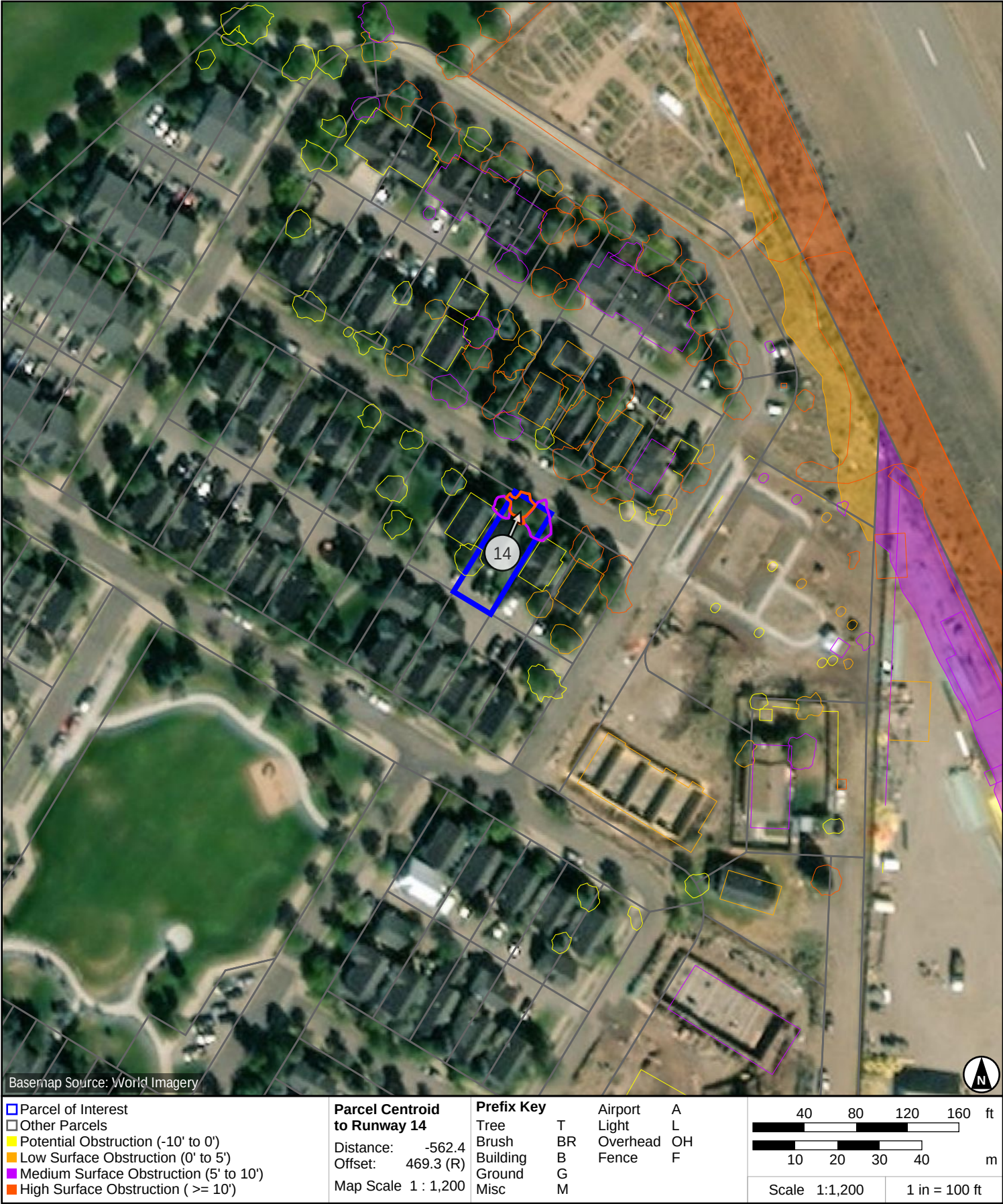
AG

VILLACARRA GAMEZ & ALVARADO SANTOS

1566 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		3							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		3							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T449	-535.2	444.7 (R)	45.19	2488631	1615220	-	10.75	-	-			
T451	-546.8	434.6 (R)	42.29	2488645	1615214	-	9.89	-	-			
T450	-536.1	446.8 (R)	41.70	2488630	1615218	-	6.84	-	-			
See accompanying summary table on page 299 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				3		3							
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				3		3							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				TSS1	TSS2		
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
T449	-2696.0	444.7 (L)	45.19	2488631	1615220	-	10.75	-	-	-	-		
T451	-2684.4	434.6 (L)	42.29	2488645	1615214	-	9.89	-	-	-	-		
T450	-2695.2	446.8 (L)	41.70	2488630	1615218	-	6.84	-	-	-	-		
See accompanying summary table on page 300 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218522415060

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BN	VALLEY INVESTMENT PROPERTIES PARTNERSHIP LLC	3955 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		2				2					
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		2				2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
 T313	50.1	292.5 (L)	39.09	2489051	1616063	-	10.45	-	-		
 T514	58.3	304.4 (L)	42.77	2489058	1616075	-	10.24	-	-		
See accompanying summary table on page 301 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T313	-3281.4	292.5 (R)	39.09	2489051	1616063	-	10.45	-	-			
T514	-3289.5	304.4 (R)	42.77	2489058	1616075	-	10.24	-	-			
See accompanying summary table on page 302 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527218023

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AQ	WISSING, JEFF & AMBER	1543 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		2		2		2		2			
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		2		2		2		2			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
 T400	-417.4	422.1 (R)	44.16	2488602	1615336	-	10.06	-	-		
 T393	-397.4	418.3 (R)	43.25	2488597	1615356	-	9.78	-	-		
See accompanying summary table on page 303 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2		2		2			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2		2		2			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T400	-2813.8	422.1 (L)	44.16	2488602	1615336	-	10.06	-	-	-	-	
 T393	-2833.9	418.3 (L)	43.25	2488597	1615356	-	9.78	-	-	-	-	
See accompanying summary table on page 304 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527116012

KGWS - GLENWOOD SPRINGS MUNI

Runway 14 / 32

Key	Land Owner	Address
CJ	GWSHGRD-3 LLC	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		1		2	1	1			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		1		2	1	1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 B51	-367.5	237.8 (L)	22.39	2489178	1615661	-	9.29	-	-			
 T344	-325.2	257.3 (L)	19.33	2489178	1615708	-	3.05	-	-			
 T343	-347.8	257.3 (L)	16.48	2489188	1615688	-	0.38	-	-			
See accompanying summary table on page 305 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3	1	2	1	1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3	1	2	1	1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
B51	-2863.7	237.8 (R)	22.39	2489178	1615661	-	9.29	-	-			
T344	-2906.0	257.3 (R)	19.33	2489178	1615708	-	3.05	-	-			
T343	-2883.5	257.3 (R)	16.48	2489188	1615688	-	0.38	-	-			
See accompanying summary table on page 306 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522402120

KGWS - GLENWOOD SPRINGS MUNIRunway 14

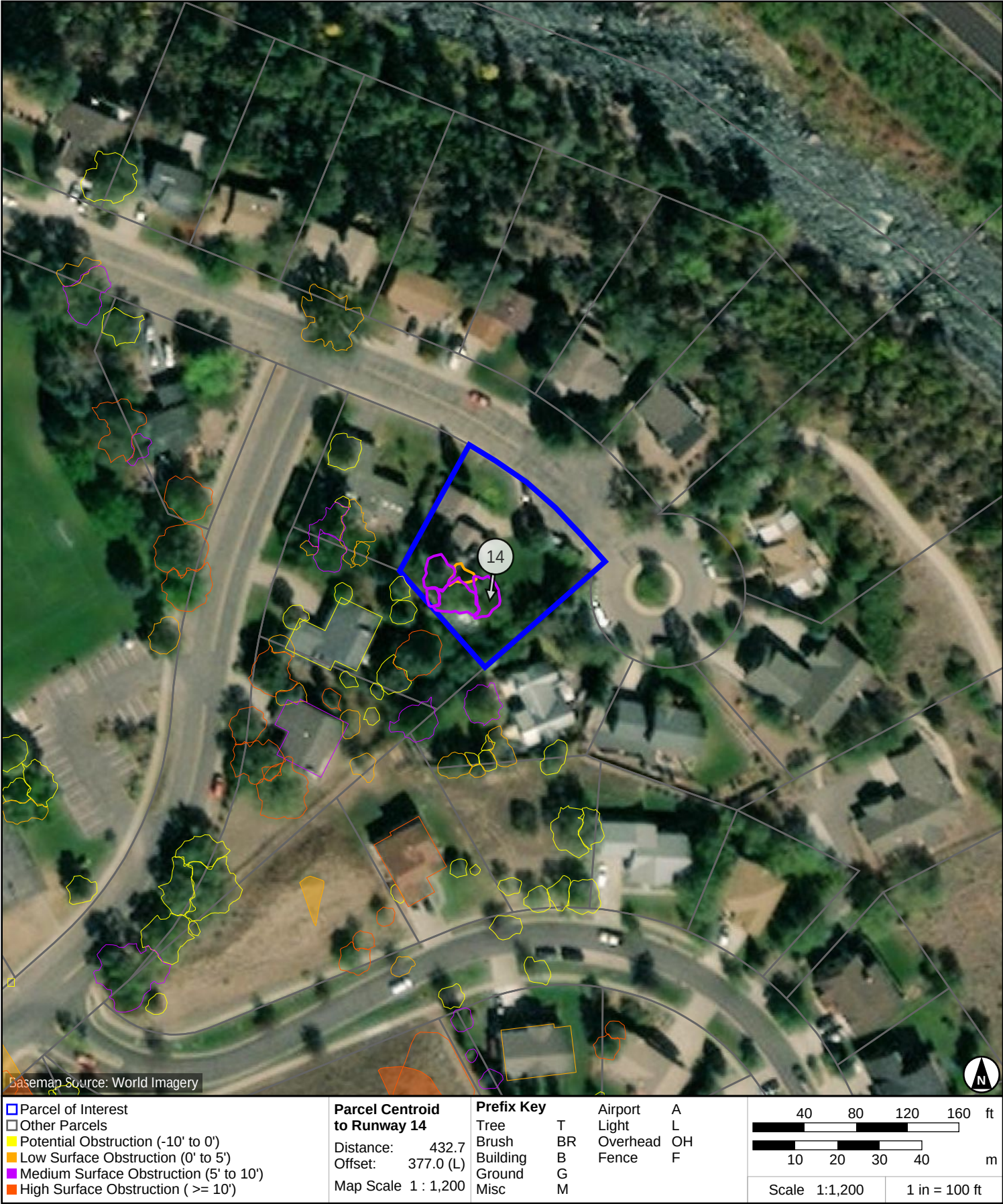
Key	Land Owner	Address
AS	LEWIS, ROBERTA	1507 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	5		5							
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	5		5							

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
T155	427.0	320.5 (L)	55.45	2488916	1616416	8.46	-	-	-
T156	422.4	328.9 (L)	55.38	2488926	1616415	7.04	-	-	-
T159	422.4	328.9 (L)	55.38	2488926	1616415	7.04	-	-	-
T160	405.6	358.6 (L)	61.05	2488960	1616413	6.49	-	-	-
T154	432.3	334.3 (L)	57.54	2488927	1616427	4.80	-	-	-

See accompanying summary table on page 307 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218527222007

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DI	STECKELBERG, ALLAN & KATHY	1768 STOCTON RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	2		1		1					
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2		1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T411	-396.5	268.3 (R)	19.64	2488732	1615421	-	8.41	-	-	
B36	-418.9	301.3 (R)	22.90	2488712	1615386	-	7.93	-	-	
See accompanying summary table on page 308 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	2		1		1					
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2		1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T411	-2834.8	268.3 (L)	19.64	2488732	1615421	-	8.41	-	-	
B36	-2812.3	301.3 (L)	22.90	2488712	1615386	-	7.93	-	-	
See accompanying summary table on page 309 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218527116010

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CH	GWS D1 LLC	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1				1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1				1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T375	-445.8	254.2 (L)	24.37	2489226	1615597	-	8.27	-	-	-	-	
See accompanying summary table on page 310 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1				1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1				1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T375	-2785.5	254.2 (R)	24.37	2489226	1615597	-	8.27	-	-	-	-	
See accompanying summary table on page 311 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522416013

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CK	GUGGENAIR LLC	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		3							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		3							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T341	-267.8	256.0 (L)	23.62	2489153	1615759	-	7.66	-	-			
T340	-281.1	252.6 (L)	21.32	2489155	1615746	-	5.95	-	-			
T339	-300.8	256.3 (L)	18.06	2489167	1615730	-	2.06	-	-			
See accompanying summary table on page 312 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				3		3							
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				3		3							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				TSS1	TSS2		
				X	Y	ATRNS	RTRNS						
T341	-2963.4	256.0 (R)	23.62	2489153	1615759	-	7.66	-	-	-	-		
T340	-2950.1	252.6 (R)	21.32	2489155	1615746	-	5.95	-	-	-	-		
T339	-2930.5	256.3 (R)	18.06	2489167	1615730	-	2.06	-	-	-	-		
See accompanying summary table on page 313 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



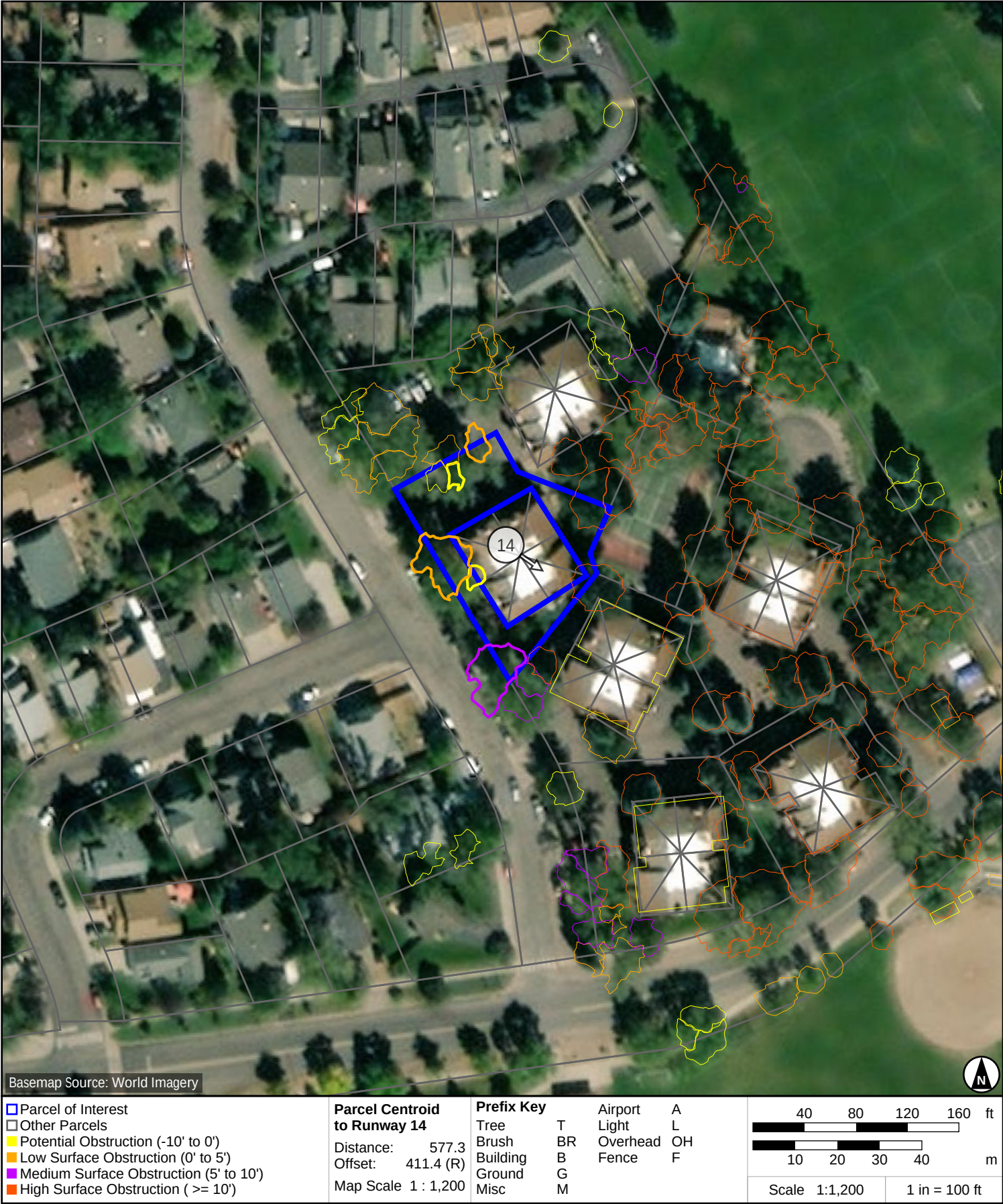
Parcel Obstructions for 218522310009

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
DM	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)			3		2		3	2				
Runway Transitional (7:1)												
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		2		3	2				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T189	493.6	443.7 (R)	69.65	2488196	1616152	7.59	-	-	-	-	-	
T170	647.2	401.2 (R)	66.51	2488169	1616309	1.61	-	-	-	-	-	
T172	588.2	459.0 (R)	69.09	2488142	1616232	0.12	-	-	-	-	-	

See accompanying summary table on page 314 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218522416014

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CL	CARLSON, NANCY J	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1				1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1				1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T336	-236.0	241.9 (L)	21.29	2489126	1615782	-	7.48	-	-			
See accompanying summary table on page 315 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1		1							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T336	-2995.2	241.9 (R)	21.29	2489126	1615782	-	7.48	-	-	-	-	
See accompanying summary table on page 316 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527115051

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BG	TEIGE, MILDRED D. REVOCABLE TRUST	4013 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		1		3	1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		1		3	1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T379	-541.5	309.7 (L)	45.87	2489317	1615534	-	7.21	-	-			
 T383	-538.9	313.5 (L)	43.43	2489320	1615538	-	1.65	-	-			
 T536	-539.7	288.6 (L)	28.03	2489297	1615527	-	0.72	-	-			
See accompanying summary table on page 317 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				3	1	3	1						
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				3	1	3	1						
Obstruction ID		Distance	Offset	Height	State Plane*		Height Above†						
					X	Y	ATRNS	RTRNS	TSS1	TSS2			
	T379	-2689.7	309.7 (R)	45.87	2489317	1615534	-	7.21	-	-			
	T383	-2692.4	313.5 (R)	43.43	2489320	1615538	-	1.65	-	-			
	T536	-2691.6	288.6 (R)	28.03	2489297	1615527	-	0.72	-	-			
See accompanying summary table on page 318 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527116011

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CI	DUEHRSEN, MICHAEL & SUSAN	Not available GLENWOOD SPRINGS, UT 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			3		3							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			3		3							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T367	-374.8	252.9 (L)	22.33	2489195	1615661	-	7.01	-	-			
T369	-406.2	256.9 (L)	22.44	2489212	1615634	-	6.07	-	-			
T368	-391.5	253.1 (L)	20.10	2489202	1615646	-	4.40	-	-			
See accompanying summary table on page 319 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)													
Runway Transitional (7:1)				3		3							
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				3		3							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				TSS1	TSS2		
				X	Y	ATRNS	RTRNS						
T367	-2856.5	252.9 (R)	22.33	2489195	1615661	-	7.01	-	-	-	-		
T369	-2825.1	256.9 (R)	22.44	2489212	1615634	-	6.07	-	-	-	-		
T368	-2839.8	253.1 (R)	20.10	2489202	1615646	-	4.40	-	-	-	-		
See accompanying summary table on page 320 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for KGWS_ROW04		
KGWS - GLENWOOD SPRINGS MUNI		Runway 14
Key	Land Owner	Address
EG	OLD LODGE RD	Not available



Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)			2		1		2	1				
Runway Transitional (7:1)												
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		1		2	1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T257	308.1	468.3 (R)	60.98	2488252	1615974	6.90	-	-	-	-	-	
T253	299.3	483.0 (R)	62.43	2488243	1615960	5.06	-	-	-	-	-	

See accompanying summary table on page 321 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



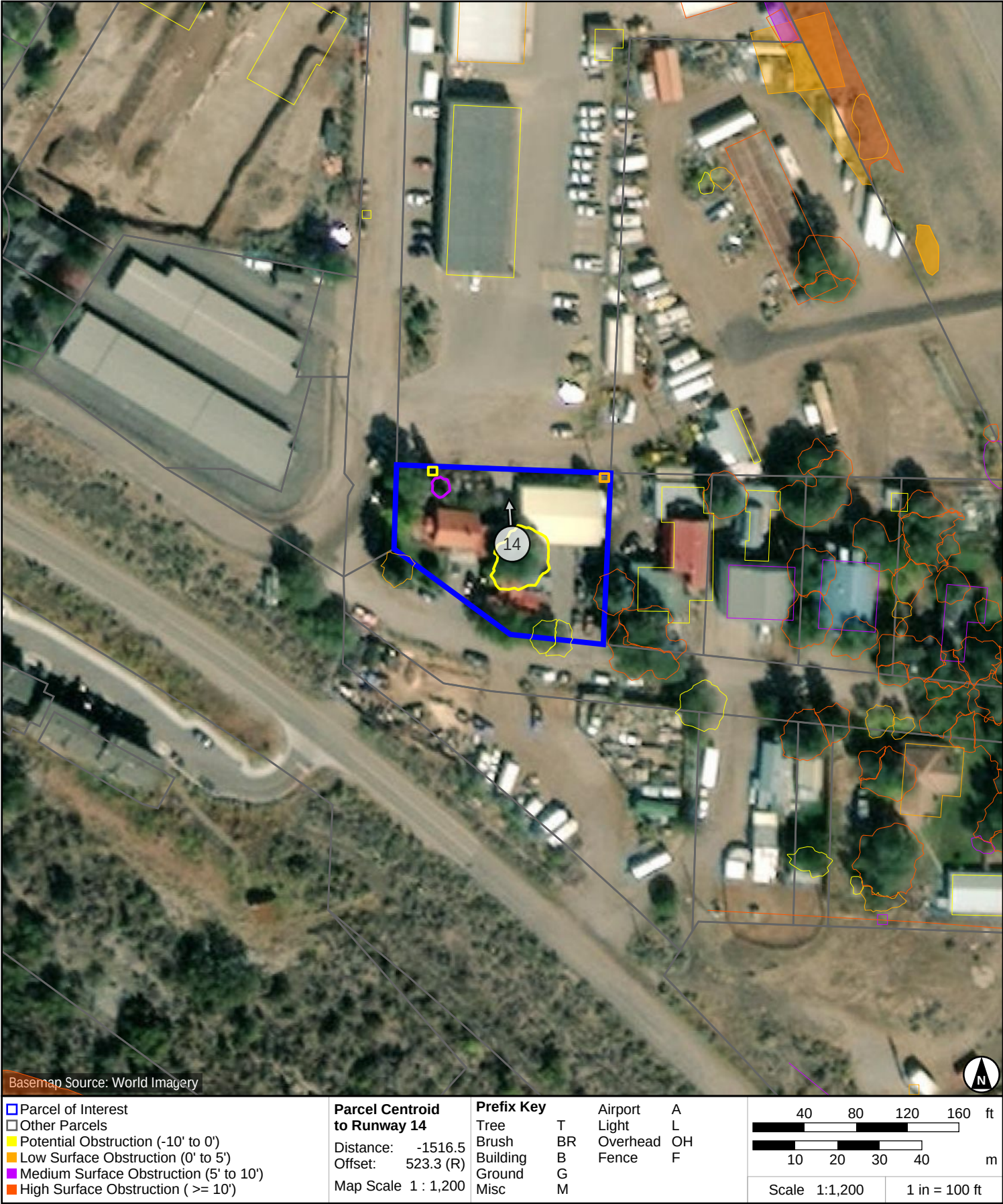
Parcel Obstructions for 218527106001

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
R	MYERS, RONALD E & ADAMS, TIFFANY	116-000128 DARROW ST GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	2	2	1	1					1	1
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2	2	1	1					1	1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T12	-1453.4	555.2 (R)	52.13	2488921	1614342	-	6.68	-	-	
OH14	-1501.2	436.2 (R)	37.43	2489049	1614349	-	1.42	-	-	
See accompanying summary table on page 322 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	2	2	1	1					1	1
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2	2	1	1					1	1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T12	-1777.9	555.2 (L)	52.13	2488921	1614342	-	6.68	-	-	
OH14	-1730.1	436.2 (L)	37.43	2489049	1614349	-	1.42	-	-	
See accompanying summary table on page 323 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218522302119

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
AV	EHLERS, ABBEY & MATTHEW	1505 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)		3		2		3	2				
Runway Transitional (7:1)											
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		3	2	3	2						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
T145	510.0	265.3 (L)	49.50	2488831	1616468	6.31	-	-	-		
T149	488.5	278.3 (L)	47.64	2488852	1616454	3.81	-	-	-		
T152	481.8	283.3 (L)	47.64	2488860	1616450	3.33	-	-	-		

See accompanying summary table on page 324 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218527218027

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AI	IVERSON, DAVID E	1585 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	2	4	1	1	1	1				2
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2	4	1	1	1	1				2
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
B29	-554.4	341.5 (R)	24.18	2488733	1615247	-	6.21	-	-	
T428	-575.4	340.0 (R)	18.61	2488743	1615228	-	1.41	-	-	
See accompanying summary table on page 325 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	2	4	1	1	1	1				2
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2	4	1	1	1	1				2
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
B29	-2676.9	341.5 (L)	24.18	2488733	1615247	-	6.21	-	-	
T428	-2655.8	340.0 (L)	18.61	2488743	1615228	-	1.41	-	-	
See accompanying summary table on page 326 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218522415067

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
BC	MCKINNON FAMILY LIVING TRUST	1509 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)				2		3		2	3				
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				2		3		2	3				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
T236	333.1	319.9 (L)	45.09	2488956	1616331	5.94	-	-	-	-	-		
T239	291.2	317.0 (L)	36.91	2488971	1616292	0.82	-	-	-	-	-		



Parcel Obstructions for 218527222003

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DE	WALTER, ERIC W & SHARON K	1722 STOCTON RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T388	-298.4	411.7 (R)	38.45	2488561	1615449	-	5.91	-	-	
See accompanying summary table on page 328 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T388	-2932.9	411.7 (L)	38.45	2488561	1615449	-	5.91	-	-	
See accompanying summary table on page 329 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218527237003

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
DY	CARDIFF 96 LLC	4200 CULVER CIR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		1		2		1	2				
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		1	2			1	2				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
B16	-992.9	432.2 (R)	35.31	2488837	1614811	-	5.76	-	-		
See accompanying summary table on page 330 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		1		2		1	2				
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		1	2			1	2				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
B16	-2238.3	432.2 (L)	35.31	2488837	1614811	-	5.76	-	-		
See accompanying summary table on page 331 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											



Parcel Obstructions for 218527116002

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CB	GRAND RIVER CONSTRUCTION CO	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T445	-844.9	258.0 (L)	24.51	2489399	1615238	-	5.68	-	-	-	-	
T467	-874.2	259.4 (L)	23.69	2489413	1615212	-	4.70	-	-	-	-	
See accompanying summary table on page 332 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T445	-2386.4	258.0 (R)	24.51	2489399	1615238	-	5.68	-	-	-	-	
T467	-2357.0	259.4 (R)	23.69	2489413	1615212	-	4.70	-	-	-	-	
See accompanying summary table on page 333 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527116008

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
ET	SHUGART, BRUCE & KNEZEVICH, RICHARD	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T381	-559.2	254.9 (L)	22.55	2489275	1615495	-	5.67	-	-	
See accompanying summary table on page 334 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T381	-2672.0	254.9 (R)	22.55	2489275	1615495	-	5.67	-	-	
See accompanying summary table on page 335 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218522416018

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CP	MOORE, THOMAS & GAIL	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	1	1	1						
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	1	1	1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T319	-15.3	254.9 (L)	22.40	2489045	1615988	-	5.38	-	-	
See accompanying summary table on page 336 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	1	1	1						
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	1	1	1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T319	-3216.0	254.9 (R)	22.40	2489045	1615988	-	5.38	-	-	
See accompanying summary table on page 337 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

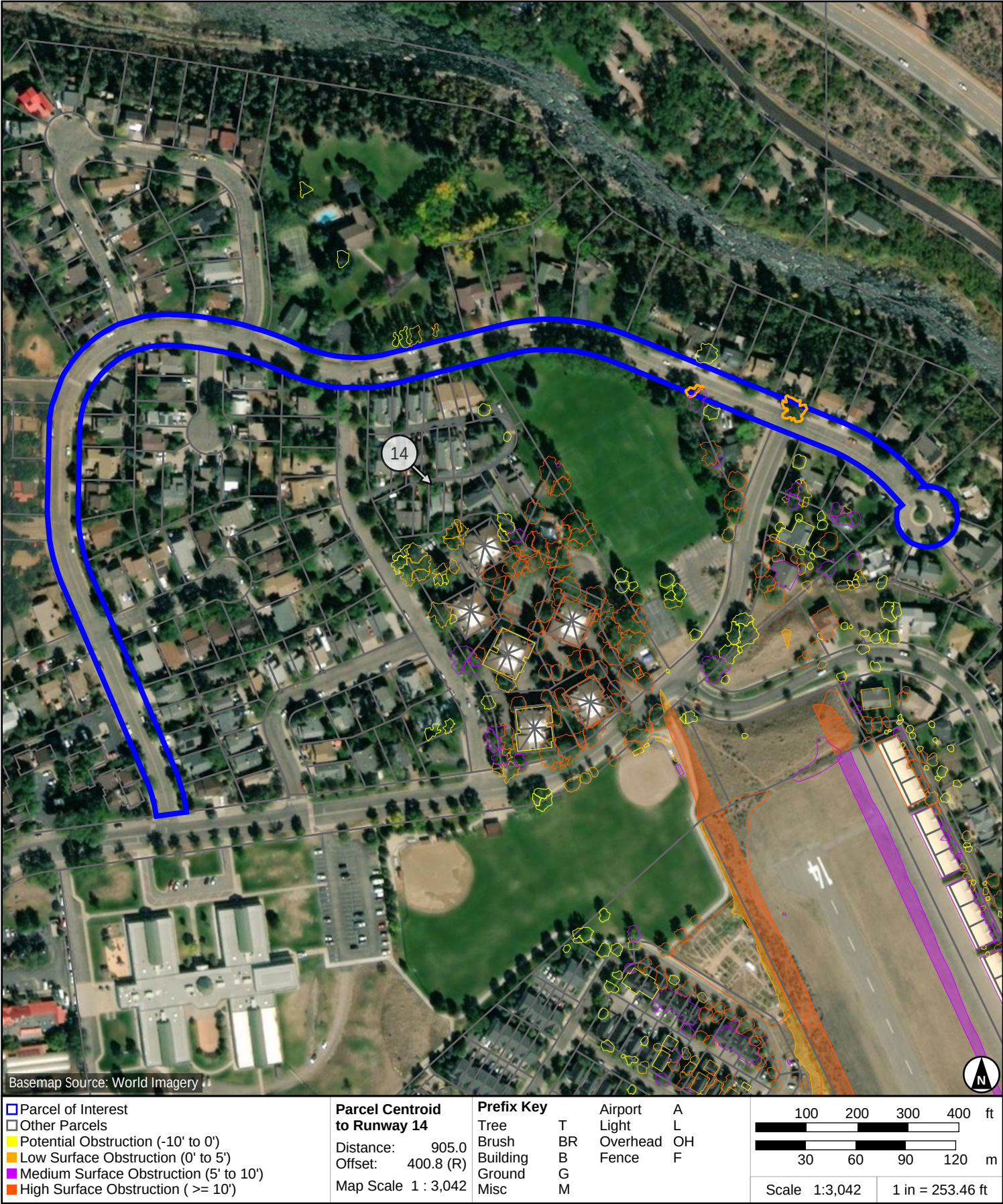


Parcel Obstructions for KGWS_ROW05		
KGWS - GLENWOOD SPRINGS MUNI		Runway 14
Key	Land Owner	Address
EH	MOUNTAIN DR	Not available



Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)			2				2					
Runway Transitional (7:1)												
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2				2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T121	652.0	337.5 (L)	68.45	2488836	1616627	4.99	-	-	-	-		
T114	764.4	182.4 (L)	47.48	2488648	1616663	2.92	-	-	-	-		

See accompanying summary table on page 338 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.



Parcel Obstructions for 218522415058

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BL	GUTIERREZ, REYES	3963 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1		3		1	3				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1		3		1	3				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T321	-87.5	293.2 (L)	33.01	2489110	1615938	-	4.96	-	-			
See accompanying summary table on page 339 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			1	3	1	3						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			1	3	1	3						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T321	-3143.8	293.2 (R)	33.01	2489110	1615938	-	4.96	-	-			
See accompanying summary table on page 340 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527218011

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AH	BRAGER, SAMUEL E & KAYLA L	1574 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	1	1			1				
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	1	1			1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T457	-608.9	459.2 (R)	39.07	2488649	1615147	-	4.88	-	-	
See accompanying summary table on page 341 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	1	1			1				
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	1	1			1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T457	-2622.3	459.2 (L)	39.07	2488649	1615147	-	4.88	-	-	
See accompanying summary table on page 342 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218527116003

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CC	BERTHOD MOTORS, INC	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	2		2							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T441	-817.8	263.7 (L)	24.38	2489393	1615264	-	4.16	-	-	
T440	-795.9	260.5 (L)	20.00	2489381	1615283	-	0.68	-	-	
See accompanying summary table on page 343 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	2		2							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T441	-2413.4	263.7 (R)	24.38	2489393	1615264	-	4.16	-	-	
T440	-2435.3	260.5 (R)	20.00	2489381	1615283	-	0.68	-	-	
See accompanying summary table on page 344 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218527237002

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
ED	CARDIFF 96 LLC	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2				1		1			
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2				1		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 B19	-797.7	407.5 (R)	27.91	2488776	1614998	-	4.14	-	-	-		
 T461	-786.8	365.6 (R)	19.48	2488810	1615026	-	0.32	-	-	-		
See accompanying summary table on page 345 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		1		1					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
B19	-2433.5	407.5 (L)	27.91	2488776	1614998	-	4.14	-	-	-	-	
T461	-2444.5	365.6 (L)	19.48	2488810	1615026	-	0.32	-	-	-	-	
See accompanying summary table on page 346 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



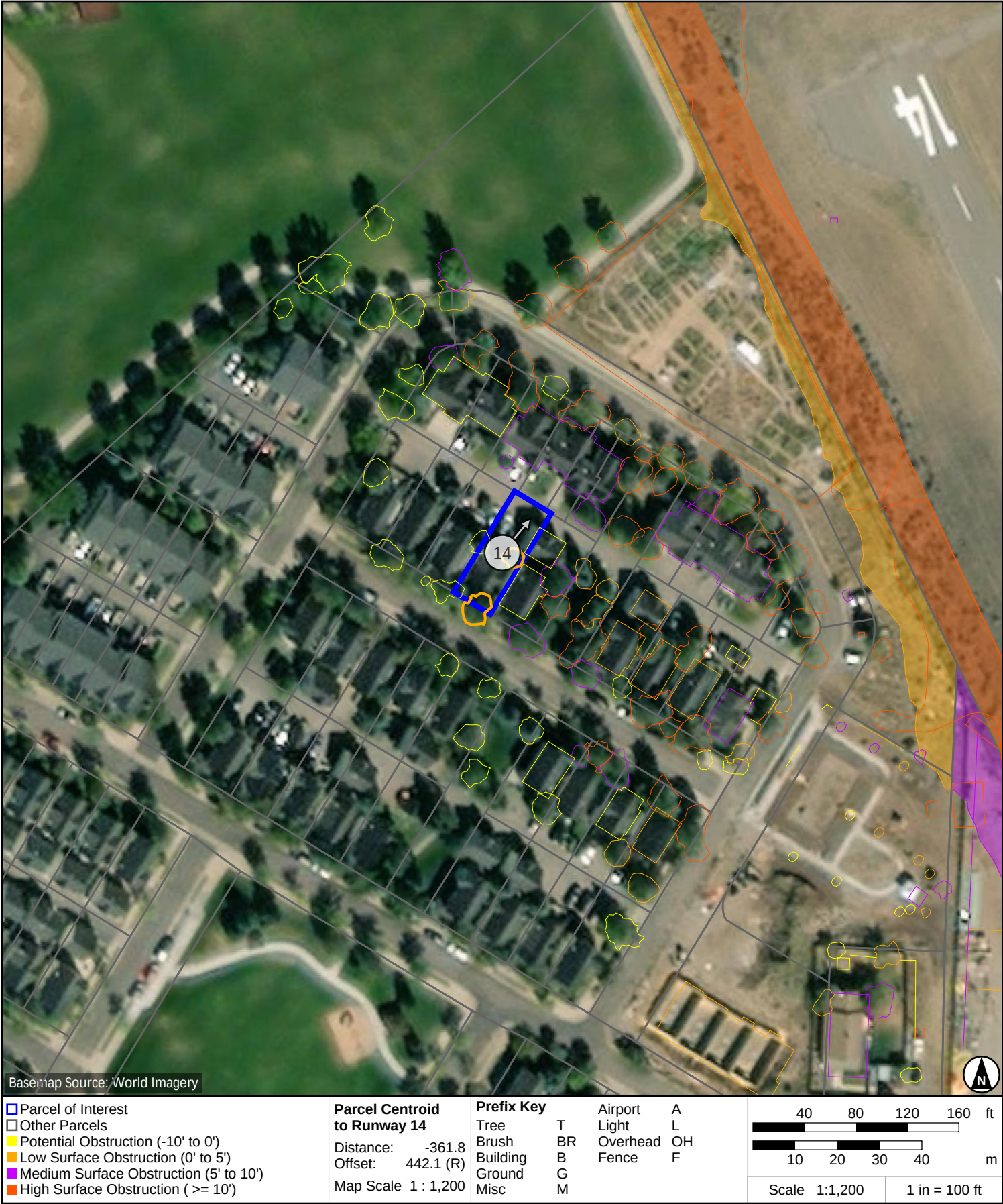
Parcel Obstructions for 218527218022

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
Z	HEIBERGER, CHERYL	1535 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2				2					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2			2						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T391	-369.7	437.8 (R)	40.98	2488567	1615373	-	4.03	-	-			
 T397	-391.6	473.0 (R)	45.13	2488545	1615338	-	3.23	-	-			
See accompanying summary table on page 347 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T391	-2861.6	437.8 (L)	40.98	2488567	1615373	-	4.03	-	-	-	-	
T397	-2839.6	473.0 (L)	45.13	2488545	1615338	-	3.23	-	-	-	-	
See accompanying summary table on page 348 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522415068

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BE	HAGEMANN BUILDERS, INC	3952 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)		2	4	2	4						
Runway Transitional (7:1)			6		6						
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		2	7	2	7						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
T234	299.4	276.8 (L)	31.50	2488931	1616282	3.79	-	-	-		
T242	286.3	292.0 (L)	31.28	2488950	1616276	1.03	-	-	-		
See accompanying summary table on page 349 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)				6		6						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals				6		6						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 350 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



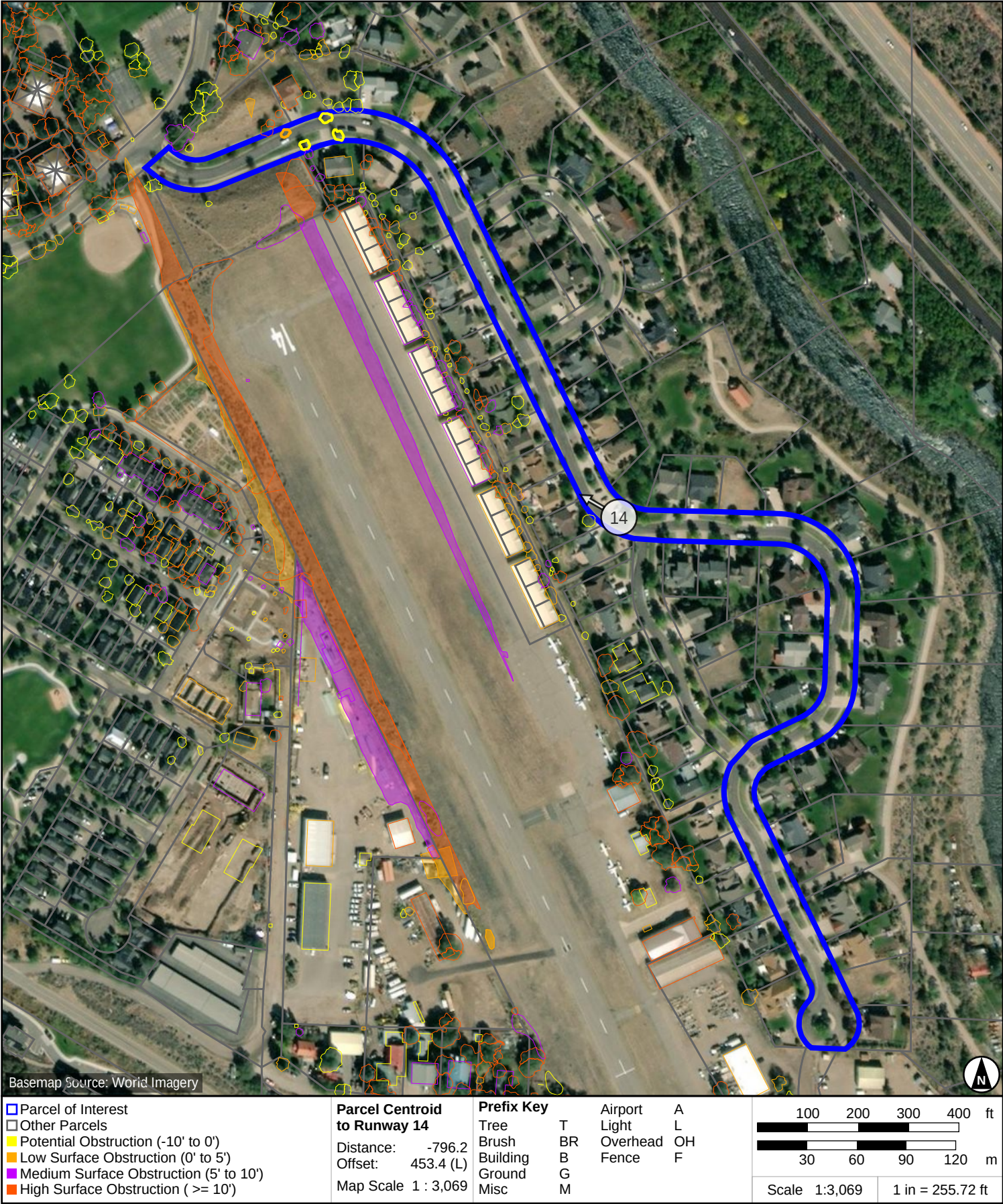
Parcel Obstructions for KGWS_ROW03

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EF	SKY RANCH DR	Not available

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	3	1	3						
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	3	1	3						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T306	172.2	172.8 (L)	18.25	2488891	1616123	-	3.18	-	-	
See accompanying summary table on page 351 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1	3	1	3						
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1	3	1	3						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T306	-3403.4	172.8 (R)	18.25	2488891	1616123	-	3.18	-	-	
See accompanying summary table on page 352 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218527115020

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BX	POWELL, FRANCES	1909 COLOROW RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		1	2	1	1		1				
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		1	2	1	1		1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
■ T471	-1093.8	297.9 (L)	32.15	2489541	1615029	-	3.15	-	-		
See accompanying summary table on page 353 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		1	2	1	1		1				
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		1	2	1	1		1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
■ T471	-2137.5	297.9 (R)	32.15	2489541	1615029	-	3.15	-	-		
See accompanying summary table on page 354 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											



Parcel Obstructions for 218527116005

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CE	ODDO, ROBERT A & HILLERY S	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2				2					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2			2						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T436	-722.5	260.1 (L)	22.38	2489349	1615349	-	2.88	-	-	-		
 T432	-690.5	260.1 (L)	21.70	2489336	1615378	-	2.36	-	-	-		
See accompanying summary table on page 355 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T436	-2508.8	260.1 (R)	22.38	2489349	1615349	-	2.88	-	-	-	-	
T432	-2540.7	260.1 (R)	21.70	2489336	1615378	-	2.36	-	-	-	-	
See accompanying summary table on page 356 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527100054

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
J	COKE OVENS 2 INC	625 AIRPORT RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		2				1		1			
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		2				1		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
G2_J	-2919.6	570.3 (R)		2489529	1613007	-	2.68	-	-		
B7	-2801.5	470.5 (R)	33.82	2489569	1613157	-	0.42	-	-		
See accompanying summary table on page 357 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		2				1		1			
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		2				1		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
G2_J	-311.6	570.3 (L)		2489529	1613007	-	2.68	-	-		
B7	-429.7	470.5 (L)	33.82	2489569	1613157	-	0.42	-	-		
See accompanying summary table on page 358 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											



Parcel Obstructions for 218527115015

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BP	4203 SKY RANCH LLC	4203 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		1	1	1	1						
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		1	1	1	1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
■ T497	-1488.9	296.7 (L)	33.17	2489707	1614671	-	1.12	-	-		
See accompanying summary table on page 359 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		1	1	1	1						
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		1	1	1	1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
■ T497	-1742.4	296.7 (R)	33.17	2489707	1614671	-	1.12	-	-		
See accompanying summary table on page 360 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											



Parcel Obstructions for 218527116004

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CD	ARNOLD, ALAN	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2				2					
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2				2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
 T439	-766.2	262.4 (L)	20.90	2489370	1615311	-	1.11	-	-			
 T438	-732.4	258.5 (L)	19.53	2489352	1615340	-	0.63	-	-			
See accompanying summary table on page 361 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)			2		2							
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals			2		2							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
T439	-2465.0	262.4 (R)	20.90	2489370	1615311	-	1.11	-	-			
T438	-2498.8	258.5 (R)	19.53	2489352	1615340	-	0.63	-	-			
See accompanying summary table on page 362 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522415056

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BJ	STOLLEY, ANN M	4003 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		1	2	1	2						
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		1	2	1	2						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
T342	-250.7	290.3 (L)	26.76	2489176	1615789	-	0.53	-	-		
See accompanying summary table on page 363 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											

Runway 32 Obstruction Details (all units in feet)											
Aviation Surface		Total		Tree		Building		Ground		Misc	
		Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)											
Runway Transitional (7:1)		1	2	1	2						
Threshold Siting Surface (15:1) (Cat-1)											
Threshold Siting Surface (20:1) (Cat-2)											
Totals		1	2	1	2						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†					
				X	Y	ATRNS	RTRNS	TSS1	TSS2		
T342	-2980.5	290.3 (R)	26.76	2489176	1615789	-	0.53	-	-		
See accompanying summary table on page 364 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.											



Parcel Obstructions for 218527115049

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BF	LOPEZ, LILLIANA & ZACARIAS TORRES, CARLOS HUMBERTO	4017 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T434	-702.5	290.3 (L)	28.36	2489368	1615380	-	0.24	-	-	
See accompanying summary table on page 365 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										

Runway 32 Obstruction Details (all units in feet)										
Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)										
Runway Transitional (7:1)	1		1							
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	1		1							
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	ATRNS	RTRNS	TSS1	TSS2	
T434	-2528.7	290.3 (R)	28.36	2489368	1615380	-	0.24	-	-	
See accompanying summary table on page 366 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.										



Parcel Obstructions for 218522302128

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
AW	LEWIS, ROBERT W & CONSTANCE M	1200 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601

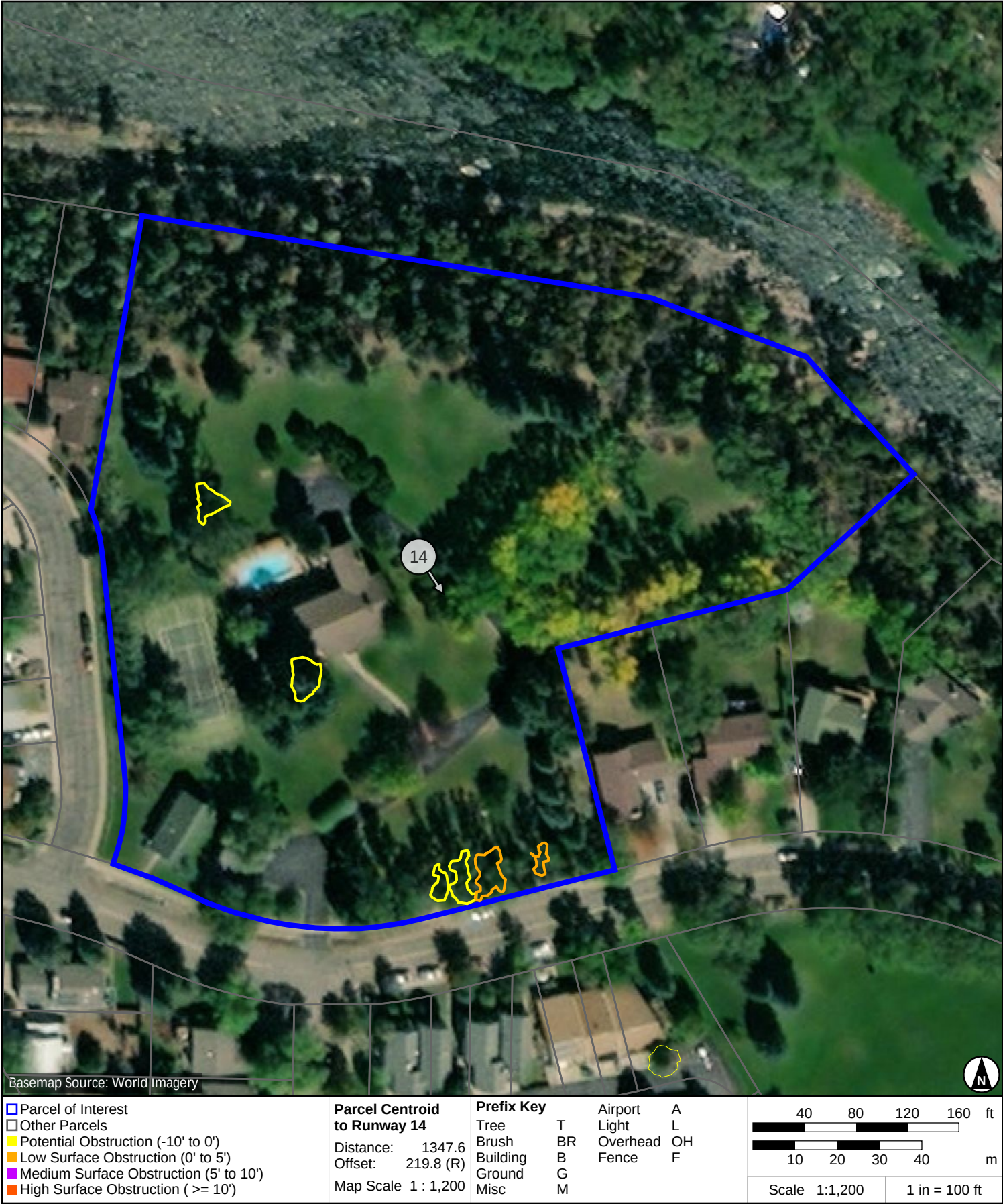
Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)	2	4	2	4						
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals	2	4	2	4						

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
T530	1095.6	233.9 (R)	62.50	2488131	1616786	0.11	-	-	-
T531	1107.4	279.6 (R)	69.39	2488084	1616778	0.01	-	-	-

See accompanying summary table on page 367 for potential obstruction records. Negative height above surface values indicate potential obstructions.

* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

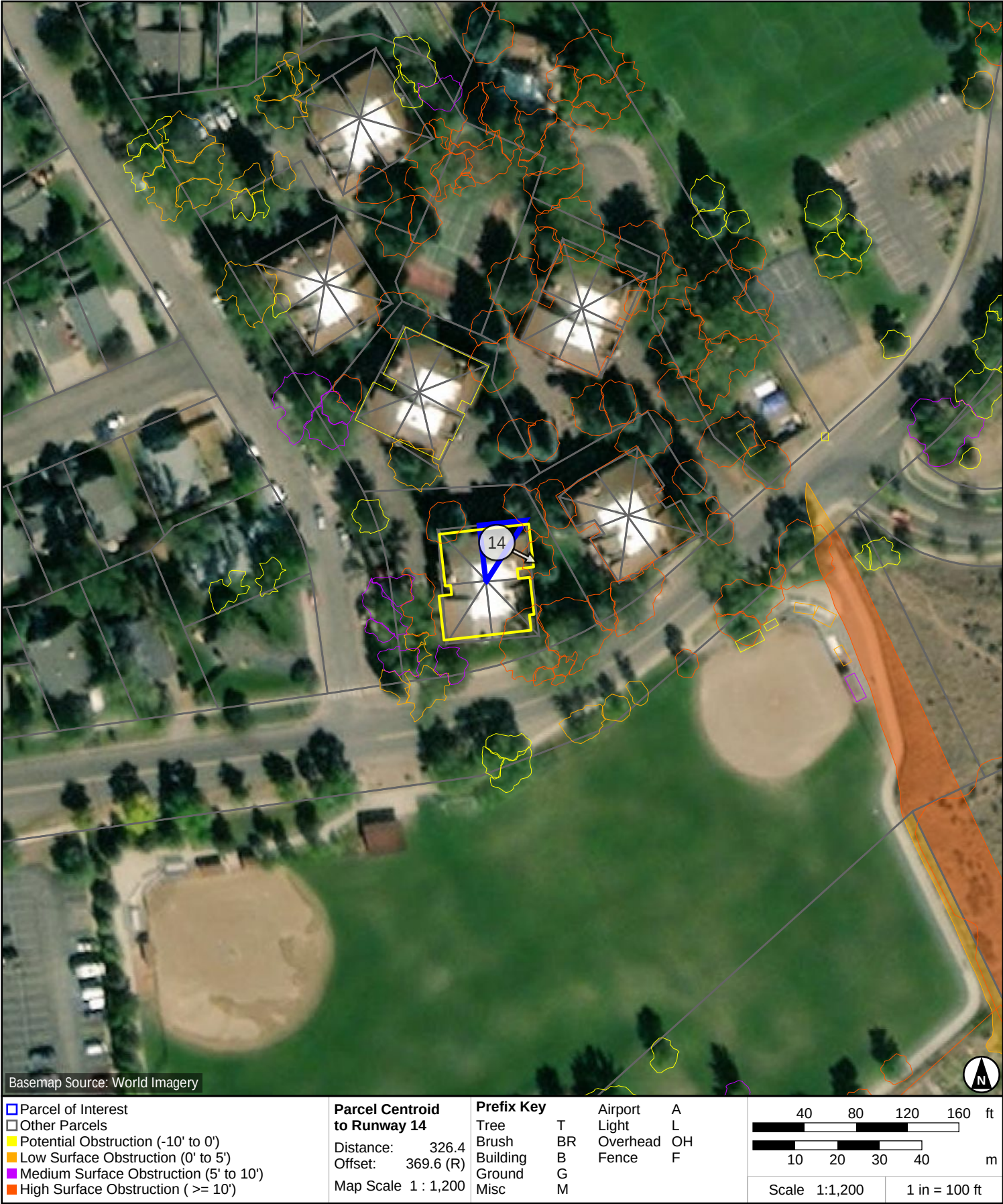


Parcel Obstructions for 218522306004

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
CY	MCCORKLE, N JEAN	3900 OLD LODGE RD BLDG 4 #4-D GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)					1				1				
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals					1				1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
See accompanying summary table on page 368 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



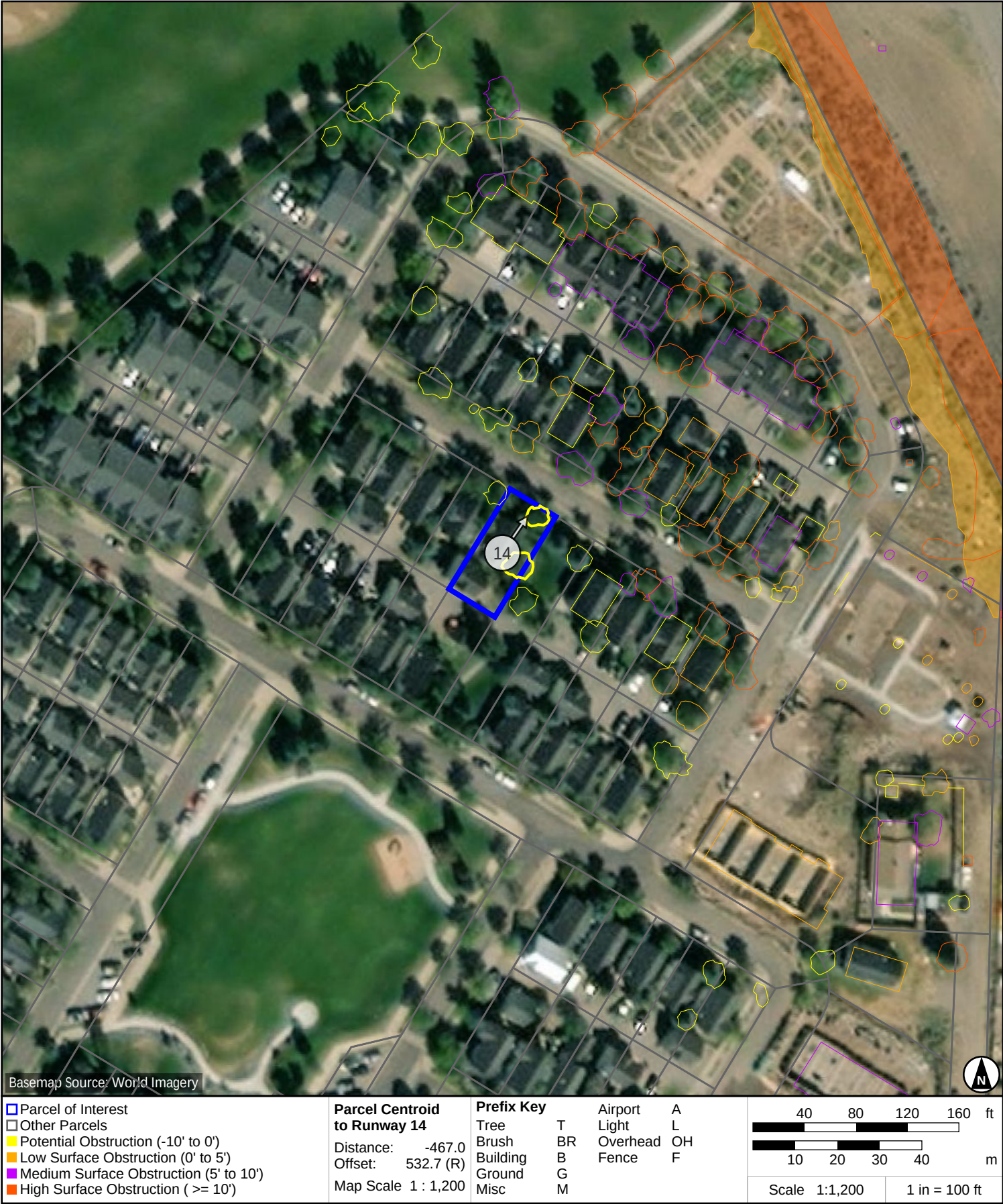
Parcel Obstructions for 218527218014

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AD	HANSON, RALPH D	1546 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					2			2				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					2		2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 369 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					2			2				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					2		2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 370 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



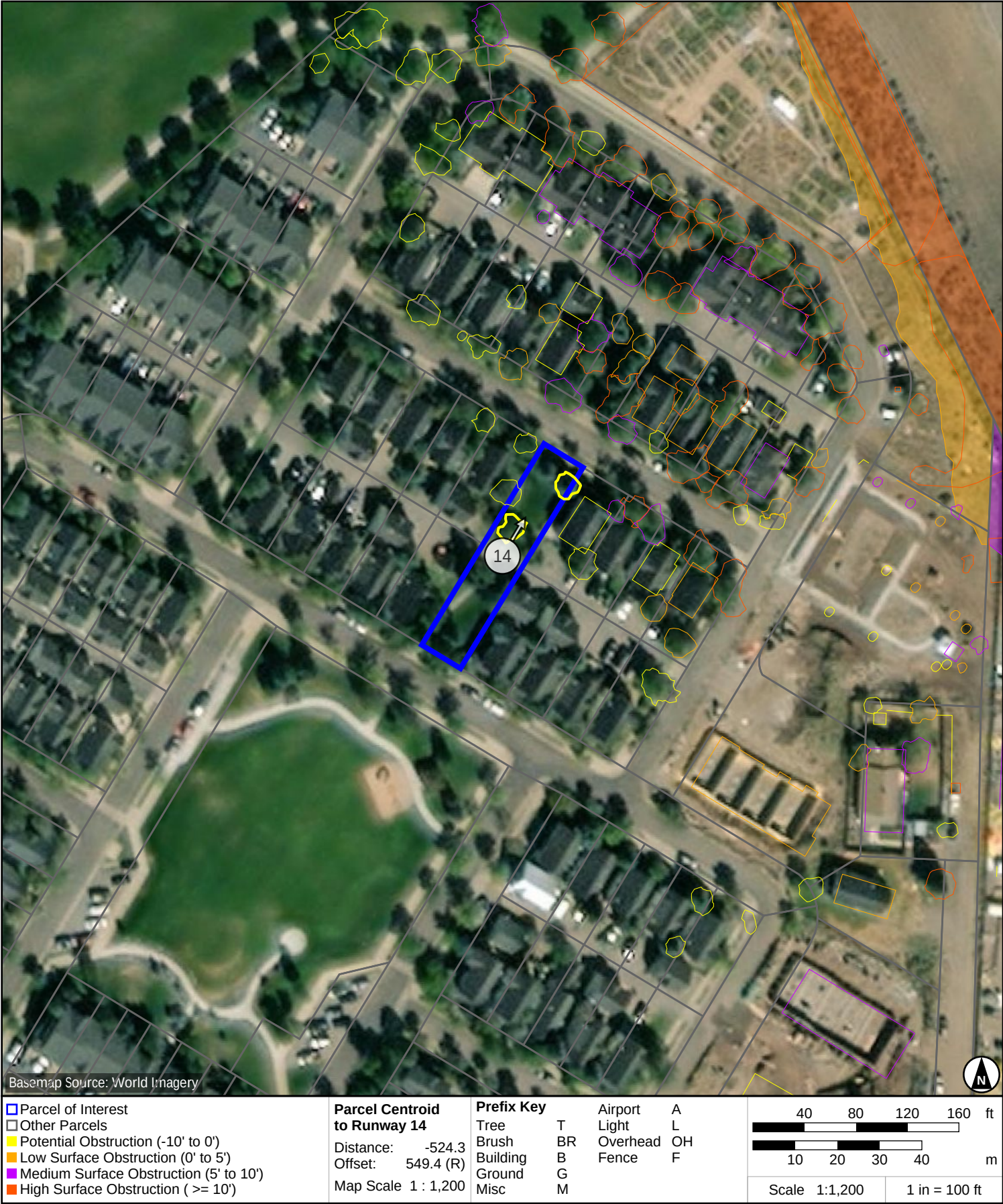
Parcel Obstructions for 218527218030

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AB	CARDIFF GLEN MASTER HOMEOWNERS ASSN	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					2			2				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					2		2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 371 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					2			2				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					2		2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 372 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522415057

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BK	JOHNSON, PETER & EUGENIE	4001 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					2			2				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					2		2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 373 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					2			2				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					2		2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 374 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

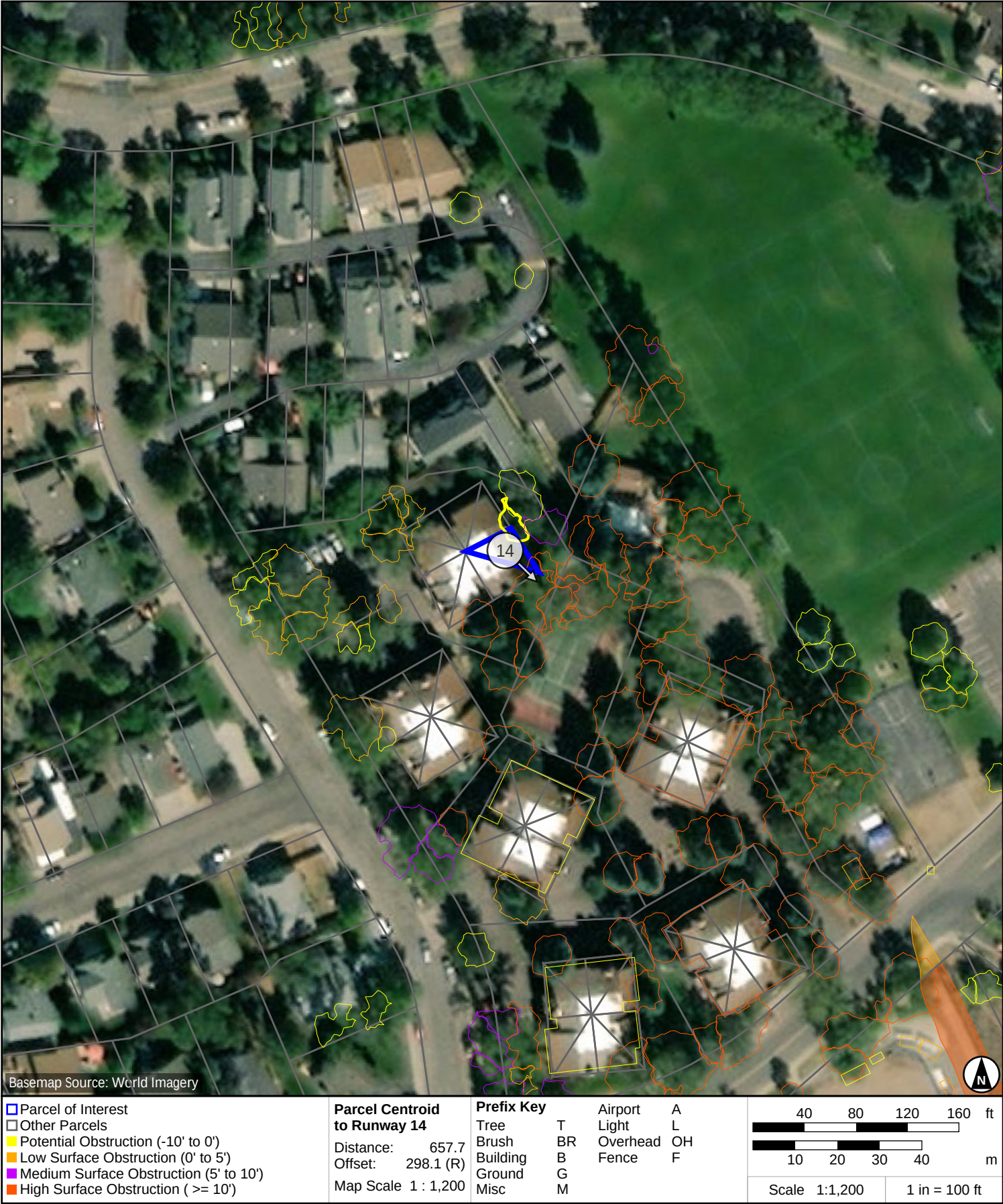


Parcel Obstructions for 218522309008

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
EU	SILLOWAY, LINDA SHAFFER	3800 OLD LODGE RD BLDG 2 #2-H GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)					1		1						
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals					1		1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
See accompanying summary table on page 375 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for KGWS_ROW11

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EM	Unknown	Not available

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)				1 								1
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals				1								1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 376 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)				1								1
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals				1								1
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 377 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522415059

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BM	KRAUCHANKA, IRYNA	3961 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					3			3				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					3		3					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 378 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)				3		3						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals				3		3						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 379 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



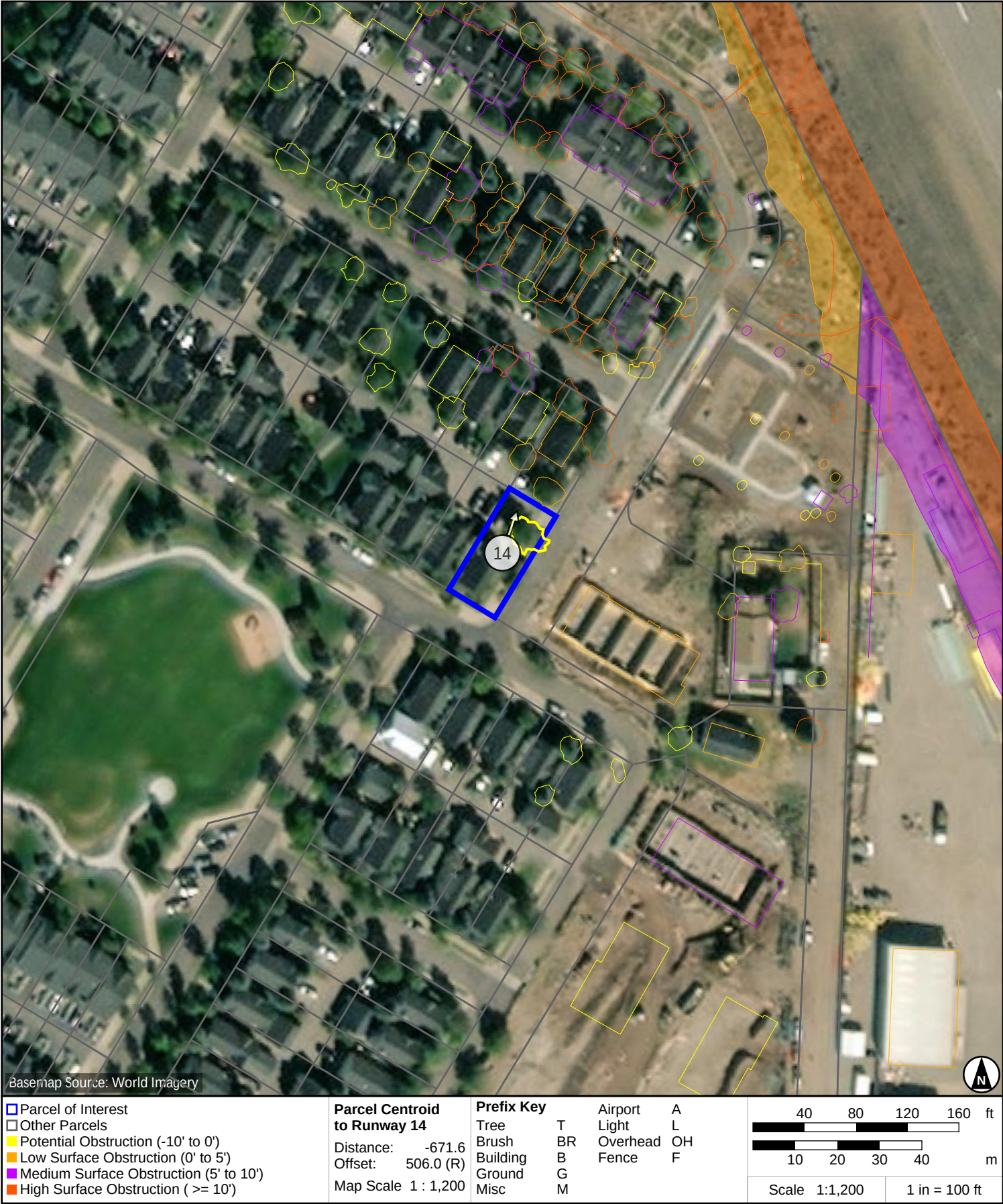
Parcel Obstructions for 218527218009

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AA	PATRICK, TODD W & CHRIS A	1587 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 380 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 381 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527116001

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CA	KAPPELI, ERNST & LINDA	Not available GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)				1 		1						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals				1		1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 382 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 383 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



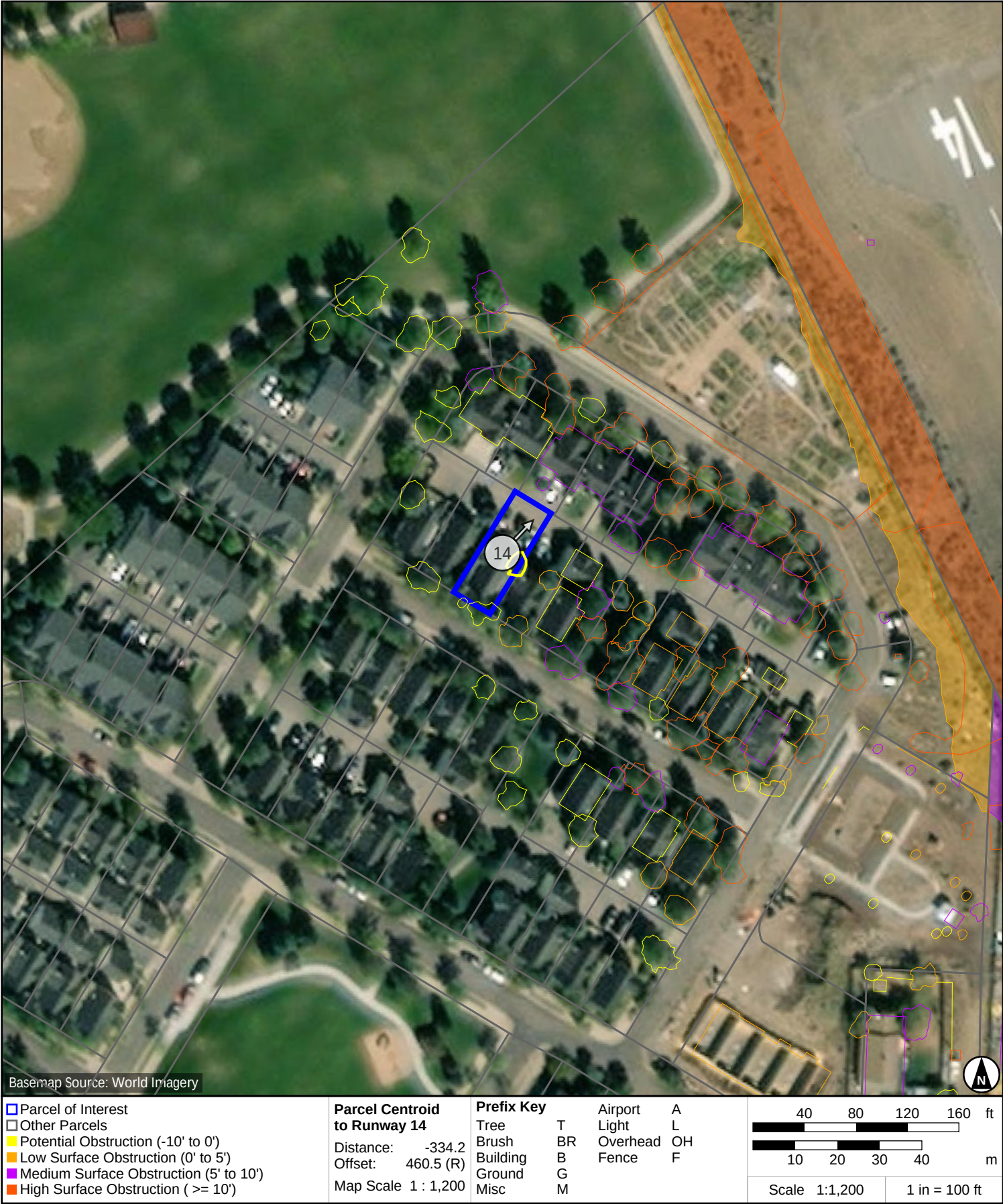
Parcel Obstructions for 218527218021

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AP	ARREOLA, SANTIAGO & DOMINGUEZ, REGINA BLANCO	1521 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)				1 		1						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals				1		1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 384 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 385 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



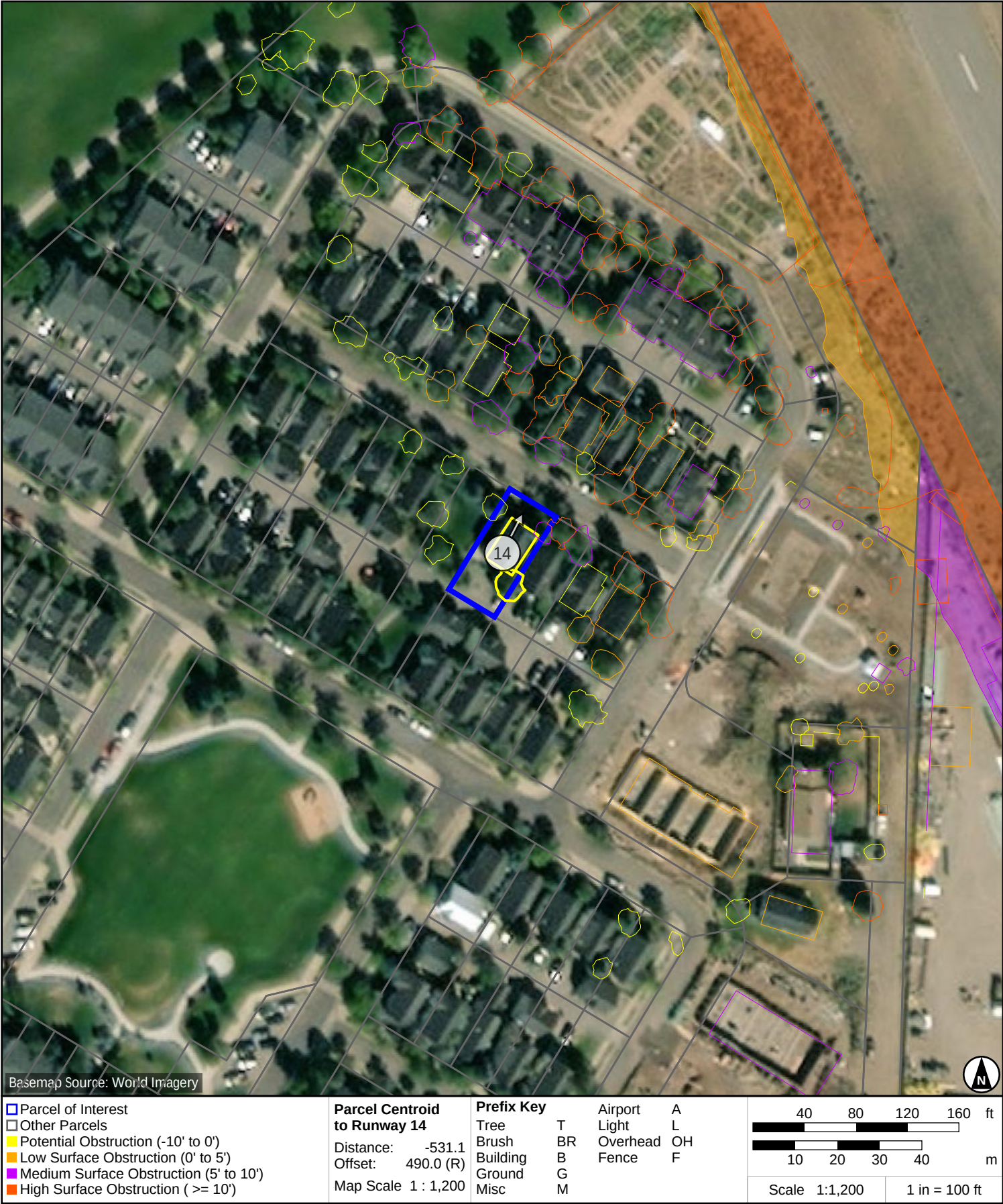
Parcel Obstructions for 218527218013

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AF	KENNEDY, MICHAEL P & JULIE A	1558 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					2			1		1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					2		1		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 386 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					2			1		1		
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					2		1		1			
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 387 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522302111

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
AX	ROEHM, GERALD W	1402 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)					1		1						
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals					1		1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
See accompanying summary table on page 388 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													

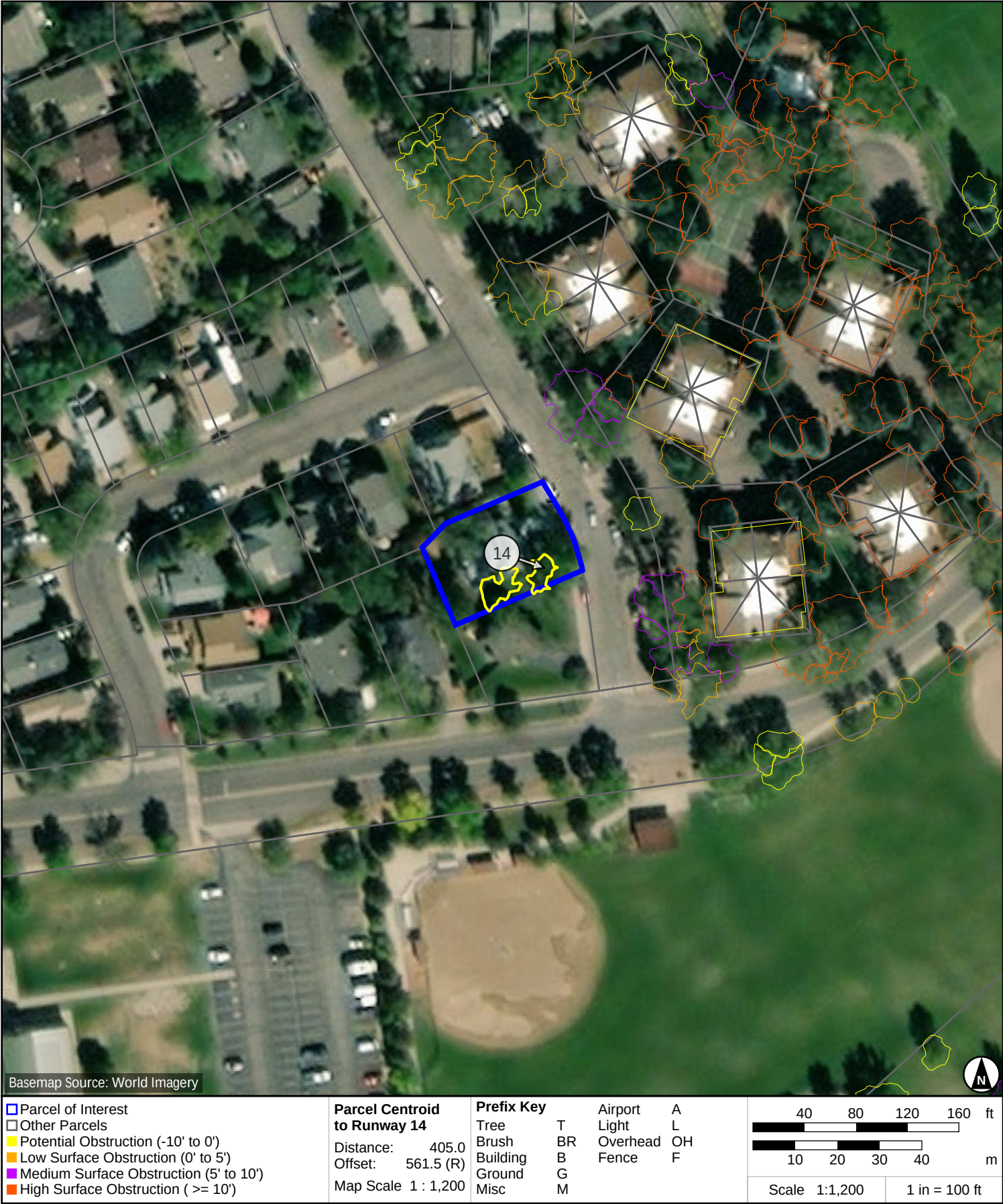


Parcel Obstructions for 218522313001

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
BB	SACHS, BENJAMIN & PRINCE, JENNIFER	3907 OLD LODGE RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)					2		2						
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals					2		2						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
See accompanying summary table on page 389 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527115048

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BT	PINGREE, STEPHEN & MIRANDA	4019 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)				1 		1						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals				1		1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 390 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 391 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



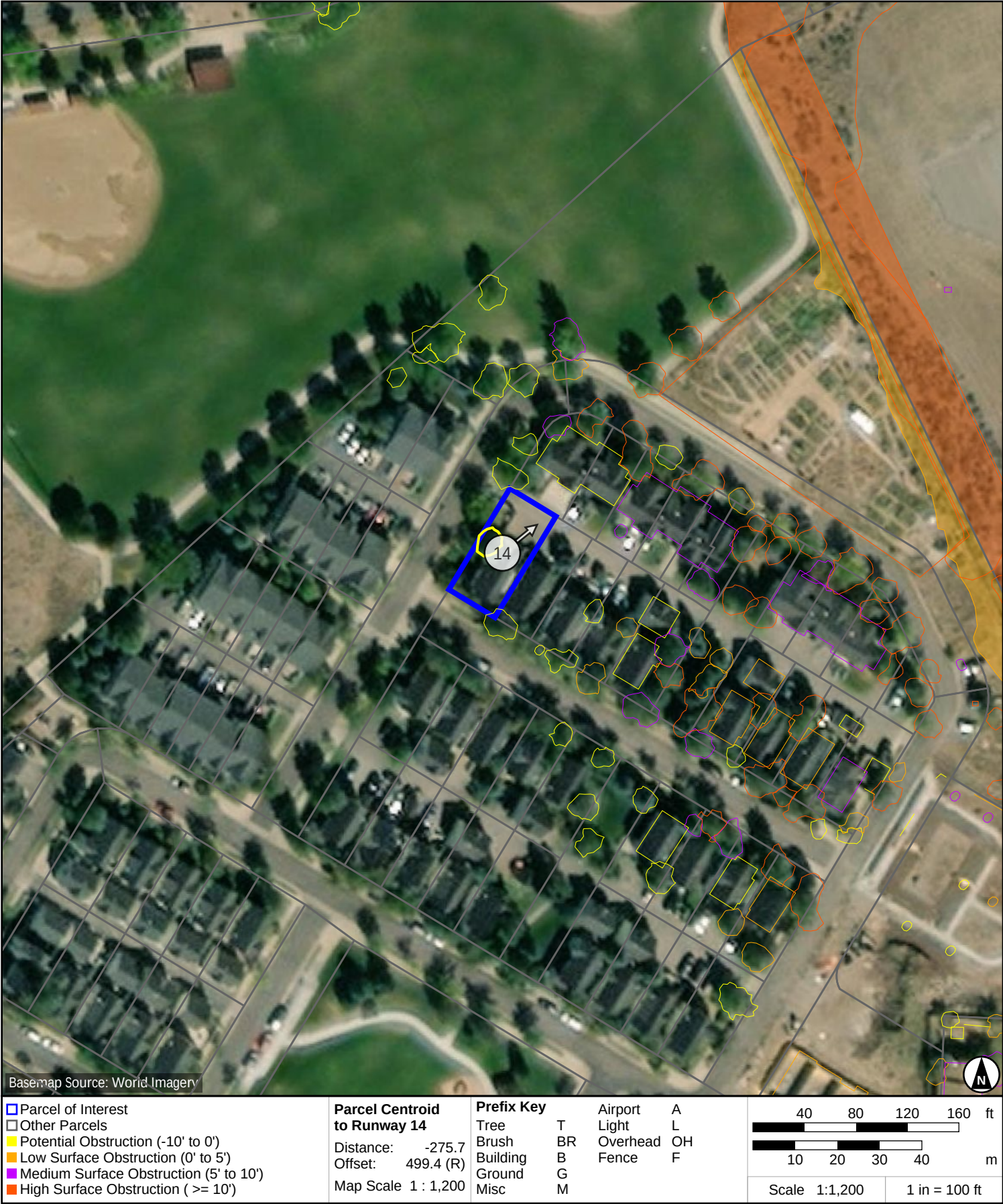
Parcel Obstructions for 218527218019

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AO	HARTMAN, FRED & MARIA	1505 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 392 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 393 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527115023

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BU	DELLAPI, ROBERT F & MARILYN L REVOCABLE TRUST	1901 COLOROW RD GLENWOOD SPRINGS, MA 01601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 394 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 395 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



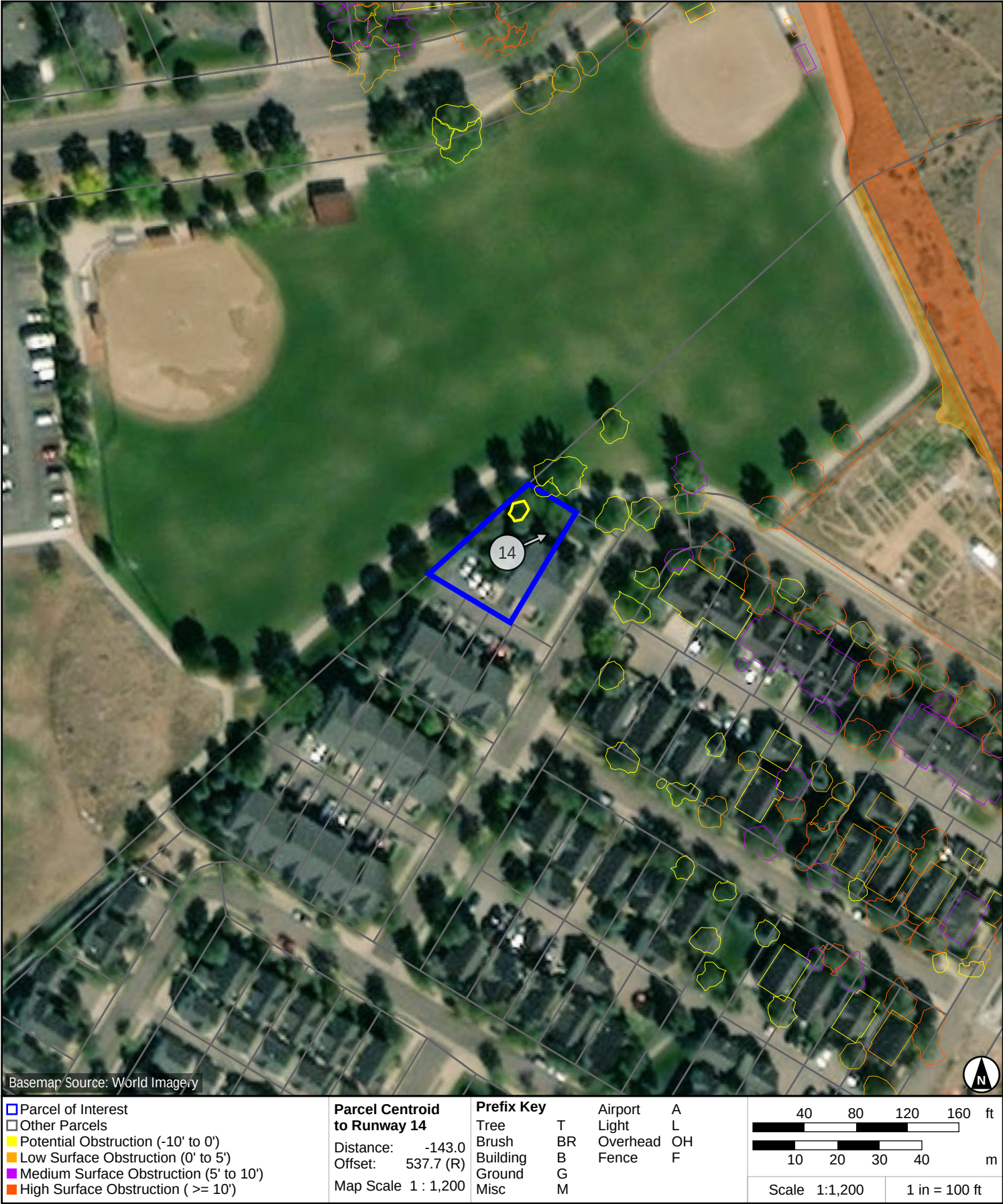
Parcel Obstructions for 218527227001

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
CQ	FLAHERTY, BRYNN O & BRAEDEN R	1433 SUMMERVILLE ALLEY GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)				1 		1						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals				1		1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 396 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 397 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



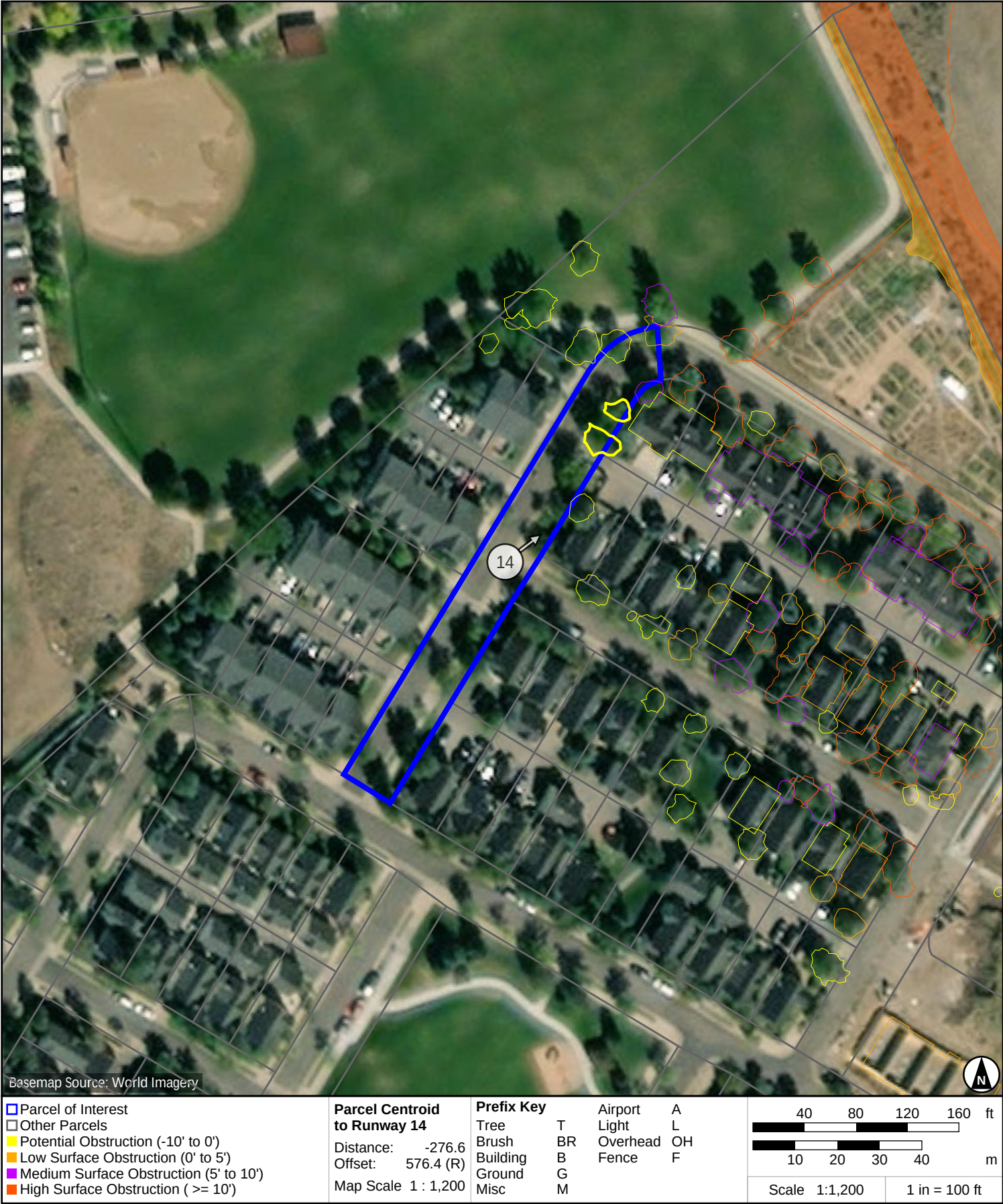
Parcel Obstructions for KGWS_ROW09

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EK	BUFFAN RD	Not available

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)				2		2						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals				2		2						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 398 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					2			2				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					2		2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 399 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



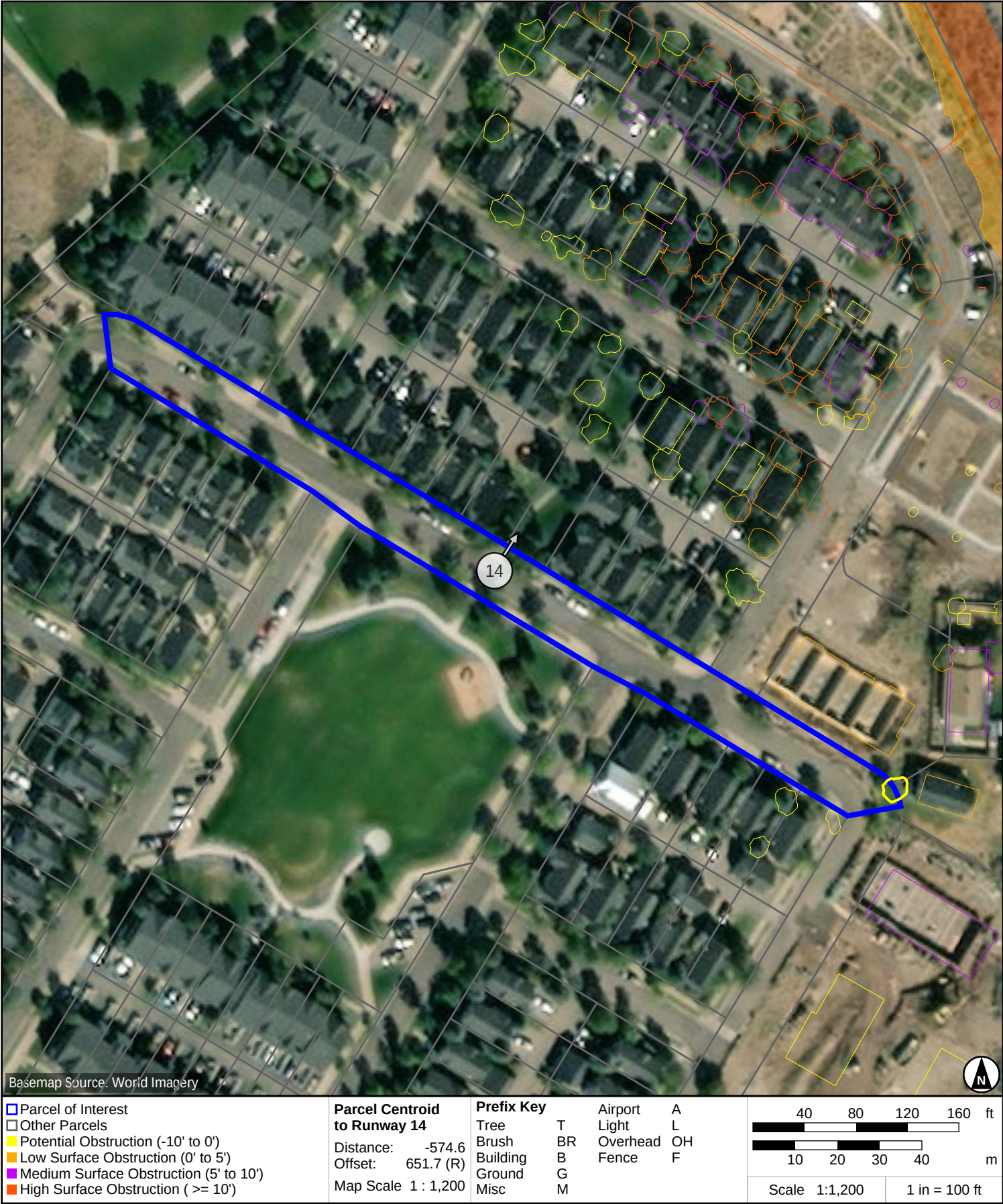
Parcel Obstructions for KGWS_ROW10

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EL	CRAWFORD WAY	Not available

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 400 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 401 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522308005

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
CX	BLACKFORD, MATTHEW & NICOLE	3900 OLD LODGE RD BLDG 3 #3-E GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)					1				1				
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals					1				1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
See accompanying summary table on page 402 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for KGWS_ROW01

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
EE	AIRPORT RD	Not available

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 403 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 404 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527115018

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
ER	COLOROW LLC	1913 COLOROW RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)				1 		1						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals				1		1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 405 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 406 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



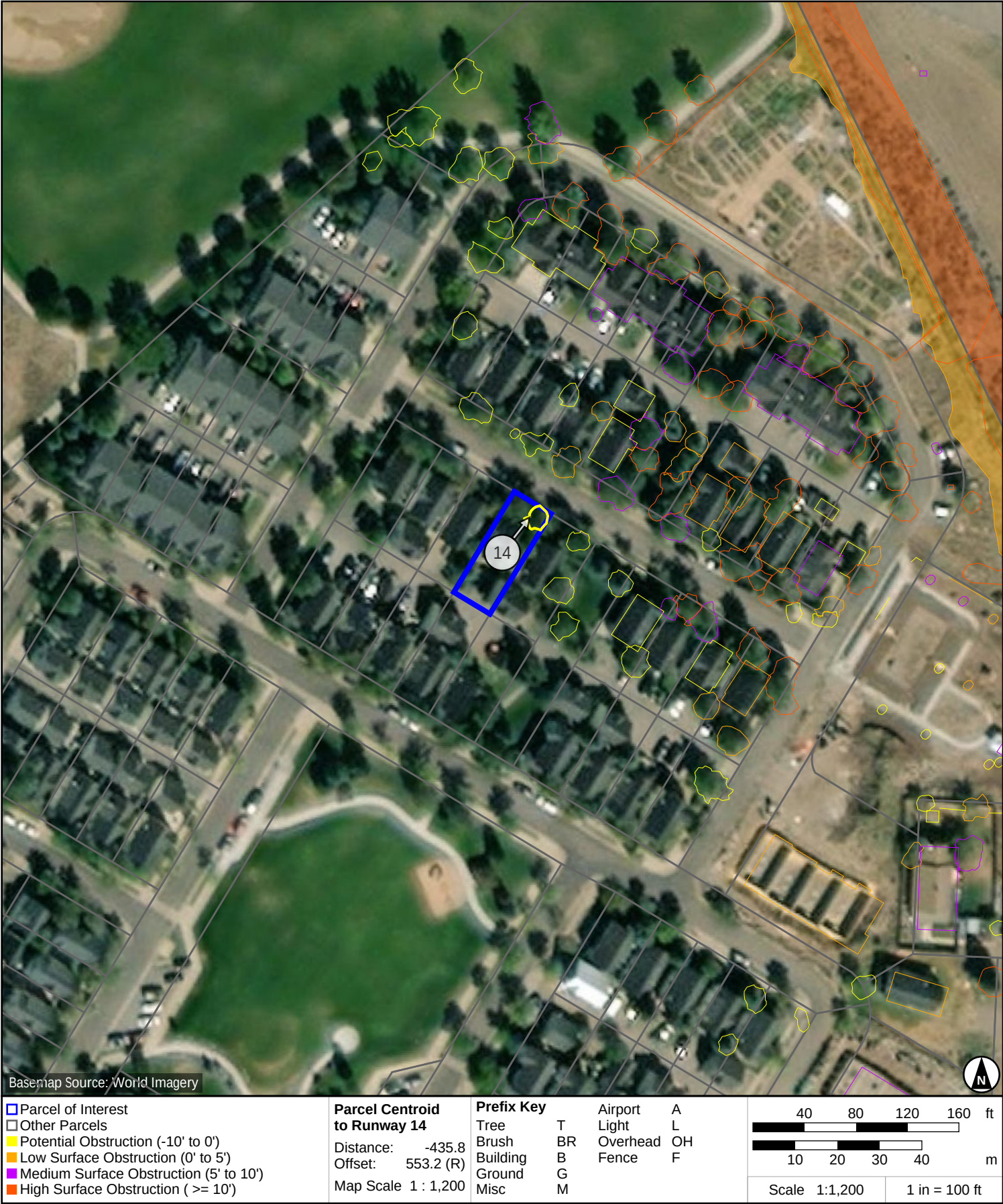
Parcel Obstructions for 218527218015

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
AC	WELCHMAN, ROSAMOND	1534 SHEPHERDS LN GLENWOOD SPRINGS, NY 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)				1 		1						
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals				1		1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 407 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 408 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527209002

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
Y	TORRELLI, KATELYN ANN	1678 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					2			2				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					2		2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 409 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					2			2				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					2		2					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 410 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527115022

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BV	GUSTAFSON, ALICE A	1903 COLOROW RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 411 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 412 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527115017

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
BR	BOSTON, JASON RAY & KIMBERLY JEAN	1915 COLOROW RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 413 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 414 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218527209001

KGWS - GLENWOOD SPRINGS MUNIRunway 14 / 32

Key	Land Owner	Address
X	MISCANTHUS KINGS LLC	1684 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 415 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												

Runway 32 Obstruction Details (all units in feet)												
Aviation Surface			Total		Tree		Building		Ground		Misc	
			Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)												
Runway Transitional (7:1)					1			1				
Threshold Siting Surface (15:1) (Cat-1)												
Threshold Siting Surface (20:1) (Cat-2)												
Totals					1		1					
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†						
				X	Y	ATRNS	RTRNS	TSS1	TSS2			
See accompanying summary table on page 416 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.												



Parcel Obstructions for 218522311007

KGWS - GLENWOOD SPRINGS MUNIRunway 14

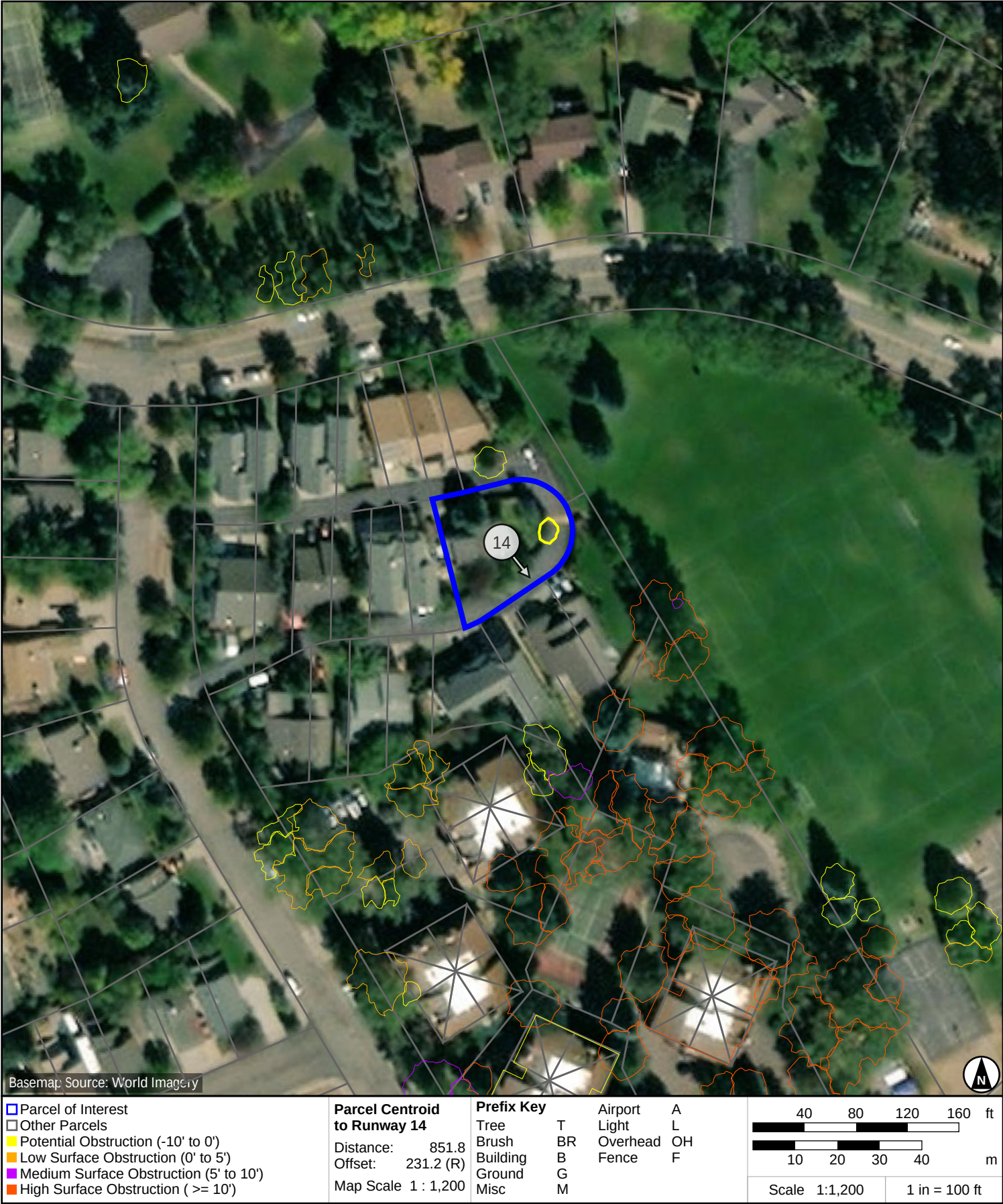
Key	Land Owner	Address
CV	DEMERS, SUSAN M & HILGEFORD, KEVIN	3714 OLD LODGE RD GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total		Tree		Building		Ground		Misc	
	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)		1		1						
Runway Transitional (7:1)										
Threshold Siting Surface (15:1) (Cat-1)										
Threshold Siting Surface (20:1) (Cat-2)										
Totals		1		1						

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2

See accompanying summary table on page 417 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

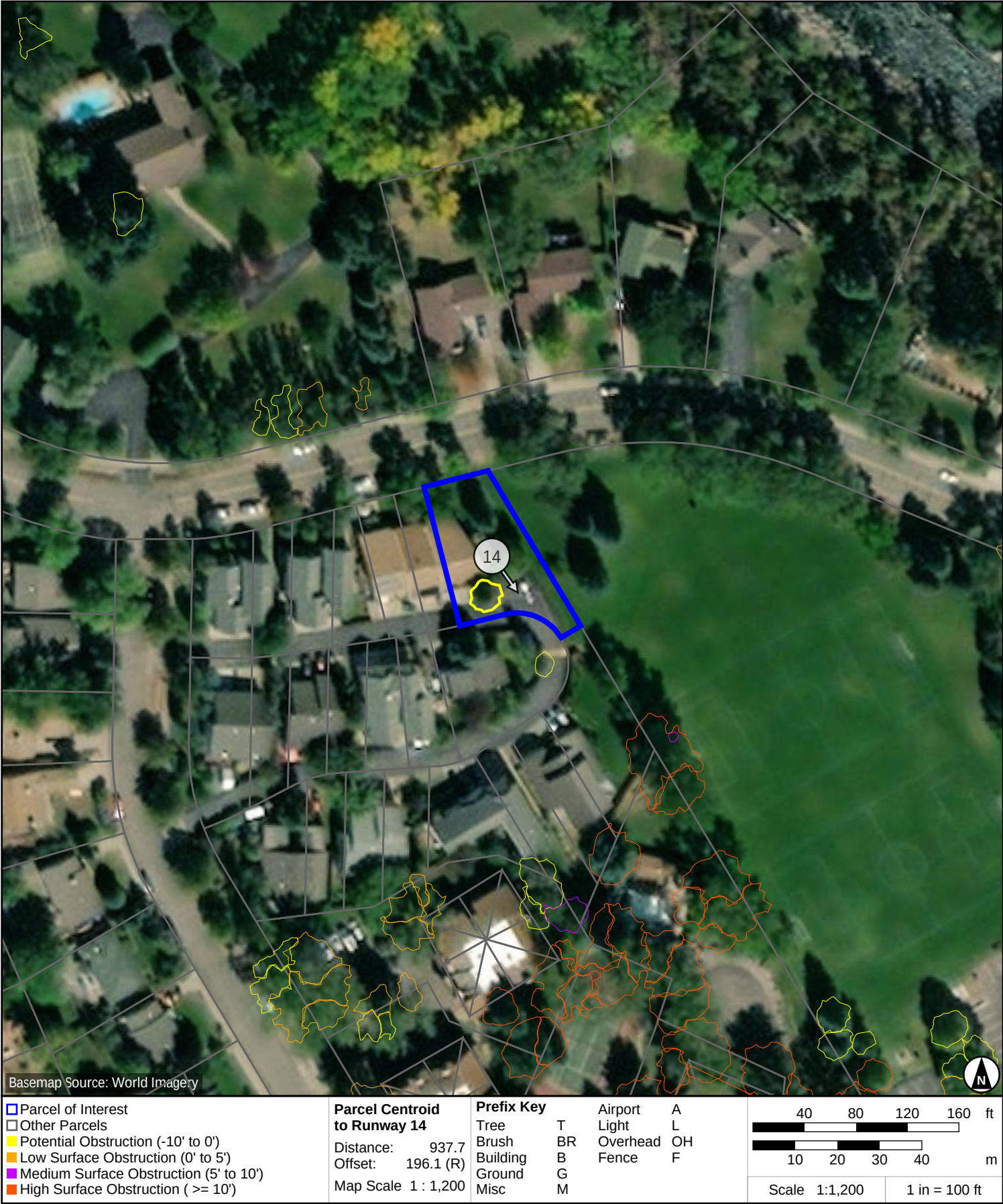


Parcel Obstructions for 218522311032

KGWS - GLENWOOD SPRINGS MUNIRunway 14

Key	Land Owner	Address
CU	LEE, CATHERINE J	1213 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601

Runway 14 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)					1		1						
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals					1		1						
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
See accompanying summary table on page 418 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527416030		
KGWS - GLENWOOD SPRINGS MUNI		Runway 32
Key	Land Owner	Address
B	ROSE, JENNIFER M	143 MAROON DR GLENWOOD SPRINGS, CO 81601



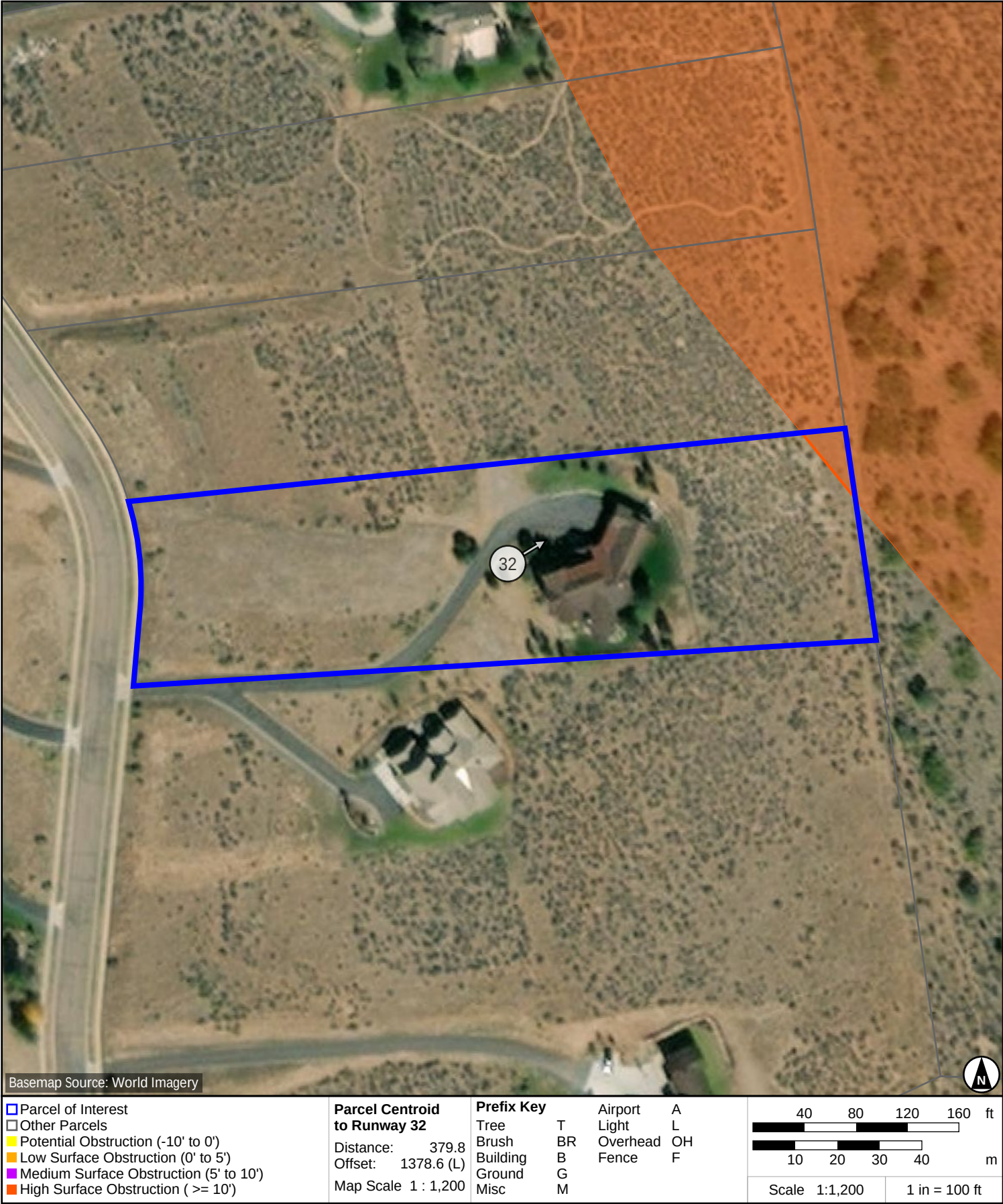
Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)				1							1		
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				1							1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
 G2_B	247.8	1052.9 (L)		2489329	1612296	120.34	-	-	-	-	-		
See accompanying summary table on page 419 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527416029		
KGWS - GLENWOOD SPRINGS MUNI		Runway 32
Key	Land Owner	Address
A	KONTOUR, GREGORY L & JODY J	119 MAROON DR GLENWOOD SPRINGS, CO 81601



Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)				1							1		
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals				1							1		
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
 G2_A	395.0	1100.5 (L)		2489348	1612143	103.52	-	-	-	-	-		
See accompanying summary table on page 420 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527400060

KGWS - GLENWOOD SPRINGS MUNIRunway 32

Key	Land Owner	Address
DJ	BROWN, HECTOR	786 116 COUNTY RD GLENWOOD SPRINGS, CO 81601

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)					1				1				
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals					1				1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
See accompanying summary table on page 421 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527400046			
KGWS - GLENWOOD SPRINGS MUNI		Runway 32	
Key	Land Owner	Address	
DU		Not available	

Runway 32 Obstruction Details (all units in feet)													
Aviation Surface				Total		Tree		Building		Ground		Misc	
				Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot	Obs	Pot
Approach Transitional (7:1)					1				1				
Runway Transitional (7:1)													
Threshold Siting Surface (15:1) (Cat-1)													
Threshold Siting Surface (20:1) (Cat-2)													
Totals					1				1				
Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†							
				X	Y	ATRNS	RTRNS	TSS1	TSS2				
See accompanying summary table on page 422 for potential obstruction records. Negative height above surface values indicate potential obstructions. * Location of max obstruction point in Colorado Central SP (us ft). † Max calculated height above surface being analyzed.													



Parcel Obstructions for 218527316036 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

I	Land Owner HALLIWELL, PHILIP M & BROOKE M	Address 267 MAROON DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B6	-2722.9	1041.4 (R)	11.8	2489018.5	1612985.8	166.6	-	166.6	-	-
G2_I	-2662.2	1055.0 (R)	0.3	2488980.4	1613035.0	161.1	-	161.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527316036 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

I	Land Owner HALLIWELL, PHILIP M & BROOKE M	Address 267 MAROON DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B6	-508.3	1041.4 (L)	11.8	2489018.5	1612985.8	166.6	-	166.6	-	-
G2_I	-569.1	1055.0 (L)	0.3	2488980.4	1613035.0	161.1	-	161.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527400049 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

U	Land Owner GLENWOOD LAND COMPANY, LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_U	-2737.9	982.8 (R)	0.2	2489077.9	1612997.1	160.5	-	160.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527400049 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
U	Land Owner GLENWOOD LAND COMPANY, LLC		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_U	-493.3	982.8 (L)	0.2	2489077.9	1612997.1	160.5	129.6	160.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416035 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

G	Land Owner	MOORE, DON T & DELMARIE REVOCABLE TRUST	Address	255 MAROON DR GLENWOOD SPRINGS, MI 81601	Location	39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_G	-2791.1	1067.8 (R)	0.2	2489023.5	1612912.8	159.9	-	159.9	-	-
B5	-2831.5	1137.3 (R)	23.2	2488977.6	1612846.7	155.4	-	155.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416035 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

G	Land Owner	MOORE, DON T & DELMARIE REVOCABLE TRUST	Address	255 MAROON DR GLENWOOD SPRINGS, MI 81601	Location	39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_G	-440.1	1067.8 (L)	0.2	2489023.5	1612912.8	159.9	-	159.9	-	-
B5	-399.7	1137.3 (L)	23.2	2488977.6	1612846.7	155.4	-	155.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416034 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

F	Land Owner WEST, JOHN F	Address 241 MAROON DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_F	-2903.0	966.2 (R)	0.2	2489163.0	1612854.6	153.9	-	153.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416034 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

F	Land Owner WEST, JOHN F	Address 241 MAROON DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_F	-328.2	966.2 (L)	0.2	2489163.0	1612854.6	153.9	-	153.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527235007 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
EC	Land Owner SILVER SAGE PRESERVE, LLC		Address 116 COUNTY RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_EC	-2389.4	1075.1 (R)	0.1	2488846.5	1613273.6	152.4	-	152.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527235007 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
EC	Land Owner SILVER SAGE PRESERVE, LLC		Address 116 COUNTY RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_EC	-841.9	1075.1 (L)	0.1	2488846.5	1613273.6	152.4	-	152.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416033 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

E	Land Owner Durrer, Gregory J & Julie Ann	Address 221 Maroon Dr Glenwood Springs, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_E	-3078.5	968.8 (R)	0.6	2489235.0	1612694.5	146.9	-	146.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416033 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
E	Land Owner Durrer, Gregory J & Julie Ann		Address 221 Maroon Dr Glenwood Springs, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_E	-152.8	968.8 (L)	0.6	2489235.0	1612694.5	146.9	-	146.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416032 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

D	Land Owner GARDEY, ERIC A & MARGO YOUNG-	Address 199 MAROON DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_D	-3206.0	985.7 (R)	0.1	2489273.7	1612571.9	140.4	-	140.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416032 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

D	Land Owner GARDEY, ERIC A & MARGO YOUNG-	Address 199 MAROON DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_D	-25.2	985.7 (L)	0.1	2489273.7	1612571.9	140.4	-	140.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527316037 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
H	Land Owner JAY, HOWARD C & MARY M		Address 279 MAROON DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_H	-2454.3	1157.0 (R)	0.1	2488799.9	1613180.1	138.3	-	138.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527316037 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

H	Land Owner JAY, HOWARD C & MARY M	Address 279 MAROON DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_H	-777.0	1157.0 (L)	0.1	2488799.9	1613180.1	138.3	-	138.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416031 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

C	Land Owner GARDEY, ERIC A & MARGO YOUNG-	Address 175 MAROON DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_C	-3339.4	1020.2 (R)	0.1	2489299.0	1612436.4	133.6	-	133.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416031 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

C	Land Owner GARDEY, ERIC A & MARGO YOUNG-	Address 175 MAROON DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_C	108.1	1020.2 (L)	0.1	2489299.0	1612436.4	133.6	126.8	133.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522100965 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
DX	Land Owner BUREAU OF LAND MANAGEMENT		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G9_DX	3033.0	542.8 (L)	0.1	2488012.9	1618870.4	94.5	94.5	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522310011 (1-17 of 17)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AY	Land Owner REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T204	402.5	146.8 (R)	84.3	2488503.6	1616195.7	74.4	74.4	-	30.9	41.6
T212	401.5	146.1 (R)	83.8	2488504.7	1616195.1	74.1	74.1	-	31.1	41.9
T201	390.1	151.0 (R)	82.4	2488505.1	1616182.7	72.3	72.3	-	19.7	40.8
T183	582.6	204.3 (R)	77.5	2488375.2	1616334.4	50.4	50.4	-	-	23.3
T179	593.3	199.6 (R)	78.2	2488374.9	1616346.1	48.9	48.9	-	-	21.7
T184	569.9	210.5 (R)	75.7	2488374.9	1616320.3	48.6	48.6	-	-	20.0
T180	609.9	230.9 (R)	79.9	2488339.5	1616347.9	44.8	44.8	-	-	-7.5
T182	609.9	230.9 (R)	79.9	2488339.5	1616347.9	44.8	44.8	-	-	-
T135	595.7	164.8 (R)	67.9	2488405.5	1616363.0	43.8	43.8	-	-	10.8
T287	318.2	175.5 (R)	52.4	2488513.3	1616107.2	42.7	42.7	-	-	15.3
T134	616.6	173.0 (R)	64.1	2488389.1	1616378.5	38.1	38.1	-	-	10.4
T205	403.8	120.1 (R)	79.8	2488527.2	1616208.2	37.3	-	-	26.6	37.3
T288	299.6	151.5 (R)	43.4	2488543.0	1616100.5	37.2	37.2	-	-2.9	6.6
T136	602.8	166.5 (R)	58.9	2488400.8	1616368.7	34.2	34.2	-	3.2	17.3
T137	639.8	170.1 (R)	52.2	2488381.9	1616400.8	26.0	26.0	-	0.7	14.8
T133	683.7	209.6 (R)	44.5	2488327.5	1616423.7	11.1	11.1	-	-	-
M6	306.0	150.6 (R)	8.7	2488541.1	1616106.7	1.9	1.9	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522307009 (1-10 of 10)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DP	Land Owner REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T209	370.3	184.5 (R)	73.3	2488483.1	1616150.5	59.5	59.5	-	-	32.6
T200	454.9	178.7 (R)	75.1	2488452.5	1616229.6	56.4	56.4	-	-4.8	27.4
T202	454.9	178.7 (R)	75.1	2488452.5	1616229.6	56.4	56.4	-	-	27.4
T199	470.6	166.5 (R)	70.9	2488456.9	1616249.0	54.4	54.4	-	-	23.4
T193	519.9	205.5 (R)	71.3	2488400.7	1616277.1	48.6	48.6	-	-	20.4
T210	386.9	240.1 (R)	69.8	2488425.8	1616142.0	45.4	45.4	-	-	-
T211	388.4	245.9 (R)	61.5	2488419.9	1616140.9	36.7	36.7	-	-	-
T187	511.2	246.9 (R)	61.0	2488366.9	1616251.7	29.4	29.4	-	-	-
T188	477.4	303.9 (R)	59.8	2488329.6	1616196.9	20.5	20.5	-	-	-
T272	383.4	307.1 (R)	52.6	2488366.6	1616110.4	17.8	17.8	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100050 (1-79 of 79)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DR	Land Owner GLENWOOD SPRINGS, CITY OF	Address 3500-1-18 AIRPORT RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T67	-1914.0	139.1 (R)	61.4	2489492.7	1614101.0	55.8	-	55.8	-	-
T68	-1899.1	132.9 (R)	57.5	2489492.0	1614117.0	52.8	-	52.8	-	-
T61	-1863.4	142.8 (R)	53.0	2489467.9	1614145.2	47.7	-	47.7	-	-
T62	-1864.4	144.0 (R)	52.2	2489467.3	1614143.8	46.8	-	46.8	-	-
T65	-1873.6	136.9 (R)	50.3	2489477.6	1614138.4	44.8	-	44.8	-	-
T89	-1945.3	131.2 (R)	48.2	2489513.1	1614075.9	43.1	-	43.1	-	-
T59	-1854.0	138.3 (R)	47.0	2489468.0	1614155.6	41.9	-	41.9	-	-
T52	-1691.4	155.1 (R)	42.0	2489383.8	1614295.7	39.1	-	39.1	-	-
T60	-1815.6	142.7 (R)	43.4	2489447.7	1614188.5	38.7	-	38.7	-	-
T53	-1700.8	160.4 (R)	42.0	2489383.0	1614285.0	38.2	-	38.2	-	-
T55	-1774.4	203.2 (R)	43.9	2489375.5	1614200.1	33.7	-	33.7	-	-
T481	-1271.6	247.9 (L)	45.9	2489570.8	1614846.9	25.6	-	25.6	-	-
T3	-2562.2	191.8 (L)	46.4	2490067.2	1613654.2	25.4	-	25.4	-	-
T4	-2480.7	186.1 (L)	43.3	2490027.5	1613725.6	23.1	-	23.1	-	-
T489	-1387.2	235.9 (L)	42.3	2489608.9	1614737.1	22.6	-	22.6	-	-
T70	-1914.5	153.0 (L)	34.2	2489757.4	1614224.3	21.9	-	21.9	-	-
T482	-1263.3	249.0 (L)	42.6	2489568.3	1614854.8	21.7	-	21.7	-	-
T491	-1391.2	239.7 (L)	41.3	2489614.1	1614735.0	21.0	-	21.0	-	-
T490	-1378.7	253.7 (L)	42.9	2489621.5	1614752.2	20.3	-	20.3	-	-
T493	-1438.4	259.1 (L)	43.6	2489651.8	1614700.5	19.7	-	19.7	-	-
T492	-1387.0	264.6 (L)	45.6	2489634.9	1614749.3	19.7	-	19.7	-	-
T71	-2005.2	157.0 (L)	31.7	2489799.5	1614143.9	18.5	-	18.5	-	-
T498	-1455.5	267.5 (L)	43.1	2489666.6	1614688.6	17.3	-	17.3	-	-
T496	-1493.9	167.7 (L)	27.4	2489592.5	1614611.5	17.1	-	17.1	-	-
T495	-1465.8	281.8 (L)	45.5	2489683.9	1614685.3	17.0	-	17.0	-	-
BR9	-14.4	125.6 (R)	3.8	2488699.6	1615827.1	16.3	-	16.3	-8.2	-2.5
T483	-1277.3	232.4 (L)	33.8	2489559.2	1614835.1	16.0	-	16.0	-	-
B11	-1600.5	138.8 (L)	21.9	2489611.5	1614502.7	15.0	-	15.0	-	-
T95	-2004.0	133.7 (R)	19.2	2489535.8	1614021.7	13.5	-	13.5	-	-
B10	-1652.5	129.9 (L)	18.4	2489625.5	1614451.8	12.9	-	12.9	-	-
B13	-1302.7	205.6 (L)	26.6	2489545.7	1614800.7	12.7	-	12.7	-	-
G4_DR	-13.2	126.5 (R)	0.0	2488698.2	1615827.8	12.0	-	12.0	-	-2.2
T7	-2645.9	198.3 (L)	33.4	2490108.6	1613581.1	11.7	-	11.7	-	-
BR8	-484.6	131.2 (R)	4.2	2488893.8	1615398.9	10.9	-	10.9	-	-
T103	-2348.6	139.9 (R)	19.1	2489676.3	1613707.0	10.4	-	10.4	-	-
OH17	-2754.2	339.8 (R)	37.0	2489667.2	1613254.9	9.0	-	9.0	-	-
T98	-2091.3	125.3 (R)	15.0	2489580.4	1613946.2	8.9	-	8.9	-	-
OH7	-2758.8	335.0 (R)	37.9	2489673.5	1613252.8	8.7	-	8.7	-	-
M13	-2042.9	139.0 (L)	19.1	2489799.2	1614102.1	8.5	-	8.5	-	-
T8	-2588.1	194.5 (L)	29.1	2490080.7	1613631.8	7.7	-	7.7	-	-
T9	-2614.5	196.4 (L)	29.2	2490093.5	1613608.8	7.7	-	7.7	-	-
T97	-2068.1	125.5 (R)	13.7	2489570.3	1613967.2	7.7	-	7.7	-	-
A1	-237.4	99.9 (R)	9.0	2488817.4	1615636.0	7.3	-	-	-	7.3
BR5	-1636.1	142.8 (R)	9.1	2489371.6	1614351.1	7.2	-	7.2	-	-
G6_DR	-309.9	125.7 (L)	0.1	2489052.4	1615666.0	6.9	-	6.9	-	-3.2
T480	-1232.3	261.4 (L)	28.9	2489566.5	1614888.1	6.4	-	6.4	-	-
BR7	-1199.0	136.3 (R)	5.5	2489192.1	1614749.7	6.1	-	6.1	-	-
T494	-1503.9	238.6 (L)	27.1	2489661.0	1614632.5	5.6	-	5.6	-	-
B73	-2080.2	125.0 (R)	11.6	2489575.9	1613956.4	5.5	-	5.5	-	-
G3	-2827.1	166.4 (R)	0.5	2489855.1	1613262.4	5.5	-	5.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
OH6	-2521.7	374.5 (R)	39.0	2489537.2	1613450.8	5.5	-	5.5	-	-
OH8	-2938.7	327.7 (R)	38.9	2489756.3	1613092.9	5.1	-	5.1	-	-
B72	-2013.9	125.5 (R)	9.1	2489547.3	1614016.2	4.6	-	4.6	-	-
B74	-2139.7	135.4 (R)	12.2	2489591.7	1613898.1	4.0	-	4.0	-	-
BR6	-1326.3	131.5 (R)	3.6	2489250.5	1614636.4	3.9	-	3.9	-	-
B3	-2385.6	182.4 (L)	22.7	2489983.8	1613810.1	3.3	-	3.3	-	-
T6	-2447.1	179.6 (L)	21.9	2490007.4	1613753.2	2.6	-	2.6	-	-
T501	-1609.9	281.5 (L)	30.3	2489744.7	1614554.7	2.4	-	2.4	-	-
G10_DR	-1299.8	150.9 (R)	0.1	2489221.6	1614652.2	2.0	-	2.0	-	-
OH9	-3131.2	314.8 (R)	37.3	2489849.6	1612924.1	1.6	-	1.6	-	-
T500	-1596.4	279.8 (L)	28.9	2489737.4	1614566.2	0.9	-	0.9	-	-
G1	-1448.4	133.1 (R)	0.1	2489300.7	1614525.2	0.8	-	0.8	-	-
G5	-1448.4	133.1 (R)	0.1	2489300.7	1614525.2	0.8	-	0.8	-	-
B57	-1555.2	151.6 (L)	8.7	2489603.8	1614549.1	0.4	-	0.4	-	-
T104	-2466.0	378.3 (R)	33.7	2489510.1	1613499.6	0.4	-	0.4	-	-
T105	-2466.0	378.3 (R)	33.7	2489510.1	1613499.6	0.4	-	0.4	-	-
BR4	-1742.1	142.9 (R)	5.0	2489416.4	1614255.0	-0.1	-	-0.1	-	-
F10	-1751.2	163.9 (R)	4.3	2489401.2	1614237.9	-0.8	-	-0.8	-	-
OH10	-3312.0	348.5 (R)	38.2	2489895.8	1612746.0	-0.9	-	-0.9	-	-
B58	-1495.5	186.5 (L)	11.9	2489610.1	1614618.0	-1.1	-	-1.1	-	-
B12	-1400.9	208.0 (L)	12.3	2489589.6	1614712.8	-2.8	-	-2.8	-	-
T101	-2293.0	168.8 (L)	14.5	2489932.2	1613888.2	-2.9	-	-2.9	-	-
T111	-2238.2	164.9 (L)	12.7	2489905.5	1613936.2	-3.8	-	-3.8	-	-
T99	-2270.7	165.3 (L)	12.5	2489919.6	1613906.9	-4.5	-	-4.5	-	-
B75	-2109.2	146.7 (L)	8.0	2489834.3	1614045.3	-4.5	-	-4.5	-	-
BR1	-3198.7	152.8 (R)	9.2	2490025.0	1612931.6	-4.8	-	-4.8	-	-
T110	-2270.3	169.2 (L)	11.9	2489923.0	1613909.0	-4.8	-	-4.8	-	-
T112	-2246.0	166.8 (L)	10.3	2489910.6	1613929.9	-6.5	-	-6.5	-	-
BR2	-2674.4	150.5 (R)	3.5	2489804.7	1613407.4	-7.1	-	-7.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100050 (1-83 of 83)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DR	Land Owner GLENWOOD SPRINGS, CITY OF	Address 3500-1-18 AIRPORT RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T67	-1317.3	139.1 (L)	61.4	2489492.7	1614101.0	55.8	-	55.8	-	-
T68	-1332.1	132.9 (L)	57.5	2489492.0	1614117.0	52.8	-	52.8	-	-
T61	-1367.8	142.8 (L)	53.0	2489467.9	1614145.2	47.7	-	47.7	-	-
T62	-1366.9	144.0 (L)	52.2	2489467.3	1614143.8	46.8	-	46.8	-	-
T65	-1357.6	136.9 (L)	50.3	2489477.6	1614138.4	44.8	-	44.8	-	-
T89	-1285.9	131.2 (L)	48.2	2489513.1	1614075.9	43.1	-	43.1	-	-
T59	-1377.2	138.3 (L)	47.0	2489468.0	1614155.6	41.9	-	41.9	-	-
T52	-1539.8	155.1 (L)	42.0	2489383.8	1614295.7	39.1	-	39.1	-	-
T60	-1415.6	142.7 (L)	43.4	2489447.7	1614188.5	38.7	-	38.7	-	-
T53	-1530.4	160.4 (L)	42.0	2489383.0	1614285.0	38.2	-	38.2	-	-
T55	-1456.8	203.2 (L)	43.9	2489375.5	1614200.1	33.7	-	33.7	-	-
T481	-1959.7	247.9 (R)	45.9	2489570.8	1614846.9	25.6	-	25.6	-	-
T3	-669.0	191.8 (R)	46.4	2490067.2	1613654.2	25.4	-	25.4	-	-
T4	-750.6	186.1 (R)	43.3	2490027.5	1613725.6	23.1	-	23.1	-	-
T489	-1844.1	235.9 (R)	42.3	2489608.9	1614737.1	22.6	-	22.6	-	-
T70	-1316.7	153.0 (R)	34.2	2489757.4	1614224.3	21.9	-	21.9	-	-
T482	-1967.9	249.0 (R)	42.6	2489568.3	1614854.8	21.7	-	21.7	-	-
T491	-1840.0	239.7 (R)	41.3	2489614.1	1614735.0	21.0	-	21.0	-	-
T490	-1852.5	253.7 (R)	42.9	2489621.5	1614752.2	20.3	-	20.3	-	-
T493	-1792.8	259.1 (R)	43.6	2489651.8	1614700.5	19.7	-	19.7	-	-
T492	-1844.2	264.6 (R)	45.6	2489634.9	1614749.3	19.7	-	19.7	-	-
T71	-1226.1	157.0 (R)	31.7	2489799.5	1614143.9	18.5	-	18.5	-	-
A2	-146.7	121.8 (L)	23.0	2490004.6	1613048.1	17.9	-	-	-	17.9
T498	-1775.8	267.5 (R)	43.1	2489666.6	1614688.6	17.3	-	17.3	-	-
T496	-1737.4	167.7 (R)	27.4	2489592.5	1614611.5	17.1	-	17.1	-	-
T495	-1765.4	281.8 (R)	45.5	2489683.9	1614685.3	17.0	-	17.0	-	-
BR9	-3216.8	125.6 (L)	3.8	2488699.6	1615827.1	16.3	-	16.3	-	-
T483	-1953.9	232.4 (R)	33.8	2489559.2	1614835.1	16.0	-	16.0	-	-
B11	-1630.7	138.8 (R)	21.9	2489611.5	1614502.7	15.0	-	15.0	-	-
T95	-1227.2	133.7 (L)	19.2	2489535.8	1614021.7	13.5	-	13.5	-	-
B10	-1578.8	129.9 (R)	18.4	2489625.5	1614451.8	12.9	-	12.9	-	-
B13	-1928.5	205.6 (R)	26.6	2489545.7	1614800.7	12.7	-	12.7	-	-
G4_DR	-3218.1	126.5 (L)	0.0	2488698.2	1615827.8	12.0	-	12.0	-	-
T7	-585.3	198.3 (R)	33.4	2490108.6	1613581.1	11.7	-	11.7	-	-
BR8	-2746.6	131.2 (L)	4.2	2488893.8	1615398.9	10.9	-	10.9	-	-
T103	-882.7	139.9 (L)	19.1	2489676.3	1613707.0	10.4	-	10.4	-	-
OH17	-477.0	339.8 (L)	37.0	2489667.2	1613254.9	9.0	-3.8	9.0	-	-
T98	-1140.0	125.3 (L)	15.0	2489580.4	1613946.2	8.9	-	8.9	-	-
OH7	-472.5	335.0 (L)	37.9	2489673.5	1613252.8	8.7	-	8.7	-	-
M13	-1188.4	139.0 (R)	19.1	2489799.2	1614102.1	8.5	-	8.5	-	-
T8	-643.1	194.5 (R)	29.1	2490080.7	1613631.8	7.7	-	7.7	-	-
T9	-616.8	196.4 (R)	29.2	2490093.5	1613608.8	7.7	-	7.7	-	-
T97	-1163.2	125.5 (L)	13.7	2489570.3	1613967.2	7.7	-	7.7	-	-
BR5	-1595.1	142.8 (L)	9.1	2489371.6	1614351.1	7.2	-	7.2	-	-
G6_DR	-2921.4	125.7 (R)	0.1	2489052.4	1615666.0	6.9	-	6.9	-	-
T480	-1998.9	261.4 (R)	28.9	2489566.5	1614888.1	6.4	-	6.4	-	-
BR7	-2032.3	136.3 (L)	5.5	2489192.1	1614749.7	6.1	-	6.1	-	-
T494	-1727.3	238.6 (R)	27.1	2489661.0	1614632.5	5.6	-	5.6	-	-
B73	-1151.1	125.0 (L)	11.6	2489575.9	1613956.4	5.5	-	5.5	-	-
G3	-404.2	166.4 (L)	0.5	2489855.1	1613262.4	5.5	-	5.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
OH6	-709.6	374.5 (L)	39.0	2489537.2	1613450.8	5.5	-	5.5	-	-
OH8	-292.5	327.7 (L)	38.9	2489756.3	1613092.9	5.1	-	5.1	-	-
B72	-1217.3	125.5 (L)	9.1	2489547.3	1614016.2	4.6	-	4.6	-	-
B74	-1091.6	135.4 (L)	12.2	2489591.7	1613898.1	4.0	-	4.0	-	-
BR6	-1904.9	131.5 (L)	3.6	2489250.5	1614636.4	3.9	-	3.9	-	-
B3	-845.7	182.4 (R)	22.7	2489983.8	1613810.1	3.3	-	3.3	-	-
T6	-784.1	179.6 (R)	21.9	2490007.4	1613753.2	2.6	-	2.6	-	-
T501	-1621.4	281.5 (R)	30.3	2489744.7	1614554.7	2.4	-	2.4	-	-
G10_DR	-1931.4	150.9 (L)	0.1	2489221.6	1614652.2	2.0	-	2.0	-	-
OH9	-100.1	314.8 (L)	37.3	2489849.6	1612924.1	1.6	-	1.6	-	-
T500	-1634.9	279.8 (R)	28.9	2489737.4	1614566.2	0.9	-	0.9	-	-
G5	-1782.9	133.1 (L)	0.1	2489300.7	1614525.2	0.8	-	0.8	-	-
G1	-1782.9	133.1 (L)	0.1	2489300.7	1614525.2	0.8	-	0.8	-	-
B57	-1676.1	151.6 (R)	8.7	2489603.8	1614549.1	0.4	-	0.4	-	-
T104	-765.3	378.3 (L)	33.7	2489510.1	1613499.6	0.4	-	0.4	-	-
T105	-765.3	378.3 (L)	33.7	2489510.1	1613499.6	0.4	-	0.4	-	-
BR4	-1489.1	142.9 (L)	5.0	2489416.4	1614255.0	-0.1	-	-0.1	-	-
F10	-1480.1	163.9 (L)	4.3	2489401.2	1614237.9	-0.8	-	-0.8	-	-
OH10	80.8	348.5 (L)	38.2	2489895.8	1612746.0	-0.9	-	-0.9	-	-
B58	-1735.7	186.5 (R)	11.9	2489610.1	1614618.0	-1.1	-	-1.1	-	-
A3	-158.9	84.9 (L)	3.9	2490032.9	1613074.8	-1.2	-	-	-	-1.2
A4	-159.8	60.0 (L)	3.7	2490055.1	1613086.2	-1.2	-	-	-2.5	-1.2
B12	-1830.4	208.0 (R)	12.3	2489589.6	1614712.8	-2.8	-	-2.8	-	-
T101	-938.2	168.8 (R)	14.5	2489932.2	1613888.2	-2.9	-	-2.9	-	-
BR1	-83.9	140.4 (L)	4.7	2490014.4	1612983.4	-3.3	-	-4.8	-	-3.3
T111	-993.0	164.9 (R)	12.7	2489905.5	1613936.2	-3.8	-	-3.8	-	-
OH11	226.4	367.6 (L)	38.2	2489940.2	1612606.0	-4.1	-4.1	-	-	-
T99	-960.5	165.3 (R)	12.5	2489919.6	1613906.9	-4.5	-	-4.5	-	-
B75	-1122.1	146.7 (R)	8.0	2489834.3	1614045.3	-4.5	-	-4.5	-	-
L3	243.1	299.1 (L)	31.0	2490009.3	1612619.9	-4.8	-4.8	-	-	-
T110	-960.9	169.2 (R)	11.9	2489923.0	1613909.0	-4.8	-	-4.8	-	-
T112	-985.2	166.8 (R)	10.3	2489910.6	1613929.9	-6.5	-	-6.5	-	-
BR2	-556.8	150.5 (L)	3.5	2489804.7	1613407.4	-7.1	-	-7.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527107006 (1-10 of 10)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

V	Land OwnerMORIARTY FAMILY TRUST	Address197 DARROW ST GLENWOOD SPRINGS, CO 81601	Location39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T94	-1941.1	205.7 (R)	61.5	2489443.9	1614048.2	50.1	-	50.1	-	-
T30	-1937.5	222.1 (R)	52.8	2489427.5	1614044.4	39.4	-	39.4	-	-
T66	-1854.5	170.7 (R)	39.6	2489438.8	1614141.4	32.0	-	32.0	-	-
T90	-1951.8	266.1 (R)	33.3	2489393.8	1614012.8	18.5	-	18.5	-	-
T91	-1944.7	264.2 (R)	32.5	2489392.4	1614020.1	17.0	-	17.0	-	-
T86	-1891.2	252.0 (R)	25.4	2489380.8	1614073.7	10.3	-	10.3	-	-
T87	-1908.0	244.5 (R)	25.1	2489394.7	1614061.7	10.3	-	10.3	-	-
B69	-1856.5	197.1 (R)	15.1	2489415.8	1614128.4	5.5	-	5.5	-	-
B70	-1943.3	243.0 (R)	12.4	2489411.1	1614030.4	-2.5	-	-2.5	-	-
T107	-1855.6	191.3 (R)	5.5	2489420.7	1614131.7	-3.3	-	-3.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527107006 (1-10 of 10)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

V	Land OwnerMORIARTY FAMILY TRUST	Address197 DARROW ST GLENWOOD SPRINGS, CO 81601	Location39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T94	-1290.2	205.7 (L)	61.5	2489443.9	1614048.2	50.1	-	50.1	-	-
T30	-1293.7	222.1 (L)	52.8	2489427.5	1614044.4	39.4	-	39.4	-	-
T66	-1376.7	170.7 (L)	39.6	2489438.8	1614141.4	32.0	-	32.0	-	-
T90	-1279.4	266.1 (L)	33.3	2489393.8	1614012.8	18.5	-	18.5	-	-
T91	-1286.5	264.2 (L)	32.5	2489392.4	1614020.1	17.0	-	17.0	-	-
T86	-1340.0	252.0 (L)	25.4	2489380.8	1614073.7	10.3	-	10.3	-	-
T87	-1323.2	244.5 (L)	25.1	2489394.7	1614061.7	10.3	-	10.3	-	-
B69	-1374.7	197.1 (L)	15.1	2489415.8	1614128.4	5.5	-	5.5	-	-
B70	-1288.0	243.0 (L)	12.4	2489411.1	1614030.4	-2.5	-	-2.5	-	-
T107	-1375.6	191.3 (L)	5.5	2489420.7	1614131.7	-3.3	-	-3.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522305009 (1-8 of 8)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DO	Land Owner REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T289	308.7	212.4 (R)	61.4	2488484.0	1616082.9	46.1	46.1	-	-	-
T278	325.1	313.1 (R)	65.6	2488385.9	1616055.1	35.0	35.0	-	-	-
T286	351.8	239.6 (R)	56.9	2488441.0	1616110.4	34.6	34.6	-	-	-
T290	264.0	209.2 (R)	43.6	2488505.8	1616043.8	33.1	33.1	-	-	-
T261	272.8	207.4 (R)	34.2	2488503.7	1616052.5	23.9	23.9	-	-	-
T276	332.2	322.3 (R)	56.8	2488374.5	1616057.6	23.4	23.4	-	-	-
T280	241.5	316.6 (R)	45.8	2488418.1	1615977.9	20.3	20.3	-	-	-
T294	244.0	303.3 (R)	43.4	2488429.1	1615985.8	19.8	19.8	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW12 (1-12 of 12)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

EN	Land Owner DARROW ST	Address Not available	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T56	-1780.9	232.9 (R)	57.9	2489351.4	1614181.7	45.4	-	45.4	-	-
T63	-1793.5	233.7 (R)	51.0	2489356.0	1614170.0	38.2	-	38.2	-	-
T48	-1772.3	258.1 (R)	52.2	2489324.9	1614178.8	37.9	-	37.9	-	-
T42	-1769.1	261.0 (R)	51.3	2489320.8	1614180.5	36.6	-	36.6	-	-
T49	-1781.5	260.2 (R)	49.4	2489326.9	1614169.6	34.8	-	34.8	-	-
T58	-1824.8	204.0 (R)	33.9	2489396.1	1614154.2	23.4	-	23.4	-	-
T45	-1762.7	317.5 (R)	26.5	2489267.0	1614162.3	4.1	-	4.1	-	-
T21	-1497.3	612.8 (R)	55.7	2488887.0	1614277.5	1.9	-	1.9	-	-
T109	-1767.0	316.8 (R)	23.9	2489269.5	1614158.8	1.4	-	1.4	-	-
T29	-1685.2	431.9 (R)	31.2	2489130.5	1614184.0	-5.0	-	-5.0	-	-
T25	-1602.0	524.3 (R)	35.4	2489011.6	1614220.2	-9.5	-	-9.5	-	-
T26	-1602.0	524.3 (R)	35.4	2489011.6	1614220.2	-9.5	-	-9.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW12 (1-12 of 12)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
EN	Land Owner DARROW ST		Address Not available				Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T56	-1450.3	232.9 (L)	57.9	2489351.4	1614181.7	45.4	-	45.4	-	-
T63	-1437.8	233.7 (L)	51.0	2489356.0	1614170.0	38.2	-	38.2	-	-
T48	-1458.9	258.1 (L)	52.2	2489324.9	1614178.8	37.9	-	37.9	-	-
T42	-1462.2	261.0 (L)	51.3	2489320.8	1614180.5	36.6	-	36.6	-	-
T49	-1449.7	260.2 (L)	49.4	2489326.9	1614169.6	34.8	-	34.8	-	-
T58	-1406.4	204.0 (L)	33.9	2489396.1	1614154.2	23.4	-	23.4	-	-
T45	-1468.5	317.5 (L)	26.5	2489267.0	1614162.3	4.1	-	4.1	-	-
T21	-1733.9	612.8 (L)	55.7	2488887.0	1614277.5	1.9	-	1.9	-	-
T109	-1464.2	316.8 (L)	23.9	2489269.5	1614158.8	1.4	-	1.4	-	-
T29	-1546.1	431.9 (L)	31.2	2489130.5	1614184.0	-5.0	-	-5.0	-	-
T25	-1629.2	524.3 (L)	35.4	2489011.6	1614220.2	-9.5	-	-9.5	-	-
T26	-1629.2	524.3 (L)	35.4	2489011.6	1614220.2	-9.5	-	-9.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527106005 (1-14 of 14)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

N	Land Owner HENDRICKS, HARMONY, HEIDI & PRESTON, HILARY	Address 188 DARROW ST GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T47	-1754.6	238.6 (R)	56.5	2489335.0	1614203.2	45.1	-	45.1	-	-
T57	-1779.0	219.1 (R)	54.9	2489363.0	1614189.3	43.5	-	43.5	-	-
T44	-1755.5	242.2 (R)	55.3	2489332.2	1614200.8	43.4	-	43.4	-	-
T43	-1737.7	272.5 (R)	54.5	2489297.2	1614204.1	38.7	-	38.7	-	-
T41	-1729.1	286.3 (R)	52.0	2489281.0	1614206.0	34.2	-	34.2	-	-
T34	-1649.5	233.7 (R)	38.6	2489294.9	1614300.4	26.3	-	26.3	-	-
T18	-1630.7	215.8 (R)	35.1	2489303.1	1614325.0	25.5	-	25.5	-	-
T46	-1712.9	280.1 (R)	42.5	2489279.7	1614223.3	25.3	-	25.3	-	-
T37	-1660.5	216.1 (R)	33.6	2489315.5	1614297.9	23.6	-	23.6	-	-
T33	-1666.4	244.0 (R)	37.0	2489292.7	1614280.7	23.3	-	23.3	-	-
T54	-1719.8	209.5 (R)	29.3	2489346.6	1614247.0	18.8	-	18.8	-	-
T36	-1688.2	224.2 (R)	28.0	2489319.9	1614269.4	16.5	-	16.5	-	-
B71	-1714.5	240.6 (R)	19.5	2489316.2	1614238.6	8.1	-	8.1	-	-
T38	-1695.5	268.2 (R)	18.4	2489283.1	1614244.1	2.4	-	2.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527106005 (1-14 of 14)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

N	Land Owner	HENDRICKS, HARMONY, HEIDI & PRESTON, HILARY	Address	188 DARROW ST GLENWOOD SPRINGS, CO 81601	Location	39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T47	-1476.7	238.6 (L)	56.5	2489335.0	1614203.2	45.1	-	45.1	-	-
T57	-1452.3	219.1 (L)	54.9	2489363.0	1614189.3	43.5	-	43.5	-	-
T44	-1475.7	242.2 (L)	55.3	2489332.2	1614200.8	43.4	-	43.4	-	-
T43	-1493.5	272.5 (L)	54.5	2489297.2	1614204.1	38.7	-	38.7	-	-
T41	-1502.2	286.3 (L)	52.0	2489281.0	1614206.0	34.2	-	34.2	-	-
T34	-1581.7	233.7 (L)	38.6	2489294.9	1614300.4	26.3	-	26.3	-	-
T18	-1600.5	215.8 (L)	35.1	2489303.1	1614325.0	25.5	-	25.5	-	-
T46	-1518.3	280.1 (L)	42.5	2489279.7	1614223.3	25.3	-	25.3	-	-
T37	-1570.7	216.1 (L)	33.6	2489315.5	1614297.9	23.6	-	23.6	-	-
T33	-1564.8	244.0 (L)	37.0	2489292.7	1614280.7	23.3	-	23.3	-	-
T54	-1511.4	209.5 (L)	29.3	2489346.6	1614247.0	18.8	-	18.8	-	-
T36	-1543.1	224.2 (L)	28.0	2489319.9	1614269.4	16.5	-	16.5	-	-
B71	-1516.7	240.6 (L)	19.5	2489316.2	1614238.6	8.1	-	8.1	-	-
T38	-1535.8	268.2 (L)	18.4	2489283.1	1614244.1	2.4	-	2.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522310010 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CW	Land Owner	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Address	Not available	GLENWOOD SPRINGS, CO 81601	Location	39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T181	617.5	247.8 (R)	81.8	2488320.9	1616347.6	43.4	43.4	-	-	-
T175	605.4	284.1 (R)	73.5	2488293.2	1616321.2	29.7	29.7	-	-	-
T185	599.9	269.0 (R)	67.6	2488309.2	1616322.6	26.1	26.1	-	-	-
T177	576.3	316.3 (R)	69.0	2488276.5	1616281.2	21.4	21.4	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522307006 (1-1 of 1)				KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
EV	Land Owner BROWN, VIRGINIA I		Address 1300 MOUNT SOPRIS DR BLDG 5 #5-F GLENWOOD SPRINGS, CO 81601			Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T194	518.0	223.6 (R)	69.3	2488385.0	1616267.7	42.1	42.1	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100052 (1-10 of 10)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

S	Land Owner FORCE, DAVE JR.	Address 196 DARROW GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T13	-1422.9	206.8 (R)	47.1	2489223.2	1614517.0	41.0	-	41.0	-	-
T14	-1430.0	208.7 (R)	45.3	2489224.5	1614509.8	39.5	-	39.5	-	-
T16	-1556.4	281.3 (R)	30.2	2489212.3	1614364.5	15.1	-	15.1	-	-
B60	-1328.9	211.6 (R)	16.6	2489178.9	1614600.1	10.9	-	10.9	-	-
T19	-1593.7	151.2 (R)	14.4	2489346.0	1614385.9	10.7	-	10.7	-	-
G4_S	-1315.2	153.3 (R)	0.1	2489226.0	1614637.2	1.9	-	1.9	-	-
G10_S	-1292.0	153.2 (R)	0.0	2489216.2	1614658.3	1.7	-	1.7	-	-
T11	-1324.4	254.2 (R)	11.5	2489138.5	1614586.1	0.5	-	0.5	-	-
T10	-1325.0	261.0 (R)	9.1	2489132.6	1614582.7	-2.7	-	-2.7	-	-
M12	-1522.9	321.8 (R)	11.9	2489161.4	1614377.7	-9.1	-	-9.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T13	-1808.3	206.8 (L)	47.1	2489223.2	1614517.0	41.0	-	41.0	-	-
T14	-1801.2	208.7 (L)	45.3	2489224.5	1614509.8	39.5	-	39.5	-	-
T16	-1674.8	281.3 (L)	30.2	2489212.3	1614364.5	15.1	-	15.1	-	-
B60	-1902.4	211.6 (L)	16.6	2489178.9	1614600.1	10.9	-	10.9	-	-
T19	-1637.5	151.2 (L)	14.4	2489346.0	1614385.9	10.7	-	10.7	-	-
G4_S	-1916.0	153.3 (L)	0.1	2489226.0	1614637.2	1.9	-	1.9	-	-
G10_S	-1939.2	153.2 (L)	0.0	2489216.2	1614658.3	1.7	-	1.7	-	-
T11	-1906.8	254.2 (L)	11.5	2489138.5	1614586.1	0.5	-	0.5	-	-
T10	-1906.2	261.0 (L)	9.1	2489132.6	1614582.7	-2.7	-	-2.7	-	-
M12	-1708.4	321.8 (L)	11.9	2489161.4	1614377.7	-9.1	-	-9.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527208003 (1-14 of 14)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

EA	Land Owner ROARING FORK SCHOOL DISTRICT RE-1	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T291	207.2	155.6 (R)	41.4	2488578.4	1616015.1	40.8	40.8	32.3	-1.2	12.1
T297	199.5	208.9 (R)	42.6	2488533.4	1615985.5	34.1	33.9	34.1	-	-
T285	192.0	226.3 (R)	43.9	2488520.9	1615971.3	32.6	31.1	32.6	-	-
G4_EA	3.9	128.4 (R)	0.2	2488689.2	1615842.5	11.7	5.0	11.7	-	-
T284	180.7	276.0 (R)	30.2	2488480.6	1615940.1	11.6	-	11.6	-	-
B40	96.3	167.5 (R)	8.7	2488614.7	1615909.6	6.7	-	6.7	-	-
M7	163.6	155.3 (R)	3.8	2488597.2	1615975.7	3.4	-	3.4	-	-
M8	174.5	164.8 (R)	3.9	2488584.0	1615981.6	2.0	-	2.0	-	-
M10	131.6	160.6 (R)	2.5	2488605.9	1615944.5	1.3	-	1.3	-	-
B39	171.2	213.9 (R)	8.5	2488540.9	1615957.8	-0.8	-	-0.8	-	-
T326	164.2	426.1 (R)	38.4	2488351.7	1615861.4	-3.1	-	-3.1	-	-
T293	189.9	106.5 (R)	21.1	2488630.2	1616020.2	-4.0	-	-	-	-4.0
M9	180.2	199.0 (R)	1.9	2488550.6	1615972.2	-4.8	-	-4.8	-	-
T292	194.5	115.5 (R)	21.0	2488620.1	1616020.5	-5.1	-	-	-	-5.1

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527208003 (1-12 of 12)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

EA	Land Owner ROARING FORK SCHOOL DISTRICT RE-1	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T297	-3430.8	208.9 (L)	42.6	2488533.4	1615985.5	34.1	-	34.1	-	-
T285	-3423.2	226.3 (L)	43.9	2488520.9	1615971.3	32.6	-	32.6	-	-
T291	-3431.1	142.5 (L)	30.6	2488593.5	1616014.0	32.3	-	32.3	-	-
G4_EA	-3235.2	128.4 (L)	0.2	2488689.2	1615842.5	11.7	-	11.7	-	-
T284	-3412.0	276.0 (L)	30.2	2488480.6	1615940.1	11.6	-	11.6	-	-
B40	-3327.5	167.5 (L)	8.7	2488614.7	1615909.6	6.7	-	6.7	-	-
M7	-3394.8	155.3 (L)	3.8	2488597.2	1615975.7	3.4	-	3.4	-	-
M8	-3405.8	164.8 (L)	3.9	2488584.0	1615981.6	2.0	-	2.0	-	-
M10	-3362.9	160.6 (L)	2.5	2488605.9	1615944.5	1.3	-	1.3	-	-
B39	-3402.5	213.9 (L)	8.5	2488540.9	1615957.8	-0.8	-	-0.8	-	-
T326	-3395.4	426.1 (L)	38.4	2488351.7	1615861.4	-3.1	-	-3.1	-	-
M9	-3411.4	199.0 (L)	1.9	2488550.6	1615972.2	-4.8	-	-4.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415086 (1-24 of 24)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BZ	Land Owner GLENWOOD SPRINGS, CITY OF	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T316	33.7	200.1 (L)	52.1	2488974.2	1616008.7	38.9	-	38.9	-	-
T479	-1126.5	288.1 (L)	55.4	2489545.7	1614995.2	25.9	-	25.9	-	-
T303	-78.1	277.2 (L)	36.3	2489091.4	1615940.2	11.8	-	11.8	-	-
T310	116.8	198.9 (L)	23.5	2488937.8	1616083.5	6.3	-	6.3	-	-
T309	91.5	193.6 (L)	20.7	2488943.7	1616058.3	6.0	-	6.0	-	-
T443	-822.5	283.8 (L)	32.2	2489413.0	1615268.8	5.7	-	5.7	-	-
T311	65.5	195.2 (L)	18.4	2488956.3	1616035.5	5.1	-	5.1	-	-
T433	-661.2	287.2 (L)	29.8	2489347.6	1615416.3	2.4	-	2.4	-	-
T345	-366.7	277.6 (L)	27.2	2489214.1	1615678.9	2.2	-	2.2	-	-
T444	-842.5	281.5 (L)	25.1	2489419.3	1615249.7	-1.2	-	-1.2	-	-
T318	-11.4	278.7 (L)	25.1	2489064.5	1616001.2	-2.1	-	-2.1	-	-
T513	3.2	232.4 (L)	12.7	2489016.4	1615994.9	-2.8	-	-2.8	-	-
T486	-1298.7	295.3 (L)	28.3	2489625.3	1614842.3	-2.8	-	-2.8	-	-
T435	-725.1	289.7 (L)	24.4	2489377.0	1615359.5	-2.8	-	-2.8	-	-
T487	-1313.9	297.1 (L)	28.4	2489633.3	1614829.4	-3.0	-	-3.0	-	-
T281	-837.6	284.6 (L)	22.8	2489420.1	1615255.5	-3.5	-	-3.5	-	-
T538	0.7	242.1 (L)	12.5	2489026.2	1615996.6	-3.9	-	-3.9	-	-
T386	-615.1	288.2 (L)	23.1	2489329.0	1615458.5	-4.2	-	-4.2	-	-
T317	5.7	268.0 (L)	20.0	2489047.5	1616012.2	-4.9	-	-4.9	-	-
T508	-378.1	278.0 (L)	18.6	2489219.3	1615668.8	-6.7	-	-6.7	-	-
T372	-441.9	286.1 (L)	20.8	2489253.7	1615614.5	-6.8	-	-6.8	-	-
T296	-17.2	276.9 (L)	19.2	2489065.3	1615995.2	-7.6	-	-7.6	-	-
T535	-499.2	286.4 (L)	18.6	2489278.2	1615562.7	-8.5	-	-8.5	-	-
T511	-94.7	273.4 (L)	15.4	2489094.9	1615923.5	-9.0	-	-9.0	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415086 (1-24 of 24)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BZ	Land Owner GLENWOOD SPRINGS, CITY OF	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T316	-3264.9	200.1 (R)	52.1	2488974.2	1616008.7	38.9	-	38.9	-	-
T479	-2104.7	288.1 (R)	55.4	2489545.7	1614995.2	25.9	-	25.9	-	-
T303	-3153.1	277.2 (R)	36.3	2489091.4	1615940.2	11.8	-	11.8	-	-
T310	-3348.1	198.9 (R)	23.5	2488937.8	1616083.5	6.3	-	6.3	-	-
T309	-3322.7	193.6 (R)	20.7	2488943.7	1616058.3	6.0	-	6.0	-	-
T443	-2408.8	283.8 (R)	32.2	2489413.0	1615268.8	5.7	-	5.7	-	-
T311	-3296.7	195.2 (R)	18.4	2488956.3	1616035.5	5.1	-	5.1	-	-
T433	-2570.0	287.2 (R)	29.8	2489347.6	1615416.3	2.4	-	2.4	-	-
T345	-2864.5	277.6 (R)	27.2	2489214.1	1615678.9	2.2	-	2.2	-	-
T444	-2388.8	281.5 (R)	25.1	2489419.3	1615249.7	-1.2	-	-1.2	-	-
T318	-3219.8	278.7 (R)	25.1	2489064.5	1616001.2	-2.1	-	-2.1	-	-
T513	-3234.5	232.4 (R)	12.7	2489016.4	1615994.9	-2.8	-	-2.8	-	-
T486	-1932.5	295.3 (R)	28.3	2489625.3	1614842.3	-2.8	-	-2.8	-	-
T435	-2506.1	289.7 (R)	24.4	2489377.0	1615359.5	-2.8	-	-2.8	-	-
T487	-1917.3	297.1 (R)	28.4	2489633.3	1614829.4	-3.0	-	-3.0	-	-
T281	-2393.7	284.6 (R)	22.8	2489420.1	1615255.5	-3.5	-	-3.5	-	-
T538	-3231.9	242.1 (R)	12.5	2489026.2	1615996.6	-3.9	-	-3.9	-	-
T386	-2616.2	288.2 (R)	23.1	2489329.0	1615458.5	-4.2	-	-4.2	-	-
T317	-3236.9	268.0 (R)	20.0	2489047.5	1616012.2	-4.9	-	-4.9	-	-
T508	-2853.1	278.0 (R)	18.6	2489219.3	1615668.8	-6.7	-	-6.7	-	-
T372	-2789.4	286.1 (R)	20.8	2489253.7	1615614.5	-6.8	-	-6.8	-	-
T296	-3214.1	276.9 (R)	19.2	2489065.3	1615995.2	-7.6	-	-7.6	-	-
T535	-2732.1	286.4 (R)	18.6	2489278.2	1615562.7	-8.5	-	-8.5	-	-
T511	-3136.6	273.4 (R)	15.4	2489094.9	1615923.5	-9.0	-	-9.0	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522306009 (1-11 of 11)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DN	Land Owner REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T265	244.2	352.7 (R)	69.2	2488384.3	1615965.0	38.2	38.2	-	-	-
T268	246.3	362.3 (R)	68.7	2488374.6	1615962.9	35.5	35.5	-	-	-
T277	302.7	345.8 (R)	62.5	2488365.7	1616020.9	27.7	27.7	-	-	-
T258	306.3	450.9 (R)	62.7	2488269.0	1615979.6	12.4	12.4	-	-	-
T275	356.0	403.1 (R)	55.9	2488291.2	1616044.9	10.7	10.7	-	-	-
T279	317.3	457.4 (R)	62.2	2488258.4	1615986.8	8.7	8.7	-	-	-
T254	271.6	469.7 (R)	58.1	2488266.7	1615940.2	6.0	6.0	-	-	-
T263	256.9	448.7 (R)	52.9	2488291.9	1615935.8	5.5	5.5	-	-	-
T325	262.9	462.1 (R)	55.3	2488277.2	1615935.6	4.8	4.8	-	-	-
T255	271.5	458.0 (R)	54.3	2488277.3	1615945.1	4.2	4.2	-	-	-
T259	283.9	460.2 (R)	54.8	2488270.0	1615955.4	3.4	3.4	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522300020 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
DT	Land Owner WATERS, ROBIN		Address 2560 82 HWY GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G9_DT	2518.4	671.4 (L)	0.1	2488347.6	1618458.9	36.6	36.6	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415061 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BO	Land Owner	ROSSOW TRUST, RICK D & ROSSOW TRUST, MELANIE G	Address	3951 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location	39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T314	28.1	225.4 (L)	50.3	2488999.4	1616014.4	34.3	-	34.3	-	-
T315	22.7	241.6 (L)	46.2	2489016.4	1616016.4	27.1	-	27.1	-	-
B48	78.2	219.0 (L)	24.4	2488972.4	1616057.0	4.4	-	4.4	-	-
T312	18.1	269.3 (L)	20.0	2489043.4	1616024.0	-4.5	-	-4.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415061 (1-4 of 4)				KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
BO	Land Owner	ROSSOW TRUST, RICK D & ROSSOW TRUST, MELANIE G	Address	3951 SKY RANCH DR GLENWOOD SPRINGS, CO 81601		Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T314	-3259.3	225.4 (R)	50.3	2488999.4	1616014.4	34.3	-	34.3	-	-
T315	-3254.0	241.6 (R)	46.2	2489016.4	1616016.4	27.1	-	27.1	-	-
B48	-3309.5	219.0 (R)	24.4	2488972.4	1616057.0	4.4	-	4.4	-	-
T312	-3249.4	269.3 (R)	20.0	2489043.4	1616024.0	-4.5	-	-4.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW06 (1-16 of 16)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

EI	Land Owner MT SOPRIS DR	Address Not available	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T269	219.8	362.3 (R)	66.9	2488385.9	1615938.9	33.8	33.8	-	-	-
T267	217.6	375.1 (R)	58.1	2488375.3	1615931.4	23.2	23.2	-	-	-
T295	207.9	185.0 (R)	26.9	2488551.5	1616003.3	21.6	21.6	14.6	-	-
T266	212.2	363.3 (R)	45.7	2488388.2	1615931.5	13.0	13.0	-	-	-
T298	263.7	24.6 (R)	41.5	2488673.1	1616121.7	7.9	-	-	-0.5	7.9
T283	179.3	319.3 (R)	29.7	2488442.0	1615920.4	4.2	-	4.2	-	-
T260	260.2	488.7 (R)	57.8	2488254.3	1615921.9	3.4	3.4	-	-	-
G4_EI	223.9	129.1 (R)	0.0	2488595.4	1616041.5	2.4	2.4	-	-	-
T282	172.4	340.3 (R)	30.2	2488425.9	1615905.2	1.7	-	1.7	-	-
T329	178.4	354.5 (R)	32.0	2488410.5	1615904.6	1.1	-	1.1	-	-
T216	275.5	14.0 (L)	33.2	2488703.0	1616148.8	-0.8	-	-	-9.4	-0.8
T328	176.6	429.3 (R)	39.7	2488343.5	1615871.3	-2.8	-	-2.8	-	-
T214	295.1	44.2 (L)	34.6	2488722.2	1616179.3	-3.0	-	-	-	-3.0
T327	167.2	437.0 (R)	38.1	2488340.6	1615859.5	-5.2	-	-5.2	-	-
T226	310.8	72.6 (L)	34.4	2488741.1	1616205.7	-6.3	-	-	-	-6.3
L1	292.6	104.9 (R)	25.8	2488588.2	1616113.9	-8.6	-	-	-	-8.6

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW06 (1-6 of 6)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
El	Land Owner MT SOPRIS DR		Address Not available				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T295	-3431.2	189.7 (L)	20.5	2488550.6	1615994.0	14.6	-	14.6	-	-
T283	-3410.5	319.3 (L)	29.7	2488442.0	1615920.4	4.2	-	4.2	-	-
T282	-3403.6	340.3 (L)	30.2	2488425.9	1615905.2	1.7	-	1.7	-	-
T329	-3409.6	354.5 (L)	32.0	2488410.5	1615904.6	1.1	-	1.1	-	-
T328	-3407.9	429.3 (L)	39.7	2488343.5	1615871.3	-2.8	-	-2.8	-	-
T327	-3398.4	437.0 (L)	38.1	2488340.6	1615859.5	-5.2	-	-5.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527107003 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

T	Land Owner FORCE, DIANA E TRUST	Address DARROW ST GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T39	-1749.1	377.0 (R)	61.4	2489207.3	1614149.4	31.3	-	31.3	-	-
T23	-1744.4	367.9 (R)	46.8	2489213.6	1614157.6	17.9	-	17.9	-	-
T81	-1837.1	415.7 (R)	33.7	2489209.6	1614053.3	-1.6	-	-1.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527107003 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

T	Land Owner FORCE, DIANA E TRUST	Address DARROW ST GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T39	-1482.1	377.0 (L)	61.4	2489207.3	1614149.4	31.3	-	31.3	-	-
T23	-1486.9	367.9 (L)	46.8	2489213.6	1614157.6	17.9	-	17.9	-	-
T81	-1394.2	415.7 (L)	33.7	2489209.6	1614053.3	-1.6	-	-1.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527106003 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

P	Land Owner BROWN, HECTOR	Address 172 DARROW ST GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T17	-1581.4	303.4 (R)	48.9	2489202.9	1614332.5	30.6	-	30.6	-	-
T15	-1554.5	356.2 (R)	43.0	2489143.7	1614334.5	18.1	-	18.1	-	-
B62	-1615.2	355.1 (R)	34.5	2489170.3	1614280.0	8.9	-	8.9	-	-
B66	-1573.9	338.5 (R)	17.1	2489167.9	1614324.4	-5.7	-	-5.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527106003 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

P	Land Owner BROWN, HECTOR	Address 172 DARROW ST GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T17	-1649.8	303.4 (L)	48.9	2489202.9	1614332.5	30.6	-	30.6	-	-
T15	-1676.8	356.2 (L)	43.0	2489143.7	1614334.5	18.1	-	18.1	-	-
B62	-1616.1	355.1 (L)	34.5	2489170.3	1614280.0	8.9	-	8.9	-	-
B66	-1657.4	338.5 (L)	17.1	2489167.9	1614324.4	-5.7	-	-5.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100045 (1-11 of 11)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CT	Land Owner GLENWOOD SPRINGS, CITY OF	Address 380 116 COUNTY RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
OH4	-2016.6	183.7 (R)	39.2	2489495.8	1613989.1	29.1	-	29.1	-	-
OH16	-2009.7	195.9 (R)	37.2	2489481.8	1613990.1	25.9	-	25.9	-	-
T93	-1969.0	173.3 (R)	21.4	2489485.0	1614036.6	13.5	-	13.5	-	-
T92	-1984.6	233.4 (R)	26.0	2489437.3	1613997.0	12.6	-	12.6	-	-
OH1	-2033.9	420.4 (R)	40.9	2489288.7	1613873.1	4.7	-	4.7	-	-
BR3	-1969.6	145.8 (R)	10.4	2489510.2	1614047.7	4.4	-	4.4	-	-
OH5	-2279.8	417.6 (R)	35.6	2489395.5	1613651.5	0.1	-	0.1	-	-
OH2	-2050.2	457.8 (R)	38.6	2489261.8	1613842.5	-3.4	-	-3.4	-	-
T96	-2058.5	188.2 (R)	7.7	2489509.5	1613949.3	-4.0	-	-4.0	-	-
T108	-2029.7	183.8 (R)	5.6	2489501.3	1613977.2	-4.7	-	-4.7	-	-
T527	-2042.2	184.3 (R)	2.6	2489506.2	1613965.7	-8.1	-	-8.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100045 (1-11 of 11)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

CT	Land Owner GLENWOOD SPRINGS, CITY OF	Address 380 116 COUNTY RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
OH4	-1214.6	183.7 (L)	39.2	2489495.8	1613989.1	29.1	-	29.1	-	-
OH16	-1221.5	195.9 (L)	37.2	2489481.8	1613990.1	25.9	-	25.9	-	-
T93	-1262.3	173.3 (L)	21.4	2489485.0	1614036.6	13.5	-	13.5	-	-
T92	-1246.6	233.4 (L)	26.0	2489437.3	1613997.0	12.6	-	12.6	-	-
OH1	-1197.4	420.4 (L)	40.9	2489288.7	1613873.1	4.7	-	4.7	-	-
BR3	-1261.6	145.8 (L)	10.4	2489510.2	1614047.7	4.4	-	4.4	-	-
OH5	-951.4	417.6 (L)	35.6	2489395.5	1613651.5	0.1	-	0.1	-	-
OH2	-1181.1	457.8 (L)	38.6	2489261.8	1613842.5	-3.4	-	-3.4	-	-
T96	-1172.8	188.2 (L)	7.7	2489509.5	1613949.3	-4.0	-	-4.0	-	-
T108	-1201.5	183.8 (L)	5.6	2489501.3	1613977.2	-4.7	-	-4.7	-	-
T527	-1189.0	184.3 (L)	2.6	2489506.2	1613965.7	-8.1	-	-8.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527107005 (1-12 of 12)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

M	Land Owner SMUIN, DEREK N	Address 189 160 COUNTY RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T69	-1871.3	261.7 (R)	43.6	2489363.6	1614087.6	27.8	-	27.8	-	-
T64	-1863.5	257.5 (R)	40.9	2489364.1	1614096.5	25.2	-	25.2	-	-
T88	-1884.1	266.9 (R)	41.4	2489364.3	1614073.8	24.5	-	24.5	-	-
T51	-1816.0	322.9 (R)	45.2	2489284.7	1614111.8	22.1	-	22.1	-	-
T85	-1869.6	364.1 (R)	50.1	2489270.1	1614045.7	21.4	-	21.4	-	-
T50	-1796.3	335.0 (R)	41.7	2489265.4	1614124.5	16.0	-	16.0	-	-
OH3	-1902.5	386.7 (R)	38.4	2489263.6	1614006.4	7.2	-	7.2	-	-
T82	-1886.9	291.8 (R)	23.9	2489342.9	1614060.7	5.9	-	5.9	-	-
T83	-1891.5	385.1 (R)	34.6	2489260.4	1614017.0	3.3	-	3.3	-	-
B68	-1826.4	282.2 (R)	18.4	2489326.0	1614119.6	1.3	-	1.3	-	-
B67	-1925.7	282.4 (R)	12.9	2489367.9	1614029.6	-3.7	-	-3.7	-	-
T84	-1872.6	394.6 (R)	24.3	2489243.7	1614030.1	-8.8	-	-8.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527107005 (1-12 of 12)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

M	Land Owner SMUIN, DEREK N	Address 189 160 COUNTY RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T69	-1359.9	261.7 (L)	43.6	2489363.6	1614087.6	27.8	-	27.8	-	-
T64	-1367.8	257.5 (L)	40.9	2489364.1	1614096.5	25.2	-	25.2	-	-
T88	-1347.1	266.9 (L)	41.4	2489364.3	1614073.8	24.5	-	24.5	-	-
T51	-1415.2	322.9 (L)	45.2	2489284.7	1614111.8	22.1	-	22.1	-	-
T85	-1361.6	364.1 (L)	50.1	2489270.1	1614045.7	21.4	-	21.4	-	-
T50	-1434.9	335.0 (L)	41.7	2489265.4	1614124.5	16.0	-	16.0	-	-
OH3	-1328.7	386.7 (L)	38.4	2489263.6	1614006.4	7.2	-	7.2	-	-
T82	-1344.4	291.8 (L)	23.9	2489342.9	1614060.7	5.9	-	5.9	-	-
T83	-1339.7	385.1 (L)	34.6	2489260.4	1614017.0	3.3	-	3.3	-	-
B68	-1404.8	282.2 (L)	18.4	2489326.0	1614119.6	1.3	-	1.3	-	-
B67	-1305.6	282.4 (L)	12.9	2489367.9	1614029.6	-3.7	-	-3.7	-	-
T84	-1358.6	394.6 (L)	24.3	2489243.7	1614030.1	-8.8	-	-8.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522309009 (1-17 of 17)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DL	Land Owner REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T174	621.0	286.3 (R)	73.3	2488284.6	1616334.5	27.8	27.8	-	-	-
T173	632.5	273.4 (R)	70.8	2488291.5	1616350.3	26.6	26.6	-	-	-
T178	588.3	332.3 (R)	72.0	2488256.9	1616285.3	22.1	22.1	-	-	-
T176	616.1	339.2 (R)	70.5	2488238.8	1616307.6	17.4	17.4	-	-	-
T132	658.7	261.1 (R)	48.6	2488291.5	1616379.3	6.8	6.8	-	-	-
T129	709.9	348.6 (R)	61.8	2488190.5	1616388.5	3.3	3.3	-	-	-
T163	706.7	458.8 (R)	80.6	2488092.1	1616339.0	3.2	3.2	-	-	-
T164	684.5	453.1 (R)	78.3	2488106.7	1616321.3	2.9	2.9	-	-	-
T122	718.1	375.9 (R)	65.5	2488162.3	1616384.4	2.2	2.2	-	-	-
T166	673.7	462.7 (R)	78.3	2488102.6	1616307.3	2.2	2.2	-	-	-
T124	699.1	376.4 (R)	63.8	2488169.9	1616366.9	1.2	1.2	-	-	-
T167	658.4	418.6 (R)	67.8	2488148.9	1616312.2	0.9	0.9	-	-	-
T123	712.3	354.8 (R)	60.4	2488183.9	1616388.1	0.7	0.7	-	-	-
T168	659.1	428.5 (R)	68.0	2488139.7	1616308.7	-0.6	-0.6	-	-	-
T131	678.7	271.4 (R)	43.7	2488273.7	1616393.0	-1.6	-1.6	-	-	-
T165	708.9	473.3 (R)	75.9	2488078.0	1616334.7	-3.8	-3.8	-	-	-
T162	719.2	476.5 (R)	77.9	2488070.7	1616342.7	-4.0	-4.0	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116019 (1-10 of 10)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DK	Land Owner GWS AIRPORT HANGARS LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T302	-7.3	186.7 (L)	32.4	2488979.4	1615965.9	26.9	-	26.9	-	-
T431	-645.6	266.7 (L)	37.9	2489322.4	1615421.7	16.6	-	16.6	-	-
T262	-589.3	265.9 (L)	33.2	2489297.8	1615472.4	12.6	-	12.6	-	-
B49	-10.8	235.9 (L)	22.5	2489025.5	1615983.6	10.1	-	10.1	-	-
B50	-167.2	233.6 (L)	20.8	2489089.6	1615841.0	8.4	-	8.4	-	-
B53	-644.8	215.8 (L)	16.5	2489276.0	1615400.8	3.9	-	3.9	-	-
T332	-155.0	261.6 (L)	22.5	2489109.9	1615864.0	3.5	-	3.5	-	-
B54	-793.5	245.9 (L)	19.7	2489366.4	1615279.0	2.6	-	2.6	-	-
T373	-463.2	228.8 (L)	9.8	2489210.8	1615570.9	-3.0	-	-3.0	-	-
T534	-479.3	231.2 (L)	9.0	2489219.8	1615557.3	-4.4	-	-4.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116019 (1-10 of 10)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DK	Land Owner GWS AIRPORT HANGARS LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T302	-3224.0	186.7 (R)	32.4	2488979.4	1615965.9	26.9	-	26.9	-	-
T431	-2585.6	266.7 (R)	37.9	2489322.4	1615421.7	16.6	-	16.6	-	-
T262	-2641.9	265.9 (R)	33.2	2489297.8	1615472.4	12.6	-	12.6	-	-
B49	-3220.4	235.9 (R)	22.5	2489025.5	1615983.6	10.1	-	10.1	-	-
B50	-3064.1	233.6 (R)	20.8	2489089.6	1615841.0	8.4	-	8.4	-	-
B53	-2586.4	215.8 (R)	16.5	2489276.0	1615400.8	3.9	-	3.9	-	-
T332	-3076.3	261.6 (R)	22.5	2489109.9	1615864.0	3.5	-	3.5	-	-
B54	-2437.8	245.9 (R)	19.7	2489366.4	1615279.0	2.6	-	2.6	-	-
T373	-2768.0	228.8 (R)	9.8	2489210.8	1615570.9	-3.0	-	-3.0	-	-
T534	-2751.9	231.2 (R)	9.0	2489219.8	1615557.3	-4.4	-	-4.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415054 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BI	Land Owner TEVENAN, PATRICK A. & DAVIS, ERIN D	Address 4007 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T371	-392.8	296.6 (L)	56.9	2489242.4	1615663.4	26.7	-	26.7	-	-
T346	-349.9	297.6 (L)	51.3	2489225.1	1615702.6	21.0	-	21.0	-	-
T509	-348.0	291.1 (L)	27.0	2489218.4	1615701.6	0.0	-	0.0	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415054 (1-3 of 3)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
BI	Land Owner TEVENAN, PATRICK A. & DAVIS, ERIN D		Address 4007 SKY RANCH DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T371	-2838.4	296.6 (R)	56.9	2489242.4	1615663.4	26.7	-	26.7	-	-
T346	-2881.3	297.6 (R)	51.3	2489225.1	1615702.6	21.0	-	21.0	-	-
T509	-2883.3	291.1 (R)	27.0	2489218.4	1615701.6	0.0	-	0.0	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW15 (1-8 of 8)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14					
EP	Land Owner BREEN WAY			Address Not available				Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T423	-463.9	240.5 (R)	32.7	2488786.1	1615371.3	26.1	-	26.1	-	-
T410	-398.8	256.4 (R)	30.2	2488744.0	1615423.5	20.5	-	20.5	-	-
T414	-431.9	240.5 (R)	22.1	2488772.5	1615400.2	15.1	-	15.1	-	-
T360	-286.3	333.8 (R)	31.9	2488626.3	1615492.6	10.5	-	10.5	-	-
T422	-504.4	211.4 (R)	10.4	2488829.6	1615346.9	8.5	-	8.5	-	-
T364	-314.5	307.7 (R)	20.7	2488661.9	1615478.1	3.0	-	3.0	-	-
T354	-170.4	388.2 (R)	30.9	2488527.9	1615574.5	0.6	-	0.6	-	-
T361	-262.6	343.3 (R)	18.8	2488607.6	1615510.0	-4.5	-	-4.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW15 (1-8 of 8)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

EP	Land Owner BREEN WAY	Address Not available	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T423	-2767.4	240.5 (L)	32.7	2488786.1	1615371.3	26.1	-	26.1	-	-
T410	-2832.4	256.4 (L)	30.2	2488744.0	1615423.5	20.5	-	20.5	-	-
T414	-2799.3	240.5 (L)	22.1	2488772.5	1615400.2	15.1	-	15.1	-	-
T360	-2945.0	333.8 (L)	31.9	2488626.3	1615492.6	10.5	-	10.5	-	-
T422	-2726.8	211.4 (L)	10.4	2488829.6	1615346.9	8.5	-	8.5	-	-
T364	-2916.8	307.7 (L)	20.7	2488661.9	1615478.1	3.0	-	3.0	-	-
T354	-3060.9	388.2 (L)	30.9	2488527.9	1615574.5	0.6	-	0.6	-	-
T361	-2968.7	343.3 (L)	18.8	2488607.6	1615510.0	-4.5	-	-4.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522302118 (1-4 of 4)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
AZ	Land Owner SULLIVAN, MARY ANN		Address 1405 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601					Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T139	574.3	176.8 (L)	58.8	2488723.8	1616488.4	26.0	26.0	-	-	-5.0
T138	646.4	170.6 (L)	48.2	2488687.6	1616551.2	13.0	13.0	-	-	-
T140	626.3	168.3 (L)	41.7	2488694.1	1616531.9	7.6	7.6	-	-	-
T117	726.3	185.5 (L)	33.8	2488667.3	1616629.9	-9.0	-9.0	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522300039 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DS	Land Owner WATERS, ROBIN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G9_DS	2480.7	680.8 (L)	-0.1	2488372.1	1618428.8	25.0	25.0	-	-	-
G8	2258.9	736.6 (L)	0.0	2488516.7	1618251.5	3.1	3.1	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527221005 (1-2 of 2)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
DG	Land Owner CARDIFF GLEN MASTER ASSOCIATION			Address STOCTON RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T426	-513.2	251.8 (R)	30.1	2488796.8	1615321.9	23.8	-	23.8	-	-
T424	-509.7	243.3 (R)	20.7	2488803.0	1615328.6	14.7	-	14.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527221005 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DG	Land Owner CARDIFF GLEN MASTER ASSOCIATION	Address STOCTON RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T426	-2718.1	251.8 (L)	30.1	2488796.8	1615321.9	23.8	-	23.8	-	-
T424	-2721.6	243.3 (L)	20.7	2488803.0	1615328.6	14.7	-	14.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222002 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DD	Land Owner SPR TRUST-FBO ALEX STEPNIEWSKI	Address 1710 STOCTON RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T362	-250.1	373.0 (R)	50.3	2488575.5	1615508.7	23.7	-	23.7	-	-
B38	-249.1	385.8 (R)	25.0	2488563.4	1615504.2	-2.8	-	-2.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222002 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DD	Land Owner SPR TRUST-FBO ALEX STEPNIEWSKI	Address 1710 STOCTON RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T362	-2981.1	373.0 (L)	50.3	2488575.5	1615508.7	23.7	-	23.7	-	-
B38	-2982.1	385.8 (L)	25.0	2488563.4	1615504.2	-2.8	-	-2.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527106004 (1-6 of 6)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
O	Land Owner PB & J TRUST		Address 182 DARROW ST GLENWOOD SPRINGS, FL 81601					Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T35	-1649.3	260.6 (R)	38.2	2489270.4	1614289.2	23.3	-	23.3	-	-
T31	-1644.6	320.9 (R)	40.4	2489213.8	1614267.8	18.7	-	18.7	-	-
T32	-1664.4	340.4 (R)	42.8	2489204.6	1614241.6	18.6	-	18.6	-	-
T40	-1689.9	308.4 (R)	36.7	2489244.4	1614232.1	16.4	-	16.4	-	-
B63	-1642.0	290.9 (R)	23.4	2489239.9	1614282.9	5.7	-	5.7	-	-
B64	-1608.9	233.9 (R)	9.0	2489277.5	1614337.1	-2.4	-	-2.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527106004 (1-6 of 6)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

O	Land Owner PB & J TRUST	Address 182 DARROW ST GLENWOOD SPRINGS, FL 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T35	-1582.0	260.6 (L)	38.2	2489270.4	1614289.2	23.3	-	23.3	-	-
T31	-1586.6	320.9 (L)	40.4	2489213.8	1614267.8	18.7	-	18.7	-	-
T32	-1566.8	340.4 (L)	42.8	2489204.6	1614241.6	18.6	-	18.6	-	-
T40	-1541.3	308.4 (L)	36.7	2489244.4	1614232.1	16.4	-	16.4	-	-
B63	-1589.3	290.9 (L)	23.4	2489239.9	1614282.9	5.7	-	5.7	-	-
B64	-1622.4	233.9 (L)	9.0	2489277.5	1614337.1	-2.4	-	-2.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527205002 (1-9 of 9)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DV	Land Owner CARVELL, TYLER B & CHARISSA R	Address 92 160 COUNTY RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
OH12	-834.2	306.8 (R)	37.3	2488883.1	1615007.8	23.1	-	23.1	-	-
T462	-802.0	331.1 (R)	23.7	2488847.4	1615026.6	7.6	-	7.6	-	-
B17	-816.4	356.4 (R)	24.5	2488830.6	1615002.9	5.7	-	5.7	-	-
T460	-768.3	303.5 (R)	15.4	2488858.0	1615068.9	3.0	-	3.0	-	-
T477	-863.1	325.2 (R)	14.9	2488878.6	1614973.8	-2.5	-	-2.5	-	-
T459	-749.8	337.7 (R)	10.7	2488819.3	1615071.2	-5.2	-	-5.2	-	-
F3	-785.8	286.1 (R)	5.4	2488881.3	1615060.4	-5.6	-	-5.6	-	-
B35	-759.5	335.1 (R)	8.3	2488825.7	1615063.5	-7.3	-	-7.3	-	-
F4	-769.9	311.9 (R)	5.2	2488851.2	1615063.8	-8.2	-	-8.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527205002 (1-9 of 9)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DV	Land Owner CARVELL, TYLER B & CHARISSA R	Address 92 160 COUNTY RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
OH12	-2397.0	306.8 (L)	37.3	2488883.1	1615007.8	23.1	-	23.1	-	-
T462	-2429.2	331.1 (L)	23.7	2488847.4	1615026.6	7.6	-	7.6	-	-
B17	-2414.9	356.4 (L)	24.5	2488830.6	1615002.9	5.7	-	5.7	-	-
T460	-2462.9	303.5 (L)	15.4	2488858.0	1615068.9	3.0	-	3.0	-	-
T477	-2368.1	325.2 (L)	14.9	2488878.6	1614973.8	-2.5	-	-2.5	-	-
T459	-2481.5	337.7 (L)	10.7	2488819.3	1615071.2	-5.2	-	-5.2	-	-
F3	-2445.4	286.1 (L)	5.4	2488881.3	1615060.4	-5.6	-	-5.6	-	-
B35	-2471.8	335.1 (L)	8.3	2488825.7	1615063.5	-7.3	-	-7.3	-	-
F4	-2461.3	311.9 (L)	5.2	2488851.2	1615063.8	-8.2	-	-8.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218031 (1-7 of 7)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AJ	Land Owner CARDIFF GLEN MASTER HOMEOWNERS ASSN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T412	-370.4	309.7 (R)	39.9	2488683.8	1615426.6	23.0	-	23.0	-	-
T406	-353.7	321.0 (R)	41.1	2488666.4	1615436.9	22.3	-	22.3	-	-
T120	-394.1	340.0 (R)	43.1	2488666.4	1615392.3	21.3	-	21.3	-	-
T409	-394.1	340.0 (R)	43.1	2488666.4	1615392.3	21.3	-	21.3	-	-
T403	-433.3	399.5 (R)	32.9	2488629.1	1615331.6	2.2	-	2.2	-	-
T408	-423.9	380.5 (R)	28.8	2488642.4	1615348.1	1.2	-	1.2	-	-
T394	-407.2	392.4 (R)	30.6	2488624.5	1615358.2	0.5	-	0.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218031 (1-7 of 7)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

AJ	Land Owner CARDIFF GLEN MASTER HOMEOWNERS ASSN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T412	-2860.8	309.7 (L)	39.9	2488683.8	1615426.6	23.0	-	23.0	-	-
T406	-2877.6	321.0 (L)	41.1	2488666.4	1615436.9	22.3	-	22.3	-	-
T120	-2837.2	340.0 (L)	43.1	2488666.4	1615392.3	21.3	-	21.3	-	-
T409	-2837.2	340.0 (L)	43.1	2488666.4	1615392.3	21.3	-	21.3	-	-
T403	-2798.0	399.5 (L)	32.9	2488629.1	1615331.6	2.2	-	2.2	-	-
T408	-2807.3	380.5 (L)	28.8	2488642.4	1615348.1	1.2	-	1.2	-	-
T394	-2824.1	392.4 (L)	30.6	2488624.5	1615358.2	0.5	-	0.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522302130 (1-16 of 16)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BA	Land Owner GLENWOOD SPRINGS, CITY OF	Address 1500 MOUNT SOPRIS DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T126	720.1	140.9 (R)	87.9	2488374.3	1616485.8	22.9	-	-	6.9	22.9
T127	730.5	137.7 (R)	89.5	2488372.7	1616496.6	22.5	-	-	6.3	22.5
T141	537.7	159.0 (L)	47.0	2488723.3	1616447.8	20.3	20.3	-	-	-
T142	518.9	157.4 (L)	44.9	2488729.8	1616430.1	18.6	18.6	-	-	-9.8
T203	438.0	113.3 (R)	57.8	2488518.9	1616242.0	11.8	-	-	0.5	11.8
T118	739.3	179.9 (L)	50.4	2488656.7	1616639.3	8.0	8.0	-	-	-
T128	747.0	133.5 (R)	75.9	2488369.6	1616513.4	6.7	-	-	-9.7	6.7
T143	486.2	117.5 (L)	57.0	2488707.5	1616383.5	1.5	-	-	-	1.5
T206	407.2	34.1 (R)	43.5	2488603.7	1616247.7	0.4	-	-	-	0.4
T207	417.2	26.2 (R)	43.6	2488606.7	1616260.1	-0.1	-	-	-	-0.1
T208	424.3	36.1 (R)	43.5	2488594.6	1616262.3	-0.6	-	-	-	-0.6
T197	502.0	108.7 (R)	51.3	2488495.9	1616301.9	-0.7	-	-	-	-0.7
T196	483.0	115.6 (R)	44.2	2488497.7	1616281.8	-5.0	-	-	-	-5.0
T213	334.4	24.7 (R)	33.4	2488643.1	1616185.7	-5.1	-	-	-	-5.1
T198	451.4	31.7 (R)	40.0	2488587.1	1616288.8	-6.6	-	-	-	-6.6
T195	471.5	95.5 (R)	40.4	2488520.8	1616279.9	-8.4	-	-	-	-8.4

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100009 (1-5 of 5)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

K	Land Owner REEVES, JOHN A.	Address 116 COUNTY RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T2	-2559.1	225.3 (L)	48.7	2490096.3	1613671.2	22.7	-	22.7	-	-
T1	-2476.4	240.7 (L)	45.2	2490075.1	1613752.6	16.6	-	16.6	-	-
T102	-2350.8	199.3 (L)	32.3	2489984.4	1613848.8	10.8	-	10.8	-	-
T106	-2358.3	243.2 (L)	26.4	2490027.3	1613860.7	-3.0	-	-3.0	-	-
T5	-2447.3	198.0 (L)	18.2	2490024.1	1613760.9	-3.5	-	-3.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100009 (1-5 of 5)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

K	Land Owner REEVES, JOHN A.	Address 116 COUNTY RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T2	-672.1	225.3 (R)	48.7	2490096.3	1613671.2	22.7	-	22.7	-	-
T1	-754.9	240.7 (R)	45.2	2490075.1	1613752.6	16.6	-	16.6	-	-
T102	-880.5	199.3 (R)	32.3	2489984.4	1613848.8	10.8	-	10.8	-	-
T106	-873.0	243.2 (R)	26.4	2490027.3	1613860.7	-3.0	-	-3.0	-	-
T5	-783.9	198.0 (R)	18.2	2490024.1	1613760.9	-3.5	-	-3.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115021 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BW	Land Owner WEST, BRIAN D & STEPHANIE A	Address 1905 COLOROW RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T470	-1044.5	303.6 (L)	52.3	2489525.0	1615076.1	22.5	-	22.5	-	-
B56	-1063.9	324.4 (L)	25.8	2489552.1	1615067.4	-9.4	-	-9.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115021 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
BW	Land Owner WEST, BRIAN D & STEPHANIE A		Address 1905 COLOROW RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T470	-2186.7	303.6 (R)	52.3	2489525.0	1615076.1	22.5	-	22.5	-	-
B56	-2167.3	324.4 (R)	25.8	2489552.1	1615067.4	-9.4	-	-9.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522302122 (1-15 of 15)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AT	Land Owner BARBER, JOSEPH R & LAURIE B	Address 1503 MOUNT SOPRIS DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T227	336.5	144.0 (L)	34.1	2488794.9	1616259.2	22.1	22.1	-	-	-9.9
T223	368.9	142.4 (L)	34.1	2488779.8	1616287.9	20.6	20.6	-	-	-
T224	355.8	150.0 (L)	32.6	2488792.3	1616279.2	18.7	18.7	-	-	-
T221	395.5	148.2 (L)	30.4	2488773.7	1616314.4	14.6	14.6	-	-	-
T222	386.9	215.0 (L)	39.3	2488837.9	1616335.0	13.2	13.2	-	-	-
T219	421.2	176.8 (L)	33.7	2488788.8	1616349.8	11.5	11.5	-	-	-
T235	337.9	261.9 (L)	37.0	2488901.2	1616310.5	9.3	9.3	-	-	-
B45	345.4	175.1 (L)	23.5	2488819.4	1616280.4	6.7	6.7	-	-	-
T153	435.8	187.2 (L)	30.5	2488792.0	1616367.5	5.0	5.0	-	-	-
T217	403.7	187.1 (L)	23.4	2488805.5	1616338.3	1.7	1.7	-	-	-
T220	361.8	217.9 (L)	25.2	2488851.2	1616313.5	0.6	0.6	-	-	-
T225	290.9	65.9 (L)	36.7	2488743.6	1616184.8	-1.5	-	-	-	-1.5
T230	378.9	249.7 (L)	23.9	2488872.7	1616342.4	-6.8	-6.8	-	-	-
T232	364.2	238.1 (L)	19.1	2488868.4	1616324.2	-8.7	-8.7	-	-	-
T218	394.0	229.4 (L)	20.1	2488848.0	1616347.5	-9.6	-9.6	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527106002 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

Q	Land Owner GODWIN, QUINTIN	Address 160 DARROW ST GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T27	-1625.7	453.2 (R)	59.0	2489086.0	1614228.9	21.6	-	21.6	-	-
T28	-1635.8	453.9 (R)	58.0	2489089.7	1614219.5	20.3	-	20.3	-	-
T24	-1580.8	462.1 (R)	52.3	2489058.9	1614265.8	12.6	-	12.6	-	-
B65	-1591.5	405.0 (R)	30.3	2489115.2	1614280.3	-1.2	-	-1.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527106002 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

Q	Land Owner GODWIN, QUINTIN	Address 160 DARROW ST GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T27	-1605.5	453.2 (L)	59.0	2489086.0	1614228.9	21.6	-	21.6	-	-
T28	-1595.5	453.9 (L)	58.0	2489089.7	1614219.5	20.3	-	20.3	-	-
T24	-1650.5	462.1 (L)	52.3	2489058.9	1614265.8	12.6	-	12.6	-	-
B65	-1639.7	405.0 (L)	30.3	2489115.2	1614280.3	-1.2	-	-1.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527219001 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
AR	Land Owner COPELAND, MARY		Address 1687 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T478	-901.3	350.4 (R)	42.5	2488872.0	1614928.5	21.2	-	21.2	-	-
B18	-897.8	390.3 (R)	24.7	2488834.3	1614914.8	1.5	-	1.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527219001 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

AR	Land Owner COPELAND, MARY	Address 1687 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T478	-2329.9	350.4 (L)	42.5	2488872.0	1614928.5	21.2	-	21.2	-	-
B18	-2333.4	390.3 (L)	24.7	2488834.3	1614914.8	1.5	-	1.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115052 (1-6 of 6)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BH	Land Owner DAVIS, SETH ROLAND	Address 4011 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T506	-474.2	293.6 (L)	49.6	2489274.1	1615588.4	20.5	-	20.5	-	-
T376	-476.7	299.4 (L)	47.0	2489280.4	1615588.6	14.7	-	14.7	-	-
T378	-490.5	311.2 (L)	51.1	2489297.0	1615581.1	9.1	-	9.1	-	-
T385	-535.8	360.8 (L)	48.0	2489361.2	1615561.1	-0.8	-	-0.8	-	-
T384	-505.4	367.0 (L)	47.9	2489353.9	1615591.3	-2.6	-	-2.6	-	-
T374	-521.2	289.1 (L)	19.7	2489290.0	1615543.9	-8.7	-	-8.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115052 (1-6 of 6)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BH	Land Owner DAVIS, SETH ROLAND	Address 4011 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T506	-2757.1	293.6 (R)	49.6	2489274.1	1615588.4	20.5	-	20.5	-	-
T376	-2754.5	299.4 (R)	47.0	2489280.4	1615588.6	14.7	-	14.7	-	-
T378	-2740.7	311.2 (R)	51.1	2489297.0	1615581.1	9.1	-	9.1	-	-
T385	-2695.5	360.8 (R)	48.0	2489361.2	1615561.1	-0.8	-	-0.8	-	-
T384	-2725.8	367.0 (R)	47.9	2489353.9	1615591.3	-2.6	-	-2.6	-	-
T374	-2710.0	289.1 (R)	19.7	2489290.0	1615543.9	-8.7	-	-8.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218024 (1-5 of 5)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AL	Land Owner HANSON, RALPH D	Address 1557 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T418	-473.3	368.7 (R)	44.4	2488674.0	1615308.4	20.0	-	20.0	-	-
T401	-455.7	413.8 (R)	42.6	2488625.6	1615305.3	10.9	-	10.9	-	-
B25	-458.4	376.0 (R)	30.0	2488661.1	1615318.8	4.4	-	4.4	-	-
B26	-458.7	352.7 (R)	24.6	2488682.2	1615328.4	2.5	-	2.5	-	-
T415	-495.4	398.9 (R)	23.4	2488656.0	1615275.6	-5.2	-	-5.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218024 (1-5 of 5)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

AL	Land Owner HANSON, RALPH D	Address 1557 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T418	-2757.9	368.7 (L)	44.4	2488674.0	1615308.4	20.0	-	20.0	-	-
T401	-2775.6	413.8 (L)	42.6	2488625.6	1615305.3	10.9	-	10.9	-	-
B25	-2772.8	376.0 (L)	30.0	2488661.1	1615318.8	4.4	-	4.4	-	-
B26	-2772.6	352.7 (L)	24.6	2488682.2	1615328.4	2.5	-	2.5	-	-
T415	-2735.8	398.9 (L)	23.4	2488656.0	1615275.6	-5.2	-	-5.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222001 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
DC	Land Owner VOSBECK, HEIDI		Address 1708 STOCTON RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T355	-211.4	398.1 (R)	50.0	2488536.3	1615533.1	19.6	-	19.6	-	-
T352	-207.2	414.5 (R)	39.3	2488519.6	1615530.0	6.6	-	6.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222001 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DC	Land Owner VOSBECK, HEIDI	Address 1708 STOCTON RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T355	-3019.8	398.1 (L)	50.0	2488536.3	1615533.1	19.6	-	19.6	-	-
T352	-3024.1	414.5 (L)	39.3	2488519.6	1615530.0	6.6	-	6.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522305008 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CZ	Land Owner KILROY, TARA	Address 1300 MOUNT SOPRIS DR BLDG 6 #6-H GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B43	318.9	240.8 (R)	39.5	2488453.9	1616080.1	19.4	19.4	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115047 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BS	Land Owner FIFER, ROBERT SCOTT & DEBORAH KAY		Address 4021 SKY RANCH DR GLENWOOD SPRINGS, CO 81601			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T446	-851.5	295.3 (L)	47.5	2489435.7	1615247.4	19.1	-	19.1	-	-
T442	-820.0	302.1 (L)	31.0	2489428.5	1615278.8	-1.1	-	-1.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115047 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BS	Land Owner FIFER, ROBERT SCOTT & DEBORAH KAY	Address 4021 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T446	-2379.7	295.3 (R)	47.5	2489435.7	1615247.4	19.1	-	19.1	-	-
T442	-2411.2	302.1 (R)	31.0	2489428.5	1615278.8	-1.1	-	-1.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522308009 (1-7 of 7)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DQ	Land Owner REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T192	457.8	315.9 (R)	56.7	2488327.0	1616174.0	18.3	18.3	-	-	-
T273	393.5	327.2 (R)	56.6	2488344.1	1616111.1	18.2	18.2	-	-	-
T186	518.6	359.8 (R)	66.0	2488261.5	1616210.5	16.1	16.1	-	-	-
T190	483.6	426.6 (R)	70.3	2488215.9	1616150.5	12.9	12.9	-	-	-
T191	476.3	443.3 (R)	69.8	2488203.8	1616136.8	9.0	9.0	-	-	-
T270	473.1	445.4 (R)	69.5	2488203.2	1616133.1	8.6	8.6	-	-	-
T271	419.6	406.9 (R)	53.1	2488260.8	1616100.9	2.3	2.3	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115053 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

EQ	Land Owner GORDON, RYAN M & SARAH RANKIN	Address 4009 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T507	-470.1	296.0 (L)	48.7	2489274.6	1615593.1	18.1	-	18.1	-	-
T370	-417.2	285.9 (L)	22.2	2489243.0	1615636.8	-4.4	-	-4.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115053 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

EQ	Land Owner GORDON, RYAN M & SARAH RANKIN	Address 4009 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T507	-2761.1	296.0 (R)	48.7	2489274.6	1615593.1	18.1	-	18.1	-	-
T370	-2814.1	285.9 (R)	22.2	2489243.0	1615636.8	-4.4	-	-4.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527219002 (1-13 of 13)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14					
W	Land Owner GLENWOOD SPRINGS, CITY OF			Address 1701 STOCTON RD GLENWOOD SPRINGS, CO 81601						Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T363	-178.7	265.1 (R)	30.8	2488642.9	1615619.1	17.8	-	17.8	-	-
T427	-557.2	202.5 (R)	18.0	2488860.0	1615302.9	17.3	-	17.3	-	-
T358	-194.0	300.5 (R)	32.4	2488617.3	1615590.3	14.4	-	14.4	-	-
T357	-198.0	338.2 (R)	34.8	2488584.9	1615570.7	11.9	-	11.9	-	-
M11	-369.8	178.2 (R)	10.4	2488802.6	1615482.9	10.1	-	10.1	-	-
T356	-144.8	379.4 (R)	37.8	2488525.0	1615601.3	8.4	-	8.4	-	-
T464	-641.3	216.3 (R)	6.6	2488883.2	1615220.8	6.4	-	6.4	-	-
G4_W	-584.7	160.6 (R)	0.4	2488909.6	1615295.7	4.4	-	4.4	-	-
T350	-101.1	473.5 (R)	42.1	2488421.2	1615601.1	-1.1	-	-1.1	-	-
T348	-83.8	421.8 (R)	33.5	2488460.8	1615638.7	-2.6	-	-2.6	-	-
T351	-101.5	479.3 (R)	40.2	2488416.2	1615598.2	-4.6	-	-4.6	-	-
T353	-157.0	430.7 (R)	32.0	2488483.7	1615568.5	-4.8	-	-4.8	-	-
T349	-149.6	452.1 (R)	34.7	2488461.1	1615566.2	-5.8	-	-5.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527219002 (1-13 of 13)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

W	Land Owner GLENWOOD SPRINGS, CITY OF	Address 1701 STOCTON RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T363	-3052.5	265.1 (L)	30.8	2488642.9	1615619.1	17.8	-	17.8	-	-
T427	-2674.1	202.5 (L)	18.0	2488860.0	1615302.9	17.3	-	17.3	-	-
T358	-3037.2	300.5 (L)	32.4	2488617.3	1615590.3	14.4	-	14.4	-	-
T357	-3033.3	338.2 (L)	34.8	2488584.9	1615570.7	11.9	-	11.9	-	-
M11	-2861.5	178.2 (L)	10.4	2488802.6	1615482.9	10.1	-	10.1	-	-
T356	-3086.4	379.4 (L)	37.8	2488525.0	1615601.3	8.4	-	8.4	-	-
T464	-2589.9	216.3 (L)	6.6	2488883.2	1615220.8	6.4	-	6.4	-	-
G4_W	-2646.6	160.6 (L)	0.4	2488909.6	1615295.7	4.4	-	4.4	-	-
T350	-3130.2	473.5 (L)	42.1	2488421.2	1615601.1	-1.1	-	-1.1	-	-
T348	-3147.4	421.8 (L)	33.5	2488460.8	1615638.7	-2.6	-	-2.6	-	-
T351	-3129.7	479.3 (L)	40.2	2488416.2	1615598.2	-4.6	-	-4.6	-	-
T353	-3074.2	430.7 (L)	32.0	2488483.7	1615568.5	-4.8	-	-4.8	-	-
T349	-3081.7	452.1 (L)	34.7	2488461.1	1615566.2	-5.8	-	-5.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116009 (1-3 of 3)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
CG	Land Owner ANWYL-DAVIES, EVA ALEXANDRA		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T377	-491.1	258.0 (L)	34.9	2489249.1	1615558.0	17.5	-	17.5	-	-
B52	-502.0	239.6 (L)	22.7	2489237.1	1615540.3	8.1	-	8.1	-	-
T380	-528.6	253.9 (L)	19.7	2489261.2	1615522.3	3.9	-	3.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116009 (1-3 of 3)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
CG	Land Owner ANWYL-DAVIES, EVA ALEXANDRA		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T377	-2740.2	258.0 (R)	34.9	2489249.1	1615558.0	17.5	-	17.5	-	-
B52	-2729.2	239.6 (R)	22.7	2489237.1	1615540.3	8.1	-	8.1	-	-
T380	-2702.7	253.9 (R)	19.7	2489261.2	1615522.3	3.9	-	3.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100010 (1-15 of 15)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DW	Land Owner RUDD, WAYNE G. & SUSAN J.	Address 1162 116 COUNTY RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T80	-2112.4	258.5 (L)	47.6	2489936.9	1614089.9	17.1	-	17.1	-	-
T78	-2105.0	262.5 (L)	44.0	2489937.3	1614098.2	13.1	-	13.1	-	-
T76	-2042.2	203.1 (L)	26.2	2489857.0	1614129.9	6.0	-	6.0	-	-
T20	-1773.9	279.8 (L)	34.1	2489812.7	1614405.4	3.9	-	3.9	-	-
B4	-2084.5	222.5 (L)	25.5	2489892.5	1614099.9	2.5	-	2.5	-	-
B9	-1874.3	224.1 (L)	24.6	2489804.8	1614290.9	1.9	-	1.9	-	-
T79	-2071.4	264.9 (L)	32.9	2489925.4	1614129.6	1.4	-	1.4	-	-
T72	-1949.0	258.6 (L)	29.6	2489867.8	1614237.8	0.9	-	0.9	-	-
T75	-1987.5	259.5 (L)	28.9	2489884.8	1614203.4	-0.6	-	-0.6	-	-
T504	-1643.4	277.9 (L)	28.9	2489755.7	1614522.8	-1.0	-	-1.0	-	-
B8	-1989.5	186.3 (L)	16.0	2489819.5	1614170.5	-2.2	-	-2.2	-	-
T74	-1983.5	261.0 (L)	27.0	2489884.5	1614207.6	-2.4	-	-2.4	-	-
T100	-2232.6	204.6 (L)	16.5	2489939.1	1613958.1	-5.2	-	-5.2	-	-
T503	-1628.3	267.0 (L)	20.6	2489739.3	1614531.9	-5.2	-	-5.2	-	-
T73	-1977.4	236.1 (L)	16.9	2489859.4	1614202.6	-8.9	-	-8.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100010 (1-15 of 15)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DW	Land Owner RUDD, WAYNE G. & SUSAN J.	Address 1162 116 COUNTY RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T80	-1118.9	258.5 (R)	47.6	2489936.9	1614089.9	17.1	-	17.1	-	-
T78	-1126.3	262.5 (R)	44.0	2489937.3	1614098.2	13.1	-	13.1	-	-
T76	-1189.1	203.1 (R)	26.2	2489857.0	1614129.9	6.0	-	6.0	-	-
T20	-1457.3	279.8 (R)	34.1	2489812.7	1614405.4	3.9	-	3.9	-	-
B4	-1146.8	222.5 (R)	25.5	2489892.5	1614099.9	2.5	-	2.5	-	-
B9	-1356.9	224.1 (R)	24.6	2489804.8	1614290.9	1.9	-	1.9	-	-
T79	-1159.8	264.9 (R)	32.9	2489925.4	1614129.6	1.4	-	1.4	-	-
T72	-1282.2	258.6 (R)	29.6	2489867.8	1614237.8	0.9	-	0.9	-	-
T75	-1243.8	259.5 (R)	28.9	2489884.8	1614203.4	-0.6	-	-0.6	-	-
T504	-1587.8	277.9 (R)	28.9	2489755.7	1614522.8	-1.0	-	-1.0	-	-
B8	-1241.7	186.3 (R)	16.0	2489819.5	1614170.5	-2.2	-	-2.2	-	-
T74	-1247.8	261.0 (R)	27.0	2489884.5	1614207.6	-2.4	-	-2.4	-	-
T100	-998.6	204.6 (R)	16.5	2489939.1	1613958.1	-5.2	-	-5.2	-	-
T503	-1603.0	267.0 (R)	20.6	2489739.3	1614531.9	-5.2	-	-5.2	-	-
T73	-1253.9	236.1 (R)	16.9	2489859.4	1614202.6	-8.9	-	-8.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW13 (1-6 of 6)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14					
EO	Land Owner STOCKTON RD			Address Not available				Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T425	-535.6	258.8 (R)	24.6	2488799.9	1615298.6	17.0	-	17.0	-	-
T421	-571.9	306.2 (R)	23.9	2488772.4	1615245.6	11.0	-	11.0	-	-
L2	-537.3	217.1 (R)	12.5	2488838.4	1615314.7	10.3	-	10.3	-	-
T264	-567.9	300.9 (R)	16.4	2488775.5	1615251.4	4.3	-	4.3	-	-
F6	-579.6	260.9 (R)	6.0	2488816.7	1615257.8	-1.1	-	-1.1	-	-
F5	-597.7	300.1 (R)	6.1	2488788.9	1615224.8	-5.9	-	-5.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW13 (1-6 of 6)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32					
EO	Land Owner STOCKTON RD			Address Not available				Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T425	-2695.7	258.8 (L)	24.6	2488799.9	1615298.6	17.0	-	17.0	-	-
T421	-2659.3	306.2 (L)	23.9	2488772.4	1615245.6	11.0	-	11.0	-	-
L2	-2693.9	217.1 (L)	12.5	2488838.4	1615314.7	10.3	-	10.3	-	-
T264	-2663.3	300.9 (L)	16.4	2488775.5	1615251.4	4.3	-	4.3	-	-
F6	-2651.6	260.9 (L)	6.0	2488816.7	1615257.8	-1.1	-	-1.1	-	-
F5	-2633.5	300.1 (L)	6.1	2488788.9	1615224.8	-5.9	-	-5.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527221003 (1-3 of 3)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
DF	Land Owner CARDIFF GLEN MASTER ASSOCIATION			Address STOCTON RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T366	-338.2	310.6 (R)	34.2	2488669.3	1615455.4	16.8	-	16.8	-	-
B37	-329.9	332.4 (R)	25.9	2488646.0	1615453.7	5.6	-	5.6	-	-
T395	-359.9	373.2 (R)	31.9	2488621.8	1615409.2	5.2	-	5.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527221003 (1-3 of 3)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
DF	Land Owner CARDIFF GLEN MASTER ASSOCIATION			Address STOCTON RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T366	-2893.1	310.6 (L)	34.2	2488669.3	1615455.4	16.8	-	16.8	-	-
B37	-2901.3	332.4 (L)	25.9	2488646.0	1615453.7	5.6	-	5.6	-	-
T395	-2871.3	373.2 (L)	31.9	2488621.8	1615409.2	5.2	-	5.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218025 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
AM	Land Owner RODGERS, GERRIT R & MIRIAM R		Address 1563 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T417	-500.8	348.7 (R)	37.2	2488703.7	1615292.0	16.5	-	16.5	-	-
B27	-482.5	353.4 (R)	21.6	2488691.7	1615306.6	0.0	-	0.0	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218025 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

AM	Land Owner RODGERS, GERRIT R & MIRIAM R	Address 1563 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T417	-2730.5	348.7 (L)	37.2	2488703.7	1615292.0	16.5	-	16.5	-	-
B27	-2748.8	353.4 (L)	21.6	2488691.7	1615306.6	0.0	-	0.0	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218010 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AE	Land Owner MCCALLISTER, AARON & BAILEY	Address 1588 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T455	-620.8	400.1 (R)	40.8	2488708.1	1615161.5	16.4	-	16.4	-	-
T452	-587.8	411.6 (R)	43.0	2488683.7	1615186.5	16.1	-	16.1	-	-
T458	-646.8	459.1 (R)	38.0	2488665.7	1615112.9	4.9	-	4.9	-	-
B31	-602.0	413.2 (R)	30.4	2488688.2	1615173.0	3.1	-	3.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218010 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

AE	Land Owner MCCALLISTER, AARON & BAILEY	Address 1588 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T455	-2610.5	400.1 (L)	40.8	2488708.1	1615161.5	16.4	-	16.4	-	-
T452	-2643.4	411.6 (L)	43.0	2488683.7	1615186.5	16.1	-	16.1	-	-
T458	-2584.4	459.1 (L)	38.0	2488665.7	1615112.9	4.9	-	4.9	-	-
B31	-2629.2	413.2 (L)	30.4	2488688.2	1615173.0	3.1	-	3.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100051 (1-15 of 15)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

EB	Land Owner SOURCEGAS DISTRIBUTION LLC	Address 96 DARROW ST GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B14	-1184.8	183.2 (R)	17.2	2489143.6	1614742.7	16.2	-	16.2	-	-
M4	-681.6	196.7 (R)	11.2	2488918.1	1615192.7	11.8	-	11.8	-	-
M5	-640.8	163.7 (R)	7.3	2488930.7	1615243.6	11.3	-	11.3	-	-
B59	-1245.5	162.9 (R)	10.4	2489187.7	1614696.3	10.7	-	10.7	-	-
M3	-884.2	178.5 (R)	6.9	2489020.4	1615016.9	9.6	-	9.6	-	-
M2	-779.6	169.3 (R)	6.1	2488984.4	1615115.5	9.6	-	9.6	-	-
F2	-641.3	165.2 (R)	5.6	2488929.5	1615242.5	9.3	-	9.3	-	-
F1	-1212.1	155.1 (R)	5.4	2489180.7	1614729.9	6.9	-	6.9	-	-
G4_EB	-678.5	158.4 (R)	0.3	2488951.5	1615211.7	6.0	-	6.0	-	-
B15	-1101.9	316.8 (R)	16.8	2488987.5	1614761.1	2.2	-	2.2	-	-
M1	-814.5	234.5 (R)	4.5	2488940.2	1615056.3	2.0	-	2.0	-	-
G10_EB	-1241.5	153.8 (R)	0.0	2489194.3	1614703.8	1.4	-	1.4	-	-
B61	-1197.5	279.4 (R)	10.6	2489061.8	1614690.3	-1.4	-	-1.4	-	-
B22	-1213.0	374.5 (R)	16.1	2488982.3	1614636.1	-7.7	-	-7.7	-	-
F11	-905.3	303.5 (R)	5.5	2488916.1	1614944.8	-9.4	-	-9.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100051 (1-15 of 15)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

EB	Land Owner SOURCEGAS DISTRIBUTION LLC	Address 96 DARROW ST GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B14	-2046.5	183.2 (L)	17.2	2489143.6	1614742.7	16.2	-	16.2	-	-
M4	-2549.7	196.7 (L)	11.2	2488918.1	1615192.7	11.8	-	11.8	-	-
M5	-2590.5	163.7 (L)	7.3	2488930.7	1615243.6	11.3	-	11.3	-	-
B59	-1985.7	162.9 (L)	10.4	2489187.7	1614696.3	10.7	-	10.7	-	-
M3	-2347.1	178.5 (L)	6.9	2489020.4	1615016.9	9.6	-	9.6	-	-
M2	-2451.6	169.3 (L)	6.1	2488984.4	1615115.5	9.6	-	9.6	-	-
F2	-2590.0	165.2 (L)	5.6	2488929.5	1615242.5	9.3	-	9.3	-	-
F1	-2019.2	155.1 (L)	5.4	2489180.7	1614729.9	6.9	-	6.9	-	-
G4_EB	-2552.7	158.4 (L)	0.3	2488951.5	1615211.7	6.0	-	6.0	-	-
B15	-2129.3	316.8 (L)	16.8	2488987.5	1614761.1	2.2	-	2.2	-	-
M1	-2416.7	234.5 (L)	4.5	2488940.2	1615056.3	2.0	-	2.0	-	-
G10_EB	-1989.7	153.8 (L)	0.0	2489194.3	1614703.8	1.4	-	1.4	-	-
B61	-2033.7	279.4 (L)	10.6	2489061.8	1614690.3	-1.4	-	-1.4	-	-
B22	-2018.3	374.5 (L)	16.1	2488982.3	1614636.1	-7.7	-	-7.7	-	-
F11	-2325.9	303.5 (L)	5.5	2488916.1	1614944.8	-9.4	-	-9.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW08 (1-8 of 8)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

EJ	Land Owner SHEPARDS LN	Address Not available	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T420	-549.5	375.1 (R)	38.9	2488700.4	1615236.7	16.1	-	16.1	-	-
T419	-541.0	381.3 (R)	38.4	2488691.3	1615241.7	14.9	-	14.9	-	-
T402	-474.3	427.9 (R)	40.7	2488620.8	1615282.4	7.0	-	7.0	-	-
T399	-438.5	447.2 (R)	44.9	2488588.1	1615306.7	6.9	-	6.9	-	-
T392	-368.9	498.5 (R)	45.9	2488512.1	1615347.9	-0.4	-	-0.4	-	-
T454	-577.8	365.2 (R)	14.4	2488721.4	1615215.3	-6.4	-	-6.4	-	-
T540	-355.6	505.9 (R)	39.9	2488499.8	1615356.8	-7.4	-	-7.4	-	-
T389	-326.3	521.0 (R)	40.4	2488473.7	1615377.0	-9.1	-	-9.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW08 (1-8 of 8)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

EJ	Land Owner SHEPARDS LN	Address Not available	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T420	-2681.8	375.1 (L)	38.9	2488700.4	1615236.7	16.1	-	16.1	-	-
T419	-2690.2	381.3 (L)	38.4	2488691.3	1615241.7	14.9	-	14.9	-	-
T402	-2756.9	427.9 (L)	40.7	2488620.8	1615282.4	7.0	-	7.0	-	-
T399	-2792.8	447.2 (L)	44.9	2488588.1	1615306.7	6.9	-	6.9	-	-
T392	-2862.4	498.5 (L)	45.9	2488512.1	1615347.9	-0.4	-	-0.4	-	-
T454	-2653.5	365.2 (L)	14.4	2488721.4	1615215.3	-6.4	-	-6.4	-	-
T540	-2875.6	505.9 (L)	39.9	2488499.8	1615356.8	-7.4	-	-7.4	-	-
T389	-2904.9	521.0 (L)	40.4	2488473.7	1615377.0	-9.1	-	-9.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218026 (1-2 of 2)				KGWS - GLENWOOD SPRINGS MUNI - Runway 14		
AN	Land Owner	BERK, BRIAN S & MIDDLEBROOKS BERK, STACY	Address	1571 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T416	-525.3	382.1 (R)	40.8	2488683.8	1615255.6	15.8	-	15.8	-	-
B28	-510.0	335.3 (R)	21.9	2488719.8	1615289.3	4.2	-	4.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218026 (1-2 of 2)				KGWS - GLENWOOD SPRINGS MUNI - Runway 32		
AN	Land Owner	BERK, BRIAN S & MIDDLEBROOKS BERK, STACY	Address	1571 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T416	-2705.9	382.1 (L)	40.8	2488683.8	1615255.6	15.8	-	15.8	-	-
B28	-2721.2	335.3 (L)	21.9	2488719.8	1615289.3	4.2	-	4.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416016 (1-1 of 1)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
CN	Land Owner CARVERCO, LLLP		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T331	-128.0	253.8 (L)	31.0	2489091.3	1615885.1	15.5	-	15.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416016 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

CN	Land Owner CARVERCO, LLLP	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T331	-3103.3	253.8 (R)	31.0	2489091.3	1615885.1	15.5	-	15.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116007 (1-2 of 2)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
CF	Land Owner EVANS, SHANE B		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T382	-588.1	260.8 (L)	32.8	2489292.8	1615471.3	14.6	-	14.6	-	-
T429	-613.4	257.8 (L)	20.2	2489300.7	1615447.1	2.7	-	2.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116007 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
CF	Land Owner EVANS, SHANE B		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T382	-2643.2	260.8 (R)	32.8	2489292.8	1615471.3	14.6	-	14.6	-	-
T429	-2617.9	257.8 (R)	20.2	2489300.7	1615447.1	2.7	-	2.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116006 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
ES	Land Owner GUGGENAIR LLC		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T430	-657.7	250.8 (L)	31.6	2489313.2	1615404.0	14.1	-	14.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116006 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

ES	Land Owner GUGGENAIR LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T430	-2573.5	250.8 (R)	31.6	2489313.2	1615404.0	14.1	-	14.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522315085 (1-6 of 6)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
CR	Land Owner GLENWOOD SPRINGS, CITY OF		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T300	196.2	144.6 (L)	22.6	2488855.0	1616132.4	13.9	12.6	13.9	-	-
T229	201.2	146.8 (L)	20.1	2488854.9	1616137.8	12.2	12.2	11.7	-	-
T247	216.6	181.0 (L)	22.1	2488879.3	1616166.3	11.4	11.4	-	-	-
G7	257.3	131.6 (L)	0.1	2488817.3	1616182.2	2.3	2.3	-	-	-
T299	230.0	8.9 (R)	22.8	2488701.6	1616097.9	-7.0	-	-	-	-7.0
T215	270.1	45.0 (L)	26.1	2488733.5	1616157.1	-9.1	-	-	-	-9.1

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522315085 (1-2 of 2)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32					
CR	Land Owner GLENWOOD SPRINGS, CITY OF			Address Not available GLENWOOD SPRINGS, CO 81601						Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T300	-3427.4	144.6 (R)	22.6	2488855.0	1616132.4	13.9	-	13.9	-	-
T229	-3429.9	148.3 (R)	20.4	2488857.3	1616136.1	11.7	-	11.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522307002 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DA	Land Owner	MORRISON, ALLYSON WATTERS & ANGUS WRAY	Address	1300 MOUNT SOPRIS DR BLDG 5 #5-B GLENWOOD SPRINGS, CO 81601	Location	39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B41	429.0	225.1 (R)	38.3	2488421.4	1616186.5	13.7	13.7	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115013 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BQ	Land Owner PEREZ, DAVID & KUREE AMORETTE		Address 4207 SKY RANCH DR GLENWOOD SPRINGS, CO 81601			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T502	-1614.7	316.8 (L)	54.0	2489778.7	1614565.3	13.7	-	13.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115013 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BQ	Land Owner PEREZ, DAVID & KUREE AMORETTE	Address 4207 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T502	-1616.6	316.8 (R)	54.0	2489778.7	1614565.3	13.7	-	13.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415069 (1-5 of 5)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BD	Land Owner KAPPELI, KYLE C & MEGAN S		Address 3950 SKY RANCH DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B47	245.7	202.7 (L)	27.1	2488886.6	1616201.9	13.6	13.6	-	-	-
T228	322.6	213.5 (L)	23.9	2488863.9	1616276.1	3.1	3.1	-	-	-
T515	232.3	196.0 (L)	8.1	2488886.2	1616186.8	-3.4	-3.4	-	-	-
T241	222.8	246.0 (L)	14.5	2488935.5	1616199.4	-5.1	-5.1	-	-	-
T330	219.4	258.8 (L)	14.2	2488948.6	1616201.9	-7.5	-7.5	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416017 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CO	Land Owner EMRR PROPERTIES, LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T305	-76.4	257.1 (L)	30.6	2489072.5	1615933.2	13.5	-	13.5	-	-
T512	-69.7	252.4 (L)	28.4	2489065.3	1615937.2	13.1	-	13.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416017 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

CO	Land Owner EMRR PROPERTIES, LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T305	-3154.9	257.1 (R)	30.6	2489072.5	1615933.2	13.5	-	13.5	-	-
T512	-3161.5	252.4 (R)	28.4	2489065.3	1615937.2	13.1	-	13.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522315084 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CS	Land Owner GLENWOOD SPRINGS, CITY OF	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
BR11	76.7	129.7 (L)	1.8	2488892.1	1616017.9	13.1	-	13.1	-	-
G6_CS	46.7	126.3 (L)	0.1	2488901.8	1615989.3	12.4	-	12.4	-	-
BR10	2.3	125.3 (L)	1.2	2488919.7	1615948.5	6.5	-	6.5	-	-6.5
T301	112.9	18.0 (R)	16.4	2488743.0	1615988.0	-3.9	-	-	-9.8	-3.9

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522315084 (1-3 of 3)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
CS	Land Owner GLENWOOD SPRINGS, CITY OF		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
BR11	-3308.0	129.7 (R)	1.8	2488892.1	1616017.9	13.1	-	13.1	-	-
G6_CS	-3278.0	126.3 (R)	0.1	2488901.8	1615989.3	12.4	-	12.4	-	-
BR10	-3233.5	125.3 (R)	1.2	2488919.7	1615948.5	6.5	-	6.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115019 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BY	Land Owner ROMEYN, CHRISTIAN & REBECCA A			Address 1911 COLOROW RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T484	-1226.1	303.3 (L)	44.4	2489601.7	1614911.5	12.4	-	12.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115019 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BY	Land Owner ROMEYN, CHRISTIAN & REBECCA A	Address 1911 COLOROW RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T484	-2005.2	303.3 (R)	44.4	2489601.7	1614911.5	12.4	-	12.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527237001 (1-17 of 17)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DZ	Land Owner CARDIFF 96 LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T463	-685.9	222.8 (R)	15.0	2488896.3	1615177.7	12.3	-	12.3	-	-
T523	-622.3	244.4 (R)	13.9	2488849.7	1615226.1	8.9	-	8.9	-	-
T465	-739.4	243.2 (R)	12.3	2488900.5	1615120.6	6.4	-	6.4	-	-
T526	-594.9	260.5 (R)	12.3	2488823.5	1615244.1	5.4	-	5.4	-	-
B34	-740.2	262.8 (R)	12.5	2488883.0	1615111.6	5.0	-	5.0	-	-
T518	-681.5	270.5 (R)	13.3	2488851.2	1615161.4	4.7	-	4.7	-	-
F7	-629.7	225.9 (R)	5.8	2488869.6	1615227.2	4.2	-	4.2	-	-
T517	-728.8	248.6 (R)	10.1	2488891.1	1615127.9	4.2	-	4.2	-	-
T516	-714.5	248.8 (R)	9.6	2488884.8	1615140.8	4.1	-	4.1	-	-
T524	-646.4	232.0 (R)	6.7	2488871.1	1615209.6	3.5	-	3.5	-	-
T119	-755.2	261.5 (R)	8.9	2488890.6	1615098.6	1.8	-	1.8	-	-
G4_DZ	-665.2	200.8 (R)	0.0	2488907.4	1615205.8	0.4	-	0.4	-	-
T521	-744.4	282.3 (R)	9.2	2488867.1	1615099.6	-1.2	-	-1.2	-	-
T520	-703.8	315.8 (R)	11.0	2488819.6	1615122.1	-2.6	-	-2.6	-	-
T525	-747.3	274.6 (R)	4.9	2488875.4	1615100.2	-5.1	-	-5.1	-	-
T522	-672.4	339.2 (R)	11.2	2488785.1	1615140.6	-5.2	-	-5.2	-	-
T519	-661.5	283.2 (R)	3.1	2488831.2	1615174.2	-6.3	-	-6.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527237001 (1-17 of 17)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DZ	Land Owner CARDIFF 96 LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T463	-2545.3	222.8 (L)	15.0	2488896.3	1615177.7	12.3	-	12.3	-	-
T523	-2608.9	244.4 (L)	13.9	2488849.7	1615226.1	8.9	-	8.9	-	-
T465	-2491.8	243.2 (L)	12.3	2488900.5	1615120.6	6.4	-	6.4	-	-
T526	-2636.3	260.5 (L)	12.3	2488823.5	1615244.1	5.4	-	5.4	-	-
B34	-2491.1	262.8 (L)	12.5	2488883.0	1615111.6	5.0	-	5.0	-	-
T518	-2549.7	270.5 (L)	13.3	2488851.2	1615161.4	4.7	-	4.7	-	-
F7	-2601.5	225.9 (L)	5.8	2488869.6	1615227.2	4.2	-	4.2	-	-
T517	-2502.4	248.6 (L)	10.1	2488891.1	1615127.9	4.2	-	4.2	-	-
T516	-2516.8	248.8 (L)	9.6	2488884.8	1615140.8	4.1	-	4.1	-	-
T524	-2584.9	232.0 (L)	6.7	2488871.1	1615209.6	3.5	-	3.5	-	-
T119	-2476.1	261.5 (L)	8.9	2488890.6	1615098.6	1.8	-	1.8	-	-
G4_DZ	-2566.0	200.8 (L)	0.0	2488907.4	1615205.8	0.4	-	0.4	-	-
T521	-2486.9	282.3 (L)	9.2	2488867.1	1615099.6	-1.2	-	-1.2	-	-
T520	-2527.5	315.8 (L)	11.0	2488819.6	1615122.1	-2.6	-	-2.6	-	-
T525	-2484.0	274.6 (L)	4.9	2488875.4	1615100.2	-5.1	-	-5.1	-	-
T522	-2558.8	339.2 (L)	11.2	2488785.1	1615140.6	-5.2	-	-5.2	-	-
T519	-2569.7	283.2 (L)	3.1	2488831.2	1615174.2	-6.3	-	-6.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416015 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CM	Land Owner GWSHGRE 3 LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T333	-180.8	256.7 (L)	28.2	2489116.4	1615838.5	12.0	-	12.0	-	-
T334	-212.7	256.1 (L)	21.6	2489129.3	1615809.3	5.5	-	5.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416015 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

CM	Land Owner GWSHGRE 3 LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T333	-3050.4	256.7 (R)	28.2	2489116.4	1615838.5	12.0	-	12.0	-	-
T334	-3018.6	256.1 (R)	21.6	2489129.3	1615809.3	5.5	-	5.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522302121 (1-9 of 9)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
AU	Land Owner GIPPLE, CHRISTOPHER & NOEL, SAMANTHA G		Address 1505 MOUNT SOPRIS DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T161	389.1	293.4 (L)	50.7	2488908.0	1616370.2	11.8	11.8	-	-	-
T148	494.9	261.8 (L)	49.5	2488834.5	1616452.6	8.0	8.0	-	-	-
T147	496.4	247.7 (L)	42.8	2488821.1	1616447.9	3.4	3.4	-	-	-
T151	454.7	220.3 (L)	30.7	2488813.9	1616398.6	-0.5	-0.5	-	-	-
T157	425.1	292.8 (L)	38.3	2488892.2	1616402.5	-2.1	-2.1	-	-	-
T231	387.4	260.3 (L)	29.5	2488878.8	1616354.6	-3.8	-3.8	-	-	-
T158	440.2	299.8 (L)	36.2	2488892.2	1616419.2	-7.6	-7.6	-	-	-
T150	454.5	255.9 (L)	27.4	2488846.2	1616413.5	-8.4	-8.4	-	-	-
B46	410.0	235.5 (L)	22.7	2488846.6	1616364.5	-8.8	-8.8	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222008 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DH	Land Owner MCCANN, TERANCE L & SYDNEY A	Address 1770 STOCTON RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T365	-472.6	256.2 (R)	20.3	2488775.6	1615356.7	11.4	-	11.4	-	-
T413	-436.6	256.6 (R)	19.4	2488759.9	1615389.1	10.5	-	10.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222008 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DH	Land Owner MCCANN, TERANCE L & SYDNEY A	Address 1770 STOCTON RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T365	-2758.6	256.2 (L)	20.3	2488775.6	1615356.7	11.4	-	11.4	-	-
T413	-2794.6	256.6 (L)	19.4	2488759.9	1615389.1	10.5	-	10.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522300037 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
L	Land Owner SI, MAYONGMING & SUN, JIHONG		Address 2566 82 HWY GLENWOOD SPRINGS, CO 81601			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G9_L	2684.3	540.3 (L)	0.0	2488158.5	1618553.6	11.0	11.0	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222006 (1-1 of 1)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
AK	Land Owner SCHERRER, JAMES & MAUREEN		Address 1766 STOCTON RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T407	-371.9	282.7 (R)	24.1	2488708.8	1615436.7	10.9	-	10.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222006 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
AK	Land Owner SCHERRER, JAMES & MAUREEN		Address 1766 STOCTON RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T407	-2859.4	282.7 (L)	24.1	2488708.8	1615436.7	10.9	-	10.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218012 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AG	Land Owner VILLACARRA GAMEZ & ALVARADO SANTOS	Address 1566 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T449	-535.2	444.7 (R)	45.2	2488631.4	1615220.1	10.7	-	10.7	-	-
T451	-546.8	434.6 (R)	42.3	2488645.5	1615213.9	9.9	-	9.9	-	-
T450	-536.1	446.8 (R)	41.7	2488629.8	1615218.4	6.8	-	6.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218012 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

AG	Land Owner VILLACARRA GAMEZ & ALVARADO SANTOS	Address 1566 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T449	-2696.0	444.7 (L)	45.2	2488631.4	1615220.1	10.7	-	10.7	-	-
T451	-2684.4	434.6 (L)	42.3	2488645.5	1615213.9	9.9	-	9.9	-	-
T450	-2695.2	446.8 (L)	41.7	2488629.8	1615218.4	6.8	-	6.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415060 (1-2 of 2)				KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
BN	Land Owner	VALLEY INVESTMENT PROPERTIES PARTNERSHIP LLC	Address	3955 SKY RANCH DR GLENWOOD SPRINGS, CO 81601		Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T313	50.1	292.5 (L)	39.1	2489050.9	1616062.8	10.4	-	10.4	-	-
T514	58.3	304.4 (L)	42.8	2489058.2	1616075.2	10.2	-	10.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415060 (1-2 of 2)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
BN	Land Owner	VALLEY INVESTMENT PROPERTIES PARTNERSHIP LLC			Address	3955 SKY RANCH DR GLENWOOD SPRINGS, CO 81601			Location 39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T313	-3281.4	292.5 (R)	39.1	2489050.9	1616062.8	10.4	-	10.4	-	-
T514	-3289.5	304.4 (R)	42.8	2489058.2	1616075.2	10.2	-	10.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218023 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AQ	Land Owner WISSING, JEFF & AMBER	Address 1543 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T400	-417.4	422.1 (R)	44.2	2488601.9	1615336.4	10.1	-	10.1	-	-
T393	-397.4	418.3 (R)	43.2	2488596.9	1615356.1	9.8	-	9.8	-	-
B24	-387.0	424.4 (R)	30.0	2488586.9	1615362.9	-4.0	-	-4.0	-	-
B23	-382.6	403.7 (R)	24.8	2488603.8	1615375.7	-6.4	-	-6.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218023 (1-4 of 4)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
AQ	Land Owner WISSING, JEFF & AMBER		Address 1543 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T400	-2813.8	422.1 (L)	44.2	2488601.9	1615336.4	10.1	-	10.1	-	-
T393	-2833.9	418.3 (L)	43.2	2488596.9	1615356.1	9.8	-	9.8	-	-
B24	-2844.2	424.4 (L)	30.0	2488586.9	1615362.9	-4.0	-	-4.0	-	-
B23	-2848.7	403.7 (L)	24.8	2488603.8	1615375.7	-6.4	-	-6.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116012 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CJ	Land Owner GWSHGRD-3 LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B51	-367.5	237.8 (L)	22.4	2489178.4	1615661.3	9.3	-	9.3	-	-
T344	-325.2	257.3 (L)	19.3	2489178.1	1615707.9	3.0	-	3.0	-	-
T343	-347.8	257.3 (L)	16.5	2489187.7	1615687.5	0.4	-	0.4	-	-
T539	-346.0	259.7 (L)	13.5	2489189.2	1615690.1	-3.6	-	-3.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116012 (1-4 of 4)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32					
CJ	Land Owner GWSHGRD-3 LLC			Address Not available GLENWOOD SPRINGS, CO 81601						Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B51	-2863.7	237.8 (R)	22.4	2489178.4	1615661.3	9.3	-	9.3	-	-
T344	-2906.0	257.3 (R)	19.3	2489178.1	1615707.9	3.0	-	3.0	-	-
T343	-2883.5	257.3 (R)	16.5	2489187.7	1615687.5	0.4	-	0.4	-	-
T539	-2885.2	259.7 (R)	13.5	2489189.2	1615690.1	-3.6	-	-3.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522402120 (1-5 of 5)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
AS	Land Owner LEWIS, ROBERTA		Address 1507 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T155	427.0	320.5 (L)	55.5	2488916.5	1616416.0	8.5	8.5	-	-	-
T156	422.4	328.9 (L)	55.4	2488926.0	1616415.3	7.0	7.0	-	-	-
T159	422.4	328.9 (L)	55.4	2488926.0	1616415.3	7.0	7.0	-	-	-
T160	405.6	358.6 (L)	61.0	2488960.0	1616412.8	6.5	6.5	-	-	-
T154	432.3	334.3 (L)	57.5	2488926.7	1616426.6	4.8	4.8	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222007 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DI	Land Owner STECKELBERG, ALLAN & KATHY	Address 1768 STOCTON RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T411	-396.5	268.3 (R)	19.6	2488732.3	1615420.5	8.4	-	8.4	-	-
B36	-418.9	301.3 (R)	22.9	2488711.9	1615386.2	7.9	-	7.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222007 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DI	Land Owner STECKELBERG, ALLAN & KATHY	Address 1768 STOCTON RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T411	-2834.8	268.3 (L)	19.6	2488732.3	1615420.5	8.4	-	8.4	-	-
B36	-2812.3	301.3 (L)	22.9	2488711.9	1615386.2	7.9	-	7.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116010 (1-1 of 1)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
CH	Land Owner GWS D1 LLC		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T375	-445.8	254.2 (L)	24.4	2489226.5	1615597.4	8.3	-	8.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116010 (1-1 of 1)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
CH	Land Owner GWS D1 LLC		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T375	-2785.5	254.2 (R)	24.4	2489226.5	1615597.4	8.3	-	8.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416013 (1-3 of 3)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14					
CK	Land Owner GUGGENAIR LLC			Address Not available GLENWOOD SPRINGS, CO 81601						Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T341	-267.8	256.0 (L)	23.6	2489152.6	1615759.4	7.7	-	7.7	-	-
T340	-281.1	252.6 (L)	21.3	2489155.2	1615745.9	6.0	-	6.0	-	-
T339	-300.8	256.3 (L)	18.1	2489166.8	1615729.6	2.1	-	2.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416013 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

CK	Land Owner GUGGENAIR LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T341	-2963.4	256.0 (R)	23.6	2489152.6	1615759.4	7.7	-	7.7	-	-
T340	-2950.1	252.6 (R)	21.3	2489155.2	1615745.9	6.0	-	6.0	-	-
T339	-2930.5	256.3 (R)	18.1	2489166.8	1615729.6	2.1	-	2.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522310009 (1-5 of 5)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DM	Land Owner REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T189	493.6	443.7 (R)	69.7	2488196.1	1616152.3	7.6	7.6	-	-	-
T170	647.2	401.2 (R)	66.5	2488169.4	1616309.5	1.6	1.6	-	-	-
T172	588.2	459.0 (R)	69.1	2488142.1	1616231.6	0.1	0.1	-	-	-
T169	641.9	421.9 (R)	67.1	2488153.0	1616295.9	-0.7	-0.7	-	-	-
T171	561.5	443.3 (R)	61.0	2488167.7	1616214.0	-3.7	-3.7	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416014 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
CL	Land Owner CARLSON, NANCY J		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T336	-236.0	241.9 (L)	21.3	2489126.4	1615782.2	7.5	-	7.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416014 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

CL	Land Owner CARLSON, NANCY J	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T336	-2995.2	241.9 (R)	21.3	2489126.4	1615782.2	7.5	-	7.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115051 (1-4 of 4)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BG	Land Owner TEIGE, MILDRED D. REVOCABLE TRUST			Address 4013 SKY RANCH DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T379	-541.5	309.7 (L)	45.9	2489317.3	1615534.2	7.2	-	7.2	-	-
T383	-538.9	313.5 (L)	43.4	2489319.6	1615538.2	1.7	-	1.7	-	-
T536	-539.7	288.6 (L)	28.0	2489297.4	1615526.9	0.7	-	0.7	-	-
T505	-542.9	356.0 (L)	43.5	2489359.8	1615552.7	-3.3	-	-3.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115051 (1-4 of 4)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
BG	Land Owner TEIGE, MILDRED D. REVOCABLE TRUST			Address 4013 SKY RANCH DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T379	-2689.7	309.7 (R)	45.9	2489317.3	1615534.2	7.2	-	7.2	-	-
T383	-2692.4	313.5 (R)	43.4	2489319.6	1615538.2	1.7	-	1.7	-	-
T536	-2691.6	288.6 (R)	28.0	2489297.4	1615526.9	0.7	-	0.7	-	-
T505	-2688.4	356.0 (R)	43.5	2489359.8	1615552.7	-3.3	-	-3.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116011 (1-3 of 3)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14					
CI	Land Owner DUEHRSEN, MICHAEL & SUSAN			Address Not available GLENWOOD SPRINGS, UT 81601						Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T367	-374.8	252.9 (L)	22.3	2489195.1	1615661.2	7.0	-	7.0	-	-
T369	-406.2	256.9 (L)	22.4	2489212.1	1615634.4	6.1	-	6.1	-	-
T368	-391.5	253.1 (L)	20.1	2489202.4	1615646.1	4.4	-	4.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116011 (1-3 of 3)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
CI	Land Owner DUEHRSSSEN, MICHAEL & SUSAN		Address Not available GLENWOOD SPRINGS, UT 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T367	-2856.5	252.9 (R)	22.3	2489195.1	1615661.2	7.0	-	7.0	-	-
T369	-2825.1	256.9 (R)	22.4	2489212.1	1615634.4	6.1	-	6.1	-	-
T368	-2839.8	253.1 (R)	20.1	2489202.4	1615646.1	4.4	-	4.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW04 (1-3 of 3)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
EG	Land Owner OLD LODGE RD		Address Not available				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T257	308.1	468.3 (R)	61.0	2488252.5	1615973.9	6.9	6.9	-	-	-
T253	299.3	483.0 (R)	62.4	2488242.8	1615959.7	5.1	5.1	-	-	-
T274	386.0	453.6 (R)	53.3	2488232.7	1616050.7	-3.5	-3.5	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527106001 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

R	Land Owner MYERS, RONALD E & ADAMS, TIFFANY	Address 116-000128 DARROW ST GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T12	-1453.4	555.2 (R)	52.1	2488920.5	1614341.7	6.7	-	6.7	-	-
OH14	-1501.2	436.2 (R)	37.4	2489048.6	1614348.9	1.4	-	1.4	-	-
T22	-1531.8	519.6 (R)	44.9	2488986.0	1614285.8	-0.4	-	-0.4	-	-
OH15	-1439.3	554.9 (R)	38.6	2488914.9	1614354.6	-6.5	-	-6.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527106001 (1-4 of 4)				KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
R	Land Owner MYERS, RONALD E & ADAMS, TIFFANY		Address 116-000128 DARROW ST GLENWOOD SPRINGS, CO 81601			Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T12	-1777.9	555.2 (L)	52.1	2488920.5	1614341.7	6.7	-	6.7	-	-
OH14	-1730.1	436.2 (L)	37.4	2489048.6	1614348.9	1.4	-	1.4	-	-
T22	-1699.4	519.6 (L)	44.9	2488986.0	1614285.8	-0.4	-	-0.4	-	-
OH15	-1792.0	554.9 (L)	38.6	2488914.9	1614354.6	-6.5	-	-6.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522302119 (1-5 of 5)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
AV	Land Owner EHLERS, ABBEY & MATTHEW		Address 1505 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T145	510.0	265.3 (L)	49.5	2488831.3	1616467.8	6.3	6.3	-	-	-
T149	488.5	278.3 (L)	47.6	2488852.1	1616453.7	3.8	3.8	-	-	-
T152	481.8	283.3 (L)	47.6	2488859.5	1616449.9	3.3	3.3	-	-	-
T146	553.1	300.8 (L)	44.8	2488845.2	1616521.9	-6.2	-6.2	-	-	-
T144	515.1	287.2 (L)	39.3	2488848.9	1616481.6	-6.7	-6.7	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218027 (1-6 of 6)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AI	Land Owner IVERSON, DAVID E	Address 1585 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B29	-554.4	341.5 (R)	24.2	2488733.0	1615246.5	6.2	-	6.2	-	-
T428	-575.4	340.0 (R)	18.6	2488743.3	1615228.1	1.4	-	1.4	-	-
T453	-581.1	343.9 (R)	17.2	2488742.1	1615221.3	-0.2	-	-0.2	-	-
B30	-513.6	305.0 (R)	9.1	2488748.7	1615298.9	-4.5	-	-4.5	-	-
F9	-555.3	298.4 (R)	5.5	2488772.4	1615263.9	-6.2	-	-6.2	-	-
F8	-568.8	317.5 (R)	5.2	2488760.9	1615243.6	-8.7	-	-8.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218027 (1-6 of 6)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
AI	Land Owner IVERSON, DAVID E			Address 1585 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B29	-2676.9	341.5 (L)	24.2	2488733.0	1615246.5	6.2	-	6.2	-	-
T428	-2655.8	340.0 (L)	18.6	2488743.3	1615228.1	1.4	-	1.4	-	-
T453	-2650.1	343.9 (L)	17.2	2488742.1	1615221.3	-0.2	-	-0.2	-	-
B30	-2717.6	305.0 (L)	9.1	2488748.7	1615298.9	-4.5	-	-4.5	-	-
F9	-2675.9	298.4 (L)	5.5	2488772.4	1615263.9	-6.2	-	-6.2	-	-
F8	-2662.4	317.5 (L)	5.2	2488760.9	1615243.6	-8.7	-	-8.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415067 (1-5 of 5)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BC	Land Owner MCKINNON FAMILY LIVING TRUST		Address 1509 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T236	333.1	319.9 (L)	45.1	2488955.7	1616330.7	5.9	5.9	-	-	-
T239	291.2	317.0 (L)	36.9	2488970.9	1616291.6	0.8	0.8	-	-	-
T233	298.3	292.4 (L)	30.6	2488945.6	1616287.5	-0.1	-0.1	-	-	-
T238	293.4	302.6 (L)	30.2	2488956.9	1616287.4	-1.8	-1.8	-	-	-
T237	301.2	309.9 (L)	33.5	2488960.2	1616297.5	-1.8	-1.8	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222003 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
DE	Land Owner WALTER, ERIC W & SHARON K		Address 1722 STOCTON RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T388	-298.4	411.7 (R)	38.5	2488560.8	1615448.6	5.9	-	5.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527222003 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
DE	Land Owner WALTER, ERIC W & SHARON K		Address 1722 STOCTON RD GLENWOOD SPRINGS, CO 81601			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T388	-2932.9	411.7 (L)	38.5	2488560.8	1615448.6	5.9	-	5.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527237003 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DY	Land Owner CARDIFF 96 LLC	Address 4200 CULVER CIR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B16	-992.9	432.2 (R)	35.3	2488836.8	1614810.9	5.8	-	5.8	-	-
B21	-1091.1	483.1 (R)	35.6	2488832.3	1614700.4	-0.6	-	-0.6	-	-
B20	-1009.4	527.5 (R)	36.2	2488757.5	1614755.6	-7.0	-	-7.0	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527237003 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DY	Land Owner CARDIFF 96 LLC	Address 4200 CULVER CIR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B16	-2238.3	432.2 (L)	35.3	2488836.8	1614810.9	5.8	-	5.8	-	-
B21	-2140.2	483.1 (L)	35.6	2488832.3	1614700.4	-0.6	-	-0.6	-	-
B20	-2221.8	527.5 (L)	36.2	2488757.5	1614755.6	-7.0	-	-7.0	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116002 (1-2 of 2)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
CB	Land Owner GRAND RIVER CONSTRUCTION CO			Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T445	-844.9	258.0 (L)	24.5	2489399.1	1615237.6	5.7	-	5.7	-	-
T467	-874.2	259.4 (L)	23.7	2489412.8	1615211.6	4.7	-	4.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116002 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
CB	Land Owner GRAND RIVER CONSTRUCTION CO		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T445	-2386.4	258.0 (R)	24.5	2489399.1	1615237.6	5.7	-	5.7	-	-
T467	-2357.0	259.4 (R)	23.7	2489412.8	1615211.6	4.7	-	4.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116008 (1-1 of 1)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
ET	Land Owner SHUGART, BRUCE & KNEZEVICH, RICHARD			Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T381	-559.2	254.9 (L)	22.6	2489275.1	1615495.0	5.7	-	5.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116008 (1-1 of 1)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
ET	Land Owner SHUGART, BRUCE & KNEZEVICH, RICHARD			Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T381	-2672.0	254.9 (R)	22.6	2489275.1	1615495.0	5.7	-	5.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416018 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CP	Land Owner MOORE, THOMAS & GAIL	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T319	-15.3	254.9 (L)	22.4	2489044.6	1615987.6	5.4	-	5.4	-	-
T537	-34.5	254.5 (L)	9.1	2489052.3	1615970.0	-6.6	-	-6.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522416018 (1-2 of 2)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32					
CP	Land Owner MOORE, THOMAS & GAIL			Address Not available GLENWOOD SPRINGS, CO 81601						Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T319	-3216.0	254.9 (R)	22.4	2489044.6	1615987.6	5.4	-	5.4	-	-
T537	-3196.7	254.5 (R)	9.1	2489052.3	1615970.0	-6.6	-	-6.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW05 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
EH	Land Owner MOUNTAIN DR		Address Not available			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T121	652.0	337.5 (L)	68.5	2488836.5	1616627.0	5.0	5.0	-	-	-
T114	764.4	182.4 (L)	47.5	2488648.3	1616663.1	2.9	2.9	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415058 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BL	Land Owner GUTIERREZ, REYES	Address 3963 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T321	-87.5	293.2 (L)	33.0	2489109.9	1615938.5	5.0	-	5.0	-	-
T323	-117.9	293.4 (L)	24.6	2489122.9	1615911.0	-3.3	-	-3.3	-	-
T322	-83.0	333.0 (L)	36.1	2489144.0	1615959.4	-4.2	-	-4.2	-	-
T304	-120.8	286.6 (L)	20.5	2489118.0	1615905.5	-5.5	-	-5.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415058 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BL	Land Owner GUTIERREZ, REYES	Address 3963 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T321	-3143.8	293.2 (R)	33.0	2489109.9	1615938.5	5.0	-	5.0	-	-
T323	-3113.4	293.4 (R)	24.6	2489122.9	1615911.0	-3.3	-	-3.3	-	-
T322	-3148.3	333.0 (R)	36.1	2489144.0	1615959.4	-4.2	-	-4.2	-	-
T304	-3110.4	286.6 (R)	20.5	2489118.0	1615905.5	-5.5	-	-5.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218011 (1-2 of 2)				KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
AH	Land Owner	BRAGER, SAMUEL E & KAYLA L	Address	1574 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601		Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T457	-608.9	459.2 (R)	39.1	2488649.5	1615147.2	4.9	-	4.9	-	-
B32	-573.6	430.0 (R)	26.5	2488661.0	1615191.6	-3.5	-	-3.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218011 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
AH	Land Owner BRAGER, SAMUEL E & KAYLA L		Address 1574 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T457	-2622.3	459.2 (L)	39.1	2488649.5	1615147.2	4.9	-	4.9	-	-
B32	-2657.6	430.0 (L)	26.5	2488661.0	1615191.6	-3.5	-	-3.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116003 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
CC	Land Owner BERTHOD MOTORS, INC		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T441	-817.8	263.7 (L)	24.4	2489392.7	1615264.5	4.2	-	4.2	-	-
T440	-795.9	260.5 (L)	20.0	2489380.6	1615283.0	0.7	-	0.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116003 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
CC	Land Owner BERTHOD MOTORS, INC		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T441	-2413.4	263.7 (R)	24.4	2489392.7	1615264.5	4.2	-	4.2	-	-
T440	-2435.3	260.5 (R)	20.0	2489380.6	1615283.0	0.7	-	0.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527237002 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
ED	Land Owner CARDIFF 96 LLC		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B19	-797.7	407.5 (R)	27.9	2488776.3	1614998.2	4.1	-	4.1	-	-
T461	-786.8	365.6 (R)	19.5	2488809.6	1615025.8	0.3	-	0.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527237002 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

ED	Land Owner CARDIFF 96 LLC	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B19	-2433.5	407.5 (L)	27.9	2488776.3	1614998.2	4.1	-	4.1	-	-
T461	-2444.5	365.6 (L)	19.5	2488809.6	1615025.8	0.3	-	0.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218022 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
Z	Land Owner HEIBERGER, CHERYL		Address 1535 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T391	-369.7	437.8 (R)	41.0	2488567.5	1615373.0	4.0	-	4.0	-	-
T397	-391.6	473.0 (R)	45.1	2488544.8	1615338.2	3.2	-	3.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218022 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

Z	Land Owner HEIBERGER, CHERYL	Address 1535 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T391	-2861.6	437.8 (L)	41.0	2488567.5	1615373.0	4.0	-	4.0	-	-
T397	-2839.6	473.0 (L)	45.1	2488544.8	1615338.2	3.2	-	3.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415068 (1-9 of 9)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BE	Land Owner HAGEMANN BUILDERS, INC			Address 3952 SKY RANCH DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T234	299.4	276.8 (L)	31.5	2488930.9	1616281.9	3.8	3.8	-	-	-
T242	286.3	292.0 (L)	31.3	2488950.3	1616276.4	1.0	1.0	-	-	-
T240	269.5	351.4 (L)	43.9	2489011.2	1616286.4	-0.1	-0.1	-	-	-
T244	207.9	338.2 (L)	35.6	2489025.4	1616225.1	-1.5	-1.5	-4.8	-	-
T246	206.4	351.1 (L)	39.1	2489037.7	1616229.2	-2.9	-2.9	-5.4	-	-
T243	196.7	275.3 (L)	23.3	2488973.1	1616188.2	-4.5	-7.6	-4.5	-	-
T248	164.4	324.6 (L)	30.4	2489031.5	1616179.9	-7.6	-	-7.6	-	-
T245	177.6	314.1 (L)	27.7	2489016.4	1616187.4	-7.6	-	-7.6	-	-
T249	182.9	290.4 (L)	23.6	2488992.7	1616182.1	-8.9	-	-8.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415068 (1-6 of 6)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32					
BE	Land Owner HAGEMANN BUILDERS, INC			Address 3952 SKY RANCH DR GLENWOOD SPRINGS, CO 81601						Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T243	-3427.9	275.3 (R)	23.3	2488973.1	1616188.2	-4.5	-	-4.5	-	-
T244	-3431.2	340.2 (R)	33.0	2489030.5	1616218.6	-4.8	-	-4.8	-	-
T246	-3431.2	342.9 (R)	33.2	2489033.0	1616219.8	-5.4	-	-5.4	-	-
T248	-3395.6	324.6 (R)	30.4	2489031.5	1616179.9	-7.6	-	-7.6	-	-
T245	-3408.8	314.1 (R)	27.7	2489016.4	1616187.4	-7.6	-	-7.6	-	-
T249	-3414.1	290.4 (R)	23.6	2488992.7	1616182.1	-8.9	-	-8.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW03 (1-4 of 4)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14					
EF	Land Owner SKY RANCH DR			Address Not available				Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T306	172.2	172.8 (L)	18.3	2488890.7	1616122.6	3.2	-	3.2	-	-
T307	137.1	202.5 (L)	18.7	2488932.5	1616103.4	-0.3	-	-0.3	-	-
T250	168.4	254.2 (L)	22.2	2488966.0	1616153.7	-6.1	-	-6.1	-	-
T308	125.9	264.0 (L)	22.2	2488993.0	1616119.3	-7.6	-	-7.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW03 (1-4 of 4)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

EF	Land Owner SKY RANCH DR	Address Not available	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T306	-3403.4	172.8 (R)	18.3	2488890.7	1616122.6	3.2	-	3.2	-	-
T307	-3368.3	202.5 (R)	18.7	2488932.5	1616103.4	-0.3	-	-0.3	-	-
T250	-3399.7	254.2 (R)	22.2	2488966.0	1616153.7	-6.1	-	-6.1	-	-
T308	-3357.1	264.0 (R)	22.2	2488993.0	1616119.3	-7.6	-	-7.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115020 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BX	Land Owner POWELL, FRANCES	Address 1909 COLOROW RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T471	-1093.8	297.9 (L)	32.2	2489540.7	1615029.1	3.1	-	3.1	-	-
T472	-1141.5	391.4 (L)	44.8	2489645.6	1615025.5	-1.9	-	-1.9	-	-
B55	-1132.8	337.2 (L)	30.0	2489592.8	1615010.4	-7.8	-	-7.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115020 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BX	Land Owner POWELL, FRANCES	Address 1909 COLOROW RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T471	-2137.5	297.9 (R)	32.2	2489540.7	1615029.1	3.1	-	3.1	-	-
T472	-2089.7	391.4 (R)	44.8	2489645.6	1615025.5	-1.9	-	-1.9	-	-
B55	-2098.5	337.2 (R)	30.0	2489592.8	1615010.4	-7.8	-	-7.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116005 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
CE	Land Owner ODDO, ROBERT A & HILLERY S		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T436	-722.5	260.1 (L)	22.4	2489349.1	1615349.3	2.9	-	2.9	-	-
T432	-690.5	260.1 (L)	21.7	2489335.6	1615378.3	2.4	-	2.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116005 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
CE	Land Owner ODDO, ROBERT A & HILLERY S		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T436	-2508.8	260.1 (R)	22.4	2489349.1	1615349.3	2.9	-	2.9	-	-
T432	-2540.7	260.1 (R)	21.7	2489335.6	1615378.3	2.4	-	2.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100054 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

J	Land Owner COKE OVENS 2 INC	Address 625 AIRPORT RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_J	-2919.6	570.3 (R)	0.3	2489528.5	1613007.4	2.7	-	2.7	-	-
B7	-2801.5	470.5 (R)	33.8	2489568.9	1613156.6	0.4	-	0.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527100054 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

J	Land Owner COKE OVENS 2 INC	Address 625 AIRPORT RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_J	-311.6	570.3 (L)	0.3	2489528.5	1613007.4	2.7	-	2.7	-	-
B7	-429.7	470.5 (L)	33.8	2489568.9	1613156.6	0.4	-	0.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115015 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BP	Land Owner 4203 SKY RANCH LLC	Address 4203 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T497	-1488.9	296.7 (L)	33.2	2489707.1	1614670.7	1.1	-	1.1	-	-
T499	-1516.0	291.6 (L)	25.4	2489714.1	1614644.1	-5.6	-	-5.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115015 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BP	Land Owner 4203 SKY RANCH LLC	Address 4203 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T497	-1742.4	296.7 (R)	33.2	2489707.1	1614670.7	1.1	-	1.1	-	-
T499	-1715.3	291.6 (R)	25.4	2489714.1	1614644.1	-5.6	-	-5.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116004 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CD	Land Owner ARNOLD, ALAN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T439	-766.2	262.4 (L)	20.9	2489369.8	1615310.7	1.1	-	1.1	-	-
T438	-732.4	258.5 (L)	19.5	2489351.8	1615339.6	0.6	-	0.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116004 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

CD	Land Owner ARNOLD, ALAN	Address Not available GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T439	-2465.0	262.4 (R)	20.9	2489369.8	1615310.7	1.1	-	1.1	-	-
T438	-2498.8	258.5 (R)	19.5	2489351.8	1615339.6	0.6	-	0.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415056 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BJ	Land Owner STOLLEY, ANN M	Address 4003 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T342	-250.7	290.3 (L)	26.8	2489176.4	1615789.4	0.5	-	0.5	-	-
T338	-275.7	283.7 (L)	17.6	2489181.1	1615764.0	-6.2	-	-6.2	-	-
T510	-274.3	284.7 (L)	16.5	2489181.4	1615765.7	-7.5	-	-7.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415056 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BJ	Land Owner STOLLEY, ANN M	Address 4003 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T342	-2980.5	290.3 (R)	26.8	2489176.4	1615789.4	0.5	-	0.5	-	-
T338	-2955.6	283.7 (R)	17.6	2489181.1	1615764.0	-6.2	-	-6.2	-	-
T510	-2956.9	284.7 (R)	16.5	2489181.4	1615765.7	-7.5	-	-7.5	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115049 (1-1 of 1)				KGWS - GLENWOOD SPRINGS MUNI - Runway 14		
BF	Land Owner	LOPEZ, LILLIANA & ZACARIAS TORRES, CARLOS HUMBERTO	Address	4017 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T434	-702.5	290.3 (L)	28.4	2489368.0	1615380.2	0.2	-	0.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115049 (1-1 of 1)				KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
BF	Land Owner	LOPEZ, LILLIANA & ZACARIAS TORRES, CARLOS HUMBERTO	Address	4017 SKY RANCH DR	GLENWOOD SPRINGS, CO	81601	Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T434	-2528.7	290.3 (R)	28.4	2489368.0	1615380.2	0.2	-	0.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522302128 (1-6 of 6)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
AW	Land Owner LEWIS, ROBERT W & CONSTANCE M			Address 1200 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T530	1095.6	233.9 (R)	62.5	2488130.9	1616786.4	0.1	0.1	-	-	-
T531	1107.4	279.6 (R)	69.4	2488084.5	1616777.8	0.0	0.0	-	-	-
T532	1105.3	294.8 (R)	71.2	2488071.6	1616769.4	-0.4	-0.4	-	-	-
T533	1112.5	308.1 (R)	67.6	2488056.5	1616770.3	-6.1	-6.1	-	-	-
T528	1297.3	344.8 (R)	82.2	2487945.0	1616922.2	-7.4	-7.4	-	-	-
T529	1457.7	345.8 (R)	91.1	2487876.0	1617067.0	-8.2	-8.2	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522306004 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CY	Land Owner MCCORKLE, N JEAN	Address 3900 OLD LODGE RD BLDG 4 #4-D GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B44	336.2	365.2 (R)	39.6	2488333.9	1616043.0	-0.9	-0.9	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218014 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AD	Land Owner HANSON, RALPH D	Address 1546 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T398	-452.1	499.0 (R)	43.4	2488547.0	1615272.4	-1.9	-	-1.9	-	-
T404	-481.6	530.4 (R)	42.4	2488531.0	1615232.3	-7.3	-	-7.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218014 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

AD	Land Owner HANSON, RALPH D	Address 1546 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T398	-2779.1	499.0 (L)	43.4	2488547.0	1615272.4	-1.9	-	-1.9	-	-
T404	-2749.6	530.4 (L)	42.4	2488531.0	1615232.3	-7.3	-	-7.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218030 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
AB	Land Owner CARDIFF GLEN MASTER HOMEOWNERS ASSN			Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T447	-507.2	534.6 (R)	46.1	2488538.1	1615207.4	-3.2	-	-3.2	-	-
T405	-496.3	481.0 (R)	32.3	2488582.0	1615240.0	-9.3	-	-9.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218030 (1-2 of 2)						KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
AB	Land Owner CARDIFF GLEN MASTER HOMEOWNERS ASSN			Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T447	-2724.0	534.6 (L)	46.1	2488538.1	1615207.4	-3.2	-	-3.2	-	-
T405	-2734.9	481.0 (L)	32.3	2488582.0	1615240.0	-9.3	-	-9.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415057 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BK	Land Owner JOHNSON, PETER & EUGENIE		Address 4001 SKY RANCH DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T335	-157.6	283.3 (L)	21.1	2489130.6	1615870.8	-3.2	-	-3.2	-	-
T337	-153.4	316.1 (L)	29.1	2489158.5	1615888.5	-7.2	-	-7.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415057 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BK	Land Owner JOHNSON, PETER & EUGENIE	Address 4001 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T335	-3073.7	283.3 (R)	21.1	2489130.6	1615870.8	-3.2	-	-3.2	-	-
T337	-3077.9	316.1 (R)	29.1	2489158.5	1615888.5	-7.2	-	-7.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522309008 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

EU	Land OwnerSILLOWAY, LINDA SHAFFER	Address3800 OLD LODGE RD BLDG 2 #2-H GLENWOOD SPRINGS, CO 81601	Location39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T130	670.2	287.8 (R)	44.7	2488262.4	1616378.4	-3.2	-3.2	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW11 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
EM	Land Owner Unknown		Address Not available			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
OH13	-1236.7	517.6 (R)	39.4	2488862.8	1614553.9	-3.3	-	-3.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW11 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
EM	Land Owner Unknown		Address Not available			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
OH13	-1994.5	517.6 (L)	39.4	2488862.8	1614553.9	-3.3	-	-3.3	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415059 (1-3 of 3)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BM	Land Owner KRAUCHANKA, IRYNA		Address 3961 SKY RANCH DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T324	-23.5	320.1 (L)	31.7	2489107.1	1616007.9	-3.6	-	-3.6	-	-
T115	-64.0	280.9 (L)	17.7	2489088.8	1615954.5	-7.5	-	-7.5	-	-
T320	-51.5	313.6 (L)	24.5	2489113.1	1615979.7	-8.2	-	-8.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522415059 (1-3 of 3)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
BM	Land Owner KRAUCHANKA, IRYNA		Address 3961 SKY RANCH DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T324	-3207.8	320.1 (R)	31.7	2489107.1	1616007.9	-3.6	-	-3.6	-	-
T115	-3167.2	280.9 (R)	17.7	2489088.8	1615954.5	-7.5	-	-7.5	-	-
T320	-3179.8	313.6 (R)	24.5	2489113.1	1615979.7	-8.2	-	-8.2	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218009 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AA	Land Owner PATRICK, TODD W & CHRIS A	Address 1587 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T456	-667.1	482.9 (R)	32.2	2488652.7	1615084.4	-3.7	-	-3.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218009 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

AA	Land Owner PATRICK, TODD W & CHRIS A	Address 1587 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T456	-2564.1	482.9 (L)	32.2	2488652.7	1615084.4	-3.7	-	-3.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116001 (1-1 of 1)						KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
CA	Land Owner KAPPELI, ERNST & LINDA		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T468	-926.8	262.3 (L)	15.7	2489437.7	1615165.2	-3.7	-	-3.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527116001 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
CA	Land Owner KAPPELI, ERNST & LINDA		Address Not available GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T468	-2304.4	262.3 (R)	15.7	2489437.7	1615165.2	-3.7	-	-3.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218021 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
AP	Land Owner ARREOLA, SANTIAGO & DOMINGUEZ, REGINA BLANCO			Address 1521 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T390	-347.4	454.6 (R)	35.7	2488542.8	1615386.0	-3.8	-	-3.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218021 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
AP	Land Owner ARREOLA, SANTIAGO & DOMINGUEZ, REGINA BLANCO		Address 1521 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T390	-2883.8	454.6 (L)	35.7	2488542.8	1615386.0	-3.8	-	-3.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218013 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AF	Land Owner KENNEDY, MICHAEL P & JULIE A	Address 1558 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T448	-552.3	493.3 (R)	37.9	2488594.6	1615184.0	-3.9	-	-3.9	-	-
B33	-518.4	467.0 (R)	30.0	2488604.1	1615225.9	-8.8	-	-8.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218013 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

AF	Land Owner KENNEDY, MICHAEL P & JULIE A	Address 1558 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T448	-2678.9	493.3 (L)	37.9	2488594.6	1615184.0	-3.9	-	-3.9	-	-
B33	-2712.8	467.0 (L)	30.0	2488604.1	1615225.9	-8.8	-	-8.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522302111 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AX	Land Owner ROEHM, GERALD W	Address 1402 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T116	820.0	234.5 (L)	46.2	2488672.0	1616735.4	-4.7	-4.7	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522313001 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BB	Land Owner SACHS, BENJAMIN & PRINCE, JENNIFER			Address 3907 OLD LODGE RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T251	378.9	540.0 (R)	64.3	2488157.5	1616007.6	-5.1	-5.1	-	-	-
T252	381.8	576.1 (R)	66.4	2488123.6	1615994.9	-7.9	-7.9	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115048 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BT	Land Owner PINGREE, STEPHEN & MIRANDA			Address 4019 SKY RANCH DR GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T437	-775.4	401.4 (L)	52.7	2489499.5	1615361.3	-5.1	-	-5.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115048 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BT	Land Owner PINGREE, STEPHEN & MIRANDA	Address 4019 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T437	-2455.8	401.4 (R)	52.7	2489499.5	1615361.3	-5.1	-	-5.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218019 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AO	Land Owner HARTMAN, FRED & MARIA	Address 1505 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T387	-267.5	508.6 (R)	42.3	2488460.0	1615435.4	-5.7	-	-5.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218019 (1-1 of 1)				KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
AO	Land Owner	HARTMAN, FRED & MARIA	Address	1505 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601		Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T387	-2963.7	508.6 (L)	42.3	2488460.0	1615435.4	-5.7	-	-5.7	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115023 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BU	Land Owner DELLAPI, ROBERT F & MARILYN L REVOCABLE TRUST			Address 1901 COLOROW RD GLENWOOD SPRINGS, MA 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T466	-912.9	297.7 (L)	23.0	2489463.9	1615192.8	-5.8	-	-5.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115023 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
BU	Land Owner DELLAPI, ROBERT F & MARILYN L REVOCABLE TRUST			Address 1901 COLOROW RD GLENWOOD SPRINGS, MA 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T466	-2318.4	297.7 (R)	23.0	2489463.9	1615192.8	-5.8	-	-5.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527227001 (1-1 of 1)				KGWS - GLENWOOD SPRINGS MUNI - Runway 14			
CQ	Land Owner	FLAHERTY, BRYNN O & BRAEDEN R	Address	1433 SUMMERVILLE ALLEY GLENWOOD SPRINGS, CO 81601		Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T347	-116.8	514.7 (R)	43.8	2488390.6	1615569.4	-6.4	-	-6.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527227001 (1-1 of 1)				KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
CQ	Land Owner	FLAHERTY, BRYNN O & BRAEDEN R	Address	1433 SUMMERVILLE ALLEY GLENWOOD SPRINGS, CO 81601		Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T347	-3114.4	514.7 (L)	43.8	2488390.6	1615569.4	-6.4	-	-6.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW09 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
EK	Land Owner BUFFAN RD		Address Not available			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T359	-219.8	466.4 (R)	35.5	2488478.0	1615496.6	-6.5	-	-6.5	-	-
T256	-202.6	452.3 (R)	30.8	2488483.5	1615518.2	-9.4	-	-9.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW09 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
EK	Land Owner BUFFAN RD		Address Not available			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T359	-3011.5	466.4 (L)	35.5	2488478.0	1615496.6	-6.5	-	-6.5	-	-
T256	-3028.7	452.3 (L)	30.8	2488483.5	1615518.2	-9.4	-	-9.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW10 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
EL	Land Owner CRAWFORD WAY		Address Not available			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T476	-860.1	444.3 (R)	24.8	2488769.5	1614926.1	-6.6	-	-6.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW10 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

EL	Land Owner CRAWFORD WAY	Address Not available	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T476	-2371.2	444.3 (L)	24.8	2488769.5	1614926.1	-6.6	-	-6.6	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522308005 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CX	Land Owner BLACKFORD, MATTHEW & NICOLE	Address 3900 OLD LODGE RD BLDG 3 #3-E GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B42	424.2	363.0 (R)	38.2	2488298.6	1616123.7	-6.7	-6.7	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW01 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

EE	Land Owner AIRPORT RD	Address Not available	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T77	-2039.9	273.1 (L)	26.3	2489919.4	1614161.7	-6.8	-	-6.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for KGWS_ROW01 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
EE	Land Owner AIRPORT RD		Address Not available			Location 39° 30' 21.60" N, 107° 18' 32.70" W			

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T77	-1191.4	273.1 (R)	26.3	2489919.4	1614161.7	-6.8	-	-6.8	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115018 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

ER	Land Owner COLOROW LLC	Address 1913 COLOROW RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T485	-1280.1	298.9 (L)	24.3	2489620.7	1614860.7	-7.1	-	-7.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115018 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

ER	Land Owner COLOROW LLC	Address 1913 COLOROW RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T485	-1951.1	298.9 (R)	24.3	2489620.7	1614860.7	-7.1	-	-7.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218015 (1-1 of 1)				KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
AC	Land Owner	WELCHMAN, ROSAMOND	Address	1534 SHEPHERDS LN	GLENWOOD SPRINGS, NY	81601	Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T396	-426.6	520.0 (R)	41.5	2488517.1	1615286.5	-7.4	-	-7.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527218015 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
AC	Land Owner WELCHMAN, ROSAMOND		Address 1534 SHEPHERDS LN GLENWOOD SPRINGS, NY 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T396	-2804.6	520.0 (L)	41.5	2488517.1	1615286.5	-7.4	-	-7.4	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527209002 (1-2 of 2)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
Y	Land Owner TORRELLI, KATELYN ANN		Address 1678 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T474	-833.2	522.8 (R)	34.6	2488687.0	1614917.1	-7.5	-	-7.5	-	-
T473	-855.0	558.1 (R)	39.6	2488664.3	1614882.4	-7.9	-	-7.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527209002 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

Y	Land Owner TORRELLI, KATELYN ANN	Address 1678 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T474	-2398.1	522.8 (L)	34.6	2488687.0	1614917.1	-7.5	-	-7.5	-	-
T473	-2376.2	558.1 (L)	39.6	2488664.3	1614882.4	-7.9	-	-7.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115022 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BV	Land Owner GUSTAFSON, ALICE A		Address 1903 COLOROW RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T469	-977.4	293.5 (L)	18.8	2489487.4	1615132.6	-7.9	-	-7.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115022 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
BV	Land Owner GUSTAFSON, ALICE A		Address 1903 COLOROW RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T469	-2253.9	293.5 (R)	18.8	2489487.4	1615132.6	-7.9	-	-7.9	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115017 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 14				
BR	Land Owner BOSTON, JASON RAY & KIMBERLY JEAN			Address 1915 COLOROW RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T488	-1353.0	299.9 (L)	24.8	2489652.4	1614795.1	-8.1	-	-8.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527115017 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
BR	Land Owner BOSTON, JASON RAY & KIMBERLY JEAN			Address 1915 COLOROW RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W	

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T488	-1878.2	299.9 (R)	24.8	2489652.4	1614795.1	-8.1	-	-8.1	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527209001 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

X	Land Owner MISCANTHUS KINGS LLC	Address 1684 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T475	-860.5	498.6 (R)	30.2	2488720.5	1614902.6	-9.0	-	-9.0	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527209001 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

X	Land Owner MISCANTHUS KINGS LLC	Address 1684 CRAWFORD WAY GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T475	-2370.7	498.6 (L)	30.2	2488720.5	1614902.6	-9.0	-	-9.0	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522311007 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CV	Land Owner DEMERS, SUSAN M & HILGEFORD, KEVIN	Address 3714 OLD LODGE RD GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T125	847.4	196.8 (R)	32.0	2488269.7	1616577.4	-9.1	-9.1	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218522311032 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CU	Land Owner LEE, CATHERINE J	Address 1213 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
T113	915.9	215.1 (R)	38.4	2488224.1	1616631.7	-9.3	-9.3	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416030 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

B	Land Owner ROSE, JENNIFER M	Address 143 MAROON DR GLENWOOD SPRINGS, CO 81601	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_B	247.8	1052.9 (L)	0.0	2489328.6	1612296.1	120.3	120.3	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527416029 (1-1 of 1)				KGWS - GLENWOOD SPRINGS MUNI - Runway 32			
A	Land Owner	KONTOUR, GREGORY L & JODY J	Address	119 MAROON DR GLENWOOD SPRINGS, CO 81601		Location	39° 30' 21.60" N, 107° 18' 32.70" W

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
G2_A	395.0	1100.5 (L)	0.6	2489347.9	1612142.6	103.5	103.5	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527400060 (1-1 of 1)					KGWS - GLENWOOD SPRINGS MUNI - Runway 32				
DJ	Land Owner BROWN, HECTOR		Address 786 116 COUNTY RD GLENWOOD SPRINGS, CO 81601				Location 39° 30' 21.60" N, 107° 18' 32.70" W		

Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B1	205.8	206.6 (L)	17.7	2490077.3	1612692.9	-4.3	-4.3	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Parcel Obstructions for 218527400046 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DU	Land Owner	Address Not available	Location 39° 30' 21.60" N, 107° 18' 32.70" W
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Obstruction ID	Distance	Offset	Height	State Plane*		Height Above†				
				X	Y	Maximum	ATRNS	RTRNS	TSS1	TSS2
B2	325.8	202.9 (L)	15.9	2490131.5	1612585.8	-9.1	-9.1	-	-	-

All units in feet | * Location of max obstruction point. | † Max calculated height above surface being analyzed.

Glenwood Springs Municipal Airport

Runway Length Analysis

Agenda

- CDOT Aviation System Plan (GWS Role)
- GWS Runway Length Benchmarking
- Previous Documentation (EA/Land Use Study)
- GWS Based A/C Runway Length Required
- GWS Emergency A/C Runway Length Required
- Surrounding Land Constraints
- Alternatives to shorten runway
- Costs

CDOT Aviation System Plan

- Role of GWS in CDOT Aviation System
 - General Aviation - Local



CURRENT R/W LENGTH	3,305'
CDOT AVIATION SYSTEM PLAN OBJECTIVE FOR GWS	7,200'
FAA RUNWAY LENGTH OBJECTIVE	7,200'

Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Glenwood Springs Municipal. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport's project needs and associated costs.

Objective Category	GA-Local Objective	Current Condition	Meets 2020 Objective?
Airfield			
ARC	B-II	B-II	Yes
Runway Length	Accommodate 100% of small aircraft adjusted for elevation and mean maximum daily temp during hottest month	3,305 feet (7,200 feet)	No
Runway Width	75 feet	50 feet	No
Runway Strength	30,000 pounds	15,000 lbs SW	No
Taxiway	Partial parallel	Full parallel	Yes
Runway Markings	Non-precision	Visual	No
Lighting/NAVAIDS			
Approach	Non-precision	Visual	No
Visual Aids	Rotating beacon, lighted wind cone, REILs, VGSIs	VGSIs, wind cone	No
Runway Lighting	MIRL	None	No
Weather Reporting	On-site ASOS, AWOS, or Automated Unicom	Automated UNICOM	Yes
Airport Facilities			
Terminal (CS and/or GA)	Facility with restrooms, pilot-lounge, and Wi-Fi	None	No
Apron Tie-Downs	Tie-downs for 50% of based aircraft fleet plus 25% of weekly average overnight transient storage during peak season	50% of based aircraft fleet plus 25% transient aircraft fleet: 35 Total tie-down spaces: 30	No
Hangars	Hangars for 50% of based aircraft fleet and 25% of weekly average overnight transient storage	50% of based aircraft fleet: 35 Number of based aircraft hangar spaces: 64 25% of transient aircraft fleet: 1 Number of transient aircraft hangar spaces: 0	No
Dedicated Maintenance/SRE Storage Building	Yes	No	No
Electric Vehicle Charging Stations	Yes	No	No
Perimeter Security	ADA 3-wire fencing with appropriate signage	ADA 3-wire fencing with appropriate signage	Yes
Services/Other			
Jet A Fuel	24/7 (Self-Serve or Call Out)	24/7 (Self-Serve or Call Out)	Yes
AvGas Fuel	24/7 (Self-Serve or Call Out)	24/7 (Self-Serve or Call Out)	Yes
Aircraft De-icing	Based on community need	None	Based on community need
Courtesy Car	Yes	Yes	Yes
Sustainability Plan	Based on community need	No	Based on community need
Minimums for All Airports			
Restroom (24-hr accessible)✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓	Wi-Fi Service ✗

Runway Length Benchmark

- 66 Primary Runways in the Colorado Airport System
- The shortest public-use primary runways in the system are:
 - Glenwood Springs Municipal (GWS) – 3,305 feet
 - Haxtun Municipal (17V) - 3,860 feet
- Fifty-one runways measure at least 5,000 feet in length
 - Generic minimum length considered as a potential indicator of an airport's ability to accommodate many corporate aircraft

Based and Emergency A/C – Runway Length Required

GLENWOOD SPRINGS MUNICIPAL AIRPORT - RUNWAY LENGTH ANALYSIS		
	Aircraft/Agency	Runway Length (Feet)
Based A/C	C-172	3,585'
	C-150	2,870'
	Beechcraft Bonanza	3,800'
	Cirrus SR22	3,100'
Typical Emergency Services A/C	Pilatus PC-12	4,500'
	Beechcraft King Air 200	5,100'
Agency Guidance	FAA Design A/C* Runway Length Guidance	7,200'
	Colorado State Aviation System Plan**	7,200'
Existing Runway Length***		3,305'

Notes:

Airport Elevation - 5,916'

Mean Max Temp. Hottest Month - 87.6° F

A/C specific lengths are based on clearance of a 50' obstacle. Lengths are from manufacturer published performance charts and are intended to be indicative only. These runway lengths are not to be utilized for flight

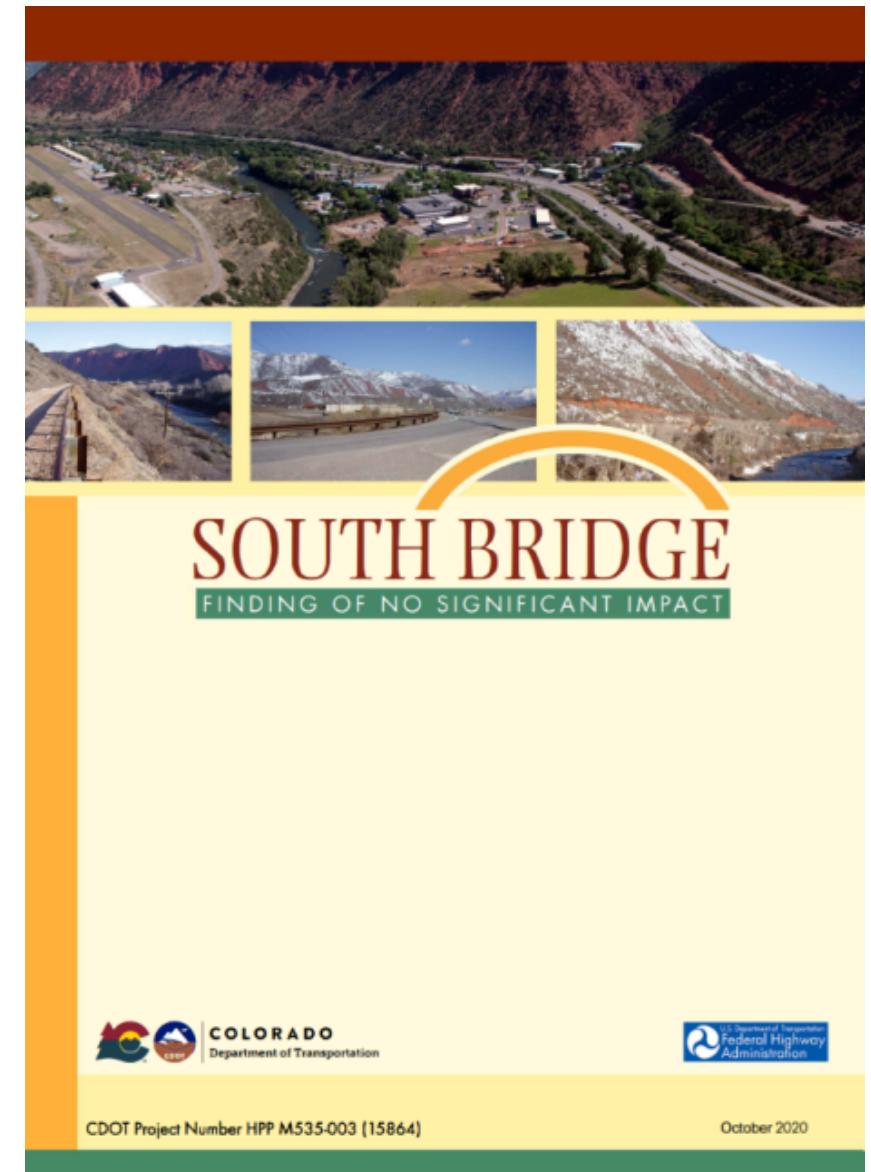
*FAA Advisory Circular 150/5325 - 4B, Runway Length Requirements for Airport Design

**2020 Colorado Aviation System Plan and Economic Study

*** FAA 5010 Form

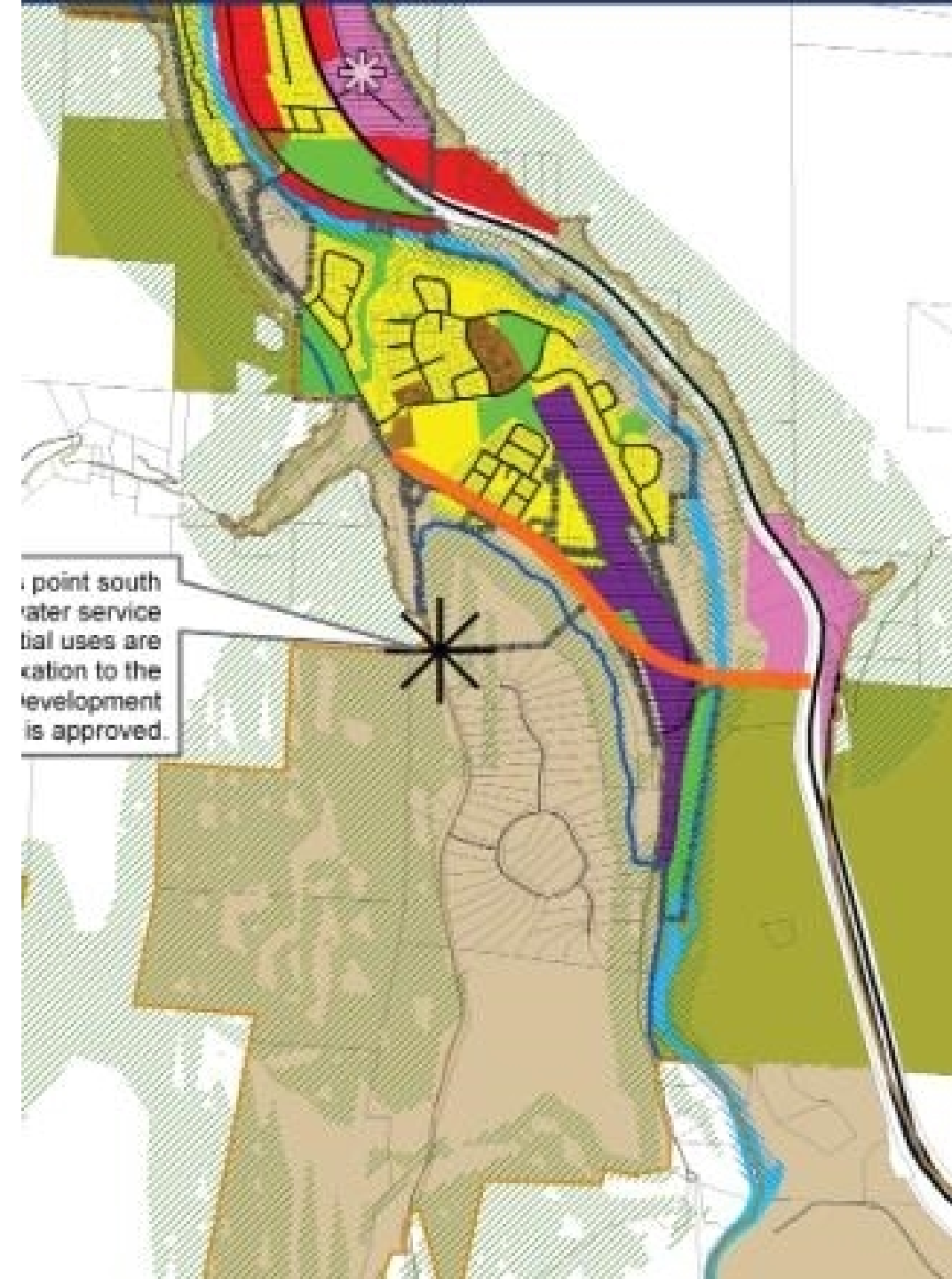
Previous Documentation

- **South Bridge Environmental Assessment/October 2020 FONSI**
 - Does not contemplate or include an impact to the shorter GWS Airport runway .
- **August 2019 Land Use Scenario Planning Study for GWS Airport**
 - Does not include an analysis of GWS runway shortening scenario or impacts resulting from runway shortening scenarios.
 - Analyses includes expanded aviation use or airport closure only
- **1999 Airport Layout Plan**
 - Does not include and analysis of a shorter runway length
 - Does include a displaced threshold (shorter landing distance)



Land Use Constraints

- North
 - Residential land use
 - Airspace impacts (rapidly rising terrain across the river, to the north)
 - Noise impacts on residential areas
 - Terrain difference between potential expansion area and existing runway end.
- South
 - Existing roadway access and the Roaring Fork River limit runway extensions or shift to the south
- East
 - Roaring Fork River and Existing Residential limit runway shifts to the East
- West
 - Airport Road and rising terrain limit runway shifts to the West



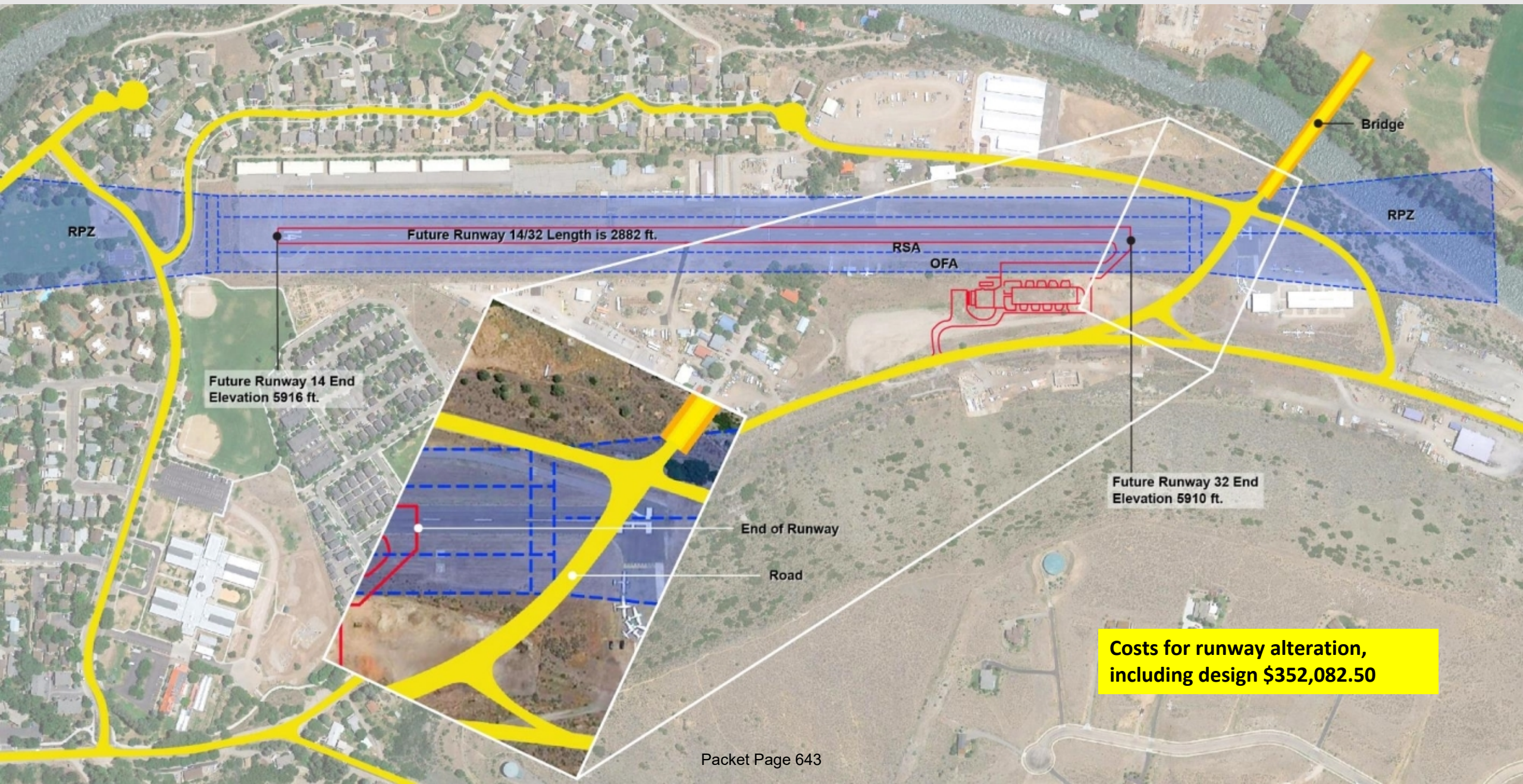
Option 1



Option 1



Option 1



Future Runway 14 End
Elevation 5916 ft.

Future Runway 14/32 Length is 2882 ft.

RSA

OFA

Bridge

RPZ

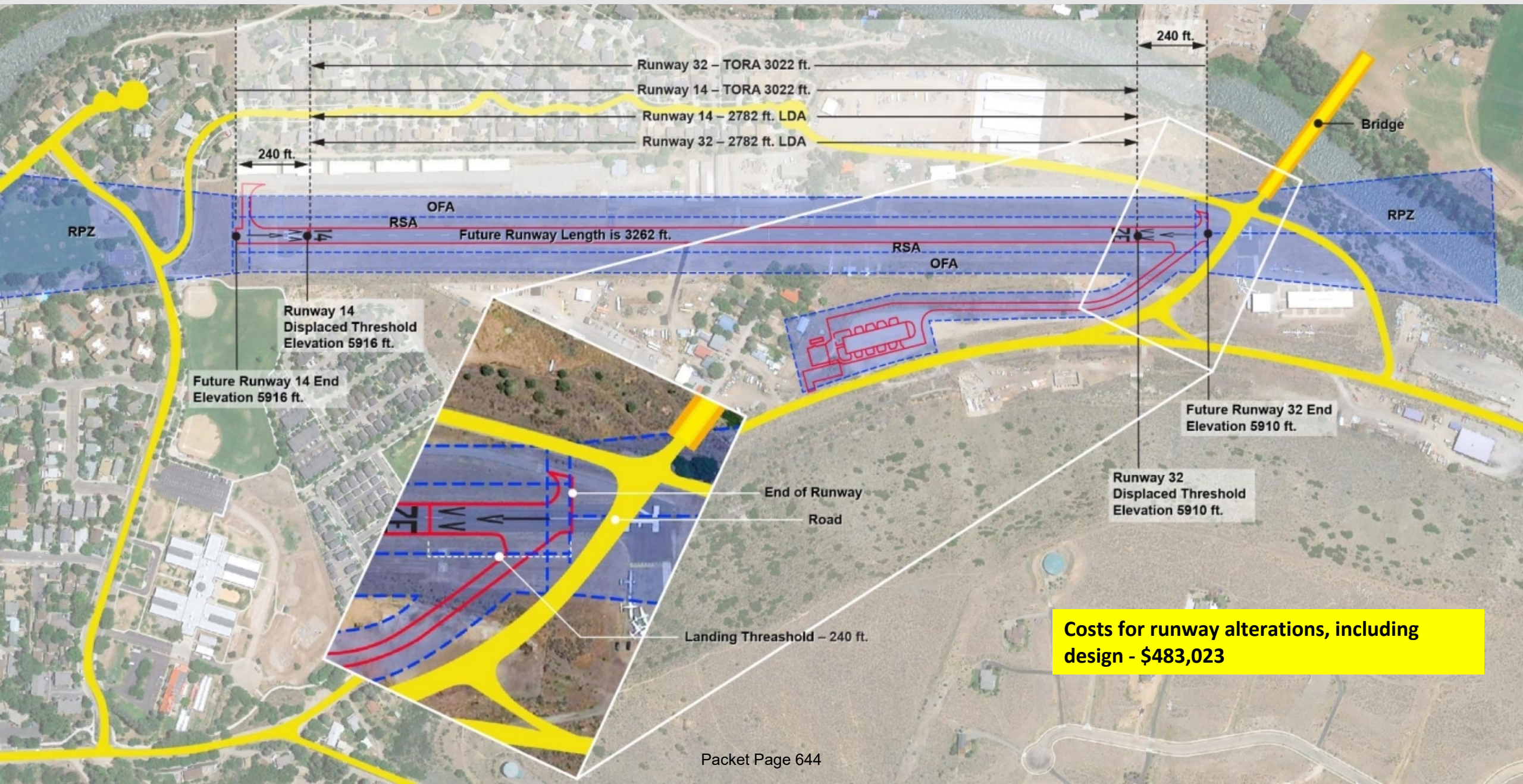
Future Runway 32 End
Elevation 5910 ft.

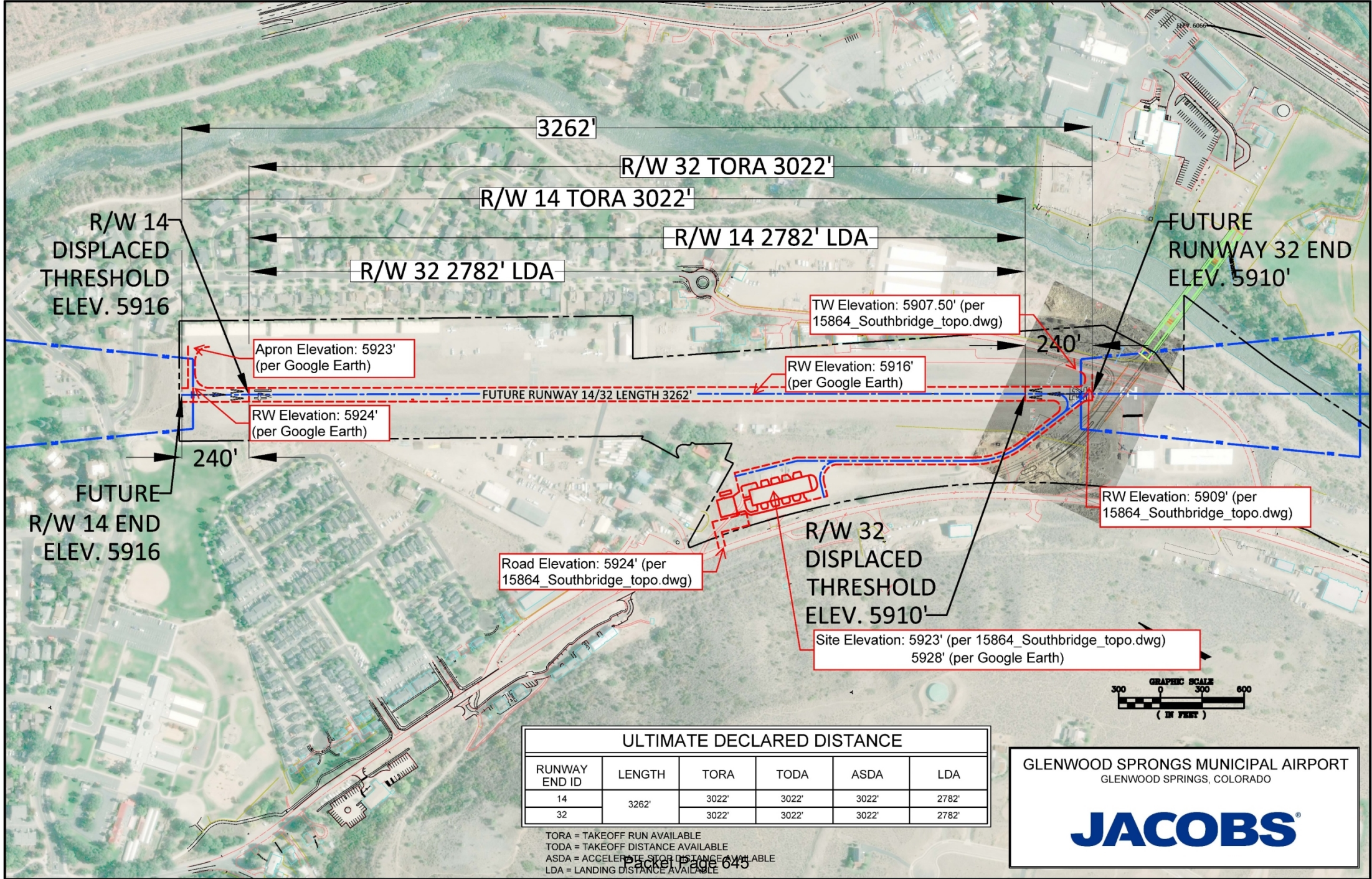
End of Runway

Road

Costs for runway alteration,
including design \$352,082.50

Option 2





ULTIMATE DECLARED DISTANCE					
RUNWAY END ID	LENGTH	TORA	TODA	ASDA	LDA
14	3262'	3022'	3022'	3022'	2782'
32		3022'	3022'	3022'	2782'

TORA = TAKEOFF RUN AVAILABLE
TODA = TAKEOFF DISTANCE AVAILABLE
ASDA = ACCELERATE STOP DISTANCE AVAILABLE
LDA = LANDING DISTANCE AVAILABLE

GLENWOOD SPRONGS MUNICIPAL AIRPORT
GLENWOOD SPRINGS, COLORADO

JACOBS®



Glenwood Springs Municipal Airport

2022 Community Listening Session Public Comments

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In-Person Comments from February 24 Listening Session at Sopris Elementary School



Board Number	In reference to	Comment
Q1 - Participant Information: Name, Email, Physical Address		
		See sign in sheet for responses.
Q2 - Do you live within City Limits?		
		See sign in sheet for responses.
Q3 - As a community, what should we START doing or do more of related to the airport or how we discuss the airport?		
Board 1	[START]	Leave it as is
Board 1	[START]	The Airport provides diversity to the [community]
Board 1	[START]	Start listening to your opponents' concerns
Board 1	[START]	Invest in the airport to expand operations, community involvement, + economic activity Protect the Airport
Board 1	[START]	LISTEN!!! LEAVE THE AIRPORT ALONE!!! WE WILL DECIDE MAY 5
Board 1	[START]	Listen to the community
Board 1	[START]	It's an asset Leave as is
Board 1	[START]	LEAVE IT <u>ALONE</u> !!
Board 1	[START]	Start understanding that even <u>Leadville</u> has an airport
		Let's build consensus about the airport's role in the community, creating a forum that includes City officials, airport users, and all stakeholders. This listening session or similar format should be repeated on a regular basis.
Board 1	[START]	Let's treat the airport like other valued City assets, using it to its fullest capability, planning public events that have a broad appeal, making its operations transparent and public. Chuck Knuth
Board 1	[START]	Expand it bring in more
Board 1	[START]	The users & community <u>want</u> the airport - Make it work
Board 1	[START]	Keep the Airport No more studies You are wasting our money
Board 1	[START]	Keep the airport! - that is what the land was intended for
Board 1	[START]	Safety study? This isn't DIA!
Board 1	[START]	Look @ ways to Improve A/P & Make it an Economic Engine
Board 1	[START]	Call South Bridge what it is - a bypass - not an emergency escape route
Board 1	[START]	Leave it alone and start listening to the Advisory Board
Board 1	[START]	Make more use of the airport. Get a concessionaire to offer sightseeing flights
Board 1	[START]	<u>Start</u> : Listening to the Airport Commission they are knowledgeable <u>Listen</u> !

Board Number	In reference to	Comment
Q4 - As a community, what should CONTINUE doing related to the airport or how we discuss the airport?		
Board 1	[CONTINUE]	Continue to study which option outweighs the rest in all aspects
Board 1	[CONTINUE]	We have a vote comming up Pay Attention
Board 1	[CONTINUE]	Listen to the community Keep the airport
Board 1	[CONTINUE]	Support the airport + make it better + safer.
Board 1	[CONTINUE]	Continue the study to shorten the runway or move to the N.
Board 1	[CONTINUE]	We Love the <u>Airport</u> !
Board 1	[CONTINUE]	Keep as is!
Board 1	[CONTINUE]	Rational open minded discussion among all entities to learn all you can. Informed decisions tend to be best and It's hard to set aside bias but so worth it
Board 1	[CONTINUE]	Leave the runway in it's current configuration and build a tunnel!!! Keep the airport. It's too important to the community!!!
Board 1	[CONTINUE]	Operating the airport in a financially responsible manner should be a priority. Treating it as an enterprise zpne and finding ways to make it self-supporting should be ongoing objectives. The taxpayer burden must remain acceptable. Chuck Knuth
Board 1	[CONTINUE]	We should continue communicating with each other in a civil manner. Here is a list of the existing organizations. Please join the conversation! Glenwood Springs Airport Board http://www.cogs.us/198/Airport Friends of Glenwood Springs Airport http://glenwoodspringsairport.com Save Our Special Airport on Facebook https://m/facebook.com/profile.php?id=100071945224084 Here's the airport webcam site: https://www.coloradowebcam.net/webcamtypes/airport-webcams Airport users meet occasionally to discuss matters of interest, to initiate action and to learn from each other. Please contact me if you would like to be added to the mailing list. <i>Feel free to contact Chuck Knuth chuck@knuth.net 415-307-5149</i>

Board Number	In reference to	Comment
Q5 - As a community, what should we STOP doing or do less of related to the airport or how we discuss the airport?		
Board 1	[STOP]	Stop trying to eliminating the airport Valuable Assett
Board 1	[STOP]	Stop threatening to close it! Most Cities embrace their airports as economic drivers and community cornerstones
Board 1	[STOP]	Stop threatening to close it!
Board 1	[STOP]	Wasting money on studies trying to figure out how to get rid of the Airport & Leave the Airport Alone!
Board 1	[STOP]	Stop secret motives
Board 1	[STOP]	Stop paying for "studies" and "consultants" Of <u>course</u> there are obstructions. And the "consultants" are really just developers
Board 1	[STOP]	Wasting resources on this topic
Board 1	[STOP]	Honor the intentions of the donors. Keep the airport as is.
Board 1	[STOP]	Use the property to the benefit of more than a small number of pilots
Board 1	[STOP]	Helos yes fixed wing meh
Board 1	[STOP]	Leave airport as is!
Board 1	[STOP]	Leave the runway as is- build a tunnel!!! Keep the Airport.
Board 1	[STOP]	Keep us safe
Board 1	[STOP]	Stop city's stupid games. Shame on you.
Board 1	[STOP]	Close it Now!!
Board 1	[STOP]	STOP Trying to create Dissidunce RE: Airport
Q6 - Other Feedback		
Board 1	[Other Feedback]	Keep airport - But make improvements to benefit the community
Board 1	[Other Feedback]	Keep the airport as is
Board 1	[Other Feedback]	Respect the legal process. Let the user group put our question to a vote.
Board 1	[Other Feedback]	Airport is good neighbor, City less so.
Board 1	[Other Feedback]	Keep Airstrip & Develop into comm/Ind. Area
Board 1	[Other Feedback]	Make common sense improvements and don't shorten the runway
Board 1	[Other Feedback]	10-b Aug <u>2011</u> Airport stays
Board 1	[Other Feedback]	Stop
Board 1	[Other Feedback]	Enhance the Airport More Hangars
Board 1	[Other Feedback]	Keep the Airport + Stop the THREATS Stop the Apt. Buildings. Stop Ruining our town

Board Number	In reference to	Comment
Q7 - (History) Comments		
Board 2	1930- The land at airport is on was deeded to the City for the purpose of an airport	City doesn't keep it's word. Another example.
Board 2	1930- The land at airport is on was deeded to the City for the purpose of an airport	Is the City ready to break the hand-shake agreement under which land was donated?
Board 2	1930- The land at airport is on was deeded to the City for the purpose of an airport	Was the land deeded to the City without restrictions as to its use?
Board 2	1997-Referendum to cease airport ops, which failed on a vote of 2,106 to 723.	this is important to note for the future vote
Board 2	1997-Referendum to cease airport ops, which failed on a vote of 2,106 to 723.	Voters were lied to. Many voted to keep airport because the thought it would stop development. It didn't - Park East + Cardiff glen
Board 2	1997-Referendum to cease airport ops, which failed on a vote of 2,106 to 723.	But City Did Not Pay aTTenTion To This Vote
Board 2	1997-Referendum to cease airport ops, which failed on a vote of 2,106 to 723.	RE-FUEL @ GWS SAVED 10-15 MINUTES EACH <u>WAY</u> TO RE-FUEL @ RIFLE DRIVING GRIZZLEY CREEK FIRE <u>NOT</u> THE LAST FIRE IN THIS AREA
Board 2	2003-COGS Ad Hoc Airport Land Committee Reports/Position Papers	MANY LIVES have Been SAVED By Keeping The Airport
Board 2	2008-2013 South Bridge Environmental Assessment	Where else can the bridge be built Where find the Enviromental Studies??
Board 2	2008-2013 South Bridge Environmental Assessment	2013- Council approves to Move to the SOUTH
Board 2	2011- Comprehensive Plan Adopted	Aug 2011 AIRPORT STAYS 10-B
Board 2	2011- Comprehensive Plan Adopted	10-B we need the airport for fire refueling Choppers and EMS!
Board 2	2019- South Bride National Environmental Policy Act process	What/Where are these docs how to access what EPA Studies were done?
Board 2	2020-CDOT Colorado Aviation Plan	2020 CDOT Study Showed Glenwood Airport Added <u>18.3 Million</u>
Board 2	2021- Citizen Petition	signed twice-thrown out twice- B.S.
Board 2	2021- Citizen Petition	You Forgot: 2021-Grizzley Creek Fire Airport closed to open traffic-And Hold Fire Fighting Helecoptors transporting Fire Fighters on & off Fireline
Board 2	(nearly) 100 Years of Airport and SOuth Bridge History	10th MT DIV US ARMY GO TO ski museum @ Vail CO Passion For Snow Video

Board Number	In reference to	Comment
Q8 - (Airport in Context) Comments		
Board 3	Airport In Context	I think 3500 is wildly optimistic 3500 is 10/day minus 15 days. Is <u>under estimate</u>
Board 3	The runway cannot be lengthened due to topographical constrains....	[edited to] The runway can only be lengthened 120' due to topographical constrains....
Q9 - (Financial Summaries) Comments		
Board 4	Financial Summaries	
Board 4	Public Comment Card:	Budget: Don't need a new "FBO"-the current office is here, "quaint" yes, but adequate. This isn't and never will be a busy metropolitan airport. New hangers would be good. but power to tie downs not necessary either, and a courtesy car isn't expected to be new - a "heater" that runs reliably is adquiet. And some bikes. Ron Stevens
Board 4	placed above Critiques of Financial Data	Not many high performance can land here greatfully!
Board 4	placed above Critiques of Financial Data	HOW MUCH JETA 100LL YOU SELL? HIGH PERFORMANCE AIRCRAFT ONLY NOT MANY USE GWS IF AT ALL
Board 4	placed ON Critiques of Financial Data	<u>not necessary</u> picnic grounds, power to tie downs, courtesy car, covered tie downs, new FBO. This is <u>not</u> Aspen
Board 4	placed ON Critiques of Financial Data	Need MORE Hangers As Revenue
Board 4	placed ON Capital Budget	Do not increase activity/hangars at airport. Too much noise, wildlife disturbance. <u>Less is more</u> airport.
Board 4	placed on Estimated Budget	CLASSIC AIR (MEDEVAC) OFFERED TO BUILD FBO
Board 4	Notes	FBO Not Necessary
Board 4	placed on Existing Airport Layout Picture	[Printed copy of 2020 Colorado Aviation Economic Impact Study.]
Board 4		Helicopter access is a must. Access for fixedwing aircraft is fine with low costs to general public. But huge costs and taking out trees for the benefit of very few pilots makes no sense. This is getting to be too much. Less airport, not more.
Board 4		Brings in considerable revenue to town -

Board Number	In reference to	Comment
Q10 - What have you observed about the airport? What are your insights about the airport's function and role in our community?		
Board 5	General Feedback - Observations	Keep Airport Here -
Board 5	General Feedback - Observations	Enhance and protect the Airport
Board 5	General Feedback - Observations	It is A valuable Assett Life Saving LEAVE ALONE
Board 5	General Feedback - Observations	Existing airport has been a good neighbor for 80 years.
Board 5	General Feedback - Observations	We need residential rental housing! [Had an X crossed out on top of it]
Board 5	General Feedback - Observations	Airport Provides Diversity. Has Historic Value. Adds Character to the Community. IF Commitment is made to KEEP IT, Many Growing Aviation Oppertunities will step in.
Board 5	General Feedback - Observations	More evaluation of the consequences of a "bypass" to CO-82. Traffic on Midland will be unbelievable!
Board 5	General Feedback - Observations	I live in the Neighborhood. The airport is a necessity to our viability and safety-
Board 5	General Feedback - Observations	Airport stays or give the land back to the donor!
Board 5	General Feedback - Observations	Airport Stays 10b - Aug 2011
Board 5	General Feedback - Observations	Airport stays The community needs it.
Board 5	General Feedback - observations	8 helicopters at a time during <u>local fires</u>
Board 5	General Feedback - observations	Leave Airport as it is BUILD Tunnel
Board 5	General Feedback - observations	Dont think it is a good use for Glenwood residents or the City. Teacher housing & open space would be nice
Board 5	General Feedback - observations	Must be available for fire needs as well as serving as an airport.
Board 5	General Feedback - observations	Airport benefits GWS and Garfield County KEEP IT!
Board 5	General Feedback - observations	Benefits All of the Valley. Fire-ER-MED-Don't be shortsighted
Board 5	General Feedback - observations	The airport is a major economic opportunity, but businesses don't want to invest when it feels threatened and when the city isn't adequately investing
Board 5	General Feedback - observations	While listening the past several years I have learned just how many entities besides recreational users benefit from this airport If we squander this asset it is gone forever so it should be a thoughtful choice.
Board 5	General Feedback - observations	Proud that we have an airport KEEP IT!
Board 5	General Feedback - observations	ONLY AIRPORT WITHIN 90 MINS dRIVE THAT ONLY ALLOWS NON-JET TRAFFIC-keep it!
Board 5	General Feedback - observations	The airport shold be embraced and improved it is essential to Glenwood
Board 5	General Feedback - observations	Rifle airport is available. Keep helicopters. pad, but elimatte the runway.
Board 5	General Feedback - observations	DO NOT eliminate Airport
Board 5	General Feedback - observations	SAFETY I am safer because the airport is here
Board 5	General Feedback - observations	It has always been an airport. Busineess would invest if the current City council would leave it alone
Board 5	General Feedback - observations	Historical use! Tradition, A sense of pride Community
Board 5	General Feedback - Observations	When I think of what GWS Airport could be, I think of great small town airports that I've visited. To name a few, Petaluma, CA, Driggs, Bentonville, KA Woodstock IL. Somehow, these community assets have developed to include great infrastructure, youth programs, flight instruction, scenic flights, parachute jumping, a restaurant, aircraft sales and repair, and supporting businesses and industry. I hope we can keep building GWS towards this kind of service and prosperity. [has arrow drawn towards comment]

Board Number	In reference to	Comment
Board 5	General Feedback - Observations	The airport and surrounding property are visually intimidating. Although the aviation community encourages public interest and participation in airport operations and events, a casual visitor has no way to know where or how to access the public areas. We have the potential for park-like adjacent outdoor space, a path around the perimeter, a parking/observation lot, an indoor visitor area and much more. Many small airports incorporate these features.
Q11 - Input, ideas, reactions, concerns, and hopes for TODAY's airport operations (infrastructure, management, amenities, services, activities, use, etc.)		
Board 5	General Feedback - Today's Operations	Keep As is or Improve <u>SAVE</u>
Board 5	General Feedback - Today's Operations	The Airspace study is <u>not</u> as frightening as you make it out to be
Board 5	General Feedback - Today's Operations	The Firefighter <u>loved</u> it
Board 5	General Feedback - Today's Operations	Leave it as an airport!
Board 5	General Feedback - Today's Operations	Sightseeing flights
Board 5	General Feedback - Today's Operations	Shift 120' to the North most cost-effective scenario.
Board 5	General Feedback - Today's Operations	START OVER AND ADD <u>COST</u> AS A CRITERIA FOR SELECTION
Board 5	General Feedback - Today's Operations	Airport serves the community & must be saved
Board 5	General Feedback - Today's Operations	Best neighbors we've ever had! Do Not Add Lighting moved out of down-town to see the Stars*
Board 5	General Feedback - Today's Operations	Don't need anymore high end housing!
Board 5	General Feedback - Today's Operations	It functions just as it is. Repair shop for aircraft is a substantial aircraft business
Board 5	General Feedback - Today's Operations	I AM AIRCRAFT OWNER IN EAGLE. REPAIR SHOP HERE IS ONE OF THE BEST AIRCRAFT REPAIRS IN STATE!!!
Board 5	General Feedback - Today's Operations	THE AIRPORT STAYS!
Board 5	General Feedback - Today's Operations	Why all of a sudden are there NOW concerns about obstructions??
Board 5	General Feedback - Today's Operations	Helicopters for fire & medevac yes the rest not necessary fly out of Rifle
Board 5	General Feedback - Today's Operations	Don't add lighting Airport is needed
Board 5	General Feedback - Today's Operations	Housing Brings More Traffic
Board 5	General Feedback - Today's Operations	Leave the airport as is. It's too important to the community.
Board 5	General Feedback - Today's Operations	JUST STOP
Board 5	General Feedback - Today's Operations	GO FOR GRANTS FOR IMPROVEMENTS
Board 5	General Feedback - Today's Operations	I hope we <u>retain</u> it
Board 5	General Feedback - Today's Operations	Use expertise of airport commission to help with safety & scientific input. Not just focus on closing airport
Board 5	General Feedback - Today's Operations	"Regardless of if the runway stays in the same location or is shifted North, obstructions will need to be removed or mitigated". NOT TRUE. Of course there are trees around-and one could bulldoze down the mountain to make an ideal flat environment too! The airport has been here for 100 years- the obstructions are not a surprise to anyone. We don't need 7,200 ft runway. Just leave it alone.
Board 5	General Feedback - Today's Operations	GO AROUND END OF RUNWAY NO TUNNEL
Board 5	General Feedback - Today's Operations	KEEP <u>AIRPORT OPEN SPACE</u> DON'T NEED LIGHTS
Board 5	General Feedback - Today's Operations	Airport is needed, Don't need lights
Board 5	General Feedback - Today's Operations	Keep the airport as is-move road South

Board Number	In reference to	Comment
Board 5	General Feedback - Today's Operations	No "mini" meadows- the building in the area is out of HAND!
Board 5	General Feedback - Today's Operations	Day use only how are lights going to help? Please don't add anymore lighting Dark skies are of value
Board 5	General Feedback - Today's Operations	Airport <u>IS</u> IMPORTANT. Tunel is ridiculous
Board 5	General Feedback - Today's Operations	MEREDITH IS AWESOME GREAT ASSET TO AIRPORT
Board 5	General Feedback - Today's Operations	Thank you for putting this on
Board 5	General Feedback - Today's Operations	MULTI-COUNTY ASSEST THAT THE AIRPORT IS KEEP IT AS IT AIDS FIRE MGMT, HEALTH CARE AND OVERALL
Board 5	General Feedback - Today's Operations	The current high price for fuel is concerning, as a pilot, I plan my cross country fuel stops to minimize cost. The airports where I stop are sometimes referred to as "cheap gas munis". GWS has benefitted in the past from being in that category. When we attract transient aircraft to our airport for fuel, we have the opportunity to show them our city's many virtues. When Rifle's fuel is chaper, we lose opportuities to makret to desirable visitors.
Board 5	General Feedback - Today's Operations	The airport data the city did not present the airspace study is presented in a manner that suggests to some that the airport is dangerous it is not the airport is safe for day use in good weather and is not particularly challenging airport to fly into or out of as any pilot who flies into it will attest there is no requirement on the part of the city by the FAA or any agency to remove obstacles identified in the airspace study even to possibly obtain federal funding. The city's assertion that these obstacles must be removed is blatant in error. Federal funding for the airport may be available without significant modification to the airport, but the city has never applied for such funding. This fact was omitted from the presentations. Including multiplier effects, CDOT states at the airport supports 202 jobs, business revenues of 36 million, value added of 18 million, and 10 million of payroll. This was omitted from the presentation. The 6.7 million in airport capital projects shown by the city is significantly in excess of figures presented by the airport board which believes that many of the products are not those that are needed can be performed for far less money that's shown in the study. despite agreeing to work hand with airport board, the city did not include the airport board's budget and their comments on the city's budget for review period they continue to misrepresent this. There was no option presented for an improved expanded airport funded in part with federal monies, and part by private funds from entities such as class airman which could attract heeled private pilots to Glenwood Springs for recreation and overnight visits. Classic airmed has offered to build, at its, FBO a small terminal for private planes to provide overnight parking, rental cars, a lobby, and other amenities to visitors. There was no doubt that the city had flowered this development. The minimum standards being put in place by the city are generated by no one with any aviation experience and date, without proper consideration of input provided by the airport board. Please join me as council members why items are omitted from or misrepresented on their information boards. Gary Vick Glenwood Springs

Board Number	In reference to	Comment
Q12 - (Airspace Study) Comments		
Board 6	Airspace Study	move the road open the gate
Board 6	Airspace Study	This study was spooled up by the City! Keep the Airport!
Board 6	Airspace Study	The PREhm Gate should never have been locked
Board 6	Airspace Study	Cesna 182 & 172 mine not noted This survey is bogus
Board 6	Airspace Study	heli and fire for EMS and fire refueling necessary.
Board 6	Airspace Study	Applying FAA obstacle rules to this airport does not make sense. The approach/departure paths are safe for the aircraft served.
Board 6	Airspace Study	This doesn't acknowledge that several of the "obstacles" that will need to be removed are houses.
Board 6	Airspace Study	Not an IMMEDIATE NEED!
Board 6	Airspace Study	THIS IS NOT CORRECT
Board 6	Airspace Study	What prompted this? It usually precedes Big Development
Board 6	Airspace Study	ME: 1100 take offs and landings 24 years of flying out of GWS. 10 Takeoffs NORTH 30 LANDINGS FROM N GLENWOOD PARK TREES DON'T MATTER
Board 6	Airspace Study	The Airport was here before all the obstacles The airport commission has asked the City to help/permission remove trees
Board 6	Airspace Study	It doesn't make sense to move the runway . Keep in current location and with a tunnel
Board 6	Airspace Study	I have flown here for 60 years its very adequate and needed. Apsen/Rifle are only close alternatives and not adequate.
Board 6	Airspace Study	Quit wasting GWS our money on another study
Board 6	Airspace Study	Tell us more about WHY and WHAT should be done instead
Board 6	Airspace Study	THIS [with an arrow pointing to STUPID]
Board 6	Airspace Study	STUPID
Board 6	Airspace Study	Funny how pilots have been flying here for 100 years!
Board 6	Airspace Study	NO to removing shade trees in warming climate NO to remove private landowners trees
Board 6	Airspace Study	Move PROPOSED Bridge Further TO THE SOUTH rather than try to move the Runway
Board 6	Airspace Study	This feels a little excessive when I learn how far into Glwnwood Park some of these "Obstruction" exist. Are we getting the full story or curated information?
Board 6	Airspace Study	WHAT A WASTE OF TAXPAYER \$ I'VE FLOWN OUT OF GWS FOR 50+ YEARS HAVEN'T HIT ANYTHING
Board 6	Airspace Study	WHOEVER DID THIS STUDY IS NOT QUALIFIED TO SAY ITS A SAFETY HAZARD

Board Number	In reference to	Comment
		ABOUT THE OBSTUCTION STUDY AND SAFETY "We had no idea we would discover this safety concern when we set out to do the study," (City Engineer Terri) Partch said. "But now that we know a safety hazard exists, the city has an obligation to ensure the airport can be used ina safe manner." I support the City's work to bring the airport up to higher standards to be eligible for outside funding. And I worry that the public will be unaware that the referenced unsafe conditions do not actually affect operations. Pilots have always been required to acquaint themselves with all available information about the airport of intended landing. The trees and buildings at GWS are visible in daytime VFR weather conditions, which is the onlu time fixed-wing aircraft can use the airport. If trimming trees and lighting the buildings brings us legitimacy, we all benefit. And piolots will still bear the responsibility for each flight's safe outcome.
Board 6	Airspace Study	Chuck Knuth

Board Number	In reference to	Comment
Q13 - Comments (Immediate Airport Safety & Operational Considerations)		
Board 7	Immediate Airport Safety & Operational Considerations - Critical safety issues	The airport has been operating all these years without tax money. These are made up numbers.
Board 7	Immediate Airport Safety & Operational Considerations - Critical safety issues	Trump'd up No pun intended
Board 7	Immediate Airport Safety & Operational Considerations	Invest in the <u>future</u>
Board 7	Immediate Airport Safety & Operational Considerations	Airport's +++ safety rating speaks for itself. Your study is <u>skewed</u> Bias
Board 7	Immediate Airport Safety & Operational Considerations	Keep as is
Board 7	Immediate Airport Safety & Operational Considerations - CDOT 2020 Aviation System Plan and Economic Impact Study KGWS Airport Report Card	This "report card" is comparing GWS with Airports designed for Jets. GWS is safe for the aircraft it serves.
Board 7	Immediate Airport Safety & Operational Considerations - Minimum standards	The FAA is in charge not the city
Board 7	Immediate Airport Safety & Operational Considerations	[Doodle of South Bridge going around hangars/maintenance shop instead of tunnelling under airport.] Preferred option or move Bridge further South.
Board 7	Immediate Airport Safety & Operational Considerations - Doodle comment	<u>This</u>

Board Number	In reference to	Comment
Board 7	Immediate Airport Safety & Operational Considerations	The airport data the city did not present the airspace study is presented in a manner that suggests to some that the airport is dangerous it is not the airport is safe for day use in good weather and is not particularly challenging airport to fly into or out of as any pilot who flies into it will attest there is no requirement on the part of the city by the FAA or any agency to remove obstacles identified in the airspace study even to possibly obtain federal funding. The city's assertion that these obstacles must be removed is blatant in error. Federal funding for the airport may be available without significant modification to the airport, but the city has never applied for such funding. This fact was omitted from the presentations. <i>[circled] Including multiplier effects, CDOT states at the airport supports 202 jobs, business revenues of 36 million, value added of 18 million, and 10 million of payroll. This was omitted from the presentation.</i> <i>The 6.7 million in airport capital projects shown by the city is significantly in excess of figures presented by the airport board which believes that many of the products are not those that are needed can be performed for far less money that's shown in the study. despite agreeing to work hand with airport board, the city did not include the airport board's budget and their comments on the city's budget for review period they continue to misrepresent this.</i> There was no option presented for an improved expanded airport funded in part with federal monies, and part by private funds from entities such as class airman which could attract heeled private pilots to Glenwood Springs for recreation and overnight visits. Classic airmed has offered to build, at its, FBO a small terminal for private planes to provide overnight parking, rental cars, a lobby, and other amenities to visitors. There was no doubt that the city had flowered this development. The minimum standards being put in place by the city are generated by no one with any aviation experience and date, without proper consideration of input provided by the airport board. Please join me as council members why items are omitted from or misrepresented on their information boards. Gary Vick Glenwood Springs

Board Number	In reference to	Comment
Q14 - (South Bridge Status) Comments		
Board 8	South Bridge Status - ROW acquitition	ROW Acquisition = condemnation + forced sake of Jackson Family Ranch! (Which is conserved open space!)
Board 8	South Bridge Status - Cost table	Jackson Family Ranch
Board 8	South Bridge Status - Cost table	<u>All</u> costs are part of the project Tunnel is not seperate
Board 8	South Bridge Status - Cost table	I agree all costs are part of the project
Board 8	South Bridge Status	Can the bridge not be moved South?
Board 8	South Bridge Status	The Jackson land is protected - Keep with the original bridge site
Board 8	South Bridge Status	Go around South End No Tunnel Save <u>Airport</u>
Board 8	South Bridge Status	Enhance the Airport!
Board 8	South Bridge Status	Have the road go around hangars to the South
Board 8	South Bridge Status	The underpass has Always been in the Budget for this Alternative - Funny How the City picked the most Expensive Alternative! Where is the Funding? \$20 mil. Now \$45 mil.?
Board 8	South Bridge Status	We need the bridge <u>as soon as possible</u> !! There is only one exit for Cardiff in there is a fire!!!

Board Number	In reference to	Comment
Q15 - What else? (Weighing Scenarios) / Q16 - What are your concerns and priorities regarding the relationship between the airport and South Bridge? Please list the top issues, priorities, or concerns that City Council should consider.		
Board 15	[Runway in Current Location]	Yes
Board 15	[Runway in Current Location]	Yes
Board 15	[Runway in Current Location]	The first option is best. All others are bad compromises
Board 15	[Runway in Current Location]	Stay with this plan - Has been studied the most
Board 15	[Runway in Current Location]	Keep it as is minus maintenance & safety issues be addressed
Board 15	[Runway in Current Location]	This one
Board 15	[Runway in Current Location]	It works as is
Board 15	[Runway in Current Location]	Keep runway. Go around the south end. No need for tunnel.
Board 15	[Runway in Current Location]	Why not just call it the <u>bypass</u> ?
Board 15	[Runway in Current Location]	Current location is good
Board 15	[Runway in Current Location]	Moving the bridge 80ft to the south of the runway would eliminate the tunnel save money and keep the runway the same
Board 15	[Runway in Current Location]	Keep runway <u>as is</u>
Board 15	[Runway in Current Location]	Keep as is!
Board 15	[Runway in Current Location: Disadvantages]	It's my understanding that <u>some</u> of these obstructions are not relevant to the current and anticipated use of <u>this</u> airport. How <u>necessary</u> are the mitigations identified?
Board 15	[Runway Shifts North]	No
Board 15	[Shorten Runway: Disadvantages]	No
Board 15	[Shorten Runway]	The alignment has been decided. Best solution would be the tunnel with no runway movement
Board 15	[Shorten Runway]	Yes - Shorten runway
Board 15	[Eliminate Runway]	Eliminate Runway Who's dumb idea is this
Board 15	[Eliminate Runway]	No Just No
Board 15	[Eliminate Runway]	No
Board 15	[Eliminate Runway]	<u>No runway No tunnel</u>
Board 15	[Lengthen Runway]	No
Board 15	[What are your concerns and priorities...]	Developing the airport would just increase traffic & you would be back to the issues before the bridge - Leave the airport as an airport - high value
Board 15	[What are your concerns and priorities...]	Move Bridge South
Board 15	[What are your concerns and priorities...]	Keep the airport & runway in its current configuration. Valuable asset to the community.
Board 15	[What are your concerns and priorities...]	We voted to keep the airport Cut and cover - only option

Board Number	In reference to	Comment
Board 15	[What are your concerns and priorities...]	GWS AIRPORT LISTENING SESSION - February 24, 2022 ABOUT RUNWAY LENGTH: For a given airplane, higher the air temperature and the heavier the load, the longer the take-off distance. Some airplanes are not able to take off fully loaded on a hot day on the current runway - the pilot must make the calculations and decide whether to proceed. My airplane, a Cessna 180, at full gross weight on a 90-degree day with no headwind, will take off and clear a 50-foot obstacle in 2237 feet. Many GWS-based airlines have similar or better performance, but there are a significant number which do not. A detailed analysis needs to be completed to reveal how many would be affected by changes in runway length (and under what conditions). Here are some example Colorado runway lengths. We are the shortest, but we're all under the 7200' standard. Longmont 4799' Rifle 7000' Telluride 7111' Boulder 4100' Air Force Academy 4500' Creede 6880' Meeker 6500' Steamboat Springs 4400' Feel free to contact Chuck Knuth chuck@knuth.net 415-307-5149
Board 15	[Sticky note related to Mr. Knuth's comment]	This is excellent info. We need EMS evac for hospital, I-70, fire, emerg.

Board Number	In reference to	Comment
Q17 - What would it mean for the City to keep the runway where it is today and have a tunnel for South Bridge?		
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Yes To The Tunnel stick with the chosen option
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Tunnel is the best solution with the current alignment
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Tunnel is almost lowest cost component.
Board 9	[What would it mean for the City to keep the runway where it is today ...]	NO TUNNEL LASER DANGER TO PILOTS
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Tunnel <u>yes</u>
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Why change the plans now? What's next?
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Improve the Airport
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Best option
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Keep it where it is!
Board 9	[What would it mean for the City to keep the runway where it is today ...]	You get something for the \$5M spent on the tunnel. If it seems like too much, how much was spent on bricks for 7th street?
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Yes. It's a fraction of the total cost. Airp was here 1st Have both.
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Airport stays Aug 2011 Plan 10-b
Board 9	[What would it mean for the City to keep the runway where it is today ...]	<u>Full eval.</u> of need for So. Bridge? Tail wagging dog?
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Move Road + Bridge South
Board 9	[What would it mean for the City to keep the runway where it is today ...]	This is the best option and has been the best option. Safest for all involved
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Leave the Runway as is, Please.
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Why are city taxpayers paying for a bridge that will primarily serve non-city county residents?
Board 9	[What would it mean for the City to keep the runway where it is today ...]	BEST OPTION

Board Number	In reference to	Comment
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Maintenance costs should have <u>been included</u>
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Keep Airport Go Around the South End No Tunnel
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Has been supported multiple times. Is the city or council obstructing it until idea goes away?
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Improve Dry Park Rd? Cost
Board 9	[What would it mean for the City to keep the runway where it is today ...]	It would mean we have pride in what we have, + honor our commitments
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Keep a city asset in tact
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Not Viable Skip Tunnel
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Keep as is!
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Keep as is.
Board 9	[What would it mean for the City to keep the runway where it is today ...]	<u>No Tunnel</u> . Dumb Dumb Dumbest
Board 9	[What would it mean for the City to keep the runway where it is today ...]	No! Cost is very high and RFTA's requirment to reach the highway to Aspen
Board 9	[What would it mean for the City to keep the runway where it is today ...]	Keeping the Airport the way it is with tunnel is safest It is about principle at this Point the South Bridge is way too expensive
Board 9	[South Bridge Construction Costs Chart]	Tunnel is PART OF PROJECT
Board 9	[Other Estimated Cost Considerations]	Keep the airport Tunnel OK under runway
Board 9	[Other Estimated Cost Considerations]	There is a better option - Move road south
Board 9	[Other Estimated Cost Considerations]	Contact Elon Musk for Financing :)
Board 9	[Other Estimated Cost Considerations]	Upgrade aiport - an economic + disaster situation ASSET

Board Number	In reference to	Comment
Q18 - What would it mean for the City to move the runway to north (no tunnel for South Bridge)?		
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	Not Viable
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	A SHORT LANDING/OVER-RUN COULD CASE AN ACCIDENT WITH A CAR
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	Not Sure about the <u>impact</u> and Safety of this, on the Homes + Community
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	Which houses, how many affected? Condemnation cost? Loss of Sullivan Park? Replacement cost?
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	<u>Awesome Please</u>
Board 10	[Different handwriting to Awesome Please sticky]	Lengthen No <u>Tunnel</u>
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	Moving the runway North is not a good idea with all of the houses. Keep runway where it is at.
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	No
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	Wouldn't impact me, so I can't answer
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	Road too close to runway? <u>Safety</u>
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	DON'T BRING RUNWAY CLOSER TO HOMES.
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	No Aug 2011 Plan 10-b Airport Stays
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	This seems like an invitation to disaster. The noise factor also will increase, on takeoffs
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	NO already voted on!
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	Shift it to the North No Need for a tunnel Put the \$ into Airport Expansion
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	Not Viable
Board 10	[What would it mean for the City to move the runway to north (no tunnel...)]	Do not bring closer to park + homes. <u>Don't remove trees!</u>
Board 10	[Accomodates helicopters and fixed-wing flights for air medical transportation...]	[Arrow pointing] DIASTERS DON'T HAPPEN WITHOUT UNFAVOURABLE WX CONDITIONS!

Board		
Number	In reference to	Comment
Board 10	[Sticky on Map]	CAUSES Aircraft carrier Approach over "Cliff" Will scare cars out of wits
Board 10	[Sticky on Map]	No! We don't need aircarft closer to resiential area!

Board Number	In reference to	Comment
Q19 - What would it mean for the City to shorten the runway (no tunnel for South Bridge)?		
Board 11	[Shorten Runway]	NOT
Board 11	[Shorten Runway]	NO
Board 11	[Shorten Runway]	Do not shorten the runway
Board 11	[Shorten Runway]	BAD IDEA
Board 11	[Shorten Runway]	Only if City Council wants to land with me on a windy day!
Board 11	[Shorten Runway]	"Less safe" & "technically more difficult" sounds like euphamism for dangerous (or plain stupid)
Board 11	[Shorten Runway]	<u>No Please No</u>
Board 11	[Shorten Runway]	<u>SAFETY?</u>
Board 11	[Shorten Runway]	Shorten Runway not a good solution. Keep current location and length
Board 11	[Shorten Runway]	NOPE
Board 11	[Shorten Runway]	<u>Stupid.</u> Plan 10-b
Board 11	[Shorten Runway]	NOT WHAT LAND GIFT WAS INTENDED FOR
Board 11	[Shorten Runway]	(PC12) Eliminates larger 6A Aircraft from being able to land (right arrow) less fuel sales
Board 11	[Shorten Runway]	CAN'T AGREE WITH THIS NEED LENGTH
Board 11	[Shorten Runway]	Absolutely not!!
Board 11	[Shorten Runway]	Not Vialble Safety (down arrow)
Board 11	[Shorten Runway]	NO!
Board 11	[Shorten Runway]	Don't shorten! It's not safe
Board 11	[Shorten Runway]	NO GO
Board 11	[Shorten Runway]	No! Remember the land gift
Board 11	[Shorten Runway]	Not keep the airport operational! Stop the threats!
Board 11	[Shorten Runway]	Dangerous and stupid, cause for concern!
Board 11	[Shorten Runway]	No
Board 11	[Shorten Runway]	REALLY, REALLY BAS IDEA! NO!
Board 11	[Shorten Runway]	Not viable
Board 11	[Shorten Runway. Note on Map]	No Need to do this

Board Number	In reference to	Comment
Q20 - What would it mean for the City to eliminate the runway (helicopterpad is maintained) and consider other opportunities with community input? What might you envision for this area?		
Board 12	[Eliminate Runway]	<u>YES!</u> Pilots can go to Rifle - make this available to more people than a handful of pilots.
Board 12	[Eliminate Runway - response to above comment]	This comment is not viable. County airport mgr. has already said not room for another 65.
Board 12	[Eliminate Runway]	I think it is too early to decide before information on the other options are is available, lengthening the runway will make sense for the future, but do not eliminate
Board 12	[Eliminate Runway]	Every Year the Aspen Airport becomes more expensive and busy Glenwood is the only alternative! Thank you
Board 12	[Eliminate Runway]	Young pilots love this airport
Board 12	[Eliminate Runway]	No Way !!
Board 12	[Eliminate Runway]	WHAT ABOUT THE KIDS WHO WANT TO BECOME PILOTS? THERE ARE PEOPLE WHO'SE LIVELYHOOD IS THE
Board 12	[Eliminate Runway]	<u>No Keep Asset Saves Lives</u>
Board 12	[What would it man for the city to Eliminate Runway...]	No
Board 12	[What would it man for the city to Eliminate Runway...]	The airport is very important. It's been a huge benefit w/fire fighting, especially the last couple years. Not having to refuel in Rifle saves a lot of time and fuel.
Board 12	[What would it man for the city to Eliminate Runway...]	Whose pocects will the money go into? Builders!
Board 12	[What would it man for the city to Eliminate Runway...]	OK give land back to donor Be honest
Board 12	[What would it man for the city to Eliminate Runway...]	Open space (No development other than parks)
Board 12	[What would it man for the city to Eliminate Runway...]	JUST STOP!! AIRPORT STAYS!!
Board 12	[What would it man for the city to Eliminate Runway...]	AIRPORT STAYS
Board 12	[What would it man for the city to Eliminate Runway...]	Keep the Runway
Board 12	[Eliminate Runway]	\$ Airport w/o a runway? Great board
Board 12	[Eliminate Runway - sticky near Economic Impacts chart]	Where do these employment numbers come from? Is the study public?
Board 12	[Eliminate Runway]	This airport is a gem and has been for many years Keep it Don't waste it
Board 12	[Eliminate Runway]	NO!
Board 12	[Eliminate Runway]	Keep the Airpot As is!
Board 12	[Eliminate Runway]	This is the stupidist idea I've ever seen
Board 12	[What would it man for the city to Eliminate Runway...]	NOT WHAT GIFT OF LAND WAS INTENDED FOR

Board Number	In reference to	Comment
Board 12	[What would it man for the city to Eliminate Runway...]	ABSOLUTELY NOT1 SUCH A COMMUNITY ASSET! LEAVE IT ALONE!!
Board 12	[What would it man for the city to Eliminate Runway...]	NO
Board 12	[What would it man for the city to Eliminate Runway...]	No! Not what land was donated for
Board 12	[What would it man for the city to Eliminate Runway...]	NO
Board 12	[What would it man for the city to Eliminate Runway...]	A Foolish thing to do
Board 12	[What would it man for the city to Eliminate Runway...]	This is the only option I DO NOT want.
Board 12	[What would it man for the city to Eliminate Runway...]	Not even an <u>option</u> Donated as an Aiport Honor the Family
Board 12	[Eliminate Runway]	No No No
Board 12	[Eliminate Runway]	This airport benefits very few people (except helicopter which should stay). Growth change happen. Shorten or eliminate the runway
Board 12	[Eliminate Runway]	No Just <u>NO</u>
Board 12	[Eliminate Runway]	NO
Board 12	[Eliminate Runway]	GRIZZLY CREEK FIRE - RETARDANT DROP TAKES 1-2 MINUTES MOST PLANES CAN GO 2 1/2-3 1/2 HRS FUEL IF HAD TO GO TO RIFLE EACH RETARDANT RELOAD - WOULD HAVE ADDED 15-20 MINUTES FOR DROP! LUCKY TO HAVE THIS AIRPORT HERE!! THAT WAS <u>NOT</u> THE LAST FIRE IN THE FOREST!!
Board 12	[Eliminate Runway]	HOW MANY PEOPLE HERE TONIGHT ARE PILOTS WHO HAVE ACTUALLY MADE TAKE OFFS & LANDINGS HERE????
Board 12	[Eliminate Runway]	WE NEED A REAL RUNWAY FOR LARGE FIRE CHOPPERS

Board Number	In reference to	Comment
Q21 - What would it mean for the City to lengthen the runway / expand aviation and consider other related opportunities with community input?		
Board 13	[Lengthen Runway]	POINTLESS
Board 13	[Lengthen Runway]	Are we sure no housing structures are affected by longer runway?
Board 13	[Lengthen Runway]	Keep the Runway as is!
Board 13	[Lengthen Runway]	The airport was here for houses. They were aware of noise, etc.
Board 13	[Lengthen Runway]	Shift to the north Skip the Tunnel
Board 13	[Lengthen Runway]	Expensive, but could increase operations for larger aircraft (PC-12) which need a lot of fuel
Board 13	[Lengthen Runway]	♥ Keep Airport
Board 13	[Lengthen Runway]	Do anything to keep our Airport PLEASE
Board 13	[Lengthen Runway]	DON'T WASTE TIME + \$ ON THIS OPTION
Board 13	[Lengthen Runway]	This is not a serious question
Board 13	[Lengthen Runway]	Also could expand firefighting ops?
Board 13	[Lengthen Runway]	Why lengthen the run way? If there still has to be a tunnel underneath.
Board 13	[Lengthen Runway]	Move Runway NORTH, Saves the Airport and allows Bridge :)
Board 13	[Lengthen Runway]	Leave as is <u>Don't Shorten</u>
Board 13	[Lengthen Runway]	SURE, OR JUST KEEP IT!

Board Number	In reference to	Comment
Q22 - Anything Else? Please share any other input, ideas, reactions, concerns, or hopes for the future of the airport / South Bridge area.		
Board 14	Anything Else?	Make the airport more useful
Board 14	Anything Else?	Thank you for having this session tonight - Appreciate it
Board 14	Anything Else?	Is there a possibility to keep the current runway length but move it north to eliminate the tunnel?
Board 14	Anything Else?	Stop with the threats! We have voted to keep the airport.
Board 14	Anything Else?	Use county road 163 & Move Bridge South!
Board 14	Anything Else?	Not sure exactly where this needs to be placed! Growth in GWS + the valley has created traffic that isn't supported by our infrastructure -- this needs to be considered.
Board 14	Anything Else?	Leaving a helipad for fire fighting is useless. The last fire required more than 1/2 the length of the airport.
Board 14	Anything Else? - [In response to "Leaving a helipad for fire fighting is useless. The last fire required more than 1/2 the length of the airport."]	You are wrong-! Helipad needed for EMS from hospital and I-70 wrecks
Board 14	Anything Else?	In the last 30 yrs I have seen runway used for fire fighting one time. There are other options - Rifle?
Board 14	Anything Else?	or move it to the South? This changes very little of the existing infrastructure
Board 14	Anything Else?	Keep the runway. Address Safety issues.
Board 14	Anything Else?	Keep the airport
Board 14	Anything Else?	The value of a municipal airport is huge and there is untapped potential.
Board 14	Anything Else?	Leave the airport as is.
Board 14	Anything Else?	The community has clearly voice their wishes to save the airport multiple times over the years. Efforts like this undermine trust and cause the city major PR problems
Board 14	Anything Else?	The vote to decide to keep the airport was a tie - Those who wanted to keep airport said it would stop development. It didn't - many were pissed!
Board 14	Anything Else?	Less \$ spent Less airport Less development No more fixed wing planes. Current # ok
Board 14	Anything Else?	1) You state in "Airport in context" that under "Runway Data" "The runway <u>cannot be lengthened</u> due to topographical restraints, adjacent land uses, and the physical geometry of the Airport property". <u>Question</u> a) Why did you include lengthening the runway in one of your <u>limited</u> possibilities?
Board 14	Anything Else?	b) Just who allowed the adjacent land uses when an airport was in place? Including building height?
Board 14	Anything Else?	How much were the postcards? How many potholes could that fill?
Board 14	Anything Else? -Comment Card	1) The eight-hundred obstruction that would need to be removed are required by who? 2) How much is the county contributing towards the project. 3) What about the easement thru Prim Ranch? 4) Move the landing southward to avoid a tunnel - Buy Property for landing cheaper than tunnel Don G

Board Number	In reference to	Comment
		* Cost of obtaining ROW & bridge thru Prekem Ranch vs. tunnel, condemn houses on Mtn. Dr., loss of Sullivan Park, etc. * Bring Dry Park Rd up to minimum grade to serve as adequate emergency egress?
Board 14	Anything Else? -Comment Card	Chris Treese
Board 14	Anything Else? -Comment Card	It is too early to decide which option to select for the airport before details of the other options are available. Lengthening the runway may make sense for the future. AN airport for town needs to be maintained ! Do not eliminate the airport Paula Derevensky

Notes -

- Board #15 is in the right place. It was numbered last because it's larger size meant it was printed last.
- Question numbers refer to the correlated questions in the online version of the listening session.
- There were a total of 104 attendees from the public to the in-person listening session. Of these, 73 participants (70%) self-identified as living within City Limits and 31 participants (30%) self-identified as not living within City Limits.
- There were a total of 59 participants in the online version of the listening session. Of these, 39 respondents (66%) self-identified as living within City Limits and 20 participants (34%) self-identified as not living within City Limits.

2/ 2019

City letter re: Airport received Friday February 16 2019

City letter re: Airport received Friday February 16
2019

From: alphaboo@rof.net
Sent: Sun, Feb 17, 2019 at 11:26 am
To: trent.hyatt@cogs.us
Cc: marketing@sgm-inc.com, jstroud@postindependent.com

Letter City to South Glenwood Neighborhood 20190216.pdf (320.3 KB)

Trent,

Has this letter been sent to all of the citizens of Glenwood
Springs and area? and if not Why?

I have not read any articles in the paper on such an important
topic.

This is a city, valley wide airport and to give information for a
small meeting to those only in its backyard is short-sighted and
lacking vision and inconsiderate.

When I first read this letter with the way it is written is that the
airport is going to be re-purposed with out any vote or notification
and unhappy that my money is being spent on consulting teams
as if the airport is already scrapped as is. I understand the city
wants the airport closed, but the people do not.

letter

We have already been through this once. The people in the city
voted 3-1 to keep the airport.

If there is an attempt to re-purpose the airport we will make sure it
goes to the ballot again.

Attached is the letter I received.

Sincerely,
Connie Lewis
1200 Mountain Drive
Glenwood Springs, CO 81601

letter from me
in 2019
Connie Lewis
Today's letter indicates "listening session"
not really sure but sounds
"controlled" and not for the public



**CITY OF GLENWOOD SPRINGS
AIRPORT PROPERTY SCENARIO PLANNING PROJECT
NEIGHBORHOOD MEETING**

When: March 6, 2019
Time: 6:00PM
Where: Sopris Elementary School (cafeteria)
1150 Mount Sopris Drive
Glenwood Springs, CO 81601

The City of Glenwood Springs has retained a research-based consulting team including Gruen Gruen + Associates, SGM Engineering, and The Land Studio to help the City study potential future uses of the Glenwood Springs municipal airport property.

An information and data gathering session, open to the public, will be held on **March 6, 2019 at Sopris Elementary School at 6:00 PM**. The purpose of the information session will be to present the consultant's teams findings about:

- physical conditions influencing potential uses of the Airport property;
- an evaluation of potential aviation, civic, residential, and nonresidential uses that be considered for the Airport property; and
- an initial, preliminary identification of land use planning scenarios for the Airport property warranting further study.

~~Attendees will be given opportunities to ask questions and provide input to the consulting team~~

For more information, contact Trent L. Hyatt, Senior Planner, City of Glenwood Springs Economic and Community Development Department, at 101 West 8th Street, Glenwood Springs, Colorado 81601, by telephone at 970-384-6427, or by email at trent.hyatt@cogs.us.

Comments from 2003 still apply

housing, a high school site or keeping the...

Published: January 14, 2003

Public support soars for airport

John Q. Public weighed in Wednesday on the question of whether to close the Glenwood Springs Municipal Airport. And if the score was kept, it would have been a blowout. But the meeting, held at...

Published: January 17, 2003

Keep the airport open

Dear Editor, Keep the airport open. Council listed one of its goals as "fewer drivers from Western communities equals fewer cars on the road, translating into a better quality of life." Aviation in five, ten...

Published: January 19, 2003

City takes a bite at bridge work

GLENWOOD SPRINGS - The promise of federal funding and more cooperative landowners prompted the Glenwood Springs City Council to continue work to build a new south bridge and roadway. "For us to stop what we've...

Published: January 19, 2003

Airport report: 100 pages, no clear flight plan

GLENWOOD SPRINGS - Six months and nine meetings after the formation of the Airport Ad Hoc Committee, there is still "no clear consensus" on what to do with the Glenwood Springs Municipal Airport. This discord will...

Published: March 5, 2003

Airport 'decision yours,' Glenwood council told

GLENWOOD SPRINGS - Steve Shute and Joe O'Donnell told City Council Thursday what they see as the "plane" truth about the debate on whether to close the city airport. The two presented a report assembled...

Published: March 9, 2003

Citizens may decide airport's future

GLENWOOD SPRINGS - It appears more and more certain that the fate of the Glenwood Springs Municipal Airport will be decided once again by city voters. At a City Council work session Thursday on the...

Published: April 6, 2003

Runway resurfaced with asphalt rubber

The new resurfaced runway at Glenwood Springs Municipal Airport is a retread, so to speak, but that's just fine with pilots. The 3,300-foot runway, made with asphalt

City looks at South Glenwood road, bridge alignment options

Prodded by design work timelines for the Midland Avenue extension, Glenwood Springs is again pondering the future use of its airport, which lies in the thoroughfare's path. City engineer Larry Thompson presented three Midland Avenue...

Published: September 11, 2002

City looks at South Glenwood road, bridge alignment options

Prodded by design work timelines for the Midland Avenue extension, Glenwood Springs is again pondering the future use of its airport, which lies in the thoroughfare's path. City engineer Larry Thompson presented three Midland Avenue...

Published: September 11, 2002

Hangars built even though their future's up in the air

There's a group of new homes rising up just behind the Park East subdivision. But these homes aren't for people, they're for airplanes. In all, six new buildings are being built. The red skeletons of...

Published: December 5, 2002

Road decision requested

The Colorado Department of Transportation is urging Glenwood Springs officials to quickly decide where a new Midland Avenue extension could intersect with Highway 82. That decision could be made Thursday at Glenwood Springs City Council's...

Published: December 18, 2002

Save the airport for the whole community

Dear Editor, I wish to babble about the airport issue. After years of watching this issue, I feel I must speak out. I am not one of the so-called "elitists"; I cannot afford a home...

Published: January 2, 2003

My Side

Editor's Note: The following is the first of three guest columns written by members of the Glenwood Springs Ad Hoc Airport Committee. The group was charged with envisioning future uses for the Glenwood Springs Municipal...

Published: January 6, 2003

It's touch-and-go for city's airport

GLENWOOD SPRINGS - The future is still up in the air for the Glenwood Springs Municipal Airport as city leaders consider three options for the land: affordable

rubber that contains 3,000 discarded tires, will give...

Published: June 16, 2003

Glenwood airport runs away with environmental award

A resurfaced runway that utilized more than 4,800 used Colorado tires earned the Glenwood Springs Municipal Airport and the Colorado Department of Transportation's Aeronautics Division an Environmental Achievement Award from the Colorado Department of Public...

Published: October 9, 2003

South Bridge an unrealistic goal, but GAPP is back

The Colorado Department of Transportation made one surprising announcement last week, and another that simply confirms what many observers already know. The surprise was the apparent rescheduling, for a second time, of the Grand Avenue...

Published: January 21, 2004

Another chance for South Bridge

Plans to build a bridge spanning the Roaring Fork River south of Glenwood Springs could be back in a big way. But getting \$6.5 million in federal funding for the bridge hinges on a vote...

Published: April 2, 2004

Let there be light: City to seek funds for airport lighting

Two Glenwood Springs City Council members voiced uncertainties about the long-term future of the city's airport Thursday when asked to support a grant for new airport lighting. Mayor Larry Emery and council member Joe O'Donnell joined...

Published: February 17, 2005

Glenwood's airport may be fourth oldest in the U.S.

GLENWOOD SPRINGS, Colorado - I met Sig Olsen last summer at the Glenwood Springs Municipal Airport's open house. Through his relatives, he knew a lot about the families that originally owned the Glenwood Springs Airport...

Published: June 23, 2012

Barbara Summers Lafferty

2551 Calle Sin Condena
Tucson, Arizona 85718

To Whom it may concern,

I am writing this letter to the people who are now residents of Glenwood Springs. It has come to my attention that there has been some recent discussion concerning the property that is now the Glenwood Springs Airport. This property was owned by my father and mother, George and Loretta Summers, and was gifted to the community of Glenwood Springs for use as an airport. I am very sorry to hear that there is a current proposal that contemplates that this property may now be used for purposes that are contrary to the intent of the original gift.

As I reflect back on the many glorious days that my family and I spent in Glenwood, the sense of community, the many friendships, and sense of serenity immediately come to mind. Our family sought sanctuary in the Glenwood area. My father, George, and I spent many relaxing hours in the hot springs and took long walks discussing the days events and recharging from the hectic world outside of the Glenwood Valley. The days that I spent in Glenwood were some of the best days of my life.

It was the quality of life that prompted Daddy to build the Bar-Hick-Son ranch (named for his three children, Barbara, Hickey, and Sonny) also known as the I Lazy J. Daddy chose the site on the (north side of) the Roaring Fork River, very near the old town of Cardiff. In 1936, this location was well outside of the actual town limits for Glenwood. In those days, the commute was truly a journey. Our primary family home was in Douglaston, New York, and it would take us three to four days to travel, usually by train or automobile, to Denver, and then on to Glenwood by rail, on the California Zephyr.

During the early years, very few people flew. One of our very good family friends who ran the Ford automobile agency in Glenwood is Clarence Rule, who, along with his partner Mr. Rader, approached my father about building an airport on his property. Mr. Rader owned a private plane and as I recall, his son was a pilot.

My mother didn't like the idea. Mother was initially concerned about the noise of having the airport near the main house. My mother always had an aversion to flying, and traveled by train whenever she could. There was also the concern for the people of Cardiff. The big concern with Cardiff was that the airport might limit access to their schoolhouse. The schoolhouse was on property that was on the other side of the proposed airport. Mother was also concerned that the property might be converted for purposes that would be detrimental to herself, her family, and her neighbors. After many long discussions, Mother finally went along with the plan of gifting the property to the City of Glenwood, with the express provision that the sole use of the property was to be an airport. It was further agreed that in the event that the property ceased to be used as an airport, that the property would revert back to the family.

Even though I no longer live in the Glenwood Springs area, I believe that the wishes of the deceased benefactors should endure. The property that my family gave to the community was given to benefit and maintain a quality of life that is hard to find in today's overly frantic and commercial world. In the event that the community decides to cease operations of the airport, and to convert the use of this property for other purpose, I would like it to be known that my family and I intend to preserve the legacy as it was intended.

Barbara Summers Lafferty

COMMENTS: FEBRUARY 24 AIRPORT "LISTENING SESSION"

Concerning the Listening Session, if it's like the first session it will not help resolve the issues surrounding fate of the Glenwood Springs Municipal Airport.

It's apparent that vocal members of the City Council want to remove the airport. It's equally certain that many, if not most, of the city's residents want the airport to remain as it is.

Several members of the City Council and city staff have lost creditability on this issue. Their motives are questionable, leading to speculation as to what exactly their ultimate goal might be. I suspect that they envision even more development, concealing it as civic improvement and "progress". Their attitude comes across as "We know best – who disagrees is to be ignored". This does not contribute to "civil discussion", it leads to dissent.

Here are some points to consider:

- Having a municipal general aviation airport is a matter of civic pride
 - If Leadville, Salida, Buena Vista, Meeker, Paonia, Crawford and other small towns can support an airport, then we should as well
 - We're more than a bedroom community; we have a vibrant local scene, and the airport is part of it
- Our municipal airport serves not only residents of Glenwood Springs, but aircraft owners from outside our city, particularly from the Roaring Fork Valley. It serves a region, not just our town.
 - Airport users are economic drivers – the airport supports itself and contributes to the economic viability of our valley
- If the airport closes, the use of that parcel is uncertain
 - Those who want to close the airport are deliberately vague about the parcel's future
 - Will open space be sacrificed in some manner? More housing, more traffic, less open space?
 - Will there continue to be vague assurances that "the airport will stay, but just modified"?
 - What commercial development is being considered?
 - Do we want to lose our distinctive character, and become another over commercialized "residential/mixed use" area, as we see upvalley?

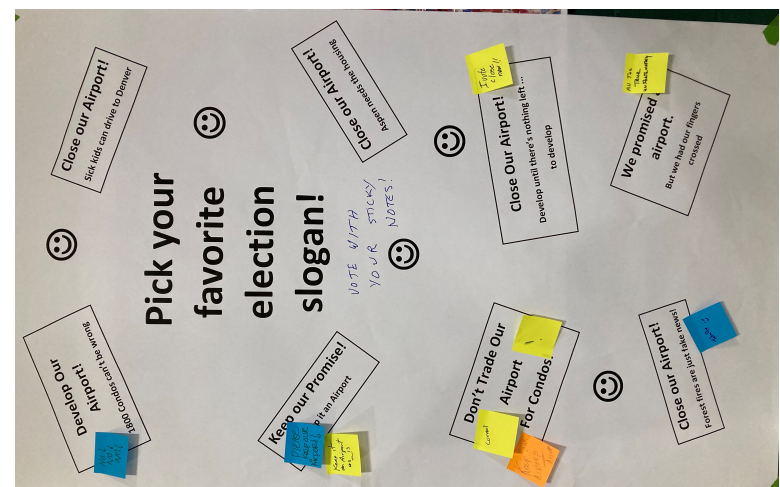
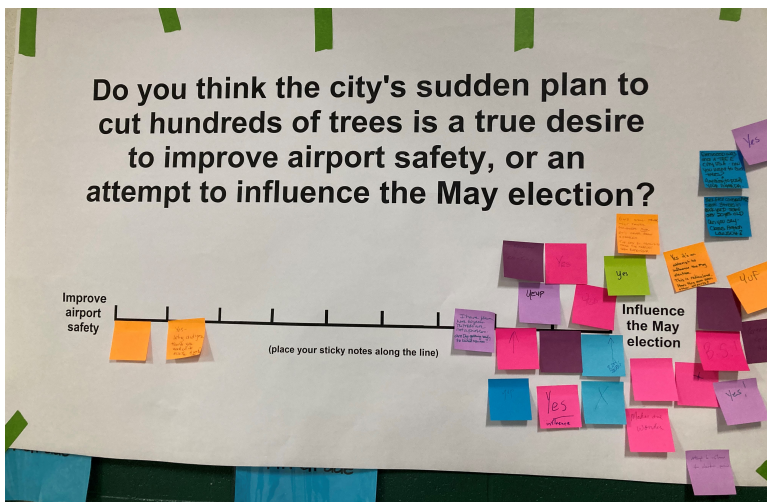
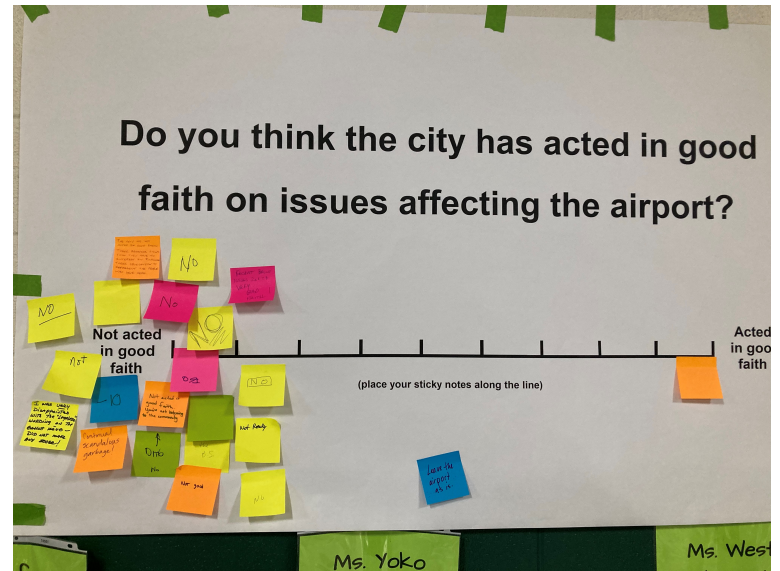
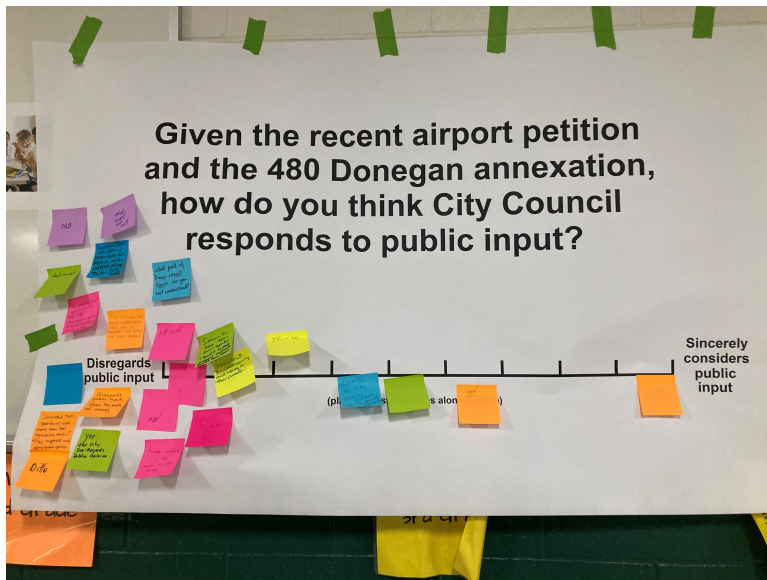
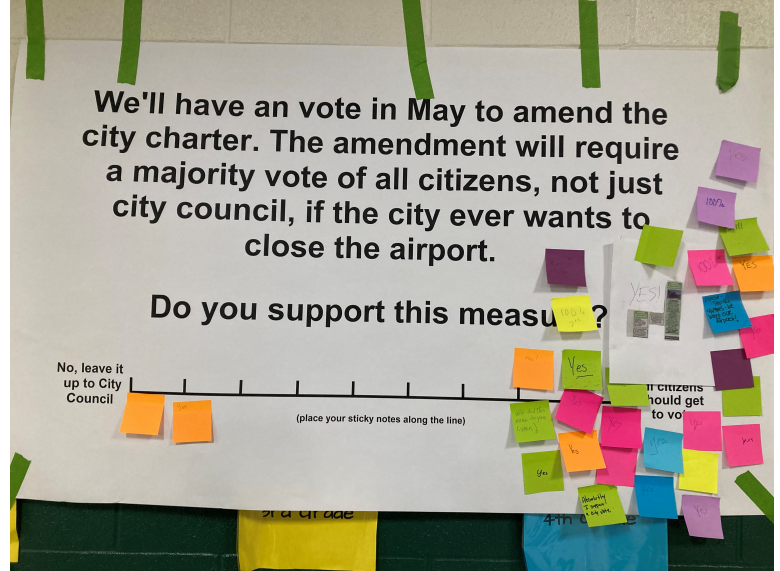
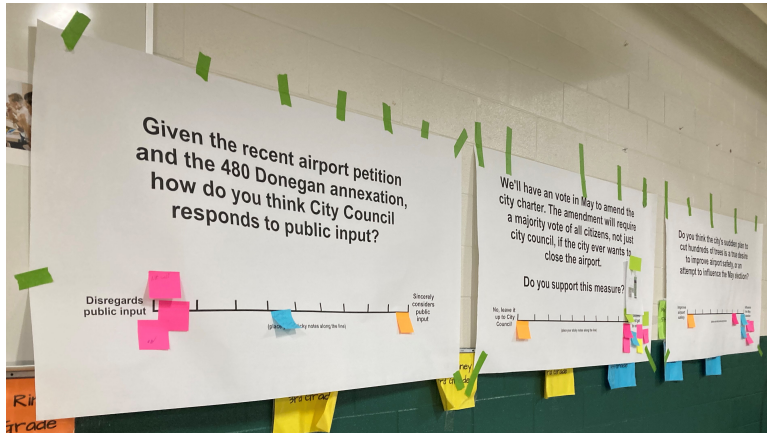
Thank you for considering these points,

James Campbell, PhD

Post Office Box 27

Glenwood Springs, CO 81602

A group of community attendees posted boards around the room with questions. These are images of the boards that Staff was able to capture.



Online Listening Session Forum
February 24 - March 3, 2022

Q1 Participant Information (optional)

Answered: 39 Skipped: 20

ANSWER CHOICES	RESPONSES	
Name	92.31%	36
Email	92.31%	36
Physical Address	92.31%	36

#	NAME	DATE
1	Suzanne Kirch	3/3/2022 8:24 PM
2	Ashley Moffatt	3/3/2022 5:47 PM
3	Dean Kinkel	3/3/2022 4:56 PM
4	Steve Beckley	3/3/2022 4:46 PM
5	John Haines	3/3/2022 2:13 PM
6	Matt Spidell	3/3/2022 9:53 AM
7	andrew mueller	3/3/2022 9:01 AM
8	Scot Knutson	3/3/2022 8:30 AM
9	Brianne	3/2/2022 5:48 PM
10	Bud Tymczyszyn	3/1/2022 3:11 PM
11	Sumner Schachter	3/1/2022 12:35 PM
12	Rachel Green	3/1/2022 7:50 AM
13	Izaak fitzgerald	3/1/2022 7:10 AM
14	Bruce gordon	2/28/2022 12:17 PM
15	Mark Kirch	2/26/2022 1:00 PM
16	Leo McKinney	2/26/2022 12:59 PM
17	Megan Wussow	2/25/2022 3:56 PM
18	Pam Wood	2/25/2022 1:43 PM
19	Bob Dellapi	2/25/2022 1:13 PM
20	Tyler Finn	2/25/2022 10:31 AM
21	Christian Knapp	2/25/2022 9:54 AM
22	Tyler Finn	2/25/2022 9:22 AM
23	Ken Keister	2/25/2022 6:25 AM
24	Eric Hand	2/25/2022 5:53 AM
25	Amy Helm	2/24/2022 11:23 PM
26	James Clayton Baldwin	2/24/2022 8:15 PM
27	Donna Yost	2/24/2022 7:57 PM
28	Melanie Noonan	2/24/2022 7:13 PM

Airport Listening Session - Online Questions

29	Tom Lean	2/24/2022 6:47 PM
30	Kayce L Anderson	2/24/2022 6:24 PM
31	Heather Gardne	2/24/2022 5:54 PM
32	L z Ca is	2/24/2022 5:49 PM
33	Te y Ba	2/24/2022 5:42 PM
34	Kev n Pete	2/24/2022 5:25 PM
35	Jay And ews	2/24/2022 5:24 PM
36	W y S ko a	2/24/2022 5:20 PM
#	EMAIL	DATE
1	[REDACTED]	[REDACTED]
2	[REDACTED]	[REDACTED]
3	[REDACTED]	[REDACTED]
4	[REDACTED]	[REDACTED]
5	[REDACTED]	[REDACTED]
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Airport Listening Session - Online Questions

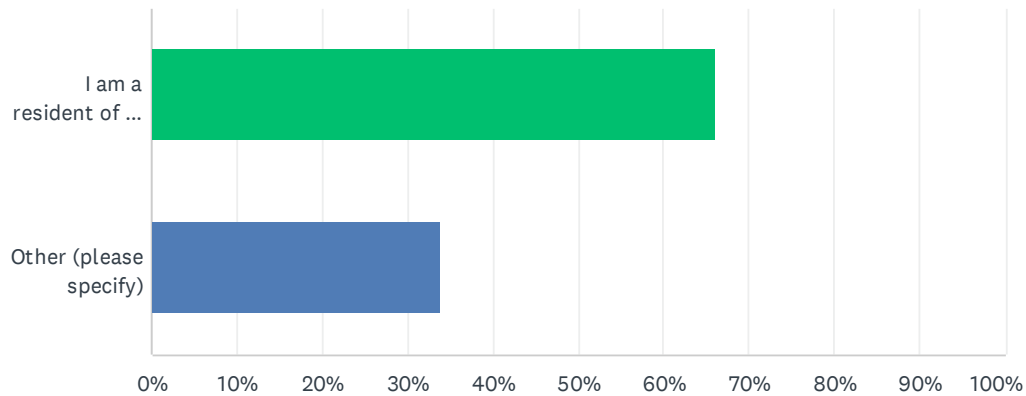
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Airport Listening Session - Online Questions

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Q2 Please select the option that best describes you. (response required)

Answered: 59 Skipped: 0



ANSWER CHOICES	RESPONSES	
I am a resident of the City of Glenwood Springs (with n City Limits).	66.10%	39
Other (please specify)	33.90%	20
TOTAL		59

#	OTHER (PLEASE SPECIFY)	DATE
1	Live in in the county and pay both county and city taxes	3/3/2022 2:13 PM
2	Up 4mi	3/3/2022 8:30 AM
3	County	3/3/2022 7:11 AM
4	I live outside of city limits but would use the south bridge frequently	3/2/2022 5:48 PM
5	Texas	3/1/2022 1:38 PM
6	long time resident of the Roaring Fork Valley, Mt Rescue member and pilot	2/28/2022 12:17 PM
7	I was raised in Glenwood Springs, I am now a resident of the valley	2/25/2022 3:56 PM
8	Valley resident	2/25/2022 1:43 PM
9	Own a home next to the airport	2/25/2022 1:13 PM
10	tad	2/25/2022 11:46 AM
11	Valley Native, Resident and Airport User.	2/25/2022 10:31 AM
12	A pilot who utilizes the GWS airport	2/25/2022 9:54 AM
13	Valley native who uses the airport	2/25/2022 9:22 AM
14	81601	2/24/2022 8:17 PM
15	Pilot that uses GWS.	2/24/2022 8:15 PM
16	Unincorporated GWS	2/24/2022 5:49 PM
17	Former resident	2/24/2022 5:42 PM
18	Garfield county resident	2/24/2022 5:30 PM

Airport Listening Session - Online Questions

19	I learned and flew ther for many years	2/24/2022 5:25 PM
20	I am a user of the Glenwood Springs Airport	2/24/2022 5:24 PM

Q3 As a community, what should we START doing or do more of related to the airport or how we discuss the airport?

Answered: 32 Skipped: 27

#	RESPONSES	DATE
1	More discussion about how the land and space could best be utilized.	3/3/2022 8:31 PM
2	Start talking about the lost opportunity of having a private club for old, rich, white men's hobby.	3/3/2022 6:55 PM
3	We should start the decommission of the runway and transition to a heliport only.	3/3/2022 5:51 PM
4	South bridge for safety and congestion	3/3/2022 5:14 PM
5	What are the actual costs to get the airport in compliance and what is the actual operating cost	3/3/2022 4:50 PM
6	Look at the other options other than a tunnel. Public funds can be better used.	3/3/2022 2:27 PM
7	Have a one day meeting from 8:00 AM to 11:59 PM to allow the citizens to vent there frustrations and opinions to those making the decisions and have all the decision makers present. Listen to those in the community and not just those in government	3/3/2022 2:25 PM
8	Doing a good job	3/3/2022 9:13 AM
9	Send out mailer survey to entire community	3/3/2022 8:31 AM
10	We should invest more in the airport. Nationwide communities are turning to their airports for economic development. Let's invest in our airport and help local businesses there thrive. We should also start investing in community participation at the airport. The EAA, young eagles, etc should have a presence there and get the community involved in aviation. Check out some of the community-driven aviation happening at Flabob Airport in California-- airports can be a major driver of opportunities for young people of all backgrounds!	3/1/2022 3:15 PM
11	Educate the community about how the Airport is used (not just for "rich" plane owners. Including critical emergency operations.	3/1/2022 1:42 PM
12	Continued and greater discussion of airport in perspective of revised/updated comprehensive plan. Where do the benefits/costs of the airport rank with other values / priorities in relations to the comp plan (updated)?	3/1/2022 12:47 PM
13	Start by acknowledging the benefits the airport provides the local residents, the city of Glenwood, and the region in general. The discussion around the airport seems to take for granted that it is at best a neutral feature of our community and at worst a detriment, neither of which is true. It is an integral part of the culture of this neighborhood and a vital part of the larger Glenwood economy.	3/1/2022 7:57 AM
14	Making it less political. I personally don't think it should be discussed at all, but if the city absolutely wants to develop that land they need to make the discussion clean and transparent.	3/1/2022 7:15 AM
15	Come from the viewpoint that the airport is valuable and helps the community....keep the conversation going to make sure the airport remains and is viable and useful to the citizens. It plays a major role in aviation in this valley	2/28/2022 12:36 PM
16	No comment. The airport should start not being an airport or do more to not be an airport.	2/26/2022 1:14 PM
17	Consider eliminating the runway as the preferred option.	2/26/2022 1:03 PM
18	Look to the future! What does the vision of a stable, well-rounded, even self-sufficient community look like and contain? Look to the future of transportation, as time and fuel become more scarce and more expensive, what does the next generation of mountain shuttle service look like - small air taxi - check with Boeing? Most important, think of the kids and generations that would say, "we had an airport once"... Embrace this huge and functional community asset rather than finding ways to point out its faults. Also, include the greater community (this poll is awesome!!)- while this land was donated to GWS, the amenities and services it provides	2/25/2022 4:42 PM

Airport Listening Session - Online Questions

benefit a much larger area, keep in mind that impact. I feel the elephant in the room is South Bridge, much of the airport talk has been brought to the surface because of this new access point. It is critical that the community of Glenwood and greater Glenwood (4mile) area evaluate meticulously if "more access" is actually what they want in their quiet mountain neighborhoods and recreation areas.(I understand one fire survey, any other impact-style surveys?) Last, take a step back in deep recognition for the family who donated this parcel with a specific intended purpose, and honor those wishes.

19	Understand and Recognize the full potential of the airport. Utilize the airport to the fullest extent.	2/25/2022 10:31 AM
20	Embrace the full potential of the airport. Make it as desirable as possible for people to want to visit the airport and it's surroundings. Have amenities available such as courtesy cars. Additionally, find ways to enhance the airport for our fire fighters and EMS services that have been invaluable the past few years.	2/25/2022 9:35 AM
21	We should start thinking of it as an irreplaceable resource. Once we let it go we will not get it back	2/25/2022 12:53 AM
22	Stop talking about closing the airport or altering the runway and START talking about how to enhance it and attract more business.	2/24/2022 11:29 PM
23	The airport should be supported by the community as it is vital to the economy and also as tanker base for SEAT aircraft during fire season.	2/24/2022 8:22 PM
24	Listen to all your commissions.	2/24/2022 8:20 PM
25	Get more kids involved, it is their future. Aviation days, flight training, Intro flights, etc.	2/24/2022 7:42 PM
26	Make all points of view, advantages and disadvantages clear	2/24/2022 7:41 PM
27	Start looking at the airport as an asset. Listen to what those who use and run the airport have to say.	2/24/2022 7:18 PM
28	Identify the importance of having the airport	2/24/2022 5:53 PM
29	The community should start listening more to the pilots who use the Colorado airports, specifically the Glenwood Springs airport in this case. The airport is a valuable asset to the city as it provides a means of travel to Glenwood Springs, its businesses, and attractions. The Glenwood airport has its limitations due to its elevation, length and location. Shortening the runway has been suggested makes the airport less useful and less safe. Shortening the runway also reduces its effectiveness for training of local residents.	2/24/2022 5:37 PM
30	We should move forward on the tunnel under the airport for the south bridge. Fire evacuation depends on the south bridge being constructed.	2/24/2022 5:35 PM
31	Keep improving it	2/24/2022 5:26 PM
32	STOP using scare tactics, huge special tax elections, we must cut down trees to keep airport, etc	2/24/2022 4:39 PM

Q4 As a community, what should CONTINUE doing related to the airport or how we discuss the airport?

Answered: 28 Skipped: 31

#	RESPONSES	DATE
1	Meeting in-person whenever possible, so as to see it's our neighbors with ideas and opinions....not strangers.	3/3/2022 8:31 PM
2	Acknowledging this is a heated topic.	3/3/2022 7:36 PM
3	We should maintain the helicopter operations only and maintain a very lazer like focus on ensuring S. Bridge is as affordable as possible	3/3/2022 6:55 PM
4	We should continue to support a heliport for medical and fire fueling.	3/3/2022 5:51 PM
5	South bridge and possible housing development	3/3/2022 5:14 PM
6	Discussing all options with feasibility being a high priority is important	3/3/2022 2:27 PM
7	Don't feel as the Mayor does and that is the planning stage is all over with. There may still be some better idea's out there.	3/3/2022 2:25 PM
8	Studying costs to taxpayers and highest and best use of the land.	3/3/2022 9:13 AM
9	Active management and upkeep.	3/1/2022 1:42 PM
10	Explore the alternative options/uses of the airport in regard to long term benefits and needs of Glenwood-(hard dollar costs/benefits?/possible job diversification/industry growth/housing needs/safety issues and transportation....	3/1/2022 12:47 PM
11	Continue to have an open dialogue with residents and listen to the input of the people most effected by these changes.	3/1/2022 7:57 AM
12	I think we should continue to talk about improving the airport.	3/1/2022 7:15 AM
13	communicating	2/28/2022 12:36 PM
14	Keep talking to the whole GWS community, listen to those of us who live within city limits NOT just the airport users who reside outside of the city limits.	2/26/2022 1:14 PM
15	Providing helicopter operations facilities.	2/26/2022 1:03 PM
16	This survey is great, offering a listening session in-person was great. I commend the councilors who stood up and stand up for this entity as a community service and property for all, not something under the sole discretion of the council. Continue to push for transparency - unbiased, clear information on unattached costs and benefits without the caveat of south bridge.	2/25/2022 4:42 PM
17	Continue supporting the airport and the critical services that use the airport (such as the firefighters) as well as the recreational users of the airport. Recreation is the heartbeat of Glenwood Springs. Recreation is also what this airport is mainly used for. The airport is in desperate need of being fully utilized for its recreational users.	2/25/2022 10:31 AM
18	Acknowledge the vital role that aviation and the airport has played in the the community.	2/25/2022 9:35 AM
19	We should continue to keep the airport and runway as they are currently	2/25/2022 12:53 AM
20	Continue discussions with Classic Air Medical, Colorado Children's Hospital, CO Dept of Fire and Prevention - find out what resources they need to create a better facility and runway that can help with medical evacuation of helicopter AND fixed-wing aircraft, in addition to heli and air tractor (fixed-wing) fire-fighting aircraft. Any improvements made to the facilities or runway to benefit the EMS operations will directly benefit the local pilots who utilize the airport for their businesses.	2/24/2022 11:29 PM

Airport Listening Session - Online Questions

21	Educating the community of the importance of the airport.	2/24/2022 8:22 PM
22	Improve the FACILTIES	2/24/2022 8:20 PM
23	Be transparent	2/24/2022 7:41 PM
24	Continue to let the airport be used as it always has been.	2/24/2022 7:18 PM
25	Identify the benefits of having an airport for staging fire response within the valley	2/24/2022 5:53 PM
26	The community should continue looking at alternatives that support both the airport and the local community. The community and the board should continue with the plan for the bridge and tunnel which would not shorten the runway. This plan was already approved.	2/24/2022 5:37 PM
27	Be open minded	2/24/2022 5:26 PM
28	CONTINUE to support the airport with pride	2/24/2022 4:39 PM

Q5 As a community, what should we STOP doing or do less of related to the airport or how we discuss the airport?

Answered: 32 Skipped: 27

#	RESPONSES	DATE
1	Polarizing it...digging in our heels....refusing to listen to each other.	3/3/2022 8:31 PM
2	The community already voted to NOT spend tax money on a \$5 million dollar tunnel. Stop ignoring the voters who said this by a 80/20 margin.	3/3/2022 6:55 PM
3	We should stop operating the airport as anything other than a heliport.	3/3/2022 5:51 PM
4	Stop not doing anything	3/3/2022 5:14 PM
5	We should make a decision	3/3/2022 4:50 PM
6	Assuming it's going to be an airport that services a small minority and start looking at what the town's top priorities are.	3/3/2022 2:27 PM
7	Stop thinking the plan is done !	3/3/2022 2:25 PM
8	Catering to a small group of wealthy individuals at the cost of the greater community.	3/3/2022 9:13 AM
9	Stop second-guessing the citizens who have voted to retain the airport as-is. Stop spending money on studies when the tunnel is the engineered plan. Stop implying that the City needs a multi-use suburb in Cardiff	3/1/2022 5:04 PM
10	We should stop putting the airport on the potential chopping block every x number of years. Businesses are afraid to invest their if they see the fate of the airport is made uncertain by the City every decade. Solidify the airport's place in our community and let it thrive.	3/1/2022 3:15 PM
11	Stop trying to close or handicap by shortening the landing surface this piece of infrastructure that can serve the community in many ways.	3/1/2022 1:42 PM
12	Put this to rest as to keep the airport/expand the airport/close to fixed wing... have an informed community referendum after the revised comp plan	3/1/2022 12:47 PM
13	Stop treating the people and groups in support of the airport in an antagonistic way.	3/1/2022 7:57 AM
14	I think we should stop trying to develop it or change the downtown traffic flow.	3/1/2022 7:15 AM
15	we should come together with the goal of not deciding on whether there should be an airport but how to make the best use of the airport and construction objectives	2/28/2022 12:36 PM
16	Stop being an airport. Stop dancing around the issue of its relevance and its viability. Stop letting influencers from outside city limits dictate its use.	2/26/2022 1:14 PM
17	Stop being intimidated by the small, vocal group of rich, white, male users of the airport, who want citizens to continue funding their elite hobby.	2/26/2022 1:03 PM
18	Re-iteration : Stop connecting it to South Bridge. My opinion aside on South Bridge, this airport needs stand-alone case studies for its strengths and weaknesses, for its cost and benefit, for its intrinsic value.	2/25/2022 4:42 PM
19	We have voted four times to keep the airport. Stop these surveys, ballot questions .. it is obvious the people want the airport, but the city leaders have a different agenda ..	2/25/2022 1:16 PM
20	Stop trying to get rid of a very important part of Glenwood Springs' history.	2/25/2022 10:31 AM
21	Stop ignoring the value of the airport.	2/25/2022 9:35 AM
22	We should stop even considering reducing the length of the runway.	2/25/2022 12:53 AM
23	STOP TALKING ABOUT CLOSING THE AIRPORT!!! STOP TALKING ABOUT SHORTENING THE RUNWAY! STOP COMING UP WITH REASONS WHY THE AIRPORT IS "UNSAFE."	2/24/2022 11:29 PM

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24	Need to stop talk of removing the airport do some developer can make money putting in houses. The land was donated to be an airport and as such should remain that way.	2/24/2022 8:22 PM
25	Stop trying to close the airport!	2/24/2022 8:20 PM
26	stop trying to close the airport. It shouldn't even be an option.	2/24/2022 7:42 PM
27	Treating it or speaking about it as though it has no economic value	2/24/2022 7:41 PM
28	Stop spreading disinformation	2/24/2022 7:18 PM
29	Priority should be for staging fire response in a valley surrounded by forests	2/24/2022 5:53 PM
30	The community should stop ignoring the pilots who use the airport. The community should stop changing the plan and direction of the bridge and tunnel plan that was already approved and agreed upon.	2/24/2022 5:37 PM
31	Stop trying to shut it down	2/24/2022 5:26 PM
32	See 1	2/24/2022 4:39 PM

Q6 Other Feedback

Answered: 16 Skipped: 43

#	RESPONSES	DATE
1	The powerful and connected have a hobby that is subsidized by the community through actual dollars and lost opportunity cost. The airport is NOT a community asset.	3/3/2022 6:55 PM
2	Heliport only!	3/3/2022 5:51 PM
3	I hope we continue to explore affordable solution variations.	3/3/2022 2:27 PM
4	None.	3/3/2022 9:13 AM
5	The take-off and landing from the airport occur to the South. Obstructions to the North are substantially irrelevant. Some folk say that the airport only serves rich old men. Well, I don't golf so maybe the new high density development belongs on the GOLF course instead	3/1/2022 5:04 PM
6	In general I have not been convinced that the airport is the best use for Glenwood's long term future and benefit. Economic multipliers and 'value added' seem too high for Glenwood directly. Actual benefit does not seem high vs. cost and maintenance of tunnel, cost of upgrades and obstacle removal, potential safety risks AND possible alt. uses of land (which could still include emergency helio/fuel options). Major benefit seems to be for a vested and relatively few aviation users at a potentially greater cost to the community for long term goals.	3/1/2022 12:47 PM
7	As a long time pilot having the Glenwood airport is a necessity to continue to ensure the safety of pilots coming from the West, in case of bad weather and with the increasing concerns of wildfire this airport is so important	2/28/2022 12:36 PM
8	Ask the community what it thinks the highest and best use of the property is. Put all viable options on the table and let the public weigh in with an advisory vote.	2/26/2022 1:14 PM
9	As a valley resident, yet no longer a citizen of GWS, I appreciate the opportunity to give my input. I hope this entire process opens and maintains an open dialogue, and a sense of inclusion, for the airport members in the GWS community and, vice versa, the GWS community in the airport world, because truly it belongs to the entire community.	2/25/2022 4:42 PM
10	The city land around the airport should be utilized for enhancing the airport and it's user experience.	2/25/2022 10:31 AM
11	It's no secret that if the city can get the runway shortened or it changed into helipad only that their next step will be to say the space is underutilized and we should pack the entire space full of overpriced condos	2/25/2022 12:53 AM
12	Has anyone actually talked to the pilots that fly in/out of Glenwood Springs?	2/24/2022 11:29 PM
13	Listen to your constituents.	2/24/2022 8:20 PM
14	Give the truth on who the airport benefits. It is very few, compared to all of Glenwood Springs, and that is obvious to anyone who lives near the airport. Give the facts of how much the airport will cost to keep as it is - compared to the millions of dollars that will have to be spent to work the bridge around it. If this property wasn't in our very enclosed valley, then great. But it isn't. We need to use our available land for the greatest use of the community. Open space. Some affordable housing units for teachers/fire fighters. A helipad for refueling if necessary - but why can't this be done in Rifle???	2/24/2022 8:02 PM
15	None	2/24/2022 4:39 PM
16	https://www.postindependent.com/news/documents-raise-legal-questions-about-fate-of-glenwood-municipal-airport/	2/24/2022 2:33 PM

Q7 (History) Comments

Answered: 18 Skipped: 41

#	RESPONSES	DATE
1	None of the history shows that this asset has become more inclusive or valuable to the larger community.	3/3/2022 6:56 PM
2	The historical use of the airport does not support its future use. By not being an airport, the land and the ability to construct South Bridge more economically benefits a greater portion of our community.	3/3/2022 5:59 PM
3	Looks like we've been talking about south bridge for 25yr and still nothing. It is a huge safety and traffic issue	3/3/2022 5:16 PM
4	This comment came from Bill Coleman who has probably LIVED in the community longer than anybody else involved in this project. He thought the City ought to save 50 million and forget the project and in an emergency run the traffic right down the Phrem Ranch road and out through Westbank. He also said in the 80 plus years he has lived on Colorado Ave there has been one Emergency up 3 or 4 mile and that the fire got put out and it really wasn't an emergency then. The other thought I had to go along with this is that when this whole project gets done you still only have a (2) lane road and that is one lane in each direction. So how are you going to handle the home owners that want to go up 4 mile to save there family members or there animals , or property? Remember we can still carry guns and when you pit a persons family against the law or other possessions, people don't always react the way you want them to. All these roads may help get the people out of Park West, Park East, Glenwood Park and a few other areas close to Town, but will have little effect on relieving all the congestion up 4 mile.	3/3/2022 2:46 PM
5	Looks like a balance of uses. An Airport of Other/Comp Plan Uses. I prefer looking at uses that better service the community as a whole.	3/3/2022 2:37 PM
6	Communities and their priorities evolve over time. History is informative but should not dictate where we go in the future.	3/3/2022 9:16 AM
7	The property was deeded to the City with the intent to use as an airport. If the City changes tune after properties are deeded, expect fewer land donations from citizens	3/1/2022 5:06 PM
8	The question of "should we close the airport" seems to come up every few years, and the community seems to always answer "absolutely". Repeatedly revisiting a decision that has already been hashed out through past community process erodes trust. Delegitimizing past community processes weakens current and future community engagement.	3/1/2022 3:17 PM
9	Think that there should not be a ballot question until after the Vision Glenwood Process...then, if warranted use Vision outcome and 2019 study to frame a ballot question with clear alternatives and pros and cons.	3/1/2022 12:49 PM
10	What are the legal ramifications of using land that was deeded explicitly for use as an airport in any other way?	3/1/2022 7:58 AM
11	a long history of a viable airport at gws	2/28/2022 12:36 PM
12	The land was given for airport use almost 100 years ago, with no understanding of how Glenwood would change and develop over time. The City attorney has stated that it would be legally possible to eliminate the runway.	2/26/2022 1:04 PM
13	The airport has a long history in Glenwood and it needs to be embraced.	2/25/2022 10:49 AM
14	The airport land was given to the city specifically for the use of an airport. The city should not have the right to change that. Especially without a vote by the citizens of Glenwood Springs	2/25/2022 12:55 AM
15	History shows that the land was deeded for use as an airport and that the vote of the people has ALWAYS shown that citizens want to keep the airport. Millions of dollars were spent for an Environmental Assessment (https://cogs.us/449/South-Bridge) that selected the cut and cover	2/24/2022 11:37 PM

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option for the road to go under the airport. This was/is THE PREFERRED OPTION. Stop trying to find reasons to close the airport and start finding ways to fund the tunnel you chose to have (there were 32 other options - you can always change your mind).

16	Many voted to keep the airport because they were lied to about development. The "Keep the Airport" people said that it would prevent development. Letters were written to the editor when houses started being built in Park East saying "I didn't vote for this!" If they knew the facts would the vote have been different? The people with wealth and money to pay for the propoganda rule the world unfortunately. Those without the wealth and little time outside reading a campaign ad do not and feel taken advantage of later. I wish I knew how to combat this.	2/24/2022 8:11 PM
17	Priority to have the airport as a landing pad for potential fire response outweighs money made by developing residential	2/24/2022 5:57 PM
18	The airport is unique for a small community.	2/24/2022 4:41 PM

Q8 (Airport in Context) Comments

Answered: 15 Skipped: 44

#	RESPONSES	DATE
1	The runway is too short and is a hazzard. It doesn't contribute to fire or ems. SHUT IT DOWN!	3/3/2022 6:57 PM
2	Best use of the land is not as an airport.	3/3/2022 6:00 PM
3	It is city owned and the best use for the city is a south bridge	3/3/2022 5:43 PM
4	It's still the only Airport we have and far better than No airport!	3/3/2022 2:53 PM
5	no comment	3/3/2022 2:38 PM
6	3500 flights a year is not the highest and best use of this public asset.	3/3/2022 9:18 AM
7	The airport costs the taxpayers nothing, and is an amenity. When will the City stop second-guessing itself and its citizens?	3/1/2022 5:08 PM
8	This board stated that the runway cannot be lengthened due to topography... but one of the proposals is to lengthen the runway. I've heard this slip mentioned in the community, and people think that it's the City making up their own facts. I'm sure it was just an honest slip, but the way it's being taken in the community just shows how much this project is eroding trust.	3/1/2022 3:20 PM
9	As a neighbor of the airport that does not use the airport, its existence is part of the charm, character, and warmth of the Glenwood Park and surrounding neighborhoods. This is a unique feature not only in the city of Glenwood Springs, but in most communities. It gives residents an opportunity to watch aircraft take off and land, participate in the annual open house, and to know that our neighborhood serves a vital function in fighting wildfires in the area.	3/1/2022 8:02 AM
10	a valuable asset to the community	2/28/2022 12:37 PM
11	Very few citizens reap what little benefits the airport offers.	2/26/2022 1:16 PM
12	The airport has land that should be utilized for updated hangar space as well as more space to support essential services such as firefighting and EMS.	2/25/2022 10:49 AM
13	The City continues to develop the land around the airport in addition to taking airport property for its own "city purposes." There is so much potential for growth, development, business, etc. at the airport, that if given the go-ahead and use of airport deeded land, would happen nearly instantly. The discussion of closing/shortening the airport needs to stop and turned instead to, "how can we improve this valuable asset."	2/24/2022 11:52 PM
14	Recreational use cost will have to be increased to cover cost of use	2/24/2022 5:59 PM
15	Airport provides open space and reduces building density.	2/24/2022 4:42 PM

Q9 (Financial Summaries) Comments

Answered: 21 Skipped: 38

#	RESPONSES	DATE
1	Critiques of financial data make interesting points, but I don't see a figure for economic and spillover benefits? Just budget. Later in the survey?	3/3/2022 7:44 PM
2	This is a drain to the city for the benefit of the very few rich old men.	3/3/2022 6:58 PM
3	The expenses and revenue should be separated between helicopter use and airplane use.	3/3/2022 6:06 PM
4	Looks like it costs a lot for a small airport when we need a south bridge	3/3/2022 5:47 PM
5	Some aspect of the community are like the Recycle Business it helps the Earth, World and Community, but doesn't make any money, but that doesn't mean we shouldn't do it or we should get rid of it.	3/3/2022 2:57 PM
6	It appears to me that the airport and airport improvements makes an airport an investment that could lose significant money going forward that could be used elsewhere in the City Budget.	3/3/2022 2:40 PM
7	Limited revenue due to limited operations combined with large future potential capital expenditures means it is not a sustainable enterprise in today's environment. It is an asset that serves a few wealthy individuals depriving our diverse community of higher and better community use of the property,	3/3/2022 9:23 AM
8	Thank you for mentioning the spillover economic benefits of the airport. Let's invest in the airport more and use it as an economic development opportunity. Businesses there should thrive.	3/1/2022 3:22 PM
9	I would use the picnic and camping grounds. AOPA as published GWS as a great place to visit.	3/1/2022 1:53 PM
10	I would like a little more transparency in the necessity of these "upgrades". Are these projects deemed necessary by airport users and management, or by city administration? What would be included in a 2.5mil FBO? Would new hangars generate new revenue from rent? How would the courtesy car be used?	3/1/2022 8:05 AM
11	It looks like there are improvements planned and will have initial costs. Those costs are far less than the 58 million for the bridge project.	3/1/2022 7:42 AM
12	I do not have enough information to make a comment	2/28/2022 12:38 PM
13	If these numbers were presented to investors and/or lending institutions, you'd have a very hard time raising capital for operational expenses, let alone projects/improvements. It's enterprise fund status means the tax payer is on the hook if it fails.	2/26/2022 1:20 PM
14	Why are my taxes being used to pay for an airport that only a handful of people benefit from? (most of whom are not residents of GWS)	2/26/2022 1:05 PM
15	The large expenses in 2020 and 2021 are clearly an attempt by the city to make the citizens think it's too expensive to keep open.	2/25/2022 1:01 AM
16	The airport has always been self sufficient. If given the opportunity to enhance/expand its operations, it would even prove profitable. The city does not and should not entertain owning its own hangars. Those can be built tomorrow by local aviation developers, and therefore will be a savings of \$2.4 million. Stop trying to control everything and please entertain partnerships with local pilots/individuals/developers.	2/24/2022 11:56 PM
17	Although the airport is not eligible for funds from the FAA's AIP, it can receive funding from the Aviation department of CDOT	2/24/2022 8:29 PM
18	Classic Air medical has offered to assist or fund a new FBO. Please consider their offer. A 'bobcat' is not needed. The city already owns these. New hangars like the existing ones on	2/24/2022 8:27 PM

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field are a good idea. They generate income. A \$45,000 courtesy car seems excessive. A used GWS fleet car would do. Perimeter fencing item seems very high.

19	I find 2022 figures very interesting. "Potential for Grants"? An airport not certified by the FAA? And then the expenses needed for the airport. Are these pilots that are so vocal willing to pay this themselves? Because I am not as a taxpayer in Glenwood Springs.	2/24/2022 8:11 PM
20	Whatever cost to maintain the minimal cost to operate should be protected	2/24/2022 6:02 PM
21	Not a fair or accurate picture of contrition to community.	2/24/2022 4:44 PM

Q10 What have you observed about the airport? What are your insights about the airport's function and role in our community?

Answered: 30 Skipped: 29

#	RESPONSES	DATE
1	To me, the airport seems to preserve some charm for the community and locks up development (in a good way right now). Ultimately, though, I don't see these as benefits in the long term (20+years). I also am not persuaded that the airport provides any real economic benefit to the community.	3/3/2022 7:48 PM
2	The community has voted to not do a tunnel. Please respect that vote and don't ignore it. There are so many better uses.	3/3/2022 7:00 PM
3	The information that's presented by airport proponents does not separate helicopter use/benefit from airplane use/benefit. You would be hard pressed to find someone in the community that doesn't agree that we need a heliport to support medical and fire uses. These services need to be separated from the few individuals that fly airplanes for personal use that doesn't benefit the greater community.	3/3/2022 6:07 PM
4	It costs a lot and doesn't give much back to the community as a whole	3/3/2022 5:48 PM
5	Any community without an Airport is at a definite LOSS. Look at the communities on Colorado's western slope. Most all have an airport of one size or another and sometimes they are life savers or help in putting out fires. Just because there is land there doesn't mean there needs to be building built there. At some point the community will need to say we have no more building room and people will not be able to move into Glenwood Springs. That's the harsh reality of living in a town with no more room.	3/3/2022 3:05 PM
6	I know a few people that get access and use it, but it's so seldom, it doesn't affect my life. I've been to my parents place which is less than a mile away and I don't see a lot of use of business activity. I think it's best served for Wild Fire Support, Parks and Affordable Housing,	3/3/2022 2:43 PM
7	I have flown in and out of the airport and decided not to buy a home in proximity to the airport as it is a major accident in waiting.	3/3/2022 9:25 AM
8	It serves a very small amount of people	3/3/2022 8:32 AM
9	It does not seem to be used frequently. I think safety (evacuation routes) of the masses is more important than a airport that is used primarily for hobby by a few people.	3/2/2022 5:53 PM
10	Local use is high, both planes and foot traffic. Now that the Royal mini storage is in, road traffic is up at least 300%. During the 2 local fires, helicopter staging has taken up most of the airport. I counted 8 helicopters during most of the the grizzly creek fire.	3/1/2022 5:52 PM
11	People come from far away to have their planes repaired here. There are very few accidents. The viewshed which encompasses the airport helps to transition to the higher density of Glenwood proper	3/1/2022 5:10 PM
12	The airport is critical to our community. Communities without municipal fields are constantly trying to pay for and build them because they're so important economically. We don't invest enough in our airport for it to economically perform and return the way it should. People in the community feel strongly that the airport needs to be protected.	3/1/2022 3:24 PM
13	I believe airports are critical infrastructure that have become targets for redevelopment because of their size, location, and apparent lack of use (or use only by the wealthy) The people that use an airport like this are not the super wealthy, they are hard working folks that will support local establishments. Because of their size and openness airports also offer great opportunities to host events and serve as emergency bases.	3/1/2022 1:57 PM
14	Do not observe much but clear there is a very passionate, albeit relatively small, vocal group of supporters. Other than emergency (fire and health) helio use, does not seem to be a valid	3/1/2022 12:55 PM

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general use that benefits the community (except, perhaps, a buffer to southern growth of some kind.

15	As I sit here filling out this survey I have heard at least one plane take off. That is an immediate reminder of my place and connection to the community. Walking my dogs or jogging around the south end of the airport and looking north towards the Flattops is one of my favorite views in this valley. There are financial and safety benefits from the airport that other people can articulate better than I can, all I can speak to is the intangible benefit that the airport provides the local neighbors that another "mixed use development" can't.	3/1/2022 8:11 AM
16	It is a safety consideration ref fire it is a safety consideration due to its location as planes arrive from the west to Aspen. It is a tourist generator	2/28/2022 12:39 PM
17	Good 'ole boys club. It means more to several individuals who don't reside in the city limits than it does to the vast majority who do. That the airport is located next to an elementary school is just a tragedy waiting to happen.	2/26/2022 1:25 PM
18	It's noisy for surrounding neighborhoods.	2/26/2022 1:07 PM
19	The airport is a real asset to the community, from medi help helicopter, fire fighting and just a nice place for aviators and it pays for itself ..	2/25/2022 1:18 PM
20	The airport has been neglected. The airport plays a crucial roll in the community when it's most needed and it is under appreciated. The airport is part of the recreational heart of Glenwood Springs. The airport needs to be improved and utilized to it's fullest extent.	2/25/2022 10:49 AM
21	The GWS airport plays a pivotal role in the community. It's one of only two airports in the Roaring Fork Valley. It's relief duties for the recent fires, landslides, floods cannot be emphasized enough. If you loose GWS airport, you lose a key resource for Firefighting aircraft and emergency medical support. True, ASE and EGE are nearby, but the recent landslides in Glenwood Canyon support the position to maintain a local airport.	2/25/2022 10:05 AM
22	The airport plays an important role in our community and in my life particularly. I live in south Glenwood and enjoy seeing the planes as well as occasionally getting a chance to fly in them. Being connected with the airported has caused me and several of my friends to consider or start taking pilot lessons.	2/25/2022 1:05 AM
23	Glenwood Springs Airport is a gem. Nothing else exists like it in Colorado. It is a tourist destination that has extreme potential to grow. There is so much potential for the airport - more businesses, avionics shop, paint shop, flight school, sky diving ops, EMS operations, STEM programs with Glenwood High School and more... The airport has always served the community and it has the potential to do so in many more ways. Believe it or not, pilots have flown in for a mid-day soak in the hot springs, an overnight get-a-way, or just to pick up some doughnuts from Sweet Coloradough.	2/25/2022 12:04 AM
24	Having medical transport and fire fighting is critical. The airport is great open space. Small planes and aircraft are an important part for all small communities. Other attributes; State wide mechanic on field, tourism, fish and wildlife aircraft, housing on field, positive economics to the community.	2/24/2022 8:35 PM
25	The airport is vital to fire protection and medical flights. There is also a top notch maintenance shop that serves many aircraft in the Western Colorado region. It's also an important place for aviators from across the country to come and train/visit for mountain flying.	2/24/2022 8:35 PM
26	I have lived in Glenwood Park for 30 years. Planes are not supposed to take off to the the north unless the temperature is hot. But I watched two take offs to the north just last week in the space of an hour as I walked around the airport. I was at a picnic at the soccer field (Sullivan Park?) on the basketball court with an end of year party for about 50 kindergarteners plus parents and teachers when a plane landed right over our head sending everyone scattering. Plane just cleared the trees. A plane crashed into the townhomes at the entrance to Glenwood Park - not far from SES. Another plane crashed on the runway. I would like to see the facts on the economic impact of not having an airport here are. The fact it was deeded to GWS as an airport in the 30's? Sorry - that was 90 years ago and things change. What made sense then doesn't now. I remember when 8th St. Bridge was one lane! Putting myself in the shoes of the pilots who want to keep this nifty private airport for themselves I would wish I could keep it too. If the property wasn't so valuable I'd say, hell, let them have it. Just don't make me pay for it. But that is not the case. Alternatives - Rifle Airport! Mark Gould said he thought the City should sell the airport land. He doesn't fly out of GWS - he has his plane in	2/24/2022 8:29 PM

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Rifle. He thought the money could be used towards the South Bridge costs. Even the helicopter refueling could be done there I would think. And space for fire fighting if needed. You need to spell out in a simple way what it means in the pockets of everyone else to keep this airport. Make the best decision for the majority of the citizens of GWS because you are the ones who have been given all the facts. If there is a referendum it needs to be clearly stated what the voter is being asked to vote on.

27	The airport is being severely underutilized. We need a flight training school, Intro flights, photography flights, mountain training, Simulators.	2/24/2022 7:45 PM
28	During the Lake Christine Fire the airport was utilized as an important landing pad for the large helicopters used to combat the fire A fire in our canyon would need access to a nearby airport in rather than a housing development	2/24/2022 6:11 PM
29	I live nearby so I am aware of the multiple flights daily. Clearly the airport is well-relied on. It also is vital for firefighting efforts.	2/24/2022 5:38 PM
30	The airport provides a useful education opportunity for young people. Sometimes it is good to dream and soar.	2/24/2022 4:48 PM

Q11 Input, ideas, reactions, concerns, and hopes for TODAY's airport operations(infrastructure, management, amenities, services, activities, use, etc.)

Answered: 24 Skipped: 35

#	RESPONSES	DATE
1	Not at this time. Don't feel connected to the operations or that I have any real access to it.	3/3/2022 7:48 PM
2	Parkland, playing fields, south bridge, public uses. Helicopter uses only. NO runway.	3/3/2022 7:00 PM
3	Top rate heliport!!	3/3/2022 6:07 PM
4	We need a south bridge. I don't see the need for so many hangers. Future single family development is a viable option too	3/3/2022 5:48 PM
5	Talk to the Pilots and the Airport users they know best! NOT the City Council, or people that have no idea of what the airport does or how it operates.	3/3/2022 3:05 PM
6	That the user's pay 100% of the costs and improvements required and needed today.	3/3/2022 2:43 PM
7	Cut the airport down to a service center for the Care flight and convert the land to south bridge and a park for the v benefit of the entire community.	3/3/2022 9:25 AM
8	Get rid of	3/3/2022 8:32 AM
9	It sounds like the new amenities going in are enough for the airport to make more money and land fixed wing ambulances easier.	3/1/2022 5:52 PM
10	Figure out the Jet A and move ahead	3/1/2022 5:10 PM
11	Repair pavement and crumbling infrastructure. Invest in the airport more and let the airport board, pilots, and local businesses direct that investment.	3/1/2022 3:24 PM
12	I did not know there was camping and picnic areas available. Can't wait to try them!	3/1/2022 1:57 PM
13	Increased and ongoing safety to residential areas and school. Have the airport revenues pay for the needed tunnel IF the airport stays open.	3/1/2022 12:55 PM
14	I would like to see the airport continue as-is. Obviously safety improvements and maintenance need to be made, but if there isn't a safety related reason to expand or increase operations, leave it as it is.	3/1/2022 8:11 AM
15	the least expensive option whether to relocate the runway or build the tunnel...thinking build the tunnel would be better	2/28/2022 12:39 PM
16	Close it down.	2/26/2022 1:25 PM
17	Keep helicopter service facilities, but eliminate the runway.	2/26/2022 1:07 PM
18	Better infrastructure for: -EMS -Firefighters -Recreational Users -More Hangars -Courtesy Cars -Fly-in Community Development -Camping Space overlooking the river -Golf Cart to help people move their camping stuff to/from the campsites	2/25/2022 10:49 AM
19	I have seen the residential development plan and I sincerely hope that isn't the fate that comes to our wonderful little airport.	2/25/2022 1:05 AM
20	The scenario for "enhancing the airport", from the 2019 Land Use Study done by Gruen + Gruen Associates should be the ONLY option.	2/25/2022 12:04 AM
21	I love the airport expo, airport manager is great! I hope to see future improvements.	2/24/2022 8:35 PM
22	City council members should be required to complete a flight, starting and ending at the Glenwood Springs airport.	2/24/2022 7:45 PM

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23	Thank you for trying to seek input for the best use for the area Certainly the properties storing construction supplies that surround the airport can be repurposed but removing the access to a speedy response to fire in a high fire danger canyon is not advised	2/24/2022 6:11 PM
24	Continue and encourage present community information by the users and operators	2/24/2022 4:48 PM

Q12 (Airspace Study) Comments

Answered: 20 Skipped: 39

#	RESPONSES	DATE
1	The runway is dangerous enough and now we are being told that 350 trees will have to be eliminated. How many trees need to be sacrificed for a small group's hobby?	3/3/2022 7:02 PM
2	A heliport will be far less intrusive, which would be better for the neighboring subdivision.	3/3/2022 6:09 PM
3	Na	3/3/2022 5:50 PM
4	How long has the Airport been operating with NO study? Have there been any crashes because of no study? May we do like Teluride Land and take off from the same end of the runway! TO THE SOUTH ONLY . I remember a crash a few years ago and because of all the trees to the West the plane didn't go through the building or roofs of near by structures . It wound up in a Tree and the pilot got out and then they got the plane out. How long have all those trees,bushes, and buildings been there? Have they caused any problems? Are we over reacting to something that somebody who knows nothing about airport access is not familiar with?	3/3/2022 3:14 PM
5	Moving a runway to eliminate a 5 Mil. tunnel makes a lot of financial senses.	3/3/2022 2:44 PM
6	Private property owners, community members should not be required to cut down trees and devalue their property for the benefit of a few wealthy individuals who can easily utilize GarCo airport.	3/3/2022 9:27 AM
7	I feel like this is a ploy by the City to scare the neighbors into turning against keeping the airport open as-is	3/1/2022 5:10 PM
8	As a pilot, this airspace study seems dubious to me. Aviation news publications have been warning about studies such as this being used for Municipalities to do as they wish with their airports for decades. Most pilots who read this think it's unreliable and was created only for the City to justify whatever route they'd like for South Bridge. The fact that the Airport Board wasn't behind this study only further makes it seem dubious. Using the same engineering firm that's working on the bridge instead of an airport planning and engineering firm wasn't a great call either. I'm a bit saddened that the City took this route, as it did seem to erode trust in the community.	3/1/2022 3:31 PM
9	I would think the noise from the airport pales in comparison to the hundreds of thousands of cars on HWY 82 and IH 70	3/1/2022 1:59 PM
10	A bit too technical for my knowledge. Seems, however, that moving the runway and clearing airspace is too expensive an option and not a viable airport use option...?	3/1/2022 12:56 PM
11	This definitely feels like a hostage situation by the city. "Give up your airport or we'll cut down your trees." I'm obviously not an aviator, but I don't see how in the world trees to the north of the airport need to be cut down when planes exclusively land and take off from and to the south. It also seems a little suspect that the city has built several maintenance buildings to the south of the runway in the last two years. Is this meant box in airport/south bridge development and limit construction options even further?	3/1/2022 8:15 AM
12	probably build the tunnel, airspace cannot be changed much	2/28/2022 12:40 PM
13	It's crazy to have an airstrip in this location, surrounded by residences and steep slopes.	2/26/2022 1:07 PM
14	Extend the runway 120 ft, don't reduce the length of the runway. There are other options for putting a bridge in and not impacting the runway length.	2/25/2022 10:49 AM
15	The airport is not federally funded, therefore this Airspace Study is bogus and should not apply. This airport does NOT have a history of accidents, or incidents, (very few and far between). Just because it is a challenging airport to land at, does not mean it is an unsafe airport. The city's own airport website states the following about the airport: "Numerous 25-50' buildings, equipment and tie-downs approx. 200' from center-line of RWY - both sides" This	2/25/2022 12:25 AM

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same information is also found on FAA databases, state databases and most aviation directories. Pilots are aware of the terrain they are flying into/out of, and further descriptions of the terrain and airfield can be found online or in an aviation directory prior to any flight into KGWS. Again, I state this study is bogus.

16	Look at the airport safety record. As a pilot these 'obstruction seem exaggerated.	2/24/2022 8:36 PM
17	You have to be out of your minds to move the runway closer to Mt. Sopris Dr and the park!	2/24/2022 8:29 PM
18	Obstacles are everywhere, has there every been and accident or incident related to any of these obstructions?	2/24/2022 7:46 PM
19	Cutting down trees doesn't sound like too big of an obstacle	2/24/2022 6:12 PM
20	Inadequate study of actual and reasonable use airspace.	2/24/2022 4:50 PM

Q13 Comments (Immediate Airport Safety & Operational Considerations)

Answered: 18 Skipped: 41

#	RESPONSES	DATE
1	Moving the runway to save the S. Bridge project money if you have to. Better yet, just eliminate the runway. Then the trees can be saved and the hazzards eliminated.	3/3/2022 7:04 PM
2	What type of insurance does the City have to carry to cover the airport, and what does that cost? And, if the City isn't insuring the airport, what is the potential liability?	3/3/2022 6:11 PM
3	Why are we all of a sudden concerned about these objects? Haven't they been there for a long time. Has anybody had a near miss or a collision because of them. Look at the young new pilots we have are any of them jumping up and down about them?	3/3/2022 3:18 PM
4	Not sure, but not the best-looking report card.	3/3/2022 2:45 PM
5	Seems very obsolete, get rid of it.	3/3/2022 9:28 AM
6	Better track record than Aspen!	3/1/2022 5:11 PM
7	The GA goals listed on this report card are out of context for an airport like Glenwood, and need to be taken with a grain of salt. I worry that posting arbitrary standards like this creates the same kind of negative impacts as copy/paste development codes.	3/1/2022 3:41 PM
8	Glenwood have greater than 'minimum' safety standards	3/1/2022 12:57 PM
9	As a non aviator, I am not qualified to speak to any of these points. I would just ask that local pilots be the ones to direct the best use of funds for safety upgrades rather than non-local bureaucrats. Like a lot of people, I am curious as to the need of runway lighting for a daylight-only airport.	3/1/2022 8:19 AM
10	keep it safe, make it safer	2/28/2022 12:41 PM
11	Lots of failing grades	2/26/2022 1:08 PM
12	More hangars and work through each upgrade step by step.	2/25/2022 10:54 AM
13	There is currently transient aircraft tie downs. There are random visiting aircraft at the airport frequently.	2/25/2022 1:12 AM
14	Please continue to work the the Airport Commission and local pilots because they actually know what the current and immediate needs of the airport are. The Airport Commission has been asking for an updated Airport Master Plan for over a decade, and multiple attempts to hire Armstrong Consultants (an aviation firm out of Grand Junction) were made to accomplish such a task. The city and council have repeatedly shot down any and all attempts at formulating a master plan or development of any kind for too long. Businesses have suffered. Some have chosen to move locations due to the lack on interest from Council in their revenue. The reason this list of "safety and operational considerations" is so long is because council has ignored the airport and any request for grant funding, outside sourcing or improvement for too long.	2/25/2022 12:33 AM
15	There is too much here to commen. Really a suggested runway length of 7'000 feet. That is more than Most large commercial airports. Re. Midway Chicago, Reagan -Washington DC. The community loves the airport as it is currently configured.	2/24/2022 8:42 PM
16	Someone on Next Door app actually said that they use the airport/runway area for recreation! I said I had never seen anyone walking/playing on the runway and he reiterated that he and his family did so all the time! Right! This also says there are safety fencing around the airport - but that is not true on the east side anyway and at the far southern end. And everything this airport is not capable of being just drives the nail in that this is an airport for a very few specific pilots.	2/24/2022 8:35 PM
17	Cost has to be considered to recreational users Hanger space may be limited over operational cost	2/24/2022 6:15 PM

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18 Personal experience over 50+ years shows the facility safe, convenient and valuable health and safety asset for the community and area.

2/24/2022 4:52 PM

Q14 (South Bridge Status) Comments

Answered: 19 Skipped: 40

#	RESPONSES	DATE
1	Anything that makes the bridge more expensive should be eliminated from consideration. Including a tunnel or relocating a private business.	3/3/2022 7:05 PM
2	South Bridge needs to be constructed, and if the airport is to stay then the additional cost to tunnel under the runway should be footed the solely by the airport enterprise and not the community.	3/3/2022 6:14 PM
3	We need it, I could support any option that does not involve an expensive tunnel.	3/3/2022 2:45 PM
4	South Bridge is a public safety issue and must be built. Do not spend 5 mill to benefit a few wealthy airport users.	3/3/2022 9:30 AM
5	I am concerned that a tunnel under the airport will be more costly in the long-run (weather, ground shifting, etc.). It is also a concern of mine in regards to vehicle accidents. Should there be an accident, the road will be unusable until vehicles have been moved. a road above ground allows more space for traffic to divert and for emergency vehicles to assist.	3/2/2022 5:59 PM
6	As noted above, keeping the current configuration is the PREFERRED Alternative. It's a cut-and-fill tunnel, not the Eisenhower. Quit dinking around with more expensive studies and build the darn road already	3/1/2022 5:12 PM
7	Many people in the community have wondered allowed to me "isn't there an easier way to do the bridge?" I have to agree that I ask the same question all the time. The community needs more info about why the bridge needs to cut through both our community's airport AND protected open space. While private, there's an existing dirt road that goes all the way to Iron Bridge. Is there really not a feasible alternative there?	3/1/2022 3:44 PM
8	Build it now, infrastructure isn't getting any cheaper...	3/1/2022 2:00 PM
9	Seems like best long term option for initial cost, safety and maintenance would be NO tunnel and proposed alignment. By default that would probably mean no fixed wing airport (ok by me). If a tunnel is the needed element for south bridge completion then airport users and revenues should pay for the tunnel (as an enterprise fund, not Glenwood general fund). Use new fees, use taxes or other means to fund via the airport operations if it continues.	3/1/2022 1:00 PM
10	As a resident who commutes to Aspen daily, I think that South Bridge is hugely important for daily commuting as well as emergency evacuation. I did not live in the valley when the current proposed placement was decided, so I don't know why the new roadway has to cross the runway at all, but if it does, build the tunnel. The tunnel costs are less than 10% of total construction costs and every year that construction is delayed, those costs go up.	3/1/2022 8:22 AM
11	Build it w/o the tunnel. This is a critical piece of infrastructure and egress.	2/26/2022 1:28 PM
12	Why should we spend even more money on the landing strip when 99% of citizens will never even set foot on it, or benefit from it in any way?	2/26/2022 1:12 PM
13	Move the bridge south thru the conservation easement to avoid the runway completely and change the currently proposed road/land into the conservation easement. Both pieces of land are similar. The idea of conserving a flat field surrounded by infrastructure and development should not force the complete relocation and length reduction of a runway that has proven to be critical during recent forrest fires.	2/25/2022 11:06 AM
14	This option has been chosen as the PREFERRED ALTERNATIVE (Runway in Current Location & Tunnel for South Bridge) for the South Bridge project, as per the 2013 Environmental Assessment. It assumes an operating airport and, therefore, includes a proposed tunnel under the airport runway which maintains the aviation use. What more needs to be said? This is not an airport issue. Spend your time finding ways to fund the tunnel and less time (actually no time) trying to close or diminish the airport.	2/25/2022 12:36 AM

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15	Good idea. Poorly engineered. Why not go at a slight angle straight across the river to the south west of the end of the runway.	2/24/2022 8:43 PM
16	After all I have said about feeling the airport has seen it's day - I feel that way even if there wasn't the question of the South Bridge. I have ambivalent feelings about this. Safety wise it is necessary with the increase in population up 4 Mile and here in Park West to Park East. But I fear the fact that people will create even more traffic coming up Midland from I-70 - as someone else commented we will essentially have the "alternative route". I hope there will be restrictions on trucks at the very least.	2/24/2022 8:38 PM
17	If the bridge is the only way to get folks from 4 mile out quickly.. there have been mentioned another route going back through rural routes back toward Carbondale What is the cost to this remedy as a fire route?	2/24/2022 6:17 PM
18	Hurry up already! Let's get this bridge built!	2/24/2022 5:40 PM
19	Site selection is out of date. Actual river crossing should be further south.	2/24/2022 4:55 PM

Q15 What else? (Weighing Scenarios)

Answered: 16 Skipped: 43

#	RESPONSES	DATE
1	Would be nice to see traffic study impacts as part of the South Bridge construction, whether it be tunnel or road. This seems like another data point to help us understand what to expect and factor that into potential development (or not) of the airport.	3/3/2022 8:11 PM
2	No runway. Heliport only!	3/3/2022 6:21 PM
3	Look at all the other projects that the City has been involved in and what they have cost. How many time did they tear up 7th street and what did that cost. How much extra did we spend on the Sewage Treatment Plant and it's operating at 50% capacity, but that's OK because the City will grow into it. The tunnel is 10% of what the South Bridge Project is going to cost and will leave the airport the way it is and I say that's what they need to do! The City seems to find the money for all there other projects and they don't need to short change this one just because it's the airport and maybe none of em use it. There are plenty of other people that do.	3/3/2022 4:08 PM
4	I like scenarios that either make more financial (both build out and maintenance sense. The first open doesn't pass that test.	3/3/2022 2:48 PM
5	Eliminate the runway. These analyses are not looking at potential future public uses and benefits of the property or the tremendous public health and safety benefits of south bridge.	3/3/2022 9:35 AM
6	Maintaining helicopter use is the only public benefit for most people	3/3/2022 8:35 AM
7	How many times will the City ask the same question, hoping for a different answer?	3/1/2022 5:14 PM
8	Community needs more info on alternative scenarios that don't involve the airport and condemning protected open space. Most of my neighbors have no clue why this is happening, or why it's happening where it's happening. Can we explore scenarios elsewhere? Further south? Near the existing ped bridge?	3/1/2022 3:53 PM
9	I prefer the latter alternative, but favor a carefully proposed referendum.	3/1/2022 1:02 PM
10	Keep the runway as is. Do not shift. Do not shorten. Build the tunnel.	3/1/2022 8:24 AM
11	Eliminating the runway is the most cost effective and has the greatest public benefit.	2/26/2022 1:31 PM
12	Utilize the conservation land for this bridge project that is causing the problems. Utilize logic to decide if a runway (used by firefighting crews) or an open field is more critical when the valley is in a state of emergency fighting fires.	2/25/2022 11:14 AM
13	Because "moving the road/bridge further south and preserving the airport and it's land in entirety" isn't an option - Keeping the Runway in it's current location and enhancing the airport is the only option. You should make every effort to keep access to the maintenance hangar open during construction. Aircraft Repair LLC is one of the most successful aircraft repair shops in the Western Slope/Colorado and his clients spend money their time and money in Glenwood, supporting local businesses.	2/25/2022 12:45 AM
14	Leave the runway length as is. Leaves the runway in the current location.	2/24/2022 8:47 PM
15	Hangers available in Rifle ?	2/24/2022 6:20 PM
16	See earlier comment on site selection. A tunnel, while costly is the least disruptive considering all factors.	2/24/2022 5:00 PM

Q16 What are your concerns and priorities regarding the relationship between the airport and South Bridge? Please list the top issues, priorities, or concerns that City Council should consider.

Answered: 18 Skipped: 41

#	RESPONSES	DATE
1	At the core, this is a question of whether we think the airport land should be developed. Those inclined to say yes, I think lean towards creating more housing (which I'm sure the comp plan addresses). Those inclined to say no fear that this will be more housing and more PEOPLE. I have not heard much recently in the community conversation of how Glenwood wants to develop (read: smart transportation/parking, etc.) as part of the RFV. It's hard to put your weight behind an option that completely gets rid of the airport if you don't have confidence in the city's development goals. SO as the comp plan comes together, I think City Council should keep the conversation of South Bridge and the airport very close to the conversation of how Glenwood can grow smartly.	3/3/2022 8:11 PM
2	Please eliminate the tunnel like the voters said. If you need to shorten the runway by 240 feet, then so be it. If you need to relocate the runway and have the users pay for it, then so be it. JUST DON'T IGNORE THE VOTERS PLEASE	3/3/2022 7:07 PM
3	Safety! Putting recreational pilots next to a major vehicle route seem like a recipe for disaster, even if the junction point is tunneled. Heliport only.	3/3/2022 6:21 PM
4	When I listen to Bill Coleman's comments, I just wonder as he does is it worth it to spend 50M for something we may never use or it may never function.	3/3/2022 4:08 PM
5	We're behind 2,000+ affordable units, this could be a gem for the community if it could be turned into affordable, deed restricted housing.	3/3/2022 2:48 PM
6	Airport benefits a few(with exception of care flight helicopters) where as South Bridge benefits thousands and will save lives when we have a wildfire.	3/3/2022 9:35 AM
7	The small minority of people that use the airport has too much weight in the overall conversation. They don't represent the average citizen or the masses.	3/3/2022 8:35 AM
8	Emergency operations are a major reason to keep the airport as-is, or lengthen it. Fire evacuation is real and we can't wait to build the South Bridge connection	3/1/2022 5:14 PM
9	The money from this project could build a LOT of affordable housing. This just doesn't feel in line with our real community needs or values. Building tunnels, condemning protected open space... I wish we could be focusing efforts on redeveloping the mall or Safeway into dense, high-quality, affordable housing where people can walk to jobs. It's hard for the community to get behind this project while they're getting priced out of the housing market and having to move down valley. This project just feels out of line with what the community wants, and poorly timed in general.	3/1/2022 3:53 PM
10	as stated, prefer a no tunnel solution for best long term south bridge option.	3/1/2022 1:02 PM
11	1. Keep the airport and runway as is. 2.Build south bridge.	3/1/2022 8:24 AM
12	Eliminate the runway, save tax payer's money, put the land into greater public use/benefit.	2/26/2022 1:31 PM
13	Please just get rid of the landing strip and build south bridge without a tunnel.	2/26/2022 1:12 PM
14	The bridge is a great idea but not at the expense of the airport. The two can exist in harmony without impacting each other ie. utilize open land for the bridge if further development is wanted, that is the cheapest.	2/25/2022 11:14 AM
15	It's unfortunate that the road will take up so much of the airport property and land that could otherwise be used for hangars, fuel farm, businesses, etc. Plowing operations are also going to be difficult as snow is typically pushed to the sides of the runway, but in this instance, would	2/25/2022 12:45 AM

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need to be mitigated somehow as to not fall into the tunnel. Cutting any access off to the maintenance facility and/or making it so that the businesses needs to be moved (who pays for that) is a rather poor choice. Aircraft Repair, LLC is a highly successful maintenance facility and employs some great local people. Lives and jobs are at stake.

16	South bridge is a poorly designed EIS. Consider a redesign. The airport has been at the current location for more than 8 decades.	2/24/2022 8:47 PM
17	Cost and who the greatest benefits will be accrued to. Not just the loudest.	2/24/2022 8:39 PM
18	See comment on bridge location. The airport should remain in its present location and configuration.	2/24/2022 5:00 PM

Q17 What would it mean for the City to keep the runway where it is today and have a tunnel for South Bridge?

Answered: 21 Skipped: 38

#	RESPONSES	DATE
1	Too much accommodation. \$58.1 M for a tunnel seems crazy. Even if the airport eventually went away, a tunnel does not seem to have much benefit.	3/3/2022 8:12 PM
2	That would be direct affront to the vote in November. We VOTED on this already. PLEASE listen.	3/3/2022 7:08 PM
3	It would mean that the City is prioritizing the wants of few for the needs of many.	3/3/2022 6:22 PM
4	It would mean we would still have functional airport. Listening to what the Mayor says, the design is done and that's it, nothings moving. I think there are still some viable options that ought to be looked at. Like how about moving the bridge and no tunnel ?	3/3/2022 4:11 PM
5	A lot of cost for a city in need of road and utility repairs. Additional maintenance.	3/3/2022 2:48 PM
6	Too much public money spent for a few people.	3/3/2022 9:35 AM
7	Less money for other important projects	3/3/2022 8:42 AM
8	Keeping promises to citizens, respecting their votes over the years, and reducing further delay in construction	3/1/2022 5:15 PM
9	Can we explore options where the bridge doesn't land on the airport?	3/1/2022 3:54 PM
10	Maintenance and safety issues (as well as 'special use privileges of aviators) continue and cost of tunnel construction and maintenance negatively affect the south bridge solution. (as well as eliminate future desired land use options)	3/1/2022 1:03 PM
11	The city would be able to keep a valuable asset in the airport/runway, improve rush hour traffic patterns, and alleviate fears about evacuation.	3/1/2022 8:25 AM
12	Wasted opportunity, needless government spending, and minor benefits at the expense the majority (tax payers).	2/26/2022 1:34 PM
13	Lots of extra expense for taxpayers for the benefit of only a few, wealthy people, most of whom aren't citizens of GWS. Also, the economic impact study prepared for the airstrip is complete fiction.	2/26/2022 1:12 PM
14	Deconflict the tunnel and the bridge and save money and make everyone happy except a small few who think the conservation field is more valuable to save than creating massive costs headaches for everyone else.	2/25/2022 11:17 AM
15	The preferred option for the community, and pilots alike.	2/25/2022 10:13 AM
16	It would be the preferred outcome	2/25/2022 1:16 AM
17	It means you would be doing what the citizens chose when they picked this PREFERRED ALTERNATIVE (Runway in Current Location & Tunnel for South Bridge) for the South Bridge project. A cut and cover tunnel was chosen as a way to ensure the airport remained, build the bridge, and keep everyone the most safe while having 14,000+ vehicles driving on the road daily.	2/25/2022 12:48 AM
18	The tunnel was the accepted EIA. Change the EIA or accept it.	2/24/2022 8:48 PM
19	Crazy!	2/24/2022 8:40 PM
20	Cost may have to be planned in stages over several years	2/24/2022 6:21 PM
21	The least disruptive alternative and the cost comparison is truly apples and oranges. Trading a unique facility for more density is short sighted.	2/24/2022 5:04 PM

Q18 What would it mean for the City to move the runway to north (no tunnel for South Bridge)?

Answered: 16 Skipped: 43

#	RESPONSES	DATE
1	More appropriate accommodation; preserves the option for the airport and gets the bridge moving forward. THOUGH without having a design and estimated costs, it's hard to properly evaluate.	3/3/2022 8:15 PM
2	That is the next best thing other than closing the runway, but it will impact the neighborhood in a way that will devalue their property.	3/3/2022 7:09 PM
3	Safety would still be a concern.	3/3/2022 6:24 PM
4	What's the cost difference for more design? Is it more dangerous? Why do we want a shorter runway? Why don't we move the Runway and airport up above the Boy Scout Trail and we accomplish two things The airport is out of the City, we'll have a longer runway and we will have a freshly engineered by-pass to Glenwood Canyon paid for by Federal money. Which is what they should have done 40 years ago.	3/3/2022 4:16 PM
5	This should be looked at, if it's decided an Airport is here to say.	3/3/2022 2:49 PM
6	Puts residents of Glenwood Park and Sooris Elementary at greater risk of a mature pilots crashing , really bad idea.	3/3/2022 9:37 AM
7	Shifting will impact more residents	3/1/2022 5:15 PM
8	As a lay person it seems counter intuitive to move the runway closer to residential housing with even less margin for error.	3/1/2022 8:26 AM
9	It would mean picking the side of those few who benefit at the expense of the majority who would benefit from an alternative use.	2/26/2022 1:36 PM
10	More danger for Glenwood Park and Park East Citizens, and kids playing in the park. More expense for taxpayers.	2/26/2022 1:12 PM
11	Not the cheapest or best option. Deconflict the runway and the bridge.	2/25/2022 11:35 AM
12	This is not a good option. Focus on finding funding for your tunnel instead. Keep the airport at its current length (or make it longer). Moving the airport CLOSER to the neighborhoods just means more noise complaints...	2/25/2022 12:50 AM
13	No, leave the airport as is.	2/24/2022 8:49 PM
14	Also crazy! So unsafe and disruptive to Glenwood Park.	2/24/2022 8:40 PM
15	Operational cost less Pursue alternate back route toward Carbondale in case of fire	2/24/2022 6:23 PM
16	No improved access for any practical use if safety is truly a concern moving it into a residential and school area is reckless.	2/24/2022 5:06 PM

Q19 What would it mean for the City to shorten the runway (no tunnel for South Bridge)?

Answered: 19 Skipped: 40

#	RESPONSES	DATE
1	Same comment. More appropriate than a tunnel, but hard to evaluate without a cost estimate. Seems like a bad idea for the airplane technicalities as compared to moving the runway.	3/3/2022 8:17 PM
2	This is the next best option from elimination of the tunnel (as the voters said) because it is the least amount of cost that can be saved for S. Bridge	3/3/2022 7:10 PM
3	Safety would still be a concern.	3/3/2022 6:24 PM
4	The runway is already on the short side and this is just a way to ruin the whole program and a stupid idea to save a little money that we will regret later. Don't do it.	3/3/2022 4:18 PM
5	I like the concept but worry about landing safety.	3/3/2022 2:50 PM
6	Further Limits utility of airport, use the property for a public park.	3/3/2022 9:38 AM
7	This is an asinine proposal. Any shorter and you haven't got an airport	3/1/2022 5:16 PM
8	This would erode a ton of community trust and go against nearly all of the community input that's been reflected back so far (not to mention against past votes).	3/1/2022 3:57 PM
9	The airport may be less useful. This would almost assure the eventual closure and redevelopment.	3/1/2022 2:12 PM
10	This is a non-starter.	3/1/2022 8:26 AM
11	If we give in to the angry pilots and keep the landing strip, this is the best alternative.	2/26/2022 1:13 PM
12	The data shows it. The runway is already extremely short. That is all the pilots have to work with for operating safely. Shorting the runway by almost 10% is reducing safety margins significantly. Shortening the runway to save cost at the expense of safety isn't an option. Other options are available.	2/25/2022 11:38 AM
13	I would not advise this. Shortening the runway would present undue hazard to pilot operations.	2/25/2022 10:13 AM
14	It would be bad	2/25/2022 1:16 AM
15	This is the worst option. Obviously no one is a pilot or you never would have entertained such an idea. Focus on finding funding for your tunnel instead.	2/25/2022 12:51 AM
16	Shortening the runway would eliminate the use as an airport for most small aircraft. Don't consider this!	2/24/2022 8:50 PM
17	Also unsafe!	2/24/2022 8:41 PM
18	More risk for landing planes than helicopters	2/24/2022 6:24 PM
19	Under no scenario can shortening a runway be justified to save money only. By no means can it be a safety move.	2/24/2022 5:10 PM

Q20 What would it mean for the City to eliminate the runway (helicopter pad is maintained) and consider other opportunities with community input? What might you envision for this area?

Answered: 22 Skipped: 37

#	RESPONSES	DATE
1	I am not ready for this, and the community isn't either. Without a vision for this land, what's the gain in shutting it down? I envision mixed-use focused on more housing (with varying densities).	3/3/2022 8:19 PM
2	YES! Eliminate this. The community could use this land for SO many uses where all members of the public could use. Keeping all this land for the wealthy, old, rich white non-citizens is not a good use.	3/3/2022 7:13 PM
3	Yes! Any use of that space other than being an airport with a runway is better for the greater community. Especially, if South Bridge is constructed.	3/3/2022 6:25 PM
4	Another Stupid idea to try and save a little money. We need both	3/3/2022 4:20 PM
5	I think parks and affordable housing should be looked at here. Why: The housing study notes a deficit of at least 2,000 units. We need to land to catch up, an affordable housing project could tie in well with Cardiff and some of the higher density housing in the area. Perhaps the South Bridge Project could improve some access to the river as well. All of this would serve more people than the existing airport.	3/3/2022 2:53 PM
6	Best senario for the greatest good of the community and for the quality of life for our south Glenwood residents. Way better community outcome.	3/3/2022 9:40 AM
7	I will lose faith in City Council wholeheartedly.	3/1/2022 5:16 PM
8	This would entirely erode community trust in the City. The fact that this option is on the bargaining table is already eroding a lot of that trust. The City has done so much to do better, more inclusive engagement over the years. It would be really sad to see that all unravel-- and even sadder still to see this community lose our airport due to a project that most folks think is misguided.	3/1/2022 3:59 PM
9	This would effectively remove all public use from the city owned land leaving only municipal and emergency uses.	3/1/2022 2:15 PM
10	I feel this is the best and highest potential use and best financial option for the city-now and in the future.	3/1/2022 1:05 PM
11	No. Just no.	3/1/2022 8:27 AM
12	Elimination is the most responsible alternative. Creating an athletic field complex would keep the space open while offering a solution to a long term problem in GWS. It would also provide ample opportunities for local athletic organizations to host events (ie. tournaments and outdoor events) for both children and adults.	2/26/2022 1:42 PM
13	This is the best alternative. Instead of a noisy, dangerous, expensive landing strip, we could utilize the land for our community to grow in the best location possible. It makes much more sense to place new housing on the airport and surrounding properties than it does to extend more development up 4 mile, where there is no existing infrastructure. We could have more residential housing that isn't just stack-a-shack apartment buildings, more affordable housing, more parks, and less noise from airplanes.	2/26/2022 1:16 PM
14	The city officials need to be removed if they have forgotten what value the airport has provided during the last few years with our fires. A fly-in community at the airport would be a progressive vector for the city.	2/25/2022 11:42 AM
15	The GWS airport plays a pivotal role in the community. It's one of two airports in the Roaring	2/25/2022 10:13 AM

Airport Listening Session - Online Questions

Fork Valley. It's relief duties for the recent fires, landslides, floods cannot be emphasized enough. If you loose GWS airport, you lose a key resource for Firefighting aircraft and emergency medical support.

16	That would be very bad. I envision an airport in this area not more condos!	2/25/2022 1:17 AM
17	Ok, this is actually the worst option. Just because helicopters land on helipads at the hospital doesn't mean they don't need a runway. Runways are critical to gain lift on high density (humid) days, especially during the summer and when they have a heavier load. They also need room to fly for different maintenance and training operations. By eliminating the runway you are asking all EMS, Fire-Fighting, commercial and even private operations to be out of service even longer than normal, because they won't have the ability to perform necessary maintenance/training operations and may need to fly or truck their aircraft to a location/airport further away to perform said needed tasks. (I am a helicopter mechanic so I know what I'm talking about). Keep the runway. Who maintains the helipad in the event there is no airport? Will it be private or public? Who regulates the Jet A? Focus on finding funding for your tunnel instead.	2/25/2022 12:58 AM
18	The Glenwood Springs residents have repeatedly shown their support for the airport. Why is this suggestion considered.	2/24/2022 8:53 PM
19	Makes the most sense. I would not want heavy development. Keep mainly open space with some affordable housing dedicated to teachers or other community employees.	2/24/2022 8:42 PM
20	Terrible idea. Let's wake up to the opportunity the airport offers.	2/24/2022 7:49 PM
21	What is more important ... Development or safety	2/24/2022 6:25 PM
22	Increased high density housing is not desired.	2/24/2022 5:11 PM

Q21 What would it mean for the City to lengthen the runway / expand aviation and consider other related opportunities with community input?

Answered: 17 Skipped: 42

#	RESPONSES	DATE
1	Nope. Again, I feel no connection to the airport - not animosity, just no connection. We have airports nearby with decent commercial opportunities. Not worth it to me have commercial opportunities even closer by.	3/3/2022 8:22 PM
2	This is doubling down on stupid.	3/3/2022 7:14 PM
3	Nope. Waste of money!	3/3/2022 6:26 PM
4	What do we gain? How many more planes will the airport accommodate. If it will allow more commerce and the business will come and help pay for the expense, then it might be a smart move. It will never be any cheaper than to do it right now.	3/3/2022 4:24 PM
5	I still believe the tunnel is a poor use of funds.	3/3/2022 2:54 PM
6	Absolutely not. Wrong place. Totally incompatible land use. Do not enlarge it.	3/3/2022 9:41 AM
7	Air travel is not going away. Lengthening the airport is a good idea, but care needs to be taken when interfacing with private property. Lengthening means that City Council is hearing the citizens and not trying to lose a valuable amenity over a pittance of funds	3/1/2022 5:18 PM
8	Would be great, but I don't think it would be enough to change the use. 1,000 additional feet would change things. 2,000 would really change things.	3/1/2022 2:17 PM
9	I haven't seen any compelling reason to do this.	3/1/2022 8:27 AM
10	A greater commitment to long term mediocrity and no benefit to the vast majority of tax payers.	2/26/2022 1:44 PM
11	More taxpayer dollars spent to benefit a few, wealthy pilots. Funds diverted from more important projects.	2/26/2022 1:17 PM
12	The city officials have a clear vision of enhancing their town to make it the best place to fly in the state as well as supporting our essential services.	2/25/2022 11:44 AM
13	This should be considered. There is so much untapped potential for businesses and growth at KGWS (and I'm not talking about a bunch of private hangars for rich guys to keep their planes in). More runway means more types of aircraft can fly in and spend their dollars in our town. More facilities mean better and faster EMS services. Expanding aviation facilities should definitely be an option. How cool would a community hangar/event center be? Partner up with the high school and start a STEM aviation program and a flight school. Be forward thinking and help students achieve their goals in aviation.	2/25/2022 1:03 AM
14	This is a great concept. However, due to land constraints and costs this is likely not a viable option.	2/24/2022 8:54 PM
15	No, No, No, No.	2/24/2022 8:43 PM
16	A challenge worth explaining	2/24/2022 6:26 PM
17	The disruption of such a small increase is not justified for any reason. The airport has functioned well at the present length for many years	2/24/2022 5:13 PM

Q22 Anything Else? Please share any other input, ideas, reactions, concerns, or hopes for the future of the airport / South Bridge area.

Answered: 18 Skipped: 41

#	RESPONSES	DATE
1	Good luck.	3/3/2022 8:23 PM
2	These people's hobby is playing with lives in the event of a fire.	3/3/2022 7:14 PM
3	I'm closing, heliport only!	3/3/2022 6:26 PM
4	Why don't you get some input from some real Aviation and Engineering EXPERTS and forget about what government and municipal people have to say and then lets see what the citizens have to say. Right now you have allot of people making decisions that know NOTHING about aviation. You at least owe that to the citizens of this community!	3/3/2022 4:30 PM
5	The majority needs South Bridge, a minority needs/wants the airport. Our town has a huge void of affordable housing. In lieu of a tunnel, I'd like to see more funding going to improving our existing infrastructure. Let's plan accordingly.	3/3/2022 2:55 PM
6	Please think of the whole community not just the privileged few.	3/3/2022 9:41 AM
7	The south bridge needs to be a priority. With fires up the 4 mile corridor in the past few years, it is essential an additional route for evacuation be formed. South Glenwood and the four mile corridor would not be able to evacuate quickly with only south midland as an option.	3/2/2022 6:06 PM
8	We can't build our way out of this housing shortage. I wish the City would stop referring to the area as a future development site. I'll help re-write the Comp Plan to help make that happen	3/1/2022 5:19 PM
9	I truly understand that being in local government is a thankless job. Please continue to talk to the residents most impacted by the changes as development continues.	3/1/2022 8:28 AM
10	This is an opportunity to lead and not be swayed by special interests. We (the voters) already told the council our feelings on debt related to the airport. Please heed that vote, it really isn't that complicated.	2/26/2022 1:47 PM
11	We've got to recognize the potential of this part of south Glenwood for the future growth of the City. I'm sick of seeing mini-storage and other light industrial development on what could be the last, best location for good residential neighborhoods that are close to existing infrastructure.	2/26/2022 1:19 PM
12	Enhance that airport to make it a nationally known destination for General Aviation. The airport should be on any pilot's "bucket" list to fly into. The airport should be the go-to place for firefighters and EMS when in the area (for housing, services, support).	2/25/2022 11:47 AM
13	Please please please keep the airport and start taking actions to enhance it. We need Classic Air Medical in our community/valley and they need a better facility/hangar to operate out of. Just because you don't agree with the EIS done by CDOT Aeronautics in 2018, doesn't mean it's not true. The airport has so much potential, that if given the chance, could turn into an even more valuable community asset and dreamy tourist destination. Closing the airport or stifling its growth is such a short-sighted decision that will have long term consequences. With the South Canyon and Glenwood Canyon being closed on a regular basis, why would you want to stop an alternate means of traffic in/out of Glenwood? Commercial flights are not viable due to the length of the runway, but that doesn't mean a commercial pilot, with a small (6 seater or so) sized plane, can't operate a charter business at the airport. There are currently no certified flight operators because the answer from the city and council has always been no.	2/25/2022 2:17 AM
14	Please listen to your constituents. They are in overwhelming support of the airport. Improve the facilities. Consider that electric aircraft are in the near future. This will change the dynamics of the small airport. Remember if the airport is closed there are no options for bringing a Glenwood Springs airport back. Please consider what the reason are for the Glenwood Springs airport. The community is curious as to what the reason are for this current	2/24/2022 9:00 PM

Airport Listening Session - Online Questions

push to close the airport. I would ask the same question. What are your reasons for closing the airport. The community does not want it. Why do you want to close the airport?

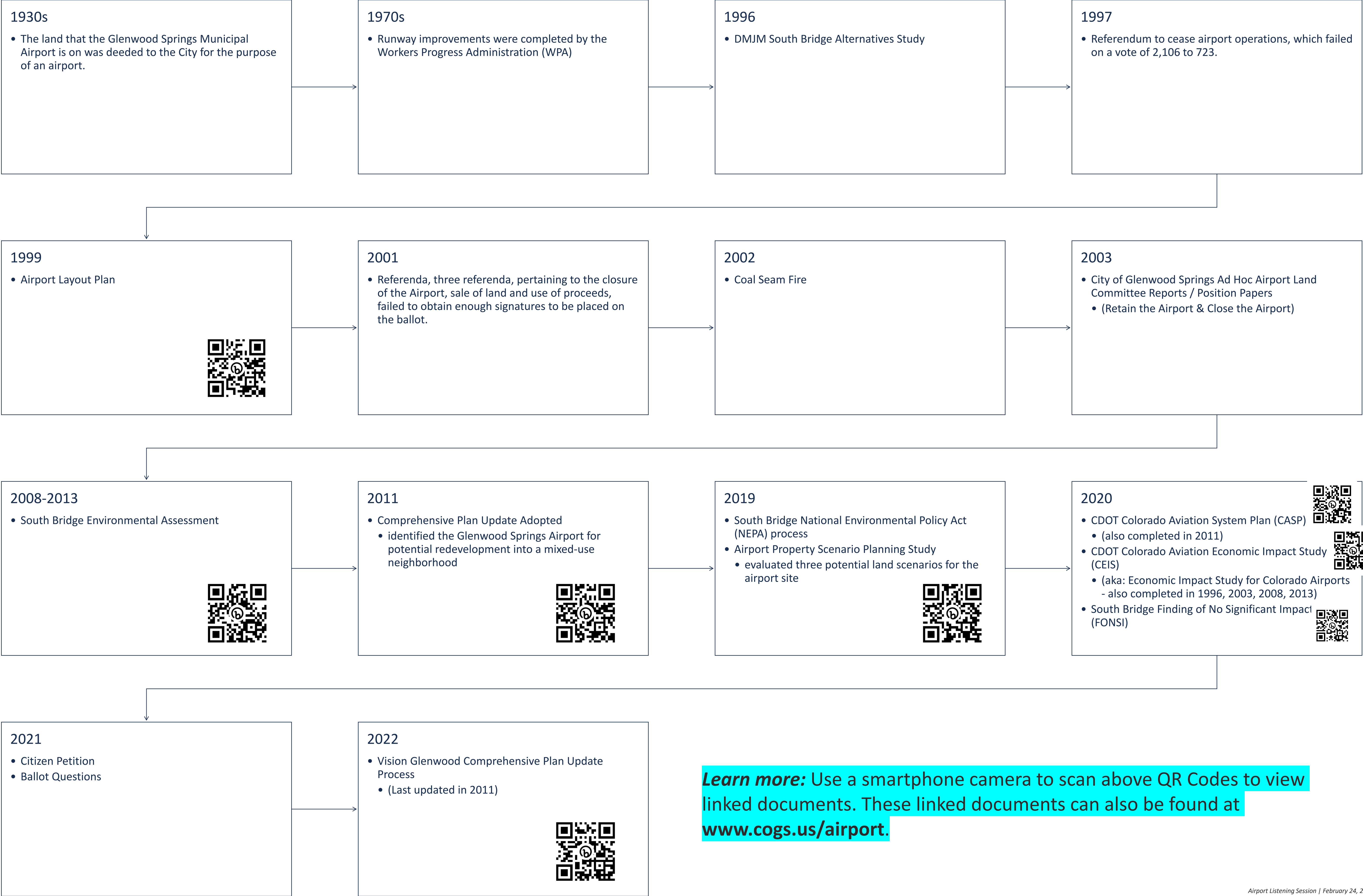
15	Let common sense prevail. If your dead set on having a bridge move it further south. Leave the runway where it is, remove and light obstructions and take care of what was gifted!	2/24/2022 8:54 PM
16	It doesn't make sense to keep this airport unless you are a pilot who is attached to it. But they have the money to mount a misinformation campaign. That needs to be combated with easy to understand facts such as how it will impact the regular person's pocket. And with sympathy to those who just don't want to see change.	2/24/2022 8:45 PM
17	Thank you	2/24/2022 6:40 PM
18	Listen to the users and look beyond the "rich guys playground" some members cling to.	2/24/2022 5:16 PM

Listening Session Boards

Start / Continue / Stop

As a community, what should we START doing or do more of related to the airport or how we discuss the airport?	As a community, what should we STOP doing or do less of related to the airport or how we discuss the airport?
As a community, what should CONTINUE doing related to the airport or how we discuss the airport?	Other Feedback

(nearly) 100 Years of Airport and South Bridge History



Airport in Context



- The **Glenwood Springs Municipal Airport (KGWS)** is a small general aviation, daylight airport located on approximately 60 acres of City-owned land in southern Glenwood Springs.
- The Airport houses approximately 50-60 recreational and small business users. It is used as a location for flight training, fueling, storage, corporate/business activities, and for emergency response and medical transport.
 - Airport Services: Air Freight, Air Ambulance, Instruction, Aerial Survey, Aircraft Maintenance, 24-hour self-serve fuel.
 - 39 Hangars
 - 27 tie-downs (for storing planes outdoors)
 - Fixed Base of Operations (FBO) responsible for providing services to the transient customers and local aircraft owners of KGWS.
 - GWS has the shortest public-use primary runways in the entire Colorado Airport system.
- The Airport land and adjacent parcels include the following:
 - Airport: City-owned and approximately 34 acres in size.
 - Rodeo Grounds: City-owned and 7.5 acres in size.
 - Boneyard: City-owned and approximately 5 acres in size. This is a storage site for the city, home to electrical utility equipment.
 - Unused land: City-owned and approximately 18 acres in size. This land consists of steep slopes and riverbed, neither of which is developable.
- The Airport is not approved by the Federal Aviation Administration (“FAA”) as part of its National Plan of Integrated Airport Systems (“NPIAS”), and therefore is ineligible for federal airport improvement program grants.
- It is estimated that the airport had approximately 3500 combined arrivals and departures in 2021.

Because of its short length and limited weight bearing capacity, the existing runway cannot accommodate larger commercial aircraft and corporate jets. The runway cannot be lengthened due to topographical constraints, adjacent land uses, and the physical geometry of the Airport property.

RUNWAY DATA

The existing asphalt runway measures 3,305 feet in length by 50 feet in width and is reported to have a single-wheel weight bearing capacity of 15,000 pounds. Because of its short length and limited weight bearing capacity, the existing runway cannot accommodate larger commercial aircrafts and corporate jets. The runway cannot be lengthened due to topographical constraints, adjacent land uses, and the physical geometry of the Airport property.

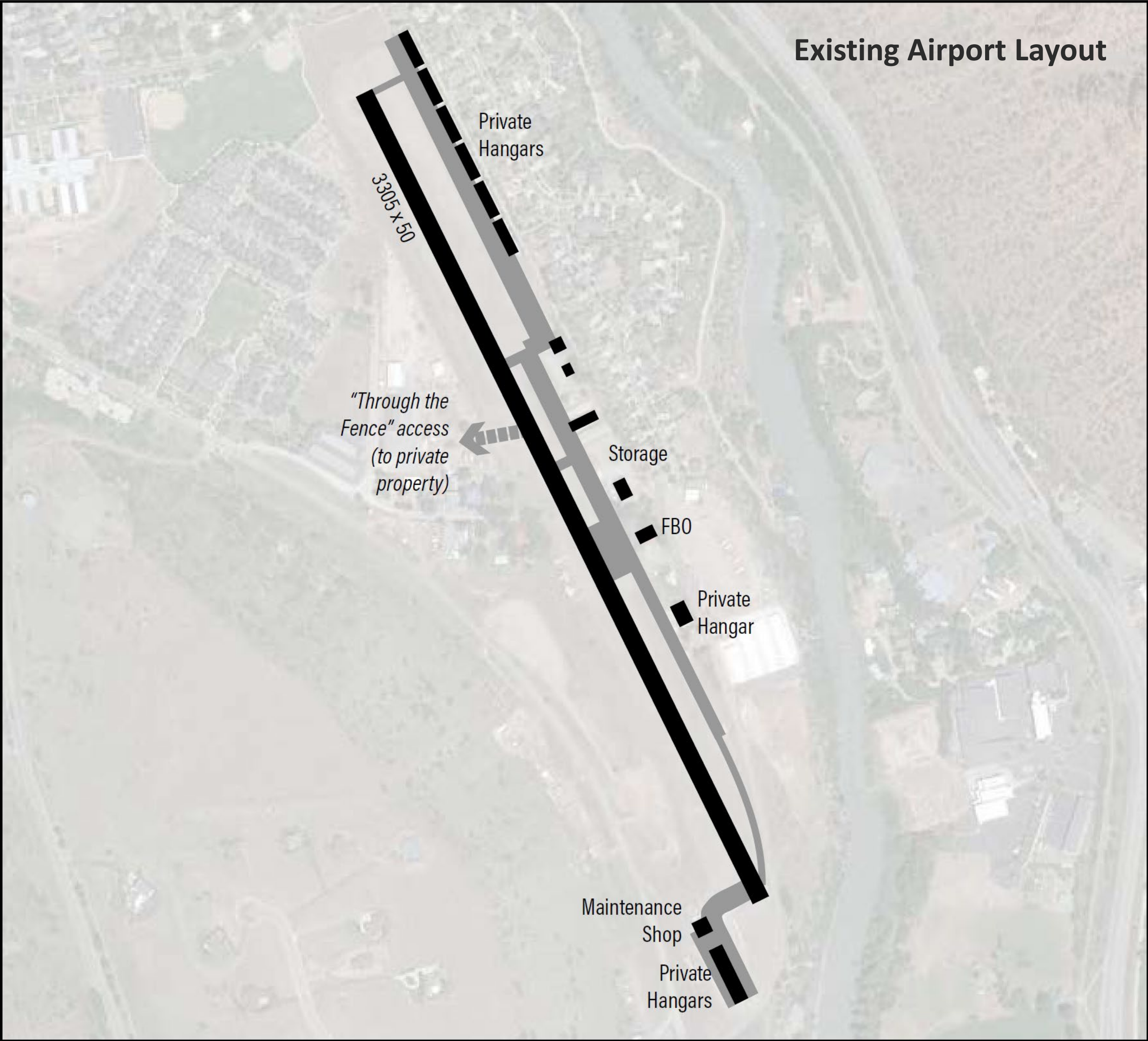
Runway 14 is preferred for departures (winds permitting), generally for travel north to south direction. For departures, planes are advised to stay left over Highway 82 until leaving 7,000 for noise abatement. Runway 32 is preferred for arrivals, generally for travel in a south to north direction.

AIRPORT LAND USE CONSTRAINTS

- North
 - Residential land use
 - Airspace impacts (rapidly rising terrain across the river, to the north)
 - Noise impacts on residential areas
 - Terrain difference between potential expansion area and existing runway end.
- South
 - Existing roadway access and the Roaring Fork River limit runway extensions or shift to the south
- East
 - Roaring Fork River and Existing Residential limit runway shifts to the East
- West
 - Airport Road and rising terrain limit runway shifts to the West



Financial Summaries



Existing Airport Layout



Airport Hangar

Critiques of Financial Data

- Financial data and fiscal impacts to the City treasury may not fully demonstrate “Economic” benefits (jobs and income impacts to the local economy; and “Spillover” benefits related to neighborhood and community enhancement.
- Estimates of economic and spillover benefits does not account for opportunity cost of the use of this area as an airport.
- Revenue includes external grants which are awarded at the discretion of external agencies.

Airport Revenues and Expenses

The Airport operates with an enterprise fund which raised funds by sales of gas, plane tie-downs, hangar leases and fees. Expenditures are reviewed with the Airport Commission with recommendations from City staff. City Council is responsible for approving the budget including expenditures for capital projects. Airport operations, maintenance and liability is the responsibility of the City of Glenwood Springs. *2017-2021 Figures have been rounded to nearest \$100.*

	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Budget
Total Revenue	\$153,600	\$182,200	\$197,900	\$314,500	\$191,900	\$449,424 • Potential for Grants
Expenses	(\$145,800)	(\$158,900)	(176,000)	(175,000)	(\$244,000) • UNICOM and fuel tank maintenance	\$621,116 • Fueling station • Runway crack seal and seal coat
Year Net Profit (Loss)	\$7,800	\$23,300	\$21,900	\$139,500	(\$52,000)	(\$171,692)
End of Year Cash Balance	\$457,200	\$482,205	\$504,822	\$644,265	\$592,200	\$220,541

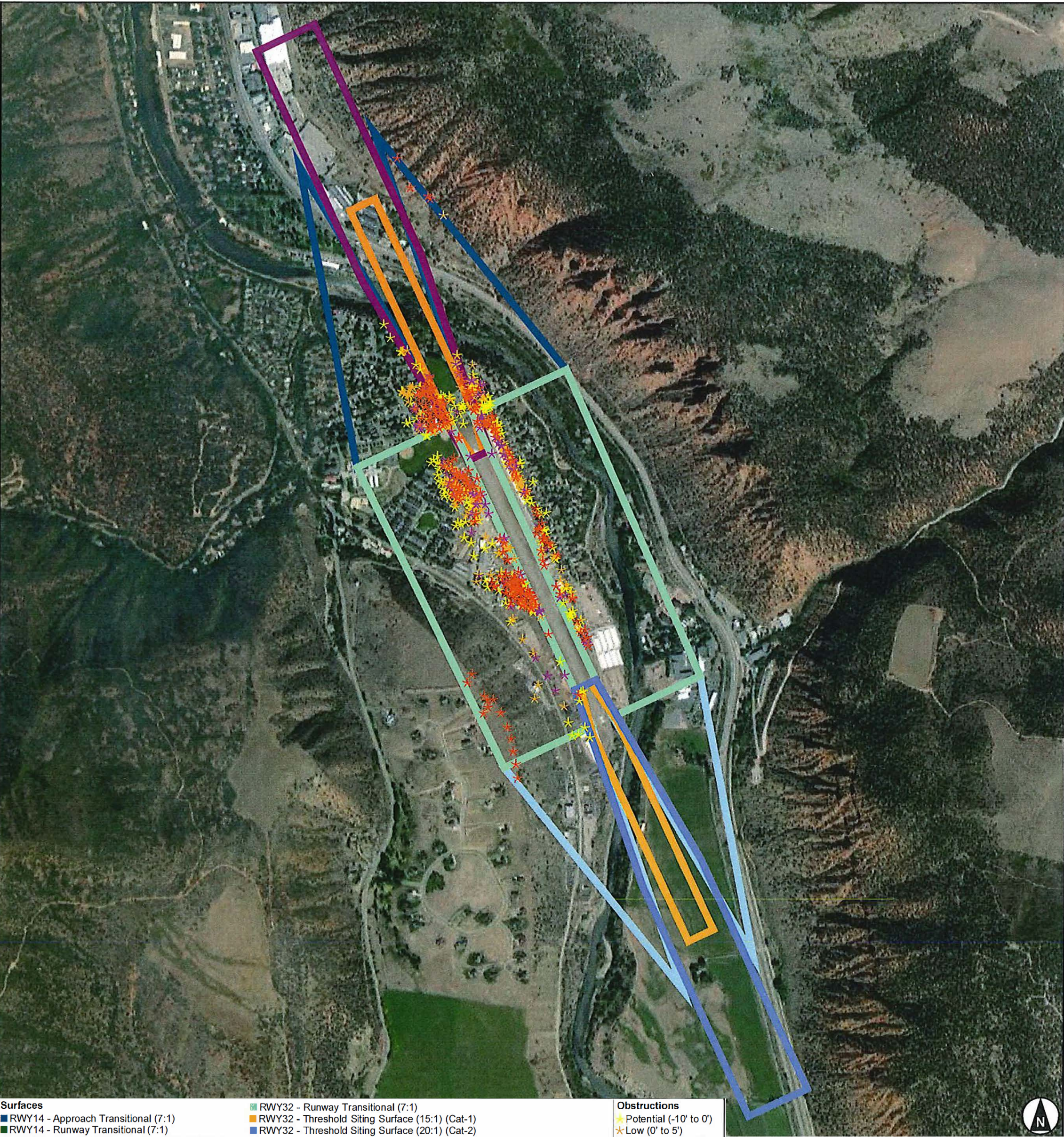
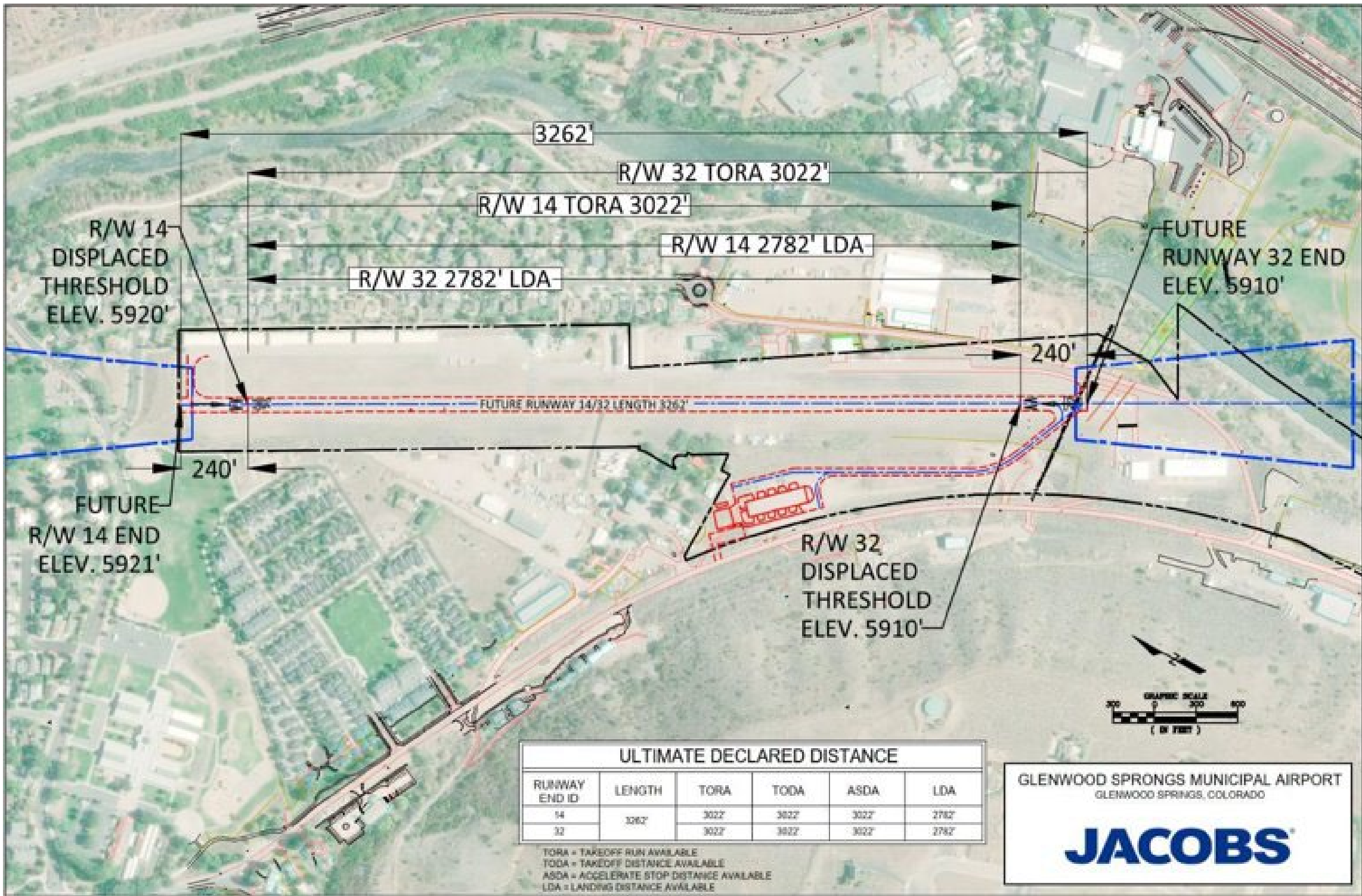
Capital Project	ESTIMATED Budget	Notes
Radios/UNICOM and New Weather Station	\$85,000	Complete, Installed November 2021
Picnic/Camping Grounds Improvements (Grounds Conditions - Goat Heads)	\$20,000	Safety critical, planning to complete 2023
Fuel Farm - Jet A and 100 LL Above Ground Tanks	\$450,000	In-Progress
New FBO	\$2,500,000	
Seal Coat runway/ New Painting and Striping (every 3-4 years)	\$150,000 \$300k each @ \$250/sq. ft.	
New City Owned Hangars (8)	\$2,400,000 @ \$135k each	
Covered and Powered Tie Downs (5) South Side	\$675,000	
Bobcat or Maintenance/Inspection vehicle	\$30,000	
Power to all existing tie down areas	\$50,000	
Perimeter Fencing	\$300,000	Safety critical, planning to complete 2023
City Owned Courtesy Car	\$45,000	
ESTIMATED TOTAL	\$6,705,000	

General Feedback

What have you observed about the airport? What are your insights about the airport’s function and role in our community?

Input, ideas, reactions, concerns, and hopes for TODAY’s airport operations
(infrastructure, management, amenities, services, activities, use, etc.)

Airspace Study



The City of Glenwood Springs recently completed an Airspace Study for the Glenwood Springs Municipal Airport as part of research for the South Bridge Project. This study was to investigate the concept of moving the airport runway north in order to eliminate the need for a tunnel under the South Bridge project and keep approximately the same length of runway. The data acquired can be utilized to evaluate both existing and future runway lengths/shifts. This data can be utilized as part of safety planning for the airport and could be integrated into a broader Airport Layout Plan (master plan).

Key Findings

- The study found that it would be possible to move the runway 120 feet to the north with approximately the same runway length (3,232 feet). This would eliminate the cost of tunnel construction and ongoing tunnel maintenance costs.
- Runway length analysis notes that both the CDOT Aviation System Plan Objective and the FAA Runway Length Objective for GWS is 7,200 feet. The current runway length is 3,305 feet.
- For the scenario if the runway is shifted north, many obstructions to the conceptual airspace surfaces were identified, mostly trees and some buildings. Although additional analysis has not yet been done, the current geometry of the runway indicates that there are an even greater number of obstructions in the existing airspace surfaces. **Regardless of if the runway stays in the same location or is shifted north, obstructions will need to be removed or mitigated.**
- To ensure safety compliance for today's airport operations with the runway in its current placement, the obstructions will need to be removed. Failure to mitigate impacts the safety of the airport and could impact the ability for the airport to receive grant funds to support maintenance and operations.

Based and Emergency Aircraft (A/C) – Runway Length Required

GLENWOOD SPRINGS MUNICIPAL AIRPORT - RUNWAY LENGTH ANALYSIS		
	Aircraft/Agency	Runway Length (Feet)
Based A/C	C-172	3,585'
	C-150	2,870'
	Beechcraft Bonanza	3,800'
	Cirrus SR22	3,100'
Typical Emergency Services A/C	Pilatus PC-12	4,500'
	Beechcraft King Air 200	5,100'
Agency Guidance	FAA Design A/C* Runway Length Guidance	7,200'
	Colorado State Aviation Sytem Plan**	7,200'
Existing Runway Length***		3,305'

Notes:

Airport Elevation - 5,916'
Mean Max Temp. Hottest Month - 87.6° F
A/C specific lengths are based on clearance of a 50' obstacle. Lengths are from manufacturer published performance charts and are intended to be indicative only. These runway lengths are not to be utilized for flight
*FAA Advisory Circular 150/5325 - 4B, Runway Length Requirements for Airport Design
**2020 Colorado Aviation Sytem Plan and Economic Study
*** FAA 5010 Form



← **Learn more:** View additional questions and answers about the Airspace Study.

Obstructions Details

◆ What is considered an obstruction?

An obstruction is an item that protrudes into airspace, potentially creating safety hazards for airplanes. The aerial survey and obstruction analysis looked at the conceptual airspace surfaces as defined by the Federal Aviation Administration (FAA). Overall, the study indicates that there are 486 obstructions that penetrate the aviation surfaces for Runway 14 (approaches and takeoffs from the north end) and 353 obstructions that affect the aviation surfaces for Runway 32 on the south end.

The vast majority of these obstructions are trees, but there are some buildings that are also within the aviation surfaces, which can be mitigated with new lighting. Custom Obstruction Data Reports including location, height, distance above each obstructed surface were identified along with the associated land parcel data.

◆ What do the findings of the study mean for affected property owners?

The City would like to work with local landowners whose properties contain obstructions to develop a plan to remove or mitigate the obstructions to improve airport safety. If the runway remains in its existing location at its current length, the City will need to refine the study data to confirm likely additional obstructions in the airspaces.

◆ What is the timeline? When will we know the extent of the impacts?

Please note that we're at the beginning of this process and that there are some variables that are still in the air that could affect the scope of impact including if the runway moves or not. Assuming the runway is not moved, the City staff is making plans to begin removing obstructions on City property beginning in 2023 followed by obstructions on private property.

Immediate Airport Safety & Operational Considerations

CRITICAL SAFETY ISSUES

UNICOM & AWOS (Complete)

- Needed for issuing NOTAMS
- Antiquated system that broke down regularly was replaced in 2021.
- Cost: \$85,000

Jet A / Above Ground Tanks (In-Progress)

- Privately owned non-mobile trailer on private property
- Adjacent to vegetation (lawn)
- Close proximity, hose extended to adjacent residential housing
- Cost: \$450,000

Grounds Conditions - Goat Heads

- Getting picked up along taxi-way, causing flat tires, landing safety
- Abrupt grade changes – tipping hazard, plowing and mowing issues
- Estimated Cost: \$20,000

Perimeter Fencing

- Strikes- Raptor Birds, Mammals, Human Trespassing
- Estimated Cost: \$300,000

Status Updates

Having a municipal airport means that the City of Glenwood Springs wants it to operate safely. This means that any significant safety issues should be dealt with as soon as possible. Staying current on maintenance issues also protects the airport's revenue streams and opportunities for income. The City refers to FAA and state guidelines when reviewing safety compliance and best practices.

The City of Glenwood Springs has made a number of improvements in recent months (including a new UNICOM system and addressing Jet A Fuel Tanks) and continues to work with the Airport Commission to budget and plan for other improvements.

Airspace Study Findings

To ensure safety compliance for today's airport operations with the runway in its current placement, the obstructions will need to be removed. Failure to mitigate impacts the safety of the airport and could impact the ability for the airport to receive grant funds to support maintenance and operations.

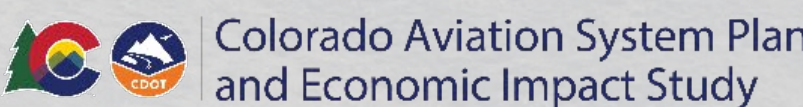
Minimum Standards (In-progress)

- The minimum standards are the rules and regulations that the City will be putting in place for the Airport to manage safety and basic operations.

Airport Layout Plan

The Airport Layout Plan (ALP) is similar to master plan and serves as a critical planning tool that depicts both existing facilities and planned development for an airport. The last ALP for GWS was completed in 1999. If the City were to pursue an updated ALP, it would be used to determine what would be required to develop more hangars, tie-down areas, and/or add taxiway. An Expanded Aviation Land Use Scenario was developed as part of the 2019 Airport Scenario Planning Study.

Glenwood Springs Municipal (GWS)



Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Glenwood Springs Municipal. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport's project needs and associated costs.

2020 CASP Classification: GA-Local

Objective Category	GA-Local Objective	Current Condition	Meets 2020 Objective?
Airfield			
ARC	B-II	B-II	Yes
Runway Length	Accommodate 100% of small aircraft adjusted for elevation and mean maximum daily temp during hottest month	3,305 feet (7,200 feet)	No
Runway Width	75 feet	50 feet	No
Runway Strength	30,000 pounds	15,000 lbs SW	No
Taxiway	Partial parallel	Full parallel	Yes
Runway Markings	Non-precision	Visual	No
Lighting/NAVAIDS			
Approach	Non-precision	Visual	No
Visual Aids	Rotating beacon, lighted wind cone, REILs, VGSIs	VGSIs, wind cone	No
Runway Lighting	MIRL	None	No
Weather Reporting	On-site ASOS, AWOS, or Automated Unicom	Automated UNICOM	Yes
Airport Facilities			
Terminal (CS and/or GA)	Facility with restrooms, pilot-lounge, and Wi-Fi	None	No
Apron Tie-Downs	Tie-downs for 50% of based aircraft fleet plus 25% of weekly average overnight transient storage during peak season	50% of based aircraft fleet plus 25% transient aircraft fleet: 35	No
Hangars	Hangars for 50% of based aircraft fleet and 25% of weekly average overnight transient storage	50% of based aircraft fleet: 35 25% of transient aircraft fleet: 1	No
Dedicated Maintenance/SRE Storage Building	Yes	No	No
Electric Vehicle Charging Stations	Yes	No	No
Perimeter Security	AOA 3-wire fencing with appropriate signage	AOA 3-wire fencing with appropriate signage	Yes
Services/Other			
Jet A Fuel	24/7 (Self-Serve or Call Out)	24/7 (Self-Serve or Call Out)	Yes
AvGas Fuel	24/7 (Self-Serve or Call-Out)	24/7 (Self-Serve or Call Out)	Yes
Aircraft De-icing	Based on community need	None	Based on community need
Courtesy Car	Yes	Yes	Yes
Sustainability Plan	Based on community need	No	Based on community need
Minimums for All Airports			
Restroom (24-hr accessible)✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓	Wi-Fi Service ✗

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With support provided by EBP US, KRAMER aerotek, and Metropolitan State University of Denver.

← Learn more: View the full 2020 CDOT Colorado Aviation System Plan and Economic Impact Study for the Glenwood Springs Municipal Airport. Or visit www.ColoradoAviationSystem.com.



South Bridge Status

TIMELINE

Project construction is planned to begin by 2025. The general timeframes for next steps for this project are listed below:

- Final design for funded phases – approximately 8 months to 1 year
 - Environmental Assessment (EA) Re-evaluation Process
- Right-of-way (ROW) acquisition for funded phases – approximately 1 to 2 years
- Project construction – 2+ years depending on funding and project phasing

ENVIRONMENTAL ASSESSMENT (EA) RE-EVALUATION PROCESS

Staff is currently working to review minor issues identified in the South Bridge Environmental Assessment. Once the City has a signed re-evaluation, staff will begin the right-of-way acquisition process.

PREFERRED ALTERNATIVE (Runway in Current Location & Tunnel for South Bridge)

The Preferred Alternative for the South Bridge project, identified in the 2013 Environmental Assessment, assumes an operating airport and, therefore, includes a proposed tunnel under the airport runway which maintains the aviation use. Likely would require temporary closure of the airport during South Bridge construction.

If City Council or the public have a different decision regarding the airport in the future, the proposed tunnel could change depending on that decision and timing of tunnel construction.



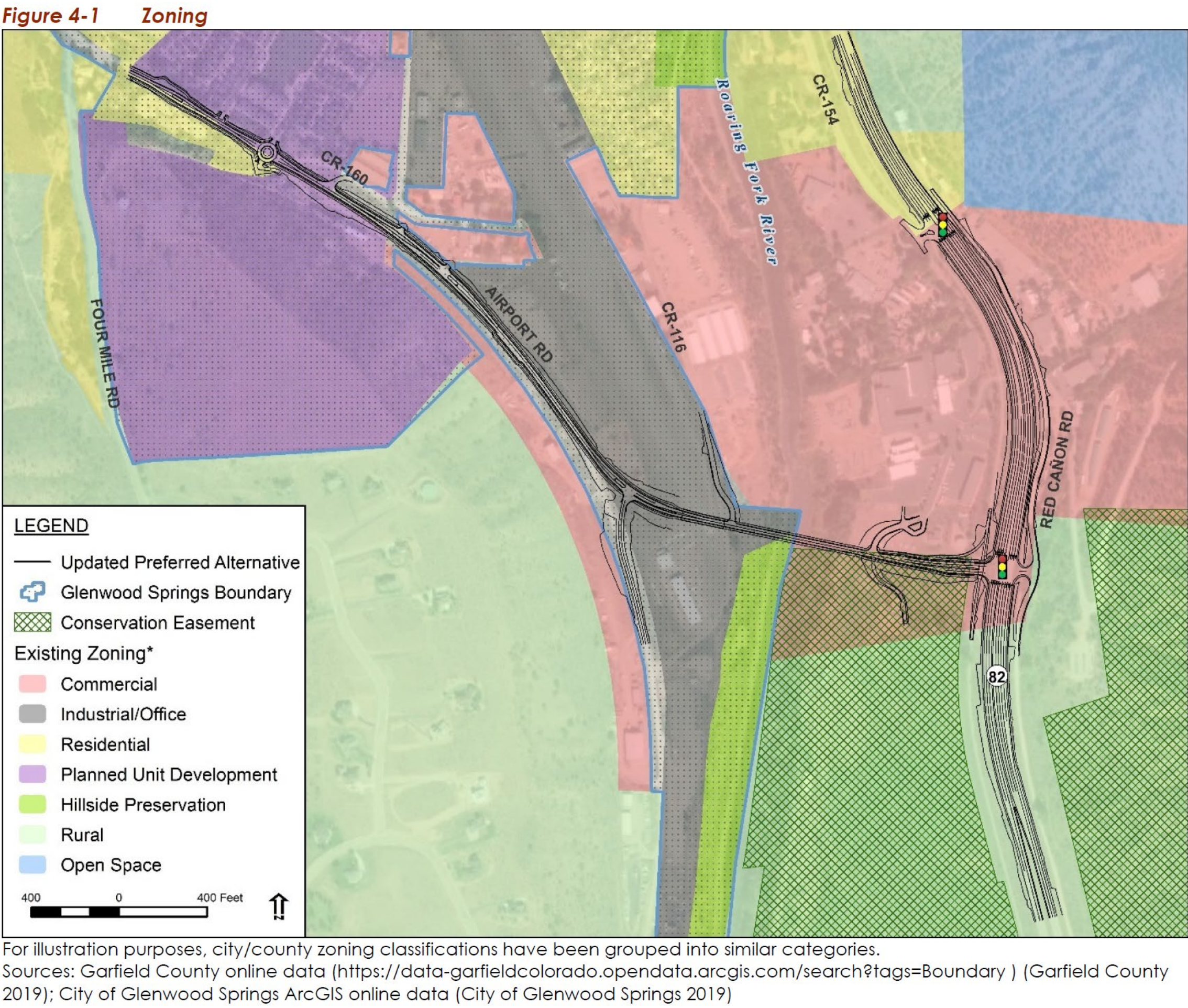
FUNDING

- Construction of the South Bridge project is currently estimated at \$58.1 million.
- The City of Glenwood Springs has reserved \$20 million in bonding capacity from the A&I Fund.
- Roaring Fork Transportation Authority (RFTA) has committed \$4 million in Destination 2040 funds for right of way acquisition.
- Senator John Hickenlooper has committed to a \$1 million congressional earmark in the fiscal year 2022 federal appropriations bills.
- Approximately \$38 million in commitments are still needed in order to construct this critical infrastructure (including project cost increases to a 2023/2024 construction cycle)

Item	Estimated Cost
South Bridge Construction Costs*	
Bridge Structure (over Roaring Fork River)	\$17 million
Tunnel Under Airport Runway (cut-and-cover)	\$5 million
Airport Road Improvements	\$3 million
Holy Cross and Lazy H/11 Crossing	\$3.1 million
CO 82 Improvements	\$17 million
ROW Acquisition, Construction Management, Utilities	\$13 million
Total Estimated Costs	\$58.1 million
* Construction costs include contingency. ** Costs rounded to nearest tenth of a million	

Does the project have to tunnel under the airport? Why can't the road go around the south end of the airport instead to lower project costs?

The extensive alternatives analysis process conducted for the Environmental Assessment determined that the crossing location of the Preferred Alternative 10b was the optimal location for the South Bridge crossing to minimize impacts to environmental resources and adjacent landowners. The new road alignment would cross under the airport.



Learn more: www.cogs.us/SouthBridge →



Weighing Options

What else?

Runway in Current Location (Current Preferred Alternative Design; Maintains Existing Runway Length; Includes Tunnel for South Bridge)	Runway Shifts North (Runway Length Shortened by 43 feet; No Tunnel for South Bridge)	Shorten Runway (Runway Length Shortened by 240 feet; Helicopter Pad Maintained, No Tunnel for South Bridge)	Eliminate Runway (Helicopter Pad Maintained, No Tunnel for South Bridge)	Lengthen Runway (Includes Tunnel for South Bridge; Runway Length Extended North by 120 feet)
Advantages: - Nearing 100% design - Runway and hangar access remains the same. - Maintains opportunity for some expanded aviation use like additional hangar space or other airport projects. - Airport remains open for commercial business and recreational use; Can still accommodate some fixed-wing aircraft - Accommodates fixed-wing flights for air medical transportation or fire/natural disaster response operations	Advantages: - Eliminates cost of tunnel construction and ongoing tunnel maintenance costs - Fewer obstructions (per Airspace Study) would need removed or mitigated than if the runway stays in its existing location - Airport remains open for commercial business and recreational use; Can still accommodate some fixed-wing aircraft - Accommodates helicopters and fixed-wing flights for air medical transportation or fire/natural disaster response operations (favorable weather conditions)	Advantages: - Airport remains open for commercial business and recreational use; Can still accommodate some fixed-wing aircraft - Eliminates cost of tunnel construction and ongoing tunnel maintenance costs - Accommodates helicopters and fixed-wing flights for air medical transportation or fire/natural disaster response operations (favorable weather conditions)	Advantages: - Eliminates cost of tunnel construction and ongoing tunnel maintenance costs - Opens potential for funding for South Bridge project which could help expedite construction timeline and open this vital evacuation route sooner. - Opens potential for alternative land uses. There are no plans for the Airport area beyond use as an airport, but opportunities may include light industrial space, and/or open space and park/recreation, and/or housing. Would require follow up public process. - Opens potential for wider audience of City residents directly served by this area and potential for more economically viable/productive utilization - Could still serve as a helipad and refueling station for firefighting efforts and medical transport for area hospitals.	Advantages: - Airport remains open for commercial business and recreational use; Opens opportunity for some additional fixed-wing aviation - Makes flight into KGWS safer with longer runway - Maintains existing runway and hangar access - Maintains opportunity for some expanded aviation use like additional hangar space or other airport projects. - Accommodates fixed-wing flights for air medical transportation or fire/natural disaster response operations
Disadvantages: - Cost to construct tunnel under airport runway and ongoing tunnel maintenance costs - Airport closure during South Bridge construction, displacement for maintenance shop and affected hangars during closure - If the runway remains in exiting location, more obstructions (per Airspace Study) would need removed or mitigated than if runway were shifted north	Disadvantages: - Airport is moved 120 feet closer to residential neighborhood. - The runway is already short. A 43-foot reduction in length would make an already challenging takeoff and landing less safe and more technically difficult. - Reduces or eliminates hangar access - Shortening from south makes maintenance shop, 5 tie-downs and 10 hangars inaccessible - Terrain difference between potential expansion area and existing runway end - Design would be required	Disadvantages: - The runway is already short. A 240-foot reduction in length would make an already challenging takeoff and landing less safe and more technically difficult - Increases difficulty for some airplanes - Reduces or eliminates hangar access - Shortening from south makes maintenance shop, 5 tie-downs and 10 hangars inaccessible - Design would be required	Disadvantages: - Opens potential for alternative land uses. There are no plans for the Airport area beyond use as an airport, but alternative uses may include light industrial space, and/or open space and park/recreation, and/or housing. Would require follow up public process. - Loss of economic, community and social benefits related to fixed-wing aviation activities including employment, income and output - Loss of nationally-utilized educational benefits related to flight training due to unique technical qualities of KGWS - Impacts to displaced commercial business - Highly controversial option and intense community concern regarding growth - Potential impacts to other area uses like equipment and material storage	Disadvantages: - This is the most expensive option. - Airport is moved 120 feet closer to residential neighborhood. - Cost to construct tunnel under airport runway and ongoing tunnel maintenance costs - Airport closure during South Bridge construction, displacement for maintenance shop and affected hangars during closure - Design would be required

What are your concerns and priorities regarding the relationship between the airport and South Bridge?

Please list the top issues, priorities, or concerns that City Council should consider.

Runway in Current Location & Tunnel for South Bridge

(Current Preferred Alternative Design; Maintains Existing Runway Length;
Includes Tunnel for South Bridge)

Advantages: - Nearing 100% design - Runway and hangar access remains the same. - Maintains opportunity for some expanded aviation use like additional hangar space or other airport projects. - Airport remains open for commercial business and recreational use; Can still accommodate some fixed-wing aircraft - Accommodates fixed-wing flights for air medical transportation or fire/natural disaster response operations	Disadvantages: - Cost to construct tunnel under airport runway and ongoing tunnel maintenance costs - Airport closure during South Bridge construction, displacement for maintenance shop and affected hangars during closure - If the runway remains in exiting location, more obstructions (per Airspace Study) would need removed or mitigated than if runway were shifted north
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Item	Estimated Cost
South Bridge Construction Costs*	
Bridge Structure (over Roaring Fork River)	\$17 million
Tunnel Under Airport Runway (cut-and-cover)	\$5 million
Airport Road Improvements	\$3 million
Holy Cross and Lazy H/11 Crossing	\$3.1 million
CO 82 Improvements	\$17 million
Right-of-Way Acquisition, Construction Management, Utilities	\$13 million
Total Estimated Costs	\$58.1 million
* Construction costs include contingency.	
** Costs rounded to nearest tenth of a million	

What would it mean for the City to keep the runway where it is today and have a tunnel for South Bridge?

Other Estimated Cost Considerations	
Tunnel Insulation & Design*	\$300,000**
*Staff recommendation will be to not insulate the tunnel.	
Ongoing tunnel maintenance costs	\$50,000 per year
De-Icing/Monitoring for Tunnel	\$20,000 per year
**The cost to move maintenance shop has not been estimated and has not been included.	

Learn more: www.cogs.us/SouthBridge →



Runway Shifts North

(Runway Length Shortened by 43 feet; No Tunnel for South Bridge)

Advantages:

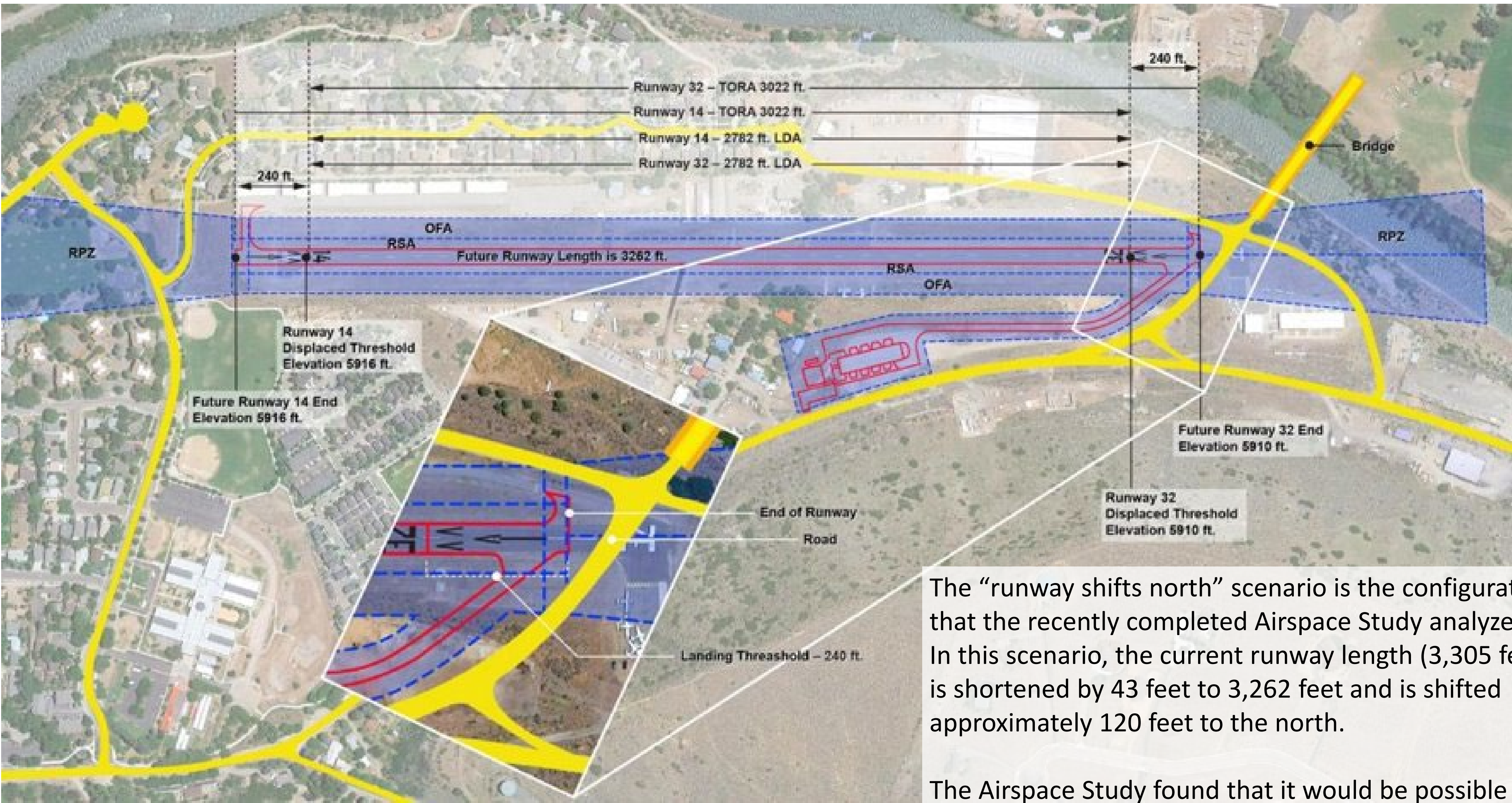
- Eliminates cost of tunnel construction and ongoing tunnel maintenance costs
- Fewer obstructions (per Airspace Study) would need removed or mitigated than if the runway stays in its existing location
- Airport remains open for commercial business and recreational use; Can still accommodate some fixed-wing aircraft
- Accommodates helicopters and fixed-wing flights for air medical transportation or fire/natural disaster response operations (favorable weather conditions)

Disadvantages:

- Airport is moved 120 feet closer to residential neighborhood.
- The runway is already short. A 43-foot reduction in length would make an already challenging takeoff and landing less safe and more technically difficult.
- Reduces or eliminates hangar access - Shortening from south makes maintenance shop, 5 tie-downs and 10 hangars inaccessible
- Terrain difference between potential expansion area and existing runway end
- Design would be required

What would it mean for the City to move the runway to north (no tunnel for South Bridge)?

Estimated Cost Considerations	
Construction and Design Estimate	\$483,000*
South Bridge Environmental Analysis reevaluation, Sound Analysis	No estimated cost available at this time.
*The cost to move maintenance shop and affected hangars has not been estimated and has not been included.	



Shorten Runway

(Runway Length Shortened by 240 feet; Helicopter Pad Maintained, No Tunnel for South Bridge)

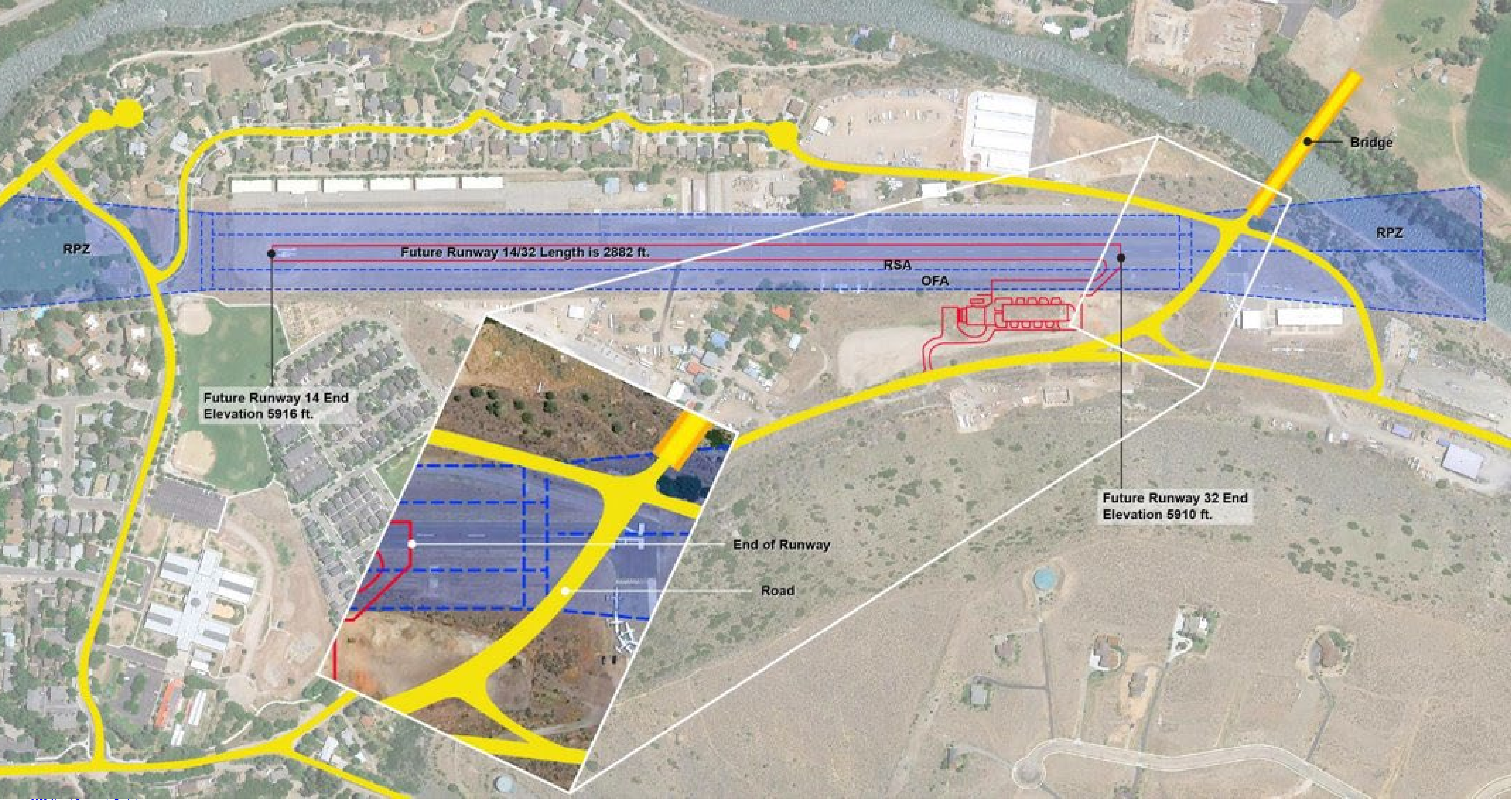
Advantages: - Airport remains open for commercial business and recreational use; Can still accommodate some fixed-wing aircraft - Eliminates cost of tunnel construction and ongoing tunnel maintenance costs - Accommodates helicopters and fixed-wing flights for air medical transportation or fire/natural disaster response operations (favorable weather conditions)	Disadvantages: - The runway is already short. A 240-foot reduction in length would make an already challenging takeoff and landing less safe and more technically difficult Increases difficulty for some airplanes - Reduces or eliminates hangar access - Shortening from south makes maintenance shop, 5 tie-downs and 10 hangars inaccessible - Design would be required
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A Note About Altitude Density

It takes more length to safely takeoff depending on the altitude density. Longer runway lengths are needed as it gets hotter because on a hot day, the aircraft will accelerate more slowly down the runway, will need to move faster to attain the same lift, and will climb more slowly. As temperature and altitude increase, air density decreases. As is, KGWS has the shortest runway in Colorado.

Estimated Cost Considerations	
Estimated design and construction costs to alter the runway	\$352,000*
<i>*The cost to move maintenance shop and affected hangars has not been estimated and has not been included.</i>	

What would it mean for the City to shorten the runway (no tunnel for South Bridge)?



Eliminate Runway

(Helicopter Pad Maintained, No Tunnel for South Bridge)

Advantages:

- Eliminates cost of tunnel construction and ongoing tunnel maintenance costs
- Opens potential for funding for South Bridge project which could help expedite construction timeline and open this vital evacuation route sooner.
- Opens potential for alternative land uses. There are no plans for the Airport area beyond use as an airport, but opportunities may include light industrial space, and/or open space and park/recreation, and/or housing. Would require follow up public process.
- Opens potential for wider audience of City residents directly served by this area and potential for more economically viable/productive utilization
- Could still serve as a helipad and refueling station for firefighting efforts and medical transport for area hospitals.

Disadvantages:

- Opens potential for alternative land uses. There are no plans for the Airport area beyond use as an airport, but alternative uses may include light industrial space, and/or open space and park/recreation, and/or housing. Would require follow up public process.
- Loss of economic, community and social benefits related to fixed-wing aviation activities including employment, income and output
- Loss of nationally-utilized educational benefits related to flight training due to unique technical qualities of KGWS
- Impacts to displaced commercial business
- Highly controversial option and intense community concern regarding growth
- Potential impacts to other area uses like equipment and material storage

TABLE VI-1: ANNUAL ECONOMIC IMPACTS ON GARFIELD COUNTY			
	Status Quo (Existing Airport)		
	Employment ¹	Income ²	Output ³
Airport Operations	1.7	\$27,061	\$81,300
Airport Tenants/Users	42.1	\$1,986,327	\$7,981,087
Total	43.8	\$2,013,388	\$8,062,387
	Scenario 1: Expanded Aviation		
	Employment ¹	Income ²	Output ³
Airport Operations	1.7	\$27,061	\$81,300
Airport Tenants/Users	87.3	\$4,120,966	\$16,558,095
Total	89.0	\$4,148,027	\$16,639,395
	Scenario 2: Mixed-Use Village		
	Employment ¹	Income ²	Output ³
Residential	272.4	\$6,412,964	\$35,411,175
Light Industrial	209.6	\$9,594,080	\$46,326,251
Retail	68.3	\$1,694,175	\$5,981,070
Aviation (Helipad)	8.4	\$397,265	\$1,596,217
Total	558.8	\$18,098,484	\$89,314,713
	Scenario 3a: Residential Village		
	Employment ¹	Income ²	Output ³
Residential	336.9	\$7,929,103	\$43,783,011
Retail	45.5	\$1,129,450	\$3,987,380
Total	382.4	\$9,058,553	\$47,770,391
	Scenario 3b: Residential Village		
	Employment ¹	Income ²	Output ³
Residential	240.6	\$5,663,828	\$31,274,586
Retail	45.5	\$1,129,450	\$3,987,380
Aviation (Helipad)	8.4	\$397,265	\$1,596,217
Total	294.6	\$7,190,543	\$36,858,183
¹ Total jobs created in terms of full- and part-time employment.			
² Annual labor income associated with job creation.			
³ Annual volume of economic activity from occupancy and operations.			
Sources: RIMS II, Regional Production Division, Bureau of Economic Analysis; Gruen Gruen + Associates.			

Related Information:

- The 2019 Airport Scenario Planning study investigated land use scenarios for expanded aviation, a mixed-use or residential village.

Scan QR Code to view the 2019 Airport Scenario Planning study. →



- The 2018 Economic Development Strategy identifies utilizing all or a portion Airport site as being an opportunity for an economically more productive use as a business and light industrial business park.

Scan QR Code to view the 2018 Economic Development Strategy. →



What would it mean for the City to eliminate the runway (helicopter pad is maintained) and consider other opportunities with community input?

What might you envision for this area?

Estimated Cost Considerations	
Loss of direct and indirect economic impacts of Existing Airport including Employment, Income and Output	The status-quo activity associated with the existing Airport use is estimated to support a total of 44 direct and indirect jobs with associated annual income of approximately \$2.0 million. The total direct and indirect output impact is estimated at approximately \$8.1 million within the Garfield County economy. – See table above of annual Economic Impacts on Garfield County from 2019 Airport Scenario Planning Study.
Land Development Cost Estimates	The 2019 Airport Scenario Planning Study includes estimates for three scenarios: Expanded Aviation, Mixed-Use Village and Residential Village.
The cost to move maintenance shop has not been estimated and has not been included.	

Lengthen Runway

(Includes Tunnel for South Bridge; Runway Length Extended North by 120 feet)

Advantages: - Airport remains open for commercial business and recreational use; Opens opportunity for some additional fixed-wing aviation - Makes flight into KGWS safer with longer runway - Maintains existing runway and hangar access - Maintains opportunity for some expanded aviation use like additional hangar space or other airport projects. - Accommodates fixed-wing flights for air medical transportation or fire/natural disaster response operations	Disadvantages: - This is the most expensive option. - Airport is moved 120 feet closer to residential neighborhood. - Cost to construct tunnel under airport runway and ongoing tunnel maintenance costs - Airport closure during South Bridge construction, displacement for maintenance shop and affected hangars during closure - Design would be required
--	--

Estimated Cost Considerations	
Construction and Design Estimate	\$500,000
South Bridge Environmental Analysis reevaluation, Sound Analysis	No estimated cost available at this time.
South Bridge Tunnel	
Tunnel Under Airport Runway (cut-and-cover)	\$5 million
Tunnel Insulation & Design* <i>*Staff recommendation will be to not insulate the tunnel.</i>	\$300,000
Ongoing tunnel maintenance costs	\$50,000 per year
De-Icing/Monitoring for Tunnel	\$20,000 per year

Why Extend North? – Airport Land Use Constraints

- North
 - Residential land use
 - Airspace impacts (rapidly rising terrain across the river, to the north)
 - Noise impacts on residential areas
 - Terrain difference between potential expansion area and existing runway end.
- South
 - Existing roadway access and the Roaring Fork River limit runway extensions or shift to the south
- East
 - Roaring Fork River and Existing Residential limit runway shifts to the East
- West
 - Airport Road and rising terrain limit runway shifts to the West

Related Information: The 2019 Airport Scenario Planning study investigated land use scenarios for expanded aviation, a mixed-use or residential village. This analysis did not look at extending the runway north, but did use public and airport user feedback to develop an idea around expanded aviation activity and hangar space capacity.

Scan QR Code to view the 2019 Airport Scenario Planning study. →



What would it mean for the City to lengthen the runway / expand aviation and consider other related opportunities with community input?

Anything Else?

Please share any other input, ideas, reactions, concerns, or hopes for the future of the airport / South Bridge area.

Need more time or writing space?
Submit comments, questions, concerns, ideas and more to AirportComments@cogs.us.
Or contact City Council anytime at CityCouncil@cogs.us.

Emailed Comments
February 16 - March 6, 2022

From: [Benjamin paradis](#)
To: [Airport Comments](#)
Subject: GWS airport comments
Date: Thursday, February 24, 2022 7:33:56 PM

Caution! This message was sent from outside your organization.

Hello,

I am in support of the airport remaining an airport. Flying is not easier, there are always obstacles at every airport all over the United States. I am a citizen of Glenwood Springs and a retired professional pilot. I have flown to 48 states in the US, and all over North America. I am also an FAA Certified Gold Seal Flight instructor, who has taught deaf students, foreign students, and physically handicapped students. Most people don't even know deaf people could legally fly at Glenwood Springs airport. What else don't we know about aviation?

I am new to Glenwood Springs and haven't been active in aviation since moving to the valley. As an outsider, it seems to me, that the city is on a mission to find any and every excuse to do away with the airport. The City and council members should be very lucky and grateful for the airport rather than just view it as a nuisance. The airport is not just for rich people. It offers hope and belief to many children that they can do anything. I grew up poor, with a drug addicted father, and loved looking up at the planes when I was a kid. Where were they going? What were they doing? Flying was a magical carpet ride to a better place. Doing away with the airport, hurts kids all over the valley. The airport is all of ours, it offers more than just a runway. It offers hope, encouragement, motivation, and belief. A mile of road just takes you 1 mile, A mile of runway can take you anywhere in the world. The airport is as much for the business man saving time, as it is for the kids in the trailer park planning their future.

Mental health of the children in the valley should be the number one priority of all the council members. Taking away, dreams, hopes and opportunity, seems short sighted counter productive. I hope I can help offer some different perspective.

It is my honest opinion, it seems the council members are misguided in their approach to looking at the airport. I would argue ANY city council member that doesn't support the airport, is racist towards the Hispanic children in Glenwood Springs. I have not seen anyone offer to host any Hispanic kids at the airport to offer them careers, job training, opportunity. Plant that seed, that anything is possible. I've owned an award winning nationally recognized flight training school, which flew 1000's of hours each month. We trained hundreds of pilots and offered international students VISA's just to come train in the US. Airports are opportunity. Has the city looked at investing in one plane at the airport, we could have our own flight training center and career path for many children. Kids see that airport and the airplanes as magic carpet rides, to see grandparents, divorced parents, regular parents, aunts and uncles. It feels like the city council members think it is a bunch of rich white guys using the airport, which is not the full story, as others "use" the airport in different ways.

I would love to host a day at the airport, in which the underserved kids, that the council members ignore, were invited and we had Spanish speaking pilots, instructors, and mentors. I'd be happy to come in person and tell my story, being raised poor, my father divorced twice, addicted to cocaine, house getting foreclosed in Highschool leaving me homeless, washing planes, picking up trash, doing anything and everything for the opportunity for success. Please don't deny even one kid the

opportunity I had to utilize a local airport, I could walk to, that eventually took me to have an in-demand respected career. There is a world wide pilot shortage, we should embrace the opportunity the airport offers, rather than try to shut it down. I would like to tell the children of the valley, Si se puede, and put a huge sign at the airport letting them know.

Thanks,

Benjamin Paradis

From: [Beth Zukowski](#)
To: [Airport Comments](#)
Subject: Airport comments
Date: Friday, February 25, 2022 9:06:20 AM

Caution! This message was sent from outside your organization.

Over and over again, I read descriptions of our airport as recreational club, serving exclusive few. I read that the South Bridge is needed as an evacuation route, when it does seem the real purpose is for a bypass. After decades of use as an airport, why now is there such concern about improvements and obstructions?

I've already written to City Council regarding two crucial points brought to light by medical aviators during the March 2019 standing-room-only meeting regarding the airport: 1) helicopters need runways and 2) pediatric medical transports need fixed-wing aircraft. I am dismayed these assertions have been ignored and even revised.

It seems to me that Council keeps asking questions about the airport in hopes they will get a different answer from the community. Why not ask this: if we are going to keep revisiting a different use for the land donated to Glenwood Springs for the purpose of an airport, why don't we go back and revisit other decisions – namely, if we need an official evacuation route, why not reconsider the Prehm Ranch Road – why is that off the table, but the airport is always on the table?

I feel safer because our airport is here, providing us with needed fire and emergency medical support services requiring it be preserved in its current place with a runway.

No doubt, fire is on everyone's mind – but have we really evaluated the scenarios of what happens when every car lands onto Highway 82 at the proposed junction with South Bridge? If we have a deadly, threatening fire, and we funnel every car onto Highway 82, in the log jam that it already is, then we have a much bigger problem than any bridge is going to solve. We do live in a tight valley, with the obstacles of rivers and mountains – in many ways, it's a risky place to live, and we can't eliminate every single risk.

If we need only an evacuation route, I urge Council to look at other options for opening Prehm Ranch Road in the event of an emergency and for that purpose. Instead, consider devoting precious funds to making the Glenwood Springs Airport a resource for fire mitigation, so that we stand a better chance of fighting fires.

Beth Zukowski
Ward 5 voter

From: [Bryana Starbuck](#)
To: [Airport Comments](#)
Subject: FW: 1213 Mountain Dr/south airport issue
Date: Thursday, March 3, 2022 1:40:19 PM
Attachments: [South Glenwood Airport\[17775\].docx](#)

From: Ryan M. Muse <ryan.muse@cogs.us>
Sent: Thursday, March 3, 2022 1:11 PM
To: Bryana Starbuck <bryana.starbuck@cogs.us>
Cc: Ryan M. Muse <ryan.muse@cogs.us>
Subject: FW: 1213 Mountain Dr/south airport issue

Here's a letter

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: cathy midland-fitness.com <cathy@midland-fitness.com>
Sent: Thursday, March 3, 2022 1:01 PM
To: Ryan M. Muse <ryan.muse@cogs.us>
Subject: 1213 Mountain Dr/south airport issue

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Catherine J Lee
1213 Mountain Dr.
Glenwood Springs, CO 81601

March 3, 2022

RE: 1213 Mountain Drive/Airport clear zone

To whom it may concern,

I currently reside at 1213 Mountain Dr. in Glenwood Park. My property is currently in the clear zone and is being targeted for removal to keep the current airport with the relocation of the runway to the North proposal. This letter is to express my concerns about this alternative. I stand to lose the trees, shrubs and decks I have planted and installed in my backyard leaving me with landscaping that does not provide shade or screening from the access way or neighbors. This will lower the value of my property.

As a resident Glenwood Park and south Glenwood I completely agree that the need for an access south of the airport with access out to Highway 82 is imperative for safety reasons as well as combating the heavy traffic that impacts 4-Mile and Midland Avenue however the current proposal is unacceptable for many reasons.

The proposal of relocating the runway to the north involves the clearing of some or all of numerous properties. The cost of implementing this proposal seems excessive to me. It would require the City to negotiate with hundreds of property owners and would possibly involve compensation to all of these property owners for the taking that is necessary. Compelling the taxpayers of the City (which includes these homeowners) to bear the burden of the cost of this alternative to accommodate an airport that is used for a small portion of the community is absurd. I have lived at this property since 2002 and have never understood how the safety of the pilots in protected airspace/clear zone doesn't apply to the structures in the soccer fields let alone the safety of 200 children playing soccer daily in the event of an emergency landing or crash. The homeowners have tolerated living with planes flying too low and near our homes as well as allowing the pilots to do such things as flying lessons and do practice takeoff and landing procedures. The users of the airport are primarily recreational fliers. This use does not benefit the citizens and it is my position that these users could easily use the Mamm Creek/Rifle airport. I do support having an emergency "airport" for helicopters that provide search and rescue and flight for life operations. This makes much more sense than having a recreational airport right in the middle of a densely populated area.

While there was a time when the area could accommodate an airport, the growth that South Glenwood has seen in recent years does not in my opinion allow for an airport to be located within the middle of it. If this proposal moves forward I would like to see it put to a vote by taxpayers who have obviously unknowingly already spent a GREAT deal of taxpayers' dollars to do the study that is currently been mailed out to us.

I may be contacted at any time for further discussion at 970-379-1322.

Sincerely,
Catherine J Lee

Catherine J Lee
1213 Mountain Dr.
Glenwood Springs, CO 81601

March 3, 2022

RE: 1213 Mountain Drive/Airport clear zone

To whom it may concern,

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I may be contacted at any time for further discussion at 970-379-1322.

Sincerely,
Catherine J Lee

From: [C Li](#)
To: [Airport Comments](#)
Subject: Comments regarding airport changes
Date: Wednesday, February 23, 2022 5:14:26 PM

Caution! This message was sent from outside your organization.

Dear planning team,

I understand the role of the airport for private plane owners, although I am not interested in accommodating for them. I do understand and value a space for refueling of the airlife crew - but that is a small area required for the helicopters. Additionally, a second bridge is needed, but I dont feel we need to tie that to airport finances. I am also NOT interested in cutting down my healthy and large tree, our only shade, so that the strip is 150 feet closer to my house. I would remove the airport (minus fuel station), now that I see it impacts me, my daily life, and my local neighborhood. Nevermind the loud airplanes that I tolerated - certainly it will be uncomfortable if they are moved even much closer.

- Coya Lindberg

From: [Dave Malehorn](#)
To: [Airport Comments](#)
Subject: Airport
Date: Wednesday, March 2, 2022 3:31:25 PM

Caution! This message was sent from outside your organization.

The airport should stay an airport as it is a valuable asset to the community. Put it to a vote with plain, understandable language. Should the city keep the airport? Y or N

Dave Malehorn
2407 Palmer Ave
Glenwood Springs, CO 81601
(970) 379-2872
Dave.malehorn@gmail.com

From: [Airport Comments](#)
To: [eric sampson](#)
Cc: [Meredith Fox](#)
Subject: RE: airport use
Date: Wednesday, March 2, 2022 10:50:21 AM
Attachments: [image001.png](#)

Hello Eric,

Our Master List indicates that most of the aircrafts are within a 30-mile radius of Glenwood. Below is a breakdown of what our airport houses, but please note a few caveats.

1. Most folks have their mailing addresses in other cities, Basalt, Carbondale, Aspen etc. all depending on where their business mailing addresses are.
2. Tail numbers are how aircraft are registered and the person can in fact live here in Glenwood yet have a business mailing address elsewhere.

Users Based on Mailing Address

- #32 aircraft with Glenwood Springs mailing address
- #31 aircraft with non-Glenwood RFV mailing addresses
- #8 aircraft with other mailing addresses (Including Classic Medical Air for example)

Please reach out with any other questions.

Best,

Bryana Starbuck

Public Information Officer / Oficial de Información Pública
City of Glenwood Springs / Ciudad de Glenwood Springs
970-384-6441 (o)



What's your vision? Join us and participate!

Register for updates and learn more about the Vision Glenwood Comprehensive Plan Update process at www.VisionGlenwood.com.

¿Cuál es tu visión? Únete a nosotros y participa!

Regístrese para recibir actualizaciones y obtener más información sobre el proceso de actualización del Plan Comprensivo de Visión Glenwood en www.VisionGlenwood.com.

From: eric sampson <sampson609@msn.com>
Sent: Sunday, February 27, 2022 11:34 AM
To: Airport Comments <airportcomments@cogs.us>
Subject: airport use

Caution! This message was sent from outside your organization.

Hi,
While attending the last session on the airport, I encountered one very vocal supporter of keeping the airport open who it turns out is not even a Glenwood Springs resident.

Do you have any stats on airport use by residents/non-residents?

If this is another situation where GS is subsidizing up-valley residents at our expense, this would have a bearing on my view, and probably a lot of others on the available options.

Thanks,
Eric Sampson
Glenwood Spgs,

Sent from [Mail](#) for Windows

From: [Gail Pollack](#)
To: [Airport Comments](#)
Cc: [Charlie Westerman](#)
Subject: South Bridge
Date: Tuesday, March 1, 2022 7:31:56 AM

Greetings,

My husband and I live on Four Mile Road and wanted to weight in on the importance of the South Bridge project for all of us who live in the Midland, Three Mile, and Flour Mile areas.

Our hope is that some kind of compromise is reached with those who want to keep the Airport such that the South Bridge is part of the plan.

The idea that Dry Park Road would serve as an exit for this area is doubtful: grass fires could spread there and one immobilized truck could stop traffic in both directions. This is not a dependable escape route.

It should be no surprise to anyone in the West that wildfires are hotter and faster than ever.

Thank you for taking and considering this comment.

Best to all,

Gail Pollack
Charlie Westerman
Four Mile Road

From: [Jim Campbell](#) on behalf of driim@rof.net
To: [Airport Comments](#)
Subject: Comments re Airport Listening Session -- 24 FEB 2022
Date: Thursday, February 24, 2022 3:06:44 PM

Warning! This message was sent from outside your organization and we are unable to verify the sender.

COMMENTS: FEBRUARY 24 AIRPORT "LISTENING SESSION"

Concerning the Listening Session, if it's like the first session it will not help resolve the issues surrounding fate of the Glenwood Springs Municipal Airport.

It's apparent that vocal members of the City Council want to remove the airport. It's equally certain that many, if not most, of the city's residents want the airport to remain as it is.

Several members of the City Council and city staff have lost creditability on this issue. Their motives are questionable, leading to speculation as to what exactly their ultimate goal might be. I suspect that they envision even more development, concealing it as civic improvement and "progress". Their attitude comes across as "We know best – who disagrees is to be ignored". This does not contribute to "civil discussion", it leads to dissent.

Here are some points to consider:

- Having a municipal general aviation airport is a matter of civic pride
 - If Leadville, Salida, Buena Vista, Meeker, Paonia, Crawford and other small towns can support an airport, then we should as well
 - We're more than a bedroom community; we have a vibrant local scene, and the airport is part of it
- Our municipal airport serves not only residents of Glenwood Springs, but aircraft owners from outside our city, particularly from the Roaring Fork Valley. It serves a region, not just our town.
 - Airport users are economic drivers – the airport supports itself and contributes to the economic viability of our valley
- If the airport closes, the use of that parcel is uncertain
 - Those who want to close the airport are deliberately vague about the parcel's future
 - Will open space be sacrificed in some manner? More housing, more traffic, less open space?
 - Will there continue to be vague assurances that "the airport will stay, but just modified"?
 - What commercial development is being considered?
 - Do we want to lose our distinctive character, and become another over commercialized "residential/mixed use" area, as we see upvalley?

Thank you for considering these points,

James Campbell, PhD
Post Office Box 27
Glenwood Springs, CO 81602

Bryana Starbuck

From: Jennifer Vanian <vanian@rof.net>
Sent: Sunday, March 6, 2022 2:49 AM
To: Airport Comments
Subject: Re: RE: RE: RE:

Dear Community Councilors,

This new bridge is being described as an evacuation route in case of fire. If that is the case, then that is how it should be used. It should be constructed and let sit idle until needed for emergency.

the Bershenie Ranch up 4 mile sold to very capable and somewhat insatiable developers. Once that bridge is complete the documents for annexation will start to fly. It will go exactly like the "overpass" for Glenwood went. We voted for, and Midland was approved for, an overpass but it became more apparent it was more useful as a new route for commerce. I see 4 mile as the "affordable housing" singsong.

This bridge will increase the population in four mile 2 fold. Increasing the population that much will have the exact scenario unfold when we do have a four mile fire that the claim is to keep from happening.

The conversation about 4 mile should happen now before the bridge. If it truly is for fire escape then keep it only for that.

Thank you,
Jennifer Vanian

Sent from my iPad

From: [Jim Pidcock](#)
To: [Airport Comments](#)
Subject: Airport Feedback
Date: Saturday, February 26, 2022 4:27:33 PM

We live in a single family home in Park East. We've lived here for 11 years.

I would like to see the airport stay in Glenwood. The Southern end of Glenwood is already becoming maxed out with population, relative the the available road access. Any notion of getting rid of the airport and replacing it with housing will create an unbearable population problem in this part of the city.

Additionally, I am a proponent of the proposed South Bridge. I believe that this will be an important travel route to the South of the city. As long as the engineered design dissuades exceptional use by travelers passing from Highway 82 to Interstate 70, this entrance to the Southern part of the city will provide a benefit both in safety and economics.

I do not believe that Dry Park is a viable escape solution at this time, unless the road is allowed to be widened and improvements are made to curves and grading. Dry Park Road is already sketchy to drive in any type of inclement weather or in heavy traffic.

Thank you.

Sent from my iPhone

Under Colorado's Open Records Act (CORA), all e-mails sent by or to us on this District-owned e-mail account may be subject to public disclosure.

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From: [Kathryn Taggart](#)
To: [Airport Comments](#); [Jonathan Godes](#)
Subject: Airport Thoughts
Date: Friday, February 25, 2022 3:04:42 PM

Caution! This message was sent from outside your organization.

Good Afternoon,

Unfortunately, I was not able to attend the listening session last evening, however, I think I have a fairly good understanding of the airport, its history and its uses. My former husband was a private pilot and owned half of a small Beechcraft Musketeer. I flew into and out of the airport quite often. Also, as a city council member and a 50 year resident of Glenwood Springs, I am quite familiar with the operations.

First a quote from a pilot belonging to the Aircraft Owners and Pilots Association (AOPA) as they discuss the most difficult airports in the United States:

"Entry to right base for 32 is blind, no way to see the runway as you descend for approach into the valley, at least from the East. Left base entry for 14 is impossible as the entry would mandate approach down and into Glenwood Canyon. Runway is paved - good news - elevation 5916 with a 7000' pattern altitude - bad news - runway is only 3305' long (with summer density altitudes 9000' and above) is darn short. You better be able to "land at a point (the #s!) beyond and within 200' " Minimum Private Pilot Standard, right? Oh. yes, the approach end of 32 is a cliff over looking the river below - the the "beyond and within" is mandatory! And another Oh yes, it is one way in and one way out - 32 arrival and 14 departure - ***so NO downwind/crosswind sissies need apply!***"

I have seen accidents and near misses. When I was a resident of Glenwood Park in the 1980's, a plane crashed into the soccer field. It is a difficult airport, to say the least, with a runway length of only 3,300 feet.

The difficulty of the airport is only one factor. The airport is run as an enterprise fund within the city budget. Essentially, this means the airport should be a well-run business. According to the last budget information I could find, the 2021 Airport Fund was forecast to have expenses over revenue of \$52,032 with a proposed 2022 budget showing a deficit of \$171,692. Granted, these may be due to some long overdue and necessary improvements. However, for years the fuel and tie-down fees have been some of the lowest in Colorado and there is not a landing fee. This was partially due to the fact that the Airport Board, the body that essentially recommends the operational structure of the airport is made up almost exclusively of pilots who have aircraft at the airport.

I sat on the Planning Commission for a number of years and in that time, it became quite clear that while the airport had some positives such as medical transport, tourism, etc. the volume was not sufficient to warrant keeping the airport. The main use, that of medical transport could be achieved with the use of helicopters.

While this is politically a difficult decision, I am convinced that there is a better use for this land. While I support South Bridge, I would reach this conclusion even if there was no South Bridge. Let us use this area for the benefit of the entire community while still maintaining a helicopter operation in this area. If South Bridge comes to fruition, which I hope it does, then eliminating the airport will save the

taxpayers a significant amount.

Thank you for your time and effort on this,

Best,
Kathryn (Trauger) Taggart
Formerly of Glenwood Springs
Currently of Rifle

157 Willow Circle
Rifle, CO 81650
970.379.4849

From: [Linda Holloway](#)
To: [Airport Comments](#)
Subject: Airport
Date: Wednesday, March 2, 2022 1:57:22 PM

Caution! This message was sent from outside your organization.

Good afternoon.

I overheard two gentlemen speaking. One was an engineer who related a conversation he had had with another engineer.

He spoke of building a road around the south (?) side of the airport, and taking the bridge over from there. The engineers had even taken into account the structure needed for the bridge for the steep slope from the road to the river.

My two cents: if this road interfered with take-offs and landings, green/red light system could be installed so that the traffic could not pass the critical area for air space when planes were taking off/landing.

Thanks!

Linda Holloway

From: [Linda Holloway](#)
To: [Airport Comments](#)
Subject: Adding a comment
Date: Wednesday, March 2, 2022 1:24:33 PM

Caution! This message was sent from outside your organization.

Good afternoon.

I noticed at the "Listening Meeting" that every one of the choices for the airport seemed to have a poison pill in it.

It would be nice to have these poison pills removed from consideration, and just have a few cleaner choices. Especially for the vote!

Thanks.

Linda Holloway

From: [Mary Ann Sullivan](#)
To: [Airport Comments](#)
Subject: Airport
Date: Wednesday, March 2, 2022 4:12:55 PM

Caution! This message was sent from outside your organization.

I have lived in my home since 1984. The Airport was a concern, but not worried about it. If we move it closer to Sullivan park and my home i feel my family will be in danger. You want to remove trees on my property that are very close to my home which have been there for over 35 years. When we built our house we knew about the air space, now you want it closer to us and my household. Why for just a few planes? It is a huge waste of money. John taufer did a wonderful job planning out the park and also protecting my property. The safety of my family should come first. I want to keep the airport, but we should just leave it the way it is. Mary ann Sullivan

From: [Mary MK Hesse](#)
To: [Airport Comments](#); [Jonathan Godes](#)
Subject: Airspace Study
Date: Wednesday, February 16, 2022 10:42:40 PM

Hello,

As homeowners in Glenwood Park my husband and I have followed discussions regarding the airport with interest. We support continued helicopter access for fire and medical needs but have until now not had strong opinions regarding the continued presence of fixed-wing aircraft.

Now that information on the Airspace Study has come out, you have our full attention.

Cutting down, topping, and trimming trees on private and public property to serve the very few private parties who use the airport makes no sense. We oppose these measures and request that the city be very judicious and communicate openly regarding exactly which trees are being considered to be cut down both on public and private property before any action is taken. As it gets hotter and drier we need all the shade we can get in public parks and around private homes. Trees in Glenwood Park provide vital shade for the grass and for hundreds (thousands?) of park users each year. They provide critical habitat for birds and animals and capture carbon. Mature trees are a significant component of home values and provide homeowners with much-needed shade for grass, children, pets, and homes (to reduce cooling costs). We carefully fertilize, trim, and care for our trees and consider them to be an integral component of our property and home.

At some point the collective cost and effort involved to maintain and upgrade the airport for fixed wing aircraft just becomes too much. No to denuding public parks and cutting down trees that belong to homeowners and taxpayers.

Sincerely,

Mary Margaret Hesse

From: [Matt Pickett](#)
To: [Airport Comments](#)
Subject: PLEASE Close the airport
Date: Saturday, February 26, 2022 11:30:39 AM

Caution! This message was sent from outside your organization.

To whom it may concern,

My name is Matt Pickett and My wife and I have moved from Colorado Springs to Glenwood Springs. We have dealt with air traffic noise from the United State Air Force Academy for over 10 years. One of the top 5 main reasons for moving to Glenwood was the limited air traffic noise. Having a prop airplane sound in the background of almost every day is not a luxury but a constant reminder of the congestion of everyday life. Congestion on the roads and congestion in the air. There are airports surrounding Glenwood Springs. Please close this airport while you can and save the quiet days we all want to enjoy. This will be a benefit for the future.

We travel a lot and one thing we point out is the annoying air traffic noise everywhere we go. It seems to be everywhere and a bad attribute to most communities. Please close this airport before Glenwood becomes a community with this negative attribute.

Thanks

Matt

1796 Riverbend Way
Glenwood Springs, CO

--

Skyline Properties, Inc.
Matt Pickett
Broker/Owner/REALTOR®
(719) 896-6288

From: [Matt & Michelle Spidell](#)
To: [Airport Comments](#)
Subject: Late Feedback on Airport
Date: Tuesday, March 1, 2022 10:40:54 AM

Caution! This message was sent from outside your organization.

Hello, My name is Matt Spidell and I live and have a business in Glenwood Springs. I also have a family member who lives close to the airport (my mother)
Our main goals:

1. Is that we don't fund a tunnel under the airport. Resources are tight and funds are needed elsewhere in the community. (i.e., Roads and Utility Repair)
2. Keep emergency services located there (fire/support/emergency services) but use the remaining public land for great public good. Glenwood is land locked and affordable housing would fill a greater need than an airport used by a small minority. While this land cannot be sold to a 3rd party, it could be a public jewel if planned and developed correctly by the City of Glenwood Springs.

Sorry for the late feedback, but I hope it helps in some small way.

Thanks.

Matt Spidell

From: [raecasto F](#)
To: [Airport Comments](#)
Subject: Airport comments
Date: Saturday, February 26, 2022 12:54:31 AM

I was unfortunately not able to attend the meeting but I would like to see the city do whatever it takes to build a south bridge, including moving or closing the airport if necessary. So long as emergency services stay in place with the helipad, I don't really see the benefit it provides to the community other than a small group of private owners.

Rachel Funez

Sent from my iPhone

From: [Renee](#)
To: [Airport Comments](#)
Subject: Airport comments
Date: Sunday, February 27, 2022 11:29:37 AM

To whom it may concern,

I understand the need for housing, but the solution is not to fill up every acre of open space available with multi family units that crowd resources.

Also, If you add provisions that the houses will be sold at a fair price to local citizens, i bet you'd have more backing. Are you doing it for the community or for the money? Do you have restrictions for who these units will be available for?

The benefits of living in a small town are measurable and the costs of high volume developement are also measurable. People fear that you don't see that, and we all just want to be seen. Acknowledge their fears are valid and come up with a compromise.

Keep Glenwood somewhat exclusive. If you open the floodgates, it opens up a larger need for infrastructure that the city is currently not set up for.

I am not sure if this has gotten brought up yet, but I know the airport in the past has been a hub for firefighting efforts, including helicopters. Will the elimination of the airport potentially thwart firefighting resources?

Are you listening to the people who actually live in the communities affected? Where do you live? How would you feel about the open space around you being rezoned and built upon in this manner?

Thanks,

Renee Deroeck

From: [Robert Anderson](#)
To: [Airport Comments](#)
Subject: Airport
Date: Monday, February 28, 2022 7:44:13 AM

Hello,

I am for keeping the airport as it is. I can only guess who is driving the closure. I always follow the dollar so I imagine it's a combination of City leaders coupled with greed head developers. As usual they are using the false narrative of affordable housing.

It's amazing to watch the short sightedness of the City. Do you think it's possible that in the future, the City will really need open space? Don't you think future Councillors will be thankful that there is an open space option?

Rob Anderson

Sent from my iPad

From: [Ron Myers](#)
To: [Airport Comments](#)
Subject: Air port
Date: Sunday, February 27, 2022 8:54:21 AM

The airport was decided in aug 2011, 10 b Was selected as posted on the front page of the Glenwood post, why do we try and keep reinventing the wheel. If you wanna make up 120 feet why don't you add it onto the road to the south and leave the airport the way it is. As far as the study about your obstructions what a waste of money. The biggest obstruction is the city MOC temporary buildings at the end of the south runway

Sent from my iPhone
Ron Myers
970-618-6616

From: [Terry Burke](#)
To: [Airport Comments](#)
Subject: Glenwood Springs Airport
Date: Monday, February 28, 2022 9:20:24 AM

City Council Members

I am writing to comment on the current discussions regarding the airport in Glenwood Springs. As a resident of Glenwood for over 35 years, I have been aware of a consistent and disturbing theme emanating from the City Council relating to the diminution or elimination of our airport. Although I have no direct ties to aviation other than a keen interest in the subject or to this airport specifically, I want to express my wholehearted support for the continuance of this facility for the betterment of our community. A small airport is very much a part of a small community and our airport is important to Glenwood.

I am suspicious that much of the motivation of the City Council's apparent push to eliminate the airport altogether is related to their desire to develop the airport space to include more high density housing and expand retail development. I am extremely disappointed in the current City Council's approval of the recent, numerous high density housing developments. I understand that increasing our population dramatically, as these developments do, results in more revenue for the City and for businesses but at what cost to quality of life for the residents? More people, more vehicles, more traffic congestion.....more is not better in this case. We do not want our small town to become Boulder or Denver. As was noted by one of the posters at the recent listening session "DON'T TRADE OUR AIRPORT FOR CONDOS."

Regarding the current discussion relating to the configuration of the airport's runway, I support making no changes, leave it as it is. But...I think the bigger issue and the real elephant in the room in this discussion isSTOP TRYING TO ELIMINATE OUR AIRPORT!!

Thanks for allowing me to voice my opinion.

Terry L Burke
704 Silver Oak Drive
Glenwood Springs
(970)379-3811



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Should insulation be added to the tunnel under the airport runway to mitigate a hazardous differential icing condition?

Action Requested:

Department: Engineering

Presented By: Terri Partch

Strategic Goals: Preserve and Improve Infrastructure

Background Info: Please see the overarching agenda item.

Issues:

Fiscal Impact:

Legal Review:

Staff Recommendation:



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Should the runway be shifted to the north and the proposed tunnel removed to reduce the overall project costs? Or, should the Council adopt any one of the other four airport runway configurations?

Action Requested:

Department: Engineering

Presented By: Terri Partch

Strategic Goals: Preserve and Improve Infrastructure

Background Info: Please see the overarching agenda item.

Issues:

Fiscal Impact:

Legal Review:

Staff Recommendation:



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Should the City adopt and begin planning to remove obstructions in the take off and landing flight paths that were identified for the scenario where the runway shifts to the north and the tunnel is removed?

Action Requested:

Department: Engineering

Presented By: Terri Partch

Strategic Goals: Preserve and Improve Infrastructure

Background Info: Please see the overarching agenda item.

Issues:

Fiscal Impact:

Legal Review:

Staff Recommendation:



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Should the City evaluate any other runway configuration in an airspace analysis?

Action Requested:

Department: Engineering

Presented By: Terri Partch

Strategic Goals: Preserve and Improve Infrastructure

Background Info: Please see the overarching agenda item.

Issues:

Fiscal Impact:

Legal Review:

Staff Recommendation:



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item:	Adoption of Pedestrian and Bicycle Improvements Plan (MOVE Study)
Action Requested:	Review and adoption (at the January 20th meeting) of the recommendations from the MOVE Study Pedestrian and Bicycle Improvements Plan.
Department:	Engineering
Presented By:	Terri Partch
Strategic Goals:	Protect and Preserve our Quality of Life Preserve and Improve Infrastructure
Background Info:	In June of 2021 the City in partnership with RFTA completed a large transportation study which included recommendations for new, and improvements to existing, pedestrian and bicycle infrastructure. They are planned in three phases based on cost and the implementation of a new BRT route, either on the Rio Grande trail, or on Grand Avenue. In summary those improvements include: Phase 1 (10k-50k): • Maintenance of trails on our existing system • Improved way finding • Added bicycle parking and storage • Sharrows and enhanced bicycle striping • Phase II (50k-1 M): • Improvements at the 27th and Midland roundabout and pedestrian connections on 27th leading to the new underpasses at 27th. • Improved east west bike/pedestrian connections on 8th, 12th and 14th • 27th Street Underpasses Phase III (With chosen BRT alignment- 1 M +): • Connect bicycle network to transit stops • Improve sidewalk widths on Grand • Improve the alignment of the trail and road at 23rd and Grand • Improve the Rio Grande Trail. Maximize width and separation if BRT goes in. Add trail amenities.
Issues:	None at this time. If this plan is approved, staff will begin adding projects to the capital projects list or maintenance lists at the time of budget development.
Fiscal Impact:	Approve and adopt the Bicycle and Pedestrian Improvements Plan from the MOVE study.
Legal Review:	NA

Staff Recommendation: Staff defers to Council



GLENWOOD SPRINGS MULTIMODAL OPTIONS FOR A VIBRANT ECONOMY (MOVE)

Pedestrian and Bicycle Improvements Plan

April 2021



A well-planned transit system takes into account how passengers can travel to and from transit by all modes. Making the first- and last-mile trips easy, safe, and comfortable for people walking and bicycling will likely enhance the success of the RFTA transit system through Glenwood Springs.

There are a number of recommended improvements that can be made to the walking and cycling network in Glenwood Springs, ranging in complexity, cost, and their dependency on a future BRT alignment. These recommendations are outlined below in three groupings or phases: Phase 1, which can be implemented easily, at low cost, and independent of any specific transit improvements; Phase 2, which are still independent of transit or BRT but more complex and require planning and funds; and, Phase 3, which are dependent on a selected BRT alignment.

Phase 1 Improvements: easy & quick implementation – Estimated improvement costs \$10k-\$50k

There are many improvements that can be made to the existing walking and bicycling network in Glenwood Springs to enhance the comfort and connectivity of the existing active transportation network. These improvements will enhance and facilitate walking and biking to, from, and between neighborhoods, existing transit stops, and local destinations.

- **Maintenance of existing sidewalks and trails**
Proper and timely maintenance, year-round, of the existing sidewalks, multi-use trails, and on-street bicycle routes is the key to encouraging active transportation in Glenwood Springs and traveling to and from transit via foot or bike and ensuring that the network is safe and comfortable. Priority should be given to routes connecting to transit and key destinations. This includes timely repair of surface damage; prompt removal of snow, ice, and debris; keeping sidewalks and trails clear of obstructions, including temporary construction signs and barricades when not in use; providing safe and clearly marked detour routes when construction does close bike and pedestrian routes; and maintaining pavement markings, wayfinding signs, and pedestrian ramps. This attention to maintenance should also be applied to any new or proposed multimodal improvements, and regular maintenance should be accounted for in annual budgeting.
- **Network Wayfinding**
Glenwood Springs has an existing wayfinding program along various pedestrian and bicycle routes. However, increasing the frequency and consistency of wayfinding signs and pavement markings will help people walking and biking feel informed and confident navigating to and from transit and destinations in between. Including information to major transit stops, long-term bicycle storage, key local destinations, and estimated travel time/distance will provide people with the information they're looking for in a consistent delivery they'll see and be able to understand. Improved wayfinding may also be used to communicate intended facilities and travel patterns meant for people walking and biking, i.e., if a cyclist should use the road or travel on a shared trail.
- **Added Bicycle Parking and Storage**

Providing safe, secure bicycle parking and storage at major transit stations and minor transit stops is important. The existing transit station at 27th Street currently experiences issues with the parking lot filling up and deterring people from traveling to the station. Increasing bicycle storage, both long- and short-term, will lessen the need for driving to the station if cyclists feel their bikes will be secure while traveling to and from their transit destinations. Additionally, adding more bike racks at minor stops and downtown will encourage people to travel by bike for their last-mile trips. Installing bike storage near lighting and shelter increases a sense of safety and may encourage use at night and year-round.



FIGURE 1. EXAMPLE OF BICYCLE STORAGE AT TABLE MESA PARK-N-RIDE, BOULDER

- Existing Network Connections

In the existing bicycle and pedestrian network, there are a handful of opportunities to improve connections between facilities and destinations. The Rio Grande Trail between downtown and 27th Street is a popular commuter and recreational route for people living and working in Glenwood Springs. However, getting on/off the trail at 8th Street, 12th Street/Riverside Drive, and 14th Street/Coach Miller Drive is not ideal for cyclists and pedestrians. These locations have confusing wayfinding, rail tracks to cross over, uneven grades, uneven pavement, or gravel and other debris that make these connections uncomfortable and potentially unsafe. Adding wayfinding signage and improving accessibility at these locations would enhance the existing network and improve connections so people riding or walking feel confident accessing and traveling along the Rio Grande Trail. The connection between the Rio Grande Trail, the Meadows Trail, and 8th Street/Downtown is a critical connection between two widely used trails and transit and business services in Downtown Glenwood Springs. However, continuity between the trails, or how to access downtown from either of the trails, is not intuitive or clearly indicated. This is a specific location where increased wayfinding and design improvements would greatly add comfort and safety to the pedestrian and cyclist experience along these corridors.

Glenwood Springs currently has two north-south on-street bicycle routes with bike lanes: Pitkin and Blake Avenues. However, there are no east-west bicycle routes to connect those cycling elsewhere in town to these routes or to the paved trail system. Improvements should be

considered on key east-west streets to improve bicycle connections and safety. On-street parking downtown is highly utilized and has frequent turnover, which presents conflict if bike lanes were added to these streets in the downtown core. However, Shared Lane Markings (“Sharrows”) could be placed on streets downtown to communicate to both cyclists and vehicles that cyclists are welcome on the roadway and should take the lane. Enhancing the Sharrows with green backgrounds or by enlarging the pavement marking and adding supplemental dashed markings to indicate intended positioning. Adding bicycle detection, bike boxes, and/or bicycle push buttons at intersections would shorten the wait time if a cyclist approaches an intersection without other vehicles.



FIGURE 2: "SUPER SHARROW" PAVEMENT MARKING IN ASPEN, CO INDICATES PRIORITY & POSITIONING FOR BICYCLISTS ON SHARED ROADWAY.



FIGURE 3. PROPOSED PHASE 1 IMPROVEMENTS

Phase 2 Improvements: independent of BRT alignment – Estimated improvement costs \$50k-\$500k

- **27th Street improvements**

27th Street serves as an important multimodal connection to the 27th Street RFTA station, the Rio Grande Trail, the Atkinson Trail, and many neighborhoods off of Midland Avenue and Grand Avenue. Improvements have been made in recent years to improve intersection and trail safety, with the new bike/pedestrian bridge and roundabout at 27th Street and S Grand Avenue. However, since 27th Street is such a critical link for all modes, there are additional recommended improvements to make traveling as safe and comfortable as possible for people walking and biking. These improvements will greatly improve the multimodal network and experience in Glenwood Springs and connections to the existing transit services, independent of a future BRT service.

Currently, there are 6-foot sidewalks on the north and south sides of 27th Street. The sidewalk on the south side, however, does not connect fully between S Grand Avenue and S Glen Avenue/SH 82; it ends west of the Roaring Fork School District parking lot. Both sidewalks should span the full length of 27th Street; the north sidewalk, as it connects to the bike/pedestrian bridge, should be widened to a 10-foot trail to accommodate both bicycles and pedestrians. Additionally, wayfinding signage should be installed directing trail users to the 27th Street RFTA station, the Rio Grande Trail, and the Atkinson Trail. Signage should identify the north sidewalk as the preferred facility for cyclists, and ramps at all intersections on the north side should be wide enough to accommodate a comfortable bicycle movement, at least 8 feet wide and 10 feet deep to allow for easy bike maneuvering to cross. Signs at intersections should warn vehicles to look for both pedestrians and cyclists crossing.

Additionally, the existing roundabout at 27th Street and Midland Avenue has approach grades that allow vehicles to travel comfortably through the roundabout at speeds close to the posted speed limit of 25 mph. While the design of this roundabout maintains vehicle flow, it is unsafe for pedestrians and cyclists crossing the legs of the roundabout, especially with the absence of RRFB crossing signs and lights like the ones installed at the new roundabout at 27th Street and S Grand Avenue. It is recommended to improve the grades of the roundabout approaches to slow vehicles as they approach and travel through the roundabout. This will likely improve visibility of and yielding to pedestrians and cyclists wishing to cross at the roundabout. Adding flashing beacons to the crossing signs will add to the benefit of improved grades. With the addition of the new multi-use sidepath along S Midland Avenue, wayfinding should be added ahead of and around the roundabout to guide pedestrians and cyclists as they maneuver around the roundabout to connect to the Atkinson or Rio Grande Trails, the 27th Street RFTA Station, or to continue along Midland Avenue. Since many cyclists will be approaching the roundabout from the new off-street sidepath on S Midland, adequate path width and maneuverability, in addition to

wayfinding, should be provided for comfortable and safe travel around the roundabout. Access between the roundabout at Midland and the 27th Street bike/ped bridge should be improved, by widening the existing sidewalk to a 10' shared-use sidepath, squaring up the intersection at Woodberry Drive and aligning the ramps for safe and visible crossings, and continuing increased wayfinding to guide pedestrians and cyclists along this route.

- **Off-Street Bicycle Facilities**

Glenwood Springs has many great paved trails for both cyclists and pedestrians to use. There are also many sidewalks in Glenwood Springs that are either designated as bicycle routes, or – due to a lack of comfortable and designated on-street bicycle facilities – many cyclists choose to ride on rather than the road to avoid conflicts with vehicles. If an existing sidewalk is to be used for both cyclists and pedestrians, either due to traffic volumes, grades, alignment, or otherwise, the sidewalk should be upgraded to a 10-foot sidepath (8-foot minimum) and designed and designated as such, following trail or sidepath design standards as laid out in the *FHWA Small Town and Rural Multimodal Networks Guide* and *AASHTO Guide for the Development of Bicycle Facilities*. Wayfinding and signs should be included to communicate the trail as designated for both bikes and pedestrians and proper etiquette (yield to peds, announce to pass, etc.). Road signs should communicate to vehicles to look for both pedestrians and cyclists when turning. Ramps on these facilities should be constructed to accommodate comfortable movement by cyclists. Improvements to these routes should especially be prioritized where connecting directly to transit stations and key destinations, for example the north sidewalk on 27th Street, the sidewalk on Midland Avenue, and the sidewalk on 8th Street connecting the Rio Grande Trail to Downtown Glenwood Springs.

- **Pedestrian Network**

Gaps in the sidewalk network make walking to/from transit and destinations uncomfortable and unsafe for pedestrians, and near impossible for people with mobility or vision impairments. These gaps should be identified and filled to ensure full connectivity for people walking. Existing sidewalks should be evaluated for maintenance needs, including out-of-date accessible ramps, cracks, uneven grades, etc.

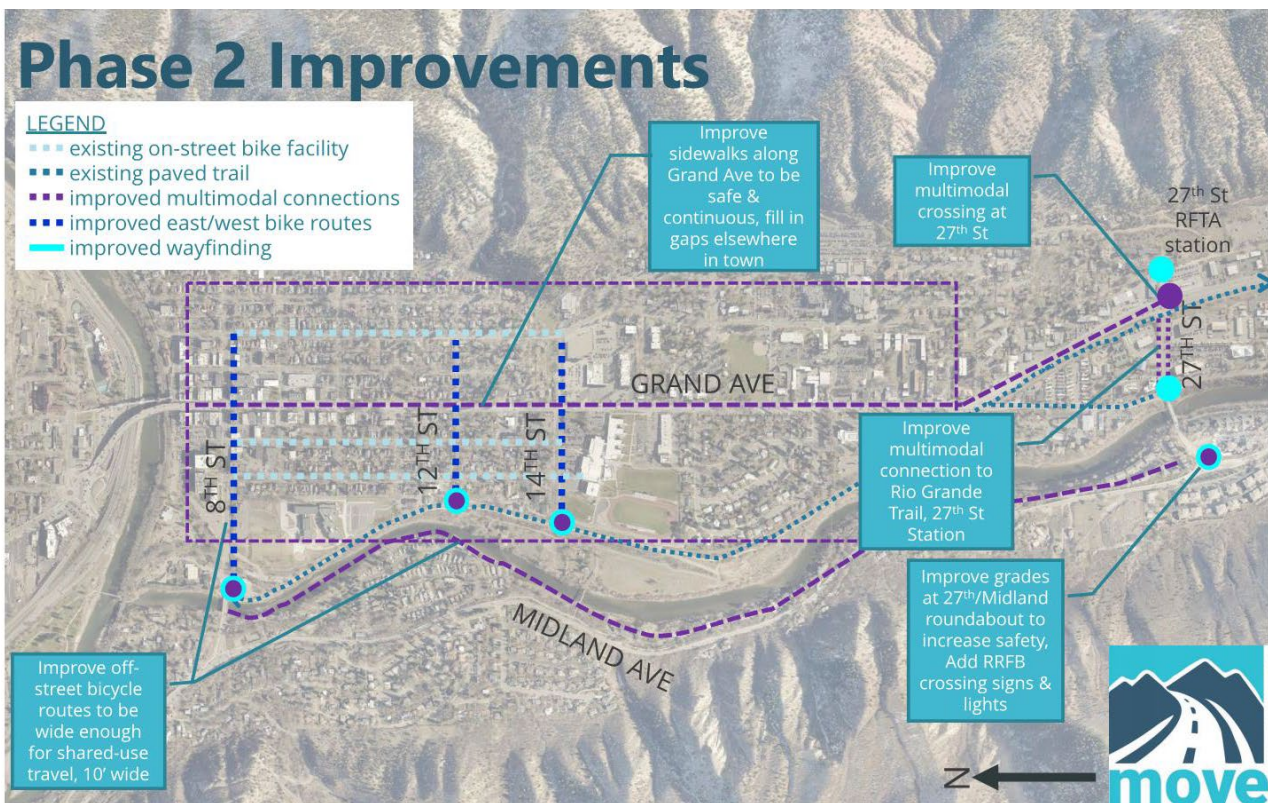


FIGURE 4. PROPOSED PHASE 2 IMPROVEMENTS

Phase 3 Improvements: Coincident with chosen BRT alignment – Estimated improvement costs \$500k+

Grand Ave BRT alignment

Walking or biking along or crossing Grand Avenue under current conditions is not a very comfortable experience. Traffic volumes on Grand Avenue are high, and projected to increase; between 27th Street and 14th Street, those walking or biking have to cross many large commercial parking lots – some spanning full blocks; sidewalk width and condition varies between 27th Street and Downtown; and separation from traffic by a paved or landscaped buffer or parked cars is minimal or nonexistent. There is no dedicated on-street bicycle facility on Grand Avenue, and as it is a 5-lane high-volume corridor, cycling on the road is not ideal. Of those who do bike along Grand Ave, most choose to ride on the sidewalks which are not wide enough to be comfortable shared bike-ped facilities.

The addition of a BRT alignment along Grand Avenue will provide opportunities for people to take the bus close to desired destinations or origins and travel easily by foot or bike to/from the bus. However, there are concerns with this BRT alignment related to bike and pedestrian comfort and safety that should be considered.

Currently, bus stops and bus travel along Grand Avenue are adjacent to the sidewalk, except from 13th Avenue to 8th Avenue, where a parking lane creates separation. Removing the parking lane and replacing it with a Bus Only lane will eliminate this buffer from bus traffic for an additional 5-6 blocks. To minimize conflicts and increase pedestrian comfort, a buffer should be added between the sidewalk and the roadway, where possible, in the form of a landscaped tree zone or paved furnishing zone. This buffer may be used for bus stops and provides a place for snow storage in the winter, in addition to creating a better and safer pedestrian space. This buffer should be a minimum of 3' wide. Sidewalks should be a minimum of 6' wide; if the sidewalk is intended to serve as a multi-use facility for pedestrians and cyclists, it should be a minimum of 8' wide and designated and maintained as a trail facility.

To accommodate and encourage people traveling by bike to and from bus service, it will be critical to evaluate bicycle routes that parallel the BRT alignment and navigate to bus stops and destinations. As mentioned in the Phase 1 recommendations, additional routes in Glenwood Springs should be evaluated to create a connected network of comfortable bicycle routes. These routes, along with a complete and consistent wayfinding program, will help those biking to and from BRT service find their way to bus stops, destinations, and to connecting bike routes to continue their first- and last-mile trips. Bike storage should be provided at all transit stops, with secure racks and adequate lighting.

Rio Grande Corridor BRT alignment

The Rio Grande Trail (RGT) is a highly utilized and valued recreational and commuter corridor for people walking and biking in Glenwood Springs. For this reason, the addition of a BRT alignment along the Rio Grande Corridor must take into great consideration the comfort and safety of those who use the trail.

One of the greatest qualities of the RGT is its separation from vehicular traffic. As much as possible, physical and perceived separation between the trail and BRT alignment should be maintained. Where space allows within the corridor, the trail or BRT alignment should be laid out to provide the greatest amount of horizontal separation. Where right-of-way is constrained, creating a sense of separation with landscaping, fencing, and/or by raising the BRT alignment slightly above the trail corridor will help trail users feel their facility is still separate from the BRT route. These elements of separation will also mitigate added noise from the BRT service from disrupting the natural river trail environment.

Because of its separation from vehicular traffic, the RGT has very few conflicts with traffic and intersections. The addition of a BRT route to the corridor will change this. Safety and visibility of RGT trail users must be a top priority, especially at proposed BRT stops along the corridor and locations where buses enter and exit the trail corridor. The four locations where pedestrians and bicyclists need to cross the Rio Grande BRT corridor should also be carefully considered and planned to allow for maximum visibility; crossing signage, striping, and signals where appropriate; and accessibility. Right of way should be clearly communicated to instruct trail users and bus drivers who has priority at these locations. These crossing locations should be limited, for safety, but also placed at logical locations where trail users will likely be accessing the trail or BRT service – such as at the Glenwood Springs Elementary School, 13th Street (including the driveway), Stubler Drive (behind the Glenwood Springs High School athletic field, and near the vacant Safeway building. Wayfinding along this portion of the Rio Grande Corridor will be critical to communicate proper crossing maneuvers, BRT bus stop and destination information, and traveling from BRT to destinations in Glenwood Springs.

Opportunities to enhance the RGT experience should be explored, to mitigate any disruptions caused by the addition of BRT along the trail. In addition to separation from the bus service, adding amenities such as a soft-surface running trail alongside the paved trail, bike maintenance stations, shade structures, etc. will help maintain the quality of the RGT and encourage its continued use as a recreational corridor after bus service is added.

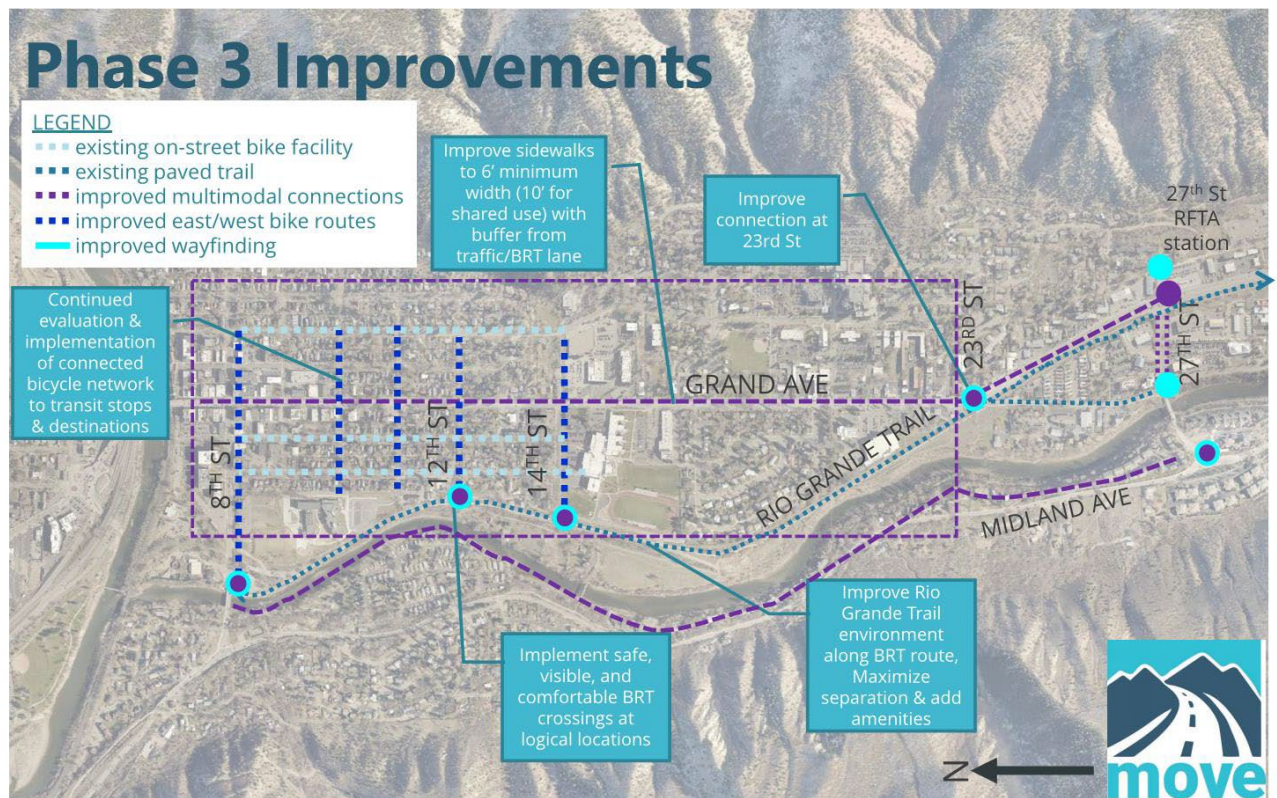


FIGURE 5. PROPOSED PHASE 3 IMPROVEMENTS

Total Multimodal Improvements Cost, Phase 1-3: \$1M+

Many of the recommended improvements described are more holistic rather than singular projects. To create a complete bicycle and pedestrian network, connected to the transit system for comfortable first- and last-mile trips, thoughtful planning and phasing will need to be done to implement the projects. Some project costs would be one-time, like the recommended 27th Street improvements, for example. Other costs would be more spread out and recurring, such as sidewalk and trail maintenance, wayfinding program maintenance, etc. More thorough considerations should be done for more accurate project costs, but all together, the combined cost for all three phases is likely over \$1 million. Federal, state, and other potential funding sources are detailed below.

Project Funding Sources

Identifying and securing future funding is essential to realizing the multimodal projects recommended to accompany transit and future BRT service through Glenwood Springs. Table 1 identifies potential funding sources from federal agencies, state agencies and private foundation sources to support the implementation and long-term maintenance of these recommended improvements. The table makes an initial determination of which of the three phases would be eligible for specific funding source based on current information. When funding is actually pursued, continued viability of the funding source and eligibility requirements will need to be verified by the lead agency or applicant(s). A brief description is provided for each funding source with a link to additional on-line resources below Table 1.

Table 1: Funding Sources by Phase

<i>Funding Sources</i>	<i>Agency</i>	<i>Phase 1 Improvements</i>	<i>Phase 2 Improvements</i>	<i>Phase 3 Improvements</i>
BUILD Grant	USDOT	✓	✓	✓
Highway Safety Improvement Program	CDOT	✓	✓	✓
Recreational Trails Program	FHWA			✓
Transportation Alternatives	CDOT	✓	✓	✓
Recreation Economy for Rural Communities	EPA			✓
Safe Routes to School	CDOT	✓	✓	✓
Connect Initiative	GOCO			✓
Non-Motorized Trails Grant	CPW		✓	✓
Conservation Trust Fund	DOLA			✓
Statewide Multimodal Options Funds	CDOT	✓	✓	✓
Boettcher Foundation			✓	✓
Doppelt Family Trail Development Fund				✓
Activating Places and Spaces Together			✓	✓
The National Fish and Wildlife Foundation Acres for America Grant Program				✓
The International Mountain Bicycling Association Trail Accelerator Grants				✓
People for Bikes Community Grant			✓	✓
AETNA Cultivating Health Community Grant		✓	✓	✓

Federal Funding Sources

Better Utilization Investments to Leverage Development (BUILD) Discretionary Grant

The BUILD grant, formerly known as Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program, allows sponsors at the state and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional Department of Transportation (DOT) funding programs. Recreational trails are an eligible project category among other active transportation and recreation categories. Projects are evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental sustainability, state of good repair, innovation, and partnership. Grants applications are accepted annually in May. (A, B, C)

Funds are programmed by the U.S. Department of Transportation.

<https://www.transportation.gov/BUILDgrants>

Highway Safety Improvement Program (HSIP)

The HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Pedestrian and bicycle safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are all examples of eligible projects. In order to be eligible for the HSIP, all states must have developed a Strategic Highway Safety Plan (SHSP) that identifies projects or strategies to reduce identified safety problems, and evaluate this SHSP on a regular basis. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan (SHSP) of achieving zero deaths on Colorado roads. Funds are awarded on an annual basis from the Federal Highway Administration and the Colorado Department of Transportation. (A, B)

Funds are programmed by the Colorado Department of Transportation.

<https://www.codot.gov/library/traffic/hsip>

Recreational Trails Program (RTP)

The RTP provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration. Federal transportation funds can be used for any purposes that benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads. Eligible projects must support the goals of the State Comprehensive Outdoor Recreation Plan and the Strategic Plan of the State Trails Program. (B, C)

Funds are programmed by Colorado Parks and Wildlife

https://www.fhwa.dot.gov/environment/recreational_trails/

Transportation Alternatives (TA)

The Fixing America's Surface Transportation (FAST) Act recently replaced the former Transportation Alternatives Program (TAP) with set-aside funds under the Surface Transportation Block Grant Program (STBG). For administrative purposes, the Federal Highway Administration (FHWA) refers to these funds as TA Set-Aside. Projects eligible for TA Set-Aside funds include on-and off-road active transportation facilities, improvements to non-driver access to transit, recreational trails, and safe routes to school.

Funds are programmed by the Colorado Department of Transportation.

<https://www.codot.gov/programs/planning/documents/grants/tap/TAP-guidelines.pdf>

Recreation Economy for Rural Communities

The Environmental Protection Agency's Recreation Economy for Rural Communities program is a planning assistance program to help communities develop strategies and an action plan to revitalize their downtowns through outdoor recreation. Outdoor recreation activities have become increasingly popular across the United States and tend to aid with the conservation of natural lands and forests. This program enables communities to strategically invest in outdoor recreational opportunities that create jobs, foster environmentally friendly community development, revitalize downtowns, and offer new opportunities for people to connect with the natural world. Eligible projects include:

- Ensuring local residents, including young people, have connections and opportunities related to nearby outdoor assets to foster community pride, good stewardship, and local economic benefits.
- Developing or expanding trail networks to attract overnight visitors and new businesses and foster use by local residents.
- Developing in-town amenities, such as broadband service; housing; or shops, restaurants, or breweries, to serve residents and attract new visitors and residents with an interest in nearby outdoor assets.
- Marketing Main Street as a gateway to nearby natural lands to capture and amplify outdoor recreation dollars.
- Developing a community consensus on the management of outdoor assets to reduce potential conflicts and ensure sustainable use of resources. (B, C)

Funds are programmed by the Environmental Protection Agency.

<https://www.epa.gov/smartgrowth/recreation-economy-rural-communities-2019-application>

Safe Routes to School (SRTS)

The SRTS program provides a source of funding for education, enforcement, evaluations, and infrastructure improvements (e.g. sidewalks, bike parking, etc.) that encourage elementary and middle

school students to walk or bike to school. The Colorado Department of Transportation (CDOT) administers these programs using Federal Surface Transportation Block Grant Set-Aside funds and HSIP Program funds. Eligible entities include local governments, regional transportation authorities, transit authorities, natural resource or public land agencies, and school districts. Funds are available for SRTS programs that benefit elementary and middle school children in Kindergarten through 8th grade. Eligible projects must be within a 2-mile radius of the identified schools. (A, B, C)

Funds are programmed by the Colorado Department of Transportation

https://www.codot.gov/inf_fy19srts_instructionsandguidelines.pdf

Colorado State Agencies

Colorado Connect Initiative

GOCO's Connect Initiative is a five-year strategy aimed at increasing access to outdoor experiences through the construction of non-motorized trails of local, regional, and statewide significance. This program aims to increase access to the outdoors in Colorado communities by filling trail gaps, building new trails, and providing better walkable and bikeable access for youth and families. Applicants may request up to \$2 million for trail construction projects. Eligible grantees include municipalities, counties, and Title 32 special park and recreation districts that receive Conservation Trust Fund monies from the Department of Local Affairs. Projects must be primarily for trail construction; however, land acquisitions may be considered with staff approval. There is no requirement for surface type. Projects that present an exciting opportunity to leverage partnerships and outside funding, connect important trail segments, and are shovel-ready may score more competitively. (B, C, D)

Funds are programmed by Great Outdoors Colorado.

<https://goco.org/grants/apply/connect-initiative-grants>

Non-Motorized Trails Grant

Colorado Parks and Wildlife (CPW) funds several types of trail grants including large recreational trail grants, small recreational trail grants, trails planning, and trail support grants. This program is a partnership among Colorado Parks and Wildlife; Great Outdoors Colorado; the Colorado Lottery; the federal Recreational Trails Program; and the Land and Water Conservation Fund. To be eligible for the Non-Motorized Trails Grant, projects must include new trail or trailhead construction; maintenance, re-route, or reconstruction of existing trails; enhancements or upgrades to existing trailheads; trail and trailhead system planning; building and enhancing support organizations; or acquiring land or easements. Projects are required to have at least a 30% match, and all properties on which the funded projects take place must be under control of the grantee. (B, C)

Funds are programmed by Colorado Parks and Wildlife.

<https://cpw.state.co.us/aboutus/Pages/TrailsGrantsNM.aspx>

Conservation Trust Fund (CTF)

Colorado's Department of Local Affairs distributes Conservation Trust Funding to local governments, including counties, cities, towns, and Title 32 special districts that provide park and recreation services in their plans. These funds are the portion of Colorado Lottery proceeds constitutionally mandated to be distributed directly to local governments, based on population, for acquiring and maintaining parks, open space, and recreational facilities. CTF funds are distributed on a quarterly basis and can be used for numerous conservation and recreational uses, including developing parks and open space and preserving floodplains, greenbelts, and scenic areas for any scientific, historic, scenic, or recreational use. (B, C)

Funds are programmed by the Colorado Department of Local Affairs.

<https://cdola.colorado.gov/conservation-trust-fund-ctf>

Colorado Multimodal Options Fund

The Colorado Multimodal Options Fund (MMOF) seeks to fund multimodal transportation projects and operations throughout the state because, in addition to the general benefits that it provides to all Coloradans, a complete and integrated multimodal transportation system:

- (a) Benefits seniors by making aging in place more feasible for them;
- (b) Benefits residents of rural areas by providing them with flexible public transportation services;
- (c) Provides enhanced mobility for persons with disabilities; and
- (d) Provides safe routes to schools for children.

Eligible projects are selected to receive local Multimodal Options Funds (MMOF) by the Regional Planning Commissions (RPC) of the 15 Transportation Planning Regions (TPRs). (A, B, C)

Funds are programmed by the Colorado Department of Transportation

<https://www.codot.gov/programs/planning/grants/mmof-local>

Foundations, Corporations, and Associations

Boettcher Foundation

The Boettcher Foundation champions excellence and invests in high-potential organizations that are developing new ideas that can drive Colorado forward. They support organizations and initiatives that strive to innovate, impact and improve the quality of life for Coloradans. They prioritize capital building or community infrastructure projects for Colorado through "a lens of rural depth." Letters of Inquiry can be submitted any time of the year. (A, B, C, D)

Funds are programmed by the Boettcher Foundation.

www.boettcherfoundation.org

Doppelt Family Trail Development Fund

Launched in 2015 by the Rails-to-Trails Conservancy (RTC), the Doppelt Family Trail Development Fund supports organizations and local governments that are implementing projects to build and improve multi-use trails. RTC awards approximately \$85,000 per year to several qualifying projects through a competitive process. While applications for projects on rail-trails and rails-with-trails will be given preference, rail-trail designation is not a requirement. However, the trail must serve or plan to serve multiple user types, such as bicycling, walking, and hiking, and be considered a trail, greenway, multi-use trail, or shared use path. In addition, the program must advance trail development, help establish corridor connections, or improve current conditions on the trail. Grant applications are accepted annually in January. (B, C, D)

Funds are programmed by the Rails-to-Trails Conservancy.

<https://www.railstotrails.org/our-work/grants/doppelt/>

Activating Places and Spaces Together

This funding opportunity, administered by the Colorado Health Foundation, supports locally-defined, place-specific efforts to get people outdoors and actively engaged in their neighborhoods – together. The goal of the funding opportunity is to help activate existing infrastructure in public places that contributes to a community's overall health through residential usage and positive experiences. Grant funds support the costs associated with project planning and implementation, and provides technical assistance for community engagement, communications, and marketing, for up to one year. Eligible projects must reflect the Foundation's cornerstones of serving low-income Coloradan residents who have historically had less power or privilege and doing everything with the intent of creating health equity. (A)

Funds are programmed by the Colorado Health Foundation.

<https://www.coloradohealth.org/funding-opportunities/funding-opportunity-activating-places-and-spaces-together>

The National Fish and Wildlife Foundation Acres for America Grant Program

The Acres for America grant program is a joint public-private partnership between the National Fish and Wildlife Foundation and Walmart. This program works to conserve fish and wildlife habitat, protect public lands, provide access to outdoor recreation, and ensure the future of local economies that depend on outdoor recreation, forestry, or ranching. Eligible grantees include non-profit 501c organizations, state government agencies, local governments, municipal governments, Indian tribes, and education institutions. (B, C, D)

Funds are programmed by the National Fish and Wildlife Foundation.

<https://www.nfwf.org/programs/acres-america>

International Mountain Bicycling Association (IMBA) Trail Accelerator Grant

IMBA provides Trail Accelerator Grants to help grow the quantity and quality of mountain bike trail communities. These grants provide a jump-start to communities that have the interest and political support to develop trail systems, but need assistance to get projects up and running. A Trail Accelerator grant offers awardees professional trail planning and consultation services to launch their trail development efforts, which can often leverage additional investment from local, regional, and national partners. (C)

Funds are programmed by the International Mountain Bicycling Association.

<https://www.imba.com/trails-for-all/trail-accelerator-grants>

People for Bikes Community Grant

The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. This program accepts grant applications from non-profit organizations that focus on bicycling, active transportation, or community development; city or county agencies or departments; and state or federal agencies working locally. Requests must support a specific project or program (i.e. grant funds cannot be used for general operating costs), such as:

- Bike paths, lanes, trails, and bridges
- Mountain bike facilities
- Bike parks and pump tracks
- BMX facilities
- End-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage

PeopleForBikes funds up to \$10,000 for engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. This program does not require a specific percentage match, but does look at leverage and funding partnerships very carefully. (A, B, C)

Funds are programmed by People for Bikes.

<https://peopleforbikes.org/grant-guidelines/>

Cultivating Healthy Communities (CHC) Grant Program

The CHC grant program is geared specifically towards nonprofit organizations that work with underserved, low-income, and minority populations in the contiguous United States. CHC seeks to

catalyze measurable improvements in community health outcomes by funding projects that address the social determinants of health and participants' physical, mental, and social well-being. Eligible projects must work to accomplish the following goals:

- Improve the walkability, bikeability, and use of public spaces in a community
- Increase collaboration between local law enforcement and community members to proactively address immediate public safety issues
- Decrease exposure to air and water contaminants
- Increase healthy behaviors, such as exercise and eating healthy goods
- Increase access to healthy foods through the development of new or enhanced retail options (A, B, C)

Funds are programmed by AETNA.

<https://www.aetna-foundation.org/grants-partnerships/grants/cultivating-healthy-communities-rfp.html>

City of Glenwood Springs Transportation Commission
Comments and recommendations
MOVE study – pedestrian and bicycle components

February 2, 2022

Observations and responses to bicycle and pedestrian assessments and recommendations in the MOVE final report (August 2021) and in accompanying Appendix D – *Pedestrian and Bicycle Improvements Plan* (April 2021)

General

- In general, the observations and recommendations for bicycle and pedestrian travel, variously included in the report and appendix, are accurate and well described. Some proposed implementation details need refinement.
- Success of bicycle and pedestrian improvements will be affected by, and should be integrated with, details presented in other MOVE report categories, particularly traffic/safety, transit, and BRT alignment.

Existing conditions

- Both the report and the appendix accurately highlight inadequacies at some locations in the existing Glenwood Springs walking and bicycling infrastructure network, including inadequate or non-existing sidewalks (as highlighted in previous studies), bicycle-pedestrian network gaps, need for more bicycle parking.
- The documents also highlight successful and popular routes that generally are functioning well, including (including multi-use Rio Grande, West Midland, and Atkinson trails, and pavement-marked bicycle lanes).

Infrastructure improvements

- Bicycle-pedestrian improvement recommendations are helpfully organized in three phases, with increasing levels of cost and complexity.
- That phased outline includes a useful list of needed improvements, but the list a) is not complete, and b) needs to be better integrated with the city's transportation capital projects priority rankings.
- Design details presented for some improvements need to be further refined and not necessarily implemented as described—configurations for east-west bicycle routes *e.g.*
- Most of the improvements listed are needed, and can be implemented, independent of decisions or work on a BRT extension. Prioritized work on such improvements should begin without delay.
- Changes in municipal design standards are needed (minimum widths for sidewalks and multiple-use paths, crosswalk configurations, buffers from roadways, accommodations for electric-assist bicycles *e.g.*)

BRT route selection

- The selection of a preferred or final route for bus rapid transit (BRT) extension must be made very carefully in general, and with particular attention to potential effects (good and bad) on bicycle and pedestrian travel (*see p. 53*).

Responsibilities, implementation

- Appendix D is entitled a plan but does not delegate or otherwise clarify responsibility for funding and implementing that plan, nor does it include a recommended or anticipated calendar for implementation.
- List of potential funding sources is helpful. The city should aggressively pursue funding for recommended multimodal improvements and incentives.



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item:	Boards and Commissions Discussion (If Time Permits)
Action Requested:	Boards and Commission Discussion
Department:	City Administration
Presented By:	Debra Figueroa
Strategic Goals:	Provide Efficient and Responsive City Government
Background Info:	City Council held a Special Meeting on January 27th regarding Boards and Commissions. General themes heard in the meeting were that existing Boards and Commissions were happy with meeting once a month, did not want to merge with any other board or commission, and that increased meetings with other boards and commissions were desirable. Staff will look towards City Council to lead this discussion and take formal action.
Issues:	Additional meetings will require additional staff time and must be planned out based upon staff availability going forwards.
Fiscal Impact:	None at this time.
Legal Review:	NA
Staff Recommendation:	Staff defers to City Council.

Airport Board

Members

- **Alan Arnold**
Appointed: 06/2019, 02/2022
Term Expires: 03/2025
- **Sean Thomas**
Appointed: Alternate 03/2021, 03/2022
Term Expires: 03/2025
- **Joel Shute**
Appointed: 03/2021
Term Expires: 03/2024
- **Stephanie Stanfield**
Appointed: 03/2021
Term Expires: 03/2024
- **David Merritt**
Appointed: 02/2017, 03/2021
Term Expires: 03/2023

Alternates

- **VACANT**
Appointed:
Term Expires: 03/2024

Arts & Culture Board

Members

- **Kyle Jones**
Appointed: 06/2021 (to fill), 02/2022
Term Expires: 3/2025
- **Stefanie Davis**
Appointed: 12/2017, 3/2021
Term Expires: 3/2024
- **Jenny Trumble**
Appointed: 3/2021
Term Expires: 3/2024
- **Ethan Merritt**
Appointed: 04/2021
Term Expires: 3/2024
- **Corina Jones**
Appointed: 04/2021
Term Expires: 3/2024
- **John Carr**
Appointed: 3/2021 (to fill)
Term Expires: 3/2023
- **Liz Caris**
Appointed: 1/2020
Term Expires: 3/2023

Youth Representative

- **Ty Hesse**
Appointed: YR 02/2022 (to fill)
Term Expires: 3/2023

Alternates

- **Jordan Callier**
Appointed: Alternate 02/2022
Term Expires: 3/2025
- **Jacqui Edelmann**
Appointed: Alternate 02/2022 (to fill)
Term Expires: 3/2024

Downtown Development Authority Board

Members

- **Steve Boyd**, Chief Operating Officer/Treasurer
- **Jillian Sutherland**, DDA Executive Director
- **Christian Henny - Board President**
Appointed: 06/2018
Term Expires: 06/2022
- **Chad Lee**
Appointed: 06/2017, 07/2021
Term Expires: 06/2025
- **Kurt Carruth**
Appointed: 06/2016, 08/2020
Term Expires: 06/2024
- **Greg Keller**
Appointed: 08/2020
Term Expires: 06/2024
- **Kevin Brady**
Appointed: 06/2019
Term Expires: 06/2023
- **Lisa Nieslanik**
Appointed: 06/2019 (to fill)
Term Expires: 06/2022
- **Jon Zalinski**
Appointed: 06/2018
Term Expires 06/2022

Financial Advisory Board

Members

- **Asha John**
Appointed: 02/2022
Term Expires: 02/2025
- **Christian Henny**
Appointed: 06/2019 (to fill), 02/2022
Term Expires: 02/2025
- **Dan Sullivan**
Appointed: 02/2018, 03/2021
Term Expires: 02/2024
- **VACANT - Spencer Graff's appointment vote is on the April 7th Council agenda.**
Appointed:
Term Expires: 02/2024
- **Steve Beckley, Tourism**
Appointed: 07/2017, 02/2020
Term Expires: 02/2023
- **J. Munro Wilcox**
Appointed: 02/2017, 02/2020
Term Expires: 02/2023
- **Salvador Rico, Finance**
Appointed: 02/2022 (to fill)
Term Expires: 02/2023

Historic Preservation Commission

Members

- **Grant Stevens**
Appointed: Alternate (to fill) 05/2021, 02/2022
Term Expires: 04/2025
- **VACANT**
Appointed:
Term Expires: 04/2025
- **VACANT**
Appointed:
Term Expires: 04/2024
- **Carolyn Cipperly**
Appointed: 10/2020
Term Expires: 04/2023
- **Deborah Williams**
Appointed: 02/2017, 04/2020
Term Expires: 04/2023
- **James Larson**
Appointed: 03/2022 (to fill)
Term Expires: 04/2023
- **Marianne Ackerman**
Appointed: 03/2022 (to fill)
Term Expires: 04/2023

Alternates

- **VACANT**
Appointed:
Term Expires: 04/2024

Note - Application from Katherine Proctor received. Staff liaison will schedule interview.

Housing Commission

Members

- **Bobbi Hodge**
Appointed: 04/2021
Term Expires: 04/2024
- **Sumner Schacter**
Appointed: 11/2018, 04/2021
Term Expires: 04/2024
- **Sean Nesbitt**
Appointed: 11/2018, 04/2021
Term Expires: 04/2024
- **Giovanna O. Kennedy**
Appointed: 02/2022 (to fill)
Term Expires: 04/2024
- **Ellen Dole**
Appointed: 02/2020
Term Expires: 04/2023
- **Erin Morelli** - Reappointment vote on March 17th Council agenda.
Appointed: 04/2019
Term Expires: 04/2022
- **John Spidell** - Reappointment vote on March 17th Council agenda.
Appointed: 04/2019
Term Expires: 04/2022

Alternates

- **Annemarie Glenn**
Appointed: Alternate 02/2022
Term Expires: 04/2025

Parks & Recreation Commission

Members

- **Christina Pearson**
Appointed: Alternate 11/2021 (to fill), 02/2022
Term Expires: 3/2025
- **Tyler Benton**
Appointed: 02/2022
Term Expires: 3/2025
- **Laura Speck**
Appointed: 3/2019, 02/2022
Term Expires: 3/2025
- **Jasmin Ramirez**
Appointed: Alternate 6/2019 (to fill), 03/2021
Term Expires: 3/2024
- **Kris Smulczenski (Outside City limits but within 81601 zip code)**
Appointed: 03/2021
Term Expires: 3/2024
- **Matt Armentrout**
Appointed: 08/2021
Term Expires: 3/2024
- **James Fosnaught**
Appointed: Alternate 2/2018, 11/2018 (to fill), 2/2020
Term Expires: 3/2023

Youth Representative

- **Magdalena Palomares**
Appointed: YR 08/2021
Term Expires: 5/31/2022

Alternates

- **VACANT**
Appointed: Alternate
Term expires: 3/2025
- **VACANT**
Appointed: Alternate
Term Expires: 3/2024

Note: Applications from Ashley Moffatt and Katy Knapp received. Staff liaison will schedule interviews.

Planning & Zoning Commission

Members

Peter Waller

Appointed: Alternate 02/2021 (to fill), 02/2022

Term Expires: 02/2025

Amy Connerton

Appointed: Alternate 10/2021 (to fill), 02/2022

Term Expires: 02/2025

George Shaver

Appointed: Alternate 01/2017 (to fill), 05/2019 (to fill), 02/2021

Term Expires: 02/2024

Joy White

Appointed: 02/2021

Term Expires: 02/2024

Amber E Wissing

Appointed: Alternate 06/2017 (to fill), 02/2019 (to fill), 02/2021

Term Expires: 02/2024

Carolyn Cipperly

Appointed: 02/2020

Term Expires: 02/2023

VACANT

Appointed:

Term Expires: 02/2023

Alternates

Mitchell Weimer

Appointed: Alternate 02/2022

Term Expires: 02/2025

James Woodrow Hardcastle Jr

Appointed: Alternate 02/2022

Term Expires: 02/2025

Note: Application received from April Davey, with an interview scheduled April 7th. Both alternates have also expressed interest in being moved to the regular seat.

River Commission

Members

- **Hunter Causey**
Appointed: 02/2022
Term Expires: 03/2025
- **Kyle Holt**
Appointed: 02/2022
Term Expires: 03/2025
- **Scott Schreiber**
Appointed: 03/2018, 03/2021
Term Expires: 03/2024
- **Erika Gibson**
Appointed: 03/2018, 03/2021
Term Expires: 03/2024
- **Joel Shute**
Appointed: Alternate 02/2020 (to fill), 03/2021
Term Expires: 03/2024
- **Richard "Chip" Fisher**
Appointed: 03/2021
Term Expires: 03/2024
- **Chris Treese**
Appointed: 06/2017, 02/2020
Term Expires: 03/2023

Alternates

- **Christopher Sharrow**
Appointed: Alternate 02/2022
Term Expires: 03/2025

Tourism Management Board

Members

- **Loretta Ayala**, Tourism
Appointed: 02/2022
Term Expires: 02/2025
- **Justine Smith**, Tourism
Appointed: 02/2022
Term Expires: 02/2025
- **Mike Mercatoris**, Chamber
Appointed: 03/2021
Term Expires: 02/2024
- **Taylor James**, Lodging
Appointed: 03/2021
Term Expires: 02/2024
- **Heather Montross-Cowan**, Resident
Appointed: Alternate 03/2021, 05/2021 (to fill)
Term Expires: 02/2024
- **Suzanne Emery**, Lodging
Appointed: Tourism: Alternate 03/2021, 05/2021 (to fill), Lodging: 02/2022
Term Expires: 02/2023
- **Brandon Cambron**, Restaurant
Appointed: 02/2022
Term Expires: 02/2025
- **Sharon Brady**, Resident/Business
Appointed: 02/2019, 02/2022
Term Expires: 02/2025
- **Patrick Drake**, Resident/Business
Appointed: 02/2018, 03/2021
Term Expires: 02/2024

Transportation Commission

Members

- **Ralph Trapani**
Appointed: 03/2019, 02/2022
Term Expires: 03/2025
- **Dean Kinkel**
Appointed: 02/2022
Term Expires: 03/2025
- **John Stephens**
Appointed: 02/2018, 03/2021
Term Expires: 03/2024
- **Betsy Suerth**
Appointed: 02/2022 (to fill)
Term Expires: 03/2024
- **Jon Harman**
Appointed: 02/2022 (to fill)
Term Expires: 03/2024
- **Steve Smith**
Appointed: 03/2020
Term Expires: 03/2023
- **VACANT**
Appointed:
Term Expires: 03/2024

Victim's and Witnesses Assistance & Law Enforcement Board

Members

- **Avis Laurita**
Appointed: 02/2018, 04/2021
Term Expires: 04/2024
- **Melissa Jones**
Appointed: 04/2021
Term Expires: 04/2024
- **Joyce Jenkins**
Appointed: 09/2021
Term Expires: 04/2024
- **Lauren Gueriera**
Appointed: 12/2021 (to fill)
Term Expires: 04/2024
- **Charles Scott Courtney**
Appointed: 12/2021 (to fill)
Term Expires: 04/2022

Alternates

- **Patti Cummings**
Appointed: 12/2021 (to fill)
Term Expires: 04/2023
- **Mark Fishbein**
Appointed 12/2021 (to fill)
Term Expires: 04/2025

020.020.020 Composition of boards and commissions.

The membership of boards and commissions shall be composed of the following persons:

- (1) *Local Liquor Licensing Authority.*
 - a. The Local Liquor Licensing Authority shall consist of a Hearing Officer appointed by the City Council by resolution and may be removed with or without cause by a majority vote of the City Council.
- (2) *Airport Board.*
 - a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (3) *Building Board of Appeals.* The Planning and Zoning Commission shall act as the Building Board of Appeals whenever such a board is required by this Code, other ordinances of the City or State or Federal law.
- (4) *Finance Advisory Board:*
 - a. Seven (7) members of which at least six (6) are City residents. One (1) member shall be employed in the finance industry; one (1) member shall be employed by the tourism industry; and one (1) member may be a non-resident, but shall own or be employed by a business within the City.
- (5) *Parks and Recreation Commission.*
 - a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
 - b. Reserved.
 - c. Reserved.
 - d. One (1) youth (under the age of eighteen [18] at appointment) who shall serve a one-year term from June 1 to May 31 of the following year.
- (6) *Planning and Zoning Commission.*
 - a. Seven (7) citizens who are residents of the City.
- (7) *River Commission.*
 - a. Seven (7) citizens, with one (1) alternate, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (8) *Victim's and Witnesses Assistance and Law Enforcement Board.*
 - a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
 - b. Reserved.
 - c. The Chief of Police as an advisory member, but a nonvoting member of the Board.
- (9) *Transportation Commission.*

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- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (10) Reserved.
- (11) *Glenwood Springs Housing Commission.*
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- Membership should reflect a broad representation of organizations and other entities which are related to housing, including but not limited to the financial community, the building and development community, the real estate industry, and organizations which support low-income residents of the community.
- (12) *Historic Preservation Commission.*
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (13) *Tourism Promotion Board.*
- a. Two (2) representatives from the tourism related businesses located within the City;
 - b. Two (2) representatives from the lodging businesses located within the City;
 - c. One (1) representative from the restaurant or retail businesses located within the City;
 - d. One (1) representative from the Glenwood Springs Chamber Resort Association; and
 - e. Three (3) citizens, at least two (2) who are residents of the City and that shall not have a direct or indirect financial interest in a business referenced in (a), (b) or (c) above and one (1) who is a resident that may have a financial interest in a business referenced in (a), (b) or (c) above.
- (14) *Arts and Culture Board.*
- a. Eight (8) members, at least five (5) of which are residents of the City, three (3) of which may reside outside of the City, and one (1) of which being a youth representative under the age of eighteen (18) or not having completed his or her final year of high school. Those representatives residing outside of the City must reside within the 81601 postal zip code area, own real property or a business within the City, or attend school within the City.
- (15) Council and Staff Participation on Boards and Commissions:
- a. The Mayor may appoint up to two (2) members of Council to act as a liaison between Council and a Board or Commission.
 - b. The City Manager may appoint a member of staff to assist a Board or Commission as necessary to fulfill their duties as provided for in 020.020.030.

(Code 1971 §§ 2-61, 4-75, 4-230, 15-2; 26-84 § 1; 19-89 § 1; 12-90 § 1; 54-90 § 1; 29-91 § 1; 10-93 § 1; 29-93 § 1; 7-94 § 1; 23-94 § 1; 10-95 § 1; 19-95 §§ 1, 2; 40-95 § 1; 28-97 § 1; 29-97 § 1; 1-01 § 1; 61-01 § 2; 14-03 § 1; 9-04 § 1; 20-05 § 2; 7-06 § 2; 13-06, § 2; 10-07 § 2; 6-08 § 2; 12-09 § 2; 12-10 § 2; 2-12 § 2; Ord. No. 2-2016, § 2(Exh. A), 2-4-2016; Ord. No. 16-2017, § 3, 8-17-2017; Ord. No. 2-2018, § 2, 1-18-2018; Ord. No. 6-2018, § 2, 3-1-2018; Ord. No. 21-2018, § 2, 9-20-2018; Ord. No. 2-2021, § 2(Exh. A), 4-15-2021)

020.020.030 Powers and duties of boards and commissions.

(a) *Local Liquor Licensing Authority.*

- (1) *Powers and duties of local liquor licensing authority.* The Local Liquor Licensing Authority shall have the powers granted to local licensing authorities pursuant to C.R.S. Title 12, Articles 46, 47, and 48, as amended.
- (2) *Temporary permits.* The City Clerk is hereby delegated the authority to issue temporary fermented malt beverage permits to license transferees, as authorized by C.R.S. § 12-46-106.5, as amended, and temporary permits for any class of liquor license as authorized by C.R.S. § 12-47-106.5, as amended. Each temporary permit shall authorize the transferee to continue selling fermented malt beverages and other licensed beverages in accordance with state law during the period in which an application to transfer is pending. The City Clerk may issue the temporary permit if: (a) the premises shall have been previously licensed by the State and the license is valid at the time the application for transfer is filed; (b) the application appears to be in order, an application for transfer of the appropriate license has been filed, all fees have been paid, the initial background check has been successfully completed, and the fingerprint cards have been completed; and (c) the application for the temporary permit is filed no later than thirty (30) days after the filing of the application for transfer and associated fees paid. No temporary permit issued by the City Clerk shall be for a period greater than one hundred twenty (120) days from the date of its issuance.
- (3) *Wine tastings.* The Local Liquor Licensing Authority is authorized to issue annual wine tasting permits pursuant to C.R.S. § 12-47-301 with the following conditions: (a) All requirements of C.R.S. § 12-47-301 have been met; and (b) Payment of an annual application fee of one hundred dollars (\$100.00); and (c) No more than one hundred four (104) wine tastings may be held during the term of any permit issued pursuant to this section; and (d) Permit holders shall notify the City Clerk and Police Department at least seven (7) days prior to any wine tasting.
- (4) *Rules, policies and procedures.* The Local Liquor Licensing Authority shall adopt rules, policies and procedures for the implementation of its duties and powers as those have been granted pursuant to C.R.S. Title 12, Articles 46, 47, and 48, as amended.
- (5) *Report to city council.* The Local Liquor Licensing Authority shall be required to report on all actions taken with respect to the issuance of or control over liquor licenses within the City to the City Council. Reports shall be made in a timely fashion to the City Council.
- (6) *Appeal to city council.* Any decision of the Local Liquor Licensing Authority may be appealed to the City Council within ten (10) calendar days, or at the next regularly scheduled meeting. City Council shall have the authority to sustain, modify or overturn the decision of the Local Liquor Licensing Authority. In any event, the City Council shall direct the Local Liquor Licensing Authority to take a particular action. The Local Liquor Licensing Authority shall conform to the written direction of the City Council within ten (10) calendar days from the date of the written directive.
- (7) *Appeal to district court.* Any person applying to the District Court for review of a decision of the Local Liquor Licensing Authority shall apply for review within thirty (30) days of the decision of the Local Liquor Licensing Authority. The thirty-day period shall be inclusive of the appeal process to City Council as outlined in Subparagraph (5) above.

- (b) *Powers and Duties of Airport Board.* The powers and duties of the Airport Board shall be to investigate, study and report to the City Council all matters concerning the airport facilities of the City and other matters concerning the subject of aviation which may be pertinent to the City as shall be requested of the Airport Board by the City Council; and such Board may investigate, study and report to the City Council on such other matters concerning the Municipal Airport as the Board may deem for the best interests of the City.

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- (c) *Powers and Duties of Building Board of Appeals.* The powers and duties of the Building Board of Appeals shall be to hear appeals in accordance with the International Building Code, International Residential Code, International Fire Code, and the other adopted codes from the International Code Council, as adopted or amended by Title 060 of this Code. Such power shall not include matters of interpretation arising under the Code.
- (d) *Powers and Duties of Finance Advisory Board.* The Finance Advisory Board shall advise and assist the City Manager and Finance Director in the preparation of the City budget, the establishment of accounting systems for the City, the planning of expenses, the projection of revenues and the analysis of the other fiscal matters presented to the Board by the City Council. The Finance Advisory Board shall also be responsible for making recommendations to City Council regarding grants from the City's various grant programs as Council may establish from time to time. No decision of the Finance Advisory Board shall be binding upon the City or anyone acting on its behalf.
- (e) *Powers and duties of Parks and Recreation Commission.* The powers and duties of the Parks and Recreation Commission shall be:
- (1) To investigate, study and report to the City Council all matters concerning City parks and recreation within the City and other matters concerning the subject of parks and recreation which may be pertinent to the City and requested of such Commission by the City Council.
 - (2) To investigate, study and report to the City Council on such other matters concerning parks and recreation within the City as the Commission may deem in the best interests of the City.
 - (3) To provide technical assistance, advice and planning support to the Parks and Recreation Director and City Council regarding tree planting and maintenance needs in the City.
 - (4) To provide recommendations from time to time regarding the administration and implementation of Article 090.050 of this Code.
 - (5) To investigate, study and report to City Council all matters concerning the burial and internment facilities of the City and other such matters as may be requested by City Council from time to time.
 - (6) To investigate, study and report to City Council on such other matters concerning burial and internment facilities and such other similar matters as the Commission may deem in the best interests of the City.
 - (7) To investigate, study and report to City Council any and all matters concerning the use and operation of the City's Community Center.
 - (8) To coordinate with other City boards and commissions on any aspect of the Community Center that may relate to the powers and duties of such other boards and commissions.
 - (9) To investigate, study and report to City Council on grants, donations and other forms of funding to assist in the operation of the Community Center, and to otherwise advise City Council on budgetary needs related to the operation of the Community Center.
- (f) *Powers and duties of Planning and Zoning Commission.* The powers and duties of the Planning and Zoning Commission shall be:
- (1) To develop and recommend a master plan subject to the approval of the City Council and its environ in accordance with the provisions of this Code and the laws of the State.
 - (2) To recommend to the City Council boundaries of zone districts and regulations to be enforced therein, in accordance with the provisions of this Code and the laws of the State.

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- (3) To review proposals relating to subdivision, development and use of land and make decisions or recommendations on such proposals, in accordance with the procedures and provisions set forth in this Code.
 - (4) To hear and decide appeals wherein there is a question of interpretation of the zone district map, the master plan or related documents and similar questions as they may arise in the administration of this Code.
 - (5) The Planning and Zoning Commission shall have the duty and power to act on appeals with regard to matters arising from enforcement of provisions of Title 070 of this Code, including:
 - a. *Review of administrative decisions.* To hear and decide appeals where it is alleged there is error in any action, including any order, interpretation, requirement, decision or determination made by an administrative official of the city in the enforcement of Title 070 of this Code.
 - b. *Variances.* To hear and decide requests for variances from the zoning provisions and sign regulation provisions where there are unique, unnecessary and unreasonable hardships in the way of carrying out the strict letter of said provisions; and to hear and decide requests for variances to allow deviations from restrictions upon the construction and placement of buildings and other structures on site. Examples of such variances include, but are not limited to, modifications of minimum area requirements, building coverage and setback restrictions. Variances from permitted and special review uses in zone district text shall not be considered.
 - (6) To perform such other functions as required by the provisions of Title 070.
 - (7) To service as the Building Board of Appeals.
 - (g) *Powers and duties of River Commission.* The powers and duties of the River Commission shall be:
 - (1) To investigate, study, and report to the City Council any and all matters concerning the use, enjoyment, conservation of the, rivers and streams in the City and its environs and the open space adjacent thereto, including water quality issues, the protection of valuable riparian ecosystems, and water rights matters.
 - (2) To advise the City Council on public access to and use of rivers and streams in the City and the adjacent environs and maintain and update a map related thereto as necessary.
 - (3) To advise the City Council on the use of municipally owned property adjacent to the rivers and City construction projects in the rivers or adjacent open space.
 - (4) To promote and celebrate riverfront cleanup efforts and public awareness of non-point source water pollution.
 - (5) To investigate, study and report to the City Council on grants, donations and other forms of funding to assist in the acquisition and improvement of the rivers and adjacent open space, and to otherwise advise the City Council on budgetary needs related to preservation of open space and river improvement.
 - (6) To appoint subcommittees as necessary to carry out the foregoing functions.
 - (7) To coordinate with the Parks and Recreation Commission, Roaring Fork Conservancy, Middle Colorado Watershed Council, and other organizations, stakeholders groups, and property owners as is necessary to carry out the foregoing functions.
 - (8) At the request of City Council hold an annual work session with the City Council to review the actions taken by the River Commission regarding the foregoing functions and discuss future plans.
 - (h) *Powers and duties of the Victim's and Witnesses Assistance and Law Enforcement Board.*

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- (1) The Board shall designate one (1) of its members as chairman, shall establish rules of procedure and order and shall hold meetings as it might deem necessary.
 - (2) A surcharge equal to twenty-five (25) percent of the fine imposed for violation of all municipal ordinances, including ordinance violations under the Model Traffic Code, is hereby levied on each Municipal Court action resulting in a conviction, plea of guilty or no contest or in a deferred judgment and sentence, which municipal ordinance violation is charged pursuant to City ordinances. All calculated surcharge amounts resulting in dollars and cents shall be rounded to the nearest whole dollar. In the event a portion of the fine is suspended, the surcharge levied shall be computed based upon the original fine, regardless of whether a portion of said fine has been suspended. Said surcharges shall be paid to the Clerk of the Court by the defendant, and said Clerk shall deposit the money so received in the fund hereinafter created.
 - (3) The Victim's and Witnesses Assistance and Law Enforcement Fund, hereinafter referred to as the "Fund," consist of all monies paid as a surcharge as provided in Subsection (2) above. All monies deposited in the Fund shall be deposited in an interest-bearing account, and all interest earned by monies in the Fund shall be credited to the Fund. The City Manager, by and through the Finance Director, shall be responsible for establishing a separate fund for purposes of accounting for the revenues and expenditures. At the conclusion of each fiscal year, all monies remaining in the Fund shall remain in the Fund for allocation as hereinafter set forth.
 - (4) The Board shall disburse monies from the Fund in the following manner:
 - a. First, to the payment of all reasonable and necessary expenses and costs incurred by the Board in the performance of its duties, including but not limited to professional fees, office supplies and meeting expenses.
 - b. Second, not less than fifty (50) percent of the monies remaining in the Fund after the deduction of reasonable expenses and costs shall be allocated for the purchase of victims (and witnesses) services and reimbursements, as hereinafter set forth. No funds shall be paid except in those specific instances where a police report has been filed by the Police Department for an alleged violation of a municipal ordinance, regardless of whether the perpetrator has been identified, arrested or prosecuted.
 - c. Third, any remaining monies may be allocated to the Police Department for the following purposes, including, but not limited to: equipment purchases, training programs for personnel and the employment of additional personnel. Such funds shall not be used by the Police Department for defraying the costs of routine and ongoing operating expenses. No disbursement within this category of expenditure shall be made without the approval of the City Council following a written recommendation by the Board.
 - (5) Disbursement of funds by the Board on behalf of the victim's and witnesses assistance services may be used for the following purposes:
 - a. Provision of services for early crisis intervention;
 - b. Assistance in prompt return of victims' property;
 - c. Assistance to victims and witnesses in arranging transportation to and from court;
 - d. Provision of translator services;
 - e. Protection from threats of harm and other forms of intimidation;
 - f. Reasonable medical and hospital expenses and expenses incurred for dentures, eyeglasses, hearing aids or other prosthetic or medically necessary devices; and

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- g. Losses resulting from property damage, including repair or replacement of property damaged as a result of crime or payment of the deductible amount on a residential insurance policy in an amount not to exceed five hundred dollars (\$500.00). Victims' recovery due to property damage shall not exceed five hundred dollars (\$500.00) for any crime, but in no case shall a loss be compensable if the aggregate property damages are less than twenty-five dollars (\$25.00).
 - (6) The Board is authorized to accept and evaluate all applications for disbursement of funds, whether emanating from victims, witnesses or law enforcement agencies. Applications for disbursement shall be made upon forms prescribed by the Board, and made available by the Municipal Court and the Police Department. The Board shall establish its own criteria for evaluating applications for disbursement, and nothing herein contained shall obligate the Board to make disbursement of any funds available to it. Upon a finding by the Board that a disbursement shall be made from the Fund, the Board shall submit a written request for payment to the Finance Department, which shall then remit payment in accordance with the request.
 - (7) The Board is required to submit minutes of its meetings to the City Council at the next regular Council meeting following the Board's meeting.
 - (i) *Powers and duties of Transportation Commission.* The powers and duties of the Transportation Commission shall be:
 - (1) To investigate, study and report to the City Council any and all matters concerning transportation issues which directly affect the City.
 - (2) To investigate, study and report to the City Council on other intergovernmental committees, boards or commissions working on transportation issues in the Tri-County (Pitkin, Garfield and Eagle) area.
 - (3) To meet with the City Council on an annual basis to identify which transportation issues require priority attention.
 - (4) To investigate, study and report to the City Council on grants, donations and other forms of funding to assist in meeting the transportation needs of the City.
 - (5) To perform functions concerning oversight of transportation issues or functions as delegated by the City Council.
 - (6) To appoint subcommittees as necessary to carry out the foregoing functions subject to the approval of the City Council.
 - (j) Reserved.
 - (k) *Powers and duties of Glenwood Springs Housing Commission.* The powers and duties of the Housing Commission shall be:
 - (1) To investigate, study and report to the City Council any and all matters concerning housing issues which directly affect the City, including the preparation of a Comprehensive Housing Affordability Strategy (CHAS).
 - (2) To assist City Council in defining the nature and scope of housing opportunities in the City.
 - (3) To meet with the City Council on an annual basis to identify which housing issues require priority attention.
 - (4) To investigate, study and report to the City Council on grants, donations and other forms of funding to assist in meeting the housing needs of the City.
 - (5) To perform functions concerning oversight of housing issues or functions as delegated by the City Council, including monitoring the implementation of activities as described in the CHAS.

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- (6) To appoint subcommittees as necessary to carry out the foregoing functions subject to the approval of the City Council.
- (l) *Powers and duties of Historic Preservation Commission.* The powers and duties of the Historic Preservation Commission shall be:
- (1) To recommend to City Council methods for the protection and preservation of the City's historic and cultural heritage, including, but not limited to, the designation of historic landmarks and districts by appropriate regulations.
 - (2) To recommend to City Council methods for enhancing property values and the stabilization of historic neighborhoods.
 - (3) To recommend to City Council methods for increasing economic and financial benefits, including, but not limited to, City attractions.
 - (4) To provide educational opportunities to increase public appreciation of the City's unique heritage.
 - (5) To do any other tasks related to the historic preservation of resources in the community of Glenwood Springs.
- (m) *Powers and duties of Tourism Promotion Board.* The powers and duties of the Tourism Promotion Board shall be:
- (1) To investigate, study and report to the City Council:
 - a. All matters concerning tourism marketing and promotion that pertain to the benefit of Glenwood Springs and the area within the 81601 postal zip code; and
 - b. Other matters concerning the subject of tourism marketing and promotion which may be pertinent to the benefit of the City and the area within the 81601 postal zip code.
 - (2) To coordinate with City staff, community organizations, community businesses, and other boards and commissions, when applicable to efficiently market and promote tourism to the benefit of Glenwood Springs and the area within the 81601 postal zip code.
 - (3) To, at its discretion, and in addition to initiatives that directly market and promote features and attractions within the City and the area within the 81601 postal zip code, market and promote the geographical proximity of Glenwood Springs to other features and attractions outside of the 81601 postal zip code in ways that could reasonably be expected to benefit the City.
 - (4) To establish rules of procedure and order for the Board to follow.
 - (5) To review tourism marketing plans; to set tourism marketing goals, to determine the methods to accomplish and measure success in accomplishing those goals; to determine the appropriate staff and marketing contractor(s)/vendor(s) resources needed; to recommend to the City Council an annual tourism marketing budget; to recommend, to the City Council, award of contract(s) for the best candidate for contract staff and marketing contractor(s)/vendor(s), deemed necessary, based upon an approved Request for Proposal, Request for Qualification or other process; and to provide oversight of performance of contract staff and marketing vendor(s)/contractor(s) contract terms to ensure the efficient and effective implementation of the marketing goals and to report problems with performance to City Council.
 - (6) To meet with the City Council on an annual basis, or as often as requested by the City Council, to identify marketing priorities of the City.
 - (7) To complete all other duties as may be directed by City Council.
- (n) *Powers and duties of Arts and Culture Board.* The powers and duties of the Arts and Culture Board shall be:
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- (1) To promote awareness, access, and appreciation of the fine, performing, and practical arts for City residents and visitors.
 - (2) To advise the City Council in connection with all matters relating to the artistic and cultural development of the City.
 - (3) To provide opportunities for cultural and art experience and education for children and adults.
 - (4) To promote increased interaction and collaboration among artists, art-related organizations, and opportunities for growth and exposure.
 - (5) To promote knowledge and appreciation for cultural forms of artistic expression.
 - (6) To make recommendations to the City Council with respect to fundraising and annual budget appropriations for the arts.
 - (7) To advise and consult with local arts groups as requested by such groups or by the City Council.

(Code 1971 §§ 2-64.1, 2-2, 2-65[a], [b], 2-65.1, 4-78, 4-232, 4-155, 15-2; 26-84 § 3; 19-89 § 3; 12-90 § 1; 54-90 § 3; 39-91 § 3; 10-93 § 2; 29-93 § 3; 7-94 § 3; 17-94 § 1; 23-94 § 3; 10-95 § 3; 11-95; 19-95 § 3; 46-95 § 1; 55-95 § 1; 28-97 § 3; 29-97 § 5; 32-97 § 1; 42-00 § 1; 61-01 § 3, 4, 5; 61-02 § 4; 9-04 § 1; 20-04, § 1; 33-05, § 2; 7-06 § 3; 13-06, § 2; 6-08 § 2; 12-10 § 2; 2-12 § 2; Ord. No. 16-2017, § 4, 8-17-2017; Ord. No. 2-2018, § 3, 1-18-2018; Ord. No. 6-2018, § 3, 3-1-2018; Ord. No. 21-2018, § 3, 9-20-2018; Ord. No. 2-2021, § 2(Exh. A), 4-15-2021)

020.020.040 Appointment, removal, term and vacancies of boards and commissions.

- (a) *Appointment and term of members.* Except as otherwise provided, all appointments to the boards and commissions shall be by the City Council for terms of three (3) years each, and each member shall serve until his/her successor is appointed and takes office; provided, however, that the initial terms of office may be shortened by the City Council so as to provide overlapping terms of office. Appointments shall expire the day before the first regular meeting of the City Council in each month according to the following schedule:

- (1) February:
 - Planning and Zoning Commission;
 - Finance Advisory Board;
 - Tourism Promotion Board;
 - Building Board of Appeals.
- (2) March:
 - Transportation Commission;
 - Arts and Culture Board;
 - Parks and Recreation Commission;
 - Airport Board;
 - River Commission.
- (3) April:
 - Local Liquor Licensing Authority;
 - Victim's Witnesses Assistance and Law Enforcement Board;
 - Historic Preservation Commission;

Glenwood Springs Housing Commission.

- (b) *Alternate members.* The City Council at its discretion may appoint up to three (3) persons as alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such absence and to attend and serve at the meeting. The alternate member may exercise all powers at the meeting which the absent regular member could exercise, and the alternate's powers and privileges shall terminate at the end of the meeting attended. The presiding officer may at his/her discretion select the same alternate to serve at successive meetings in the absence of any member.
- (c) *Limit to term of members.* No board member shall serve more than two (2) successive terms on the same board or commission.
- (d) *Removal of members.* All appointed members of a board or commission shall be subject to removal, at any time, by the City Council. In the event an appointed member of a board or commission ceases to qualify for membership, his or her appointment is immediately terminated.
- (e) *Vacancies.* The City Council shall fill all vacancies on boards and commissions by appointment for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018; Ord. No. 29-2020 , § 2, 1-7-2021)

City of Glenwood Springs, Transportation Commission
collected past and potential roles and responsibilities, February 2022
assembled from meeting minutes and notes late 2021—early 2022
reviewed at March 1 commission meeting, and offered for consideration
by city council

- annual review and recommendations re *Long Range Transportation Plan*
- receive timely periodic updates (quarterly?) on status of top four large and small capital project priorities
- sequential review and recommendations re active capital projects (*e.g.* prelim, 30%, 60%)
- TDM design and implementation
- initiate transportation-related recommendations re policies, design standards, *etc.*
- review and decide on traffic calming funding applications
- review and advise re studies, consultant services, public engagement related to transportation
- serve as review agency for major land-use and development proposals
- annual work session with city council
- other duties assigned by city council or requested from staff



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Ordinance 2022-05; Amending Sections in Title 090 Public Lands, Second Reading (If Time Permits)

Action Requested: Approval of Ordinance 2022-05 amending sections of Title 090 of the Municipal Code regarding the regulation of Public Lands.

Department: Parks & Recreation

Presented By: Brian Smith

Strategic Goals: Provide Efficient and Responsive City Government
Generate Sustainable Economic Development

Background Info: City Council on June 17, 2021 discussed Ordinance 2021-06 regarding authorization of commercial use of the parks through a permitting system. Council voted 5-1, with Councilor Hershey voting no, to approve the ordinance on first reading.

Since that time, other changes to Title 090 have been identified as a need by staff. Ordinance 2022-05 includes the previously discussed changes to Title 090 including adding the ability for the City Manager to issue commercial activity permits. It also makes changes to the rules and regulations for parks, the archery range, and cemeteries including the department fee schedule, and amends 090.050.050 to use the Construction Trades Licenses section of Title 50 for commercial tree cutters.

Issues:

Fiscal Impact:

Legal Review:

Staff Recommendation: Staff recommends approval of Ordinance 2022-05.

ORDINANCE NO. 05

Series of 2022

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO AMENDING TITLE 090 OF THE GLENWOOD SPRINGS MUNICIPAL CODE.

WHEREAS, the City of Glenwood Springs (“Glenwood Springs” or the “City”) is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Glenwood Springs Home Rule Charter; and

WHEREAS, pursuant to its home rule authority, the City, acting through its City Council (the “Council”), is authorized to adopt ordinances amending the Municipal Code; and

WHEREAS, the City owns and manages various properties around the City that are governed by Title 090 of the Glenwood Springs Municipal Code; and

WHEREAS, City staff have recommended amendments to Title 090 of the Glenwood Springs Municipal Code to address:

- a) where to find the cemetery rules and regulations;
- b) parks rules and regulations;
- c) the issuance of permits reserving park lands and structures; closing of park lands to public;
- d) licensing of commercial tree cutters; and

WHEREAS, the City Council finds and declares that the amendments to Title 090 set forth in **Exhibit A**, attached hereto and incorporated herein by this reference, are in the best interest of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AS FOLLOWS:

Section 1. The foregoing recitals are incorporated herein as if set forth in full.

Section 2. Title 090 of the Glenwood Springs Municipal Code is hereby amended as set forth in **Exhibit A** attached hereto.

Section 3. Any ordinances or resolutions or parts thereof, which are in conflict with this ordinance, are hereby repealed to the extent of such conflict only.

Section 4. With the exception of the provisions of the Municipal Code of the City of Glenwood Springs which are modified as provided herein, all remaining provisions of the Municipal Code of the City of Glenwood Springs shall remain in full force and effect.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY THIS 3rd DAY OF FEBRUARY 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

INTRODUCED, READ ON SECOND READING, AND ORDERED PUBLISHED BY
TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND
PUBLICATION THIS _____ DAY OF _____ 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

Exhibit A

The following sections of the Municipal Code are amended as follows with double underlined text added and ~~strike through text deleted~~.

ARTICLE 090.020 CEMETERIES

090.020.010 Rules and regulations adopted.

- (a) *Adoption.* For the purposes of providing a just, equitable and practical method of safe, efficient and economical management of the cemeteries owned by the City, the City of Glenwood Springs Cemetery Rules and Regulations, ("Cemetery Rules and Regulations") promulgated by the City of Glenwood Springs, Colorado, are hereby adopted which shall be amended by City Council Resolution.
- (b) *Violations.* It shall be unlawful for any person to erect, construct, enlarge, alter, repair, move, improve, remove, demolish, equip or maintain any grave, grave lot, monument or vault or cause or permit the same to be done, or for any person to perform any other act prohibited or fail to perform any other act required by or contrary to and in violation of any of the provisions of the Cemetery Rules and Regulations, or any order issued by the City Manager pursuant to said Rules and Regulations.
- (c) *Penalties.* Any person violating any of the provisions of the Cemetery Rules and Regulations shall be deemed guilty of a misdemeanor and, upon conviction of the same, shall be punished in accordance with the provisions of Section 010.020.080.
- (d) *Conflicts.* If any provision of the Cemetery Rules and Regulations conflicts with any other provisions of this Code or any state or federal law or regulation, the other provision of this Code or state or federal law or regulation shall control.
- (e) *Copies.* Copies of the Cemetery Rules and Regulations are available for public inspection in the office of the City Clerk at 101 W. 8th Street, Glenwood Springs, Colorado and online at www.cogs.us.

ARTICLE 090.030 MUNICIPAL PARKS

090.030.030 Rules and regulations.

- (a) *Adoption.* For the purposes of providing a just, equitable and practical method of safe, efficient, and economical management of parklands owned by the City, the City of Glenwood Springs Parks Rules and Regulations, ("Parks Rules and Regulations") promulgated by the City of Glenwood Springs, Colorado, are hereby adopted which shall be amended by City Council Resolution.

- (c) *Penalties.* Any person violating any of the provisions of the Parks Rules and Regulations shall be deemed guilty of a misdemeanor and, upon conviction of the same, shall be punished in accordance with the provisions of Section 010.020.080.
- (d) *Conflicts.* If any provision of the Parks Rules and Regulations conflicts with any other provisions of this Code or any state or federal law or regulation, the other provision of this Code or state or federal law or regulation shall control.
- (e) *Copies.* Copies of the Parks Rules and Regulations are available for public inspection in the office of the City Clerk at 101 W. 8th Street, Glenwood Springs, Colorado and online at www.cogs.us.

The City Council may adopt rules and regulations consistent with the provisions of this article to promote the public health, safety and general welfare of those persons utilizing the park lands.

090.030.040 Issuance of permits reserving park lands and structures; closing of park lands to public.

- (a) *Permit required for exclusive use of a parkland or Parks and Recreation facility; attendance of 50+ participants and/or spectators; use of tents, structures, and/or sound amplification; selling or distributing alcohol and/or food to the public; any commercial activity selling goods and/or services.*
- ~~(a)~~ (b) *Permits.* The City Manager shall have the authority to issue written permits reserving park lands and structures in park lands. When no permit has been issued, the use of such areas shall follow generally the rules of first-come first-served.
- (c) *Commercial Activity Permits.* The City Manager shall have the authority to issue written permits for commercial activities on City park lands. No commercial activity may be conducted without a permit.
- (d) *Boat Ramp Commercial Use Permit.* The City Manager shall have the authority to issue written permits for commercial activities on City boat ramps. No commercial activity may be conducted without a permit.
- ~~(b)~~ (e) *Closing park lands.* Any section, part or the whole of any park land may be declared closed to the public by the City Manager at any time and for any interval of time, whether temporarily or at regular and stated intervals, daily or otherwise, and whether entirely or merely to certain uses, as the City Manager shall find reasonable and necessary.

~~090.030.050 Certain acts prohibited within park lands.~~

~~It shall be unlawful for any person to perform any of the following acts within the park lands, to wit:~~

- ~~(1) To cut, mark, remove, break or climb upon or in any way injure, damage or deface the trees, shrubs, plants, turf or any of the building, fences, bridges or other structures.~~
- ~~(2) To pick or take away any vegetation.~~
- ~~(3) To build or place any tent, building, booth, stand or other structure without first having obtained a permit to do so from the City Manager.~~

- ~~(4) To build, light, make or use any fires, except in fireplaces and grills constructed for such purpose and under such rules and regulations as may be prescribed in the Article, or to leave the park without first having completely extinguished fires.~~
- ~~(5) To bring in any garbage, trash, refuse, fill materials or other waste materials for the purpose of dumping or depositing the same in the parkland, except upon the express consent of the City Manager.~~
- ~~(6) To deposit, throw or leave any litter, except in a receptacle or container provided for such purpose. If no receptacles are available, litter shall be carried away from the area to be properly disposed of elsewhere. For purposes of this subsection, litter is defined to include all rubbish, waste material, refuse, garbage, trash, debris or other foreign substance, solid or liquid of every form, size, kind and description.~~
- ~~(7) To bring in any glass bottle or glass container for any purpose whatsoever.~~
- ~~(8) Within the park lands located outside the territorial limits of the City, to violate any provision of this Code.~~
- ~~(9) To fail to observe or respect written permits issued by the City Manager.~~
- ~~(10) To conduct any commercial activity without a permit.~~
- ~~(10)(11) To violate any rule or regulation promulgated pursuant to this article.~~
- ~~(11)(12) To possess or carry a firearm or other weapon, as described in Article 120.030 of this Code. This prohibition shall not apply to City approved shooting ranges and persons using such shooting ranges as members, guests of members and law enforcement officers or at City approved events.~~
- ~~(12) To leave horses or livestock at the rodeo grounds unattended except pursuant to a valid special event permit.~~
- ~~(13) Smoke, as defined in Section 100.040.020.~~

~~090.030.060—Restriction on use of park lands for commercial rafting and related activities.~~

~~It shall be unlawful for any person engaged in the business of transporting people on the Roaring Fork or Colorado River for hire to use Veltus Park for access to or from the Roaring Fork River.~~

- ~~(b) It shall be unlawful for any person engaged in the business of transporting people on the Roaring Fork or Colorado River for hire to park or stand any vehicle used in said business in Two Rivers Park unless such vehicle is actively engaged in loading or unloading people or equipment.~~
- ~~(c) Any person or company engaged in the business of transporting people on the Roaring Fork or Colorado River for hire must obtain a permit from the City before using the ramp at Two Rivers Park for the loading and unloading of people or equipment into or out of the Rivers. Such ramp use shall include the disembarking of people for use of the pavilion and/or picnic~~

areas. Such ramp use permit shall be effective for one (1) calendar year. Each permit expires on December 31 of the calendar year. The annual ramp permit fee will be set by resolution of City Council.

- ~~(d) Each permittee shall also be assessed a fee as set by resolution of City Council for use of the ramp. A usage report and associated payment shall be provided to the City no later than December 1st of the current year.~~
- ~~(e) No permittee will proceed to the Two Rivers boat ramp until such time as it is clearly evident that space is available for him/her to load/unload safely. The ramp area will be kept clear at all times for loading and unloading activities.~~
- ~~(f) The ramp area is to be used for loading and unloading only. Loading/unloading time shall not exceed twenty (20) minutes.~~
- ~~(g) No vehicles will be left unattended at any time. Attended vehicles will not be left in the ramp area or adjoining loop for over thirty (30) minutes, space allowing.~~
- ~~(h) No storage parking of vehicles is allowed anywhere in the park. Commercial vehicles left unattended anywhere in the park are subject to ticketing and towing.~~
- ~~(i) No commercial staging activities shall occur in Two Rivers Park.~~
- ~~(j) All permittees shall abide by the rules and regulations for use of the boat ramp and Two Rivers Park which may be established from time to time by the City. All permittees are responsible for educating their employees about these rules and regulations.~~
- ~~(k) Trash containers, portable toilets and recycling containers are provided. Commercial companies will be responsible for keeping the area clean around these facilities used by their customers.~~
- ~~(l) Permittees shall use the area west of the boat ramp, as indicated on the map attached to the ordinance codified herein as a picnic area. If overcrowding occurs in this area, permittees will be allowed to use the Two Rivers Park picnic area. This provision does not imply that the area west of the boat ramp or that the Two Rivers Park picnic area are for the exclusive use of commercial permittees.~~
- ~~(m) Failure to abide by the City regulations can result in the permittee losing his/her permit to use the boat ramp in addition to any other penalties allowed by law. All violations will be reported to the Forest Service.~~
- ~~(n) Failure by a person or company to comply with any of these permitting and reporting requirements for the use of the ramp shall result in a fine of one hundred dollars (\$100.00) and the suspension of the right to use the ramp for one (1) week. Subsequent violations will result in a fine of two hundred fifty dollars (\$250.00) per violation and a twelve month suspension of the person's or company's use of the Two Rivers Park ramp, pavilion and picnic facilities.~~
- ~~(o) Reserved.~~

ARTICLE 090.050 STREET TREES

090.050.050 Licensing of commercial tree cutters.

- (a) *Purpose.* The purpose of this section is to protect the City and the citizens thereof and to protect and preserve trees in the City by assuring a minimum level of knowledge and competency on the part of all persons engaged in the business of cutting trees in the City.
- (b) *License required.* It shall be unlawful for any person to engage in the business of cutting, trimming, pruning or removing trees within the City without first procuring a contractor's license from the City. For purposes of this section, business is defined as any work for which a charge is made, either by a fixed sum, price, fee, wage, percentage, barter or any combination of these.
- ~~(c) *Application procedure.* Any person desiring a license pursuant to this section shall make application therefor at the Office of the Superintendent on forms to be provided by the Superintendent. Within ten (10) days after receipt of the application, the Superintendent shall examine the applicant either orally or in writing as he/she shall deem appropriate. At the discretion of the Superintendent, the examination may also include an actual demonstration of the applicant's ability. No license shall be issued or renewed without the approval of the Superintendent.~~
- ~~(d) *Insurance.* Every person granted a license under this section shall maintain at all times workers' compensation insurance, as well as public liability and property damage insurance in the following minimum amounts: seventy-five thousand dollars (\$75,000.00) coverage per occurrence, fifty thousand dollars (\$50,000.00) coverage for bodily injury and death per person, and ten thousand dollars (\$10,000.00) for property damage.~~
- ~~(e) *License fees, term and renewal.* No license shall be issued or renewed hereunder until the applicant has paid an annual license fee of seventy-five dollars (\$75.00). Every license issued hereunder shall expire twelve (12) calendar months after it is issued. Renewal applications may be submitted at the Office of the Superintendent any time within thirty (30) days of the date the license will expire.~~
- ~~(f) *Suspension or revocation of license.* Upon the verified complaint in writing by any person, the Superintendent may suspend or revoke any license issued hereunder for violations of this article or for violations of any rules or regulations promulgated pursuant to this article. The complaint shall be submitted in writing to the Superintendent and shall state the date, time and place of the violation for which the suspension or revocation of said license is requested. Before suspending or revoking any license pursuant to this section, the Superintendent shall first mail, by certified mail, a copy of the complaint to the license holder and give notice to the license holder of a date, not less than five (5) days after the date of mailing of such notice, on which the Superintendent will hold a hearing to determine whether or not such license should be suspended or revoked.~~
- ~~(g) *Appeal of suspension or revocation.* In the event of any suspension or revocation of a license by the Superintendent, the licensee shall have the right to appeal such suspension or revocation to the City Manager and thence to the City Council. An appeal of the Superintendent's decision must be submitted in writing to the Superintendent within ten (10) days after the suspension or revocation of the license or, if an appeal for the decision of the City Manager, within ten (10) days of his/her decision. The City Manager or the City Council shall have the power to affirm, reverse or modify the decision of the Superintendent or City Manager, respectively.~~



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item:	Resolution 2022-10; Parks Rules and Regulations (If Time Permits)
Action Requested:	Approval of Resolution 2022-10 adopting updates to Park Rules and Regulations, Fee Schedule, and new Permit Policy for Commercial Use of Public Spaces.
Department:	Parks & Recreation
Presented By:	Brian Smith
Strategic Goals:	Provide Efficient and Responsive City Government Ensure Public Safety Protect and Preserve our Quality of Life
Background Info:	Staff worked with Committees from the Parks & Recreation Commission to develop a new commercial use policy for parklands, revise and simplify the special event permit, update the departments' fee schedule, and make needed changes to park rules consistent with use, new infrastructure, and safety best practices. The Parks & Recreation Commission passed a motion to approve the revisions and recommends the Council adopt the changes by resolution.
Issues:	
Fiscal Impact:	Updated fees are consistent with the Department's approved 2008 cost recovery model and competitive market rates. Changes should reflect an approximately 15% increase in revenue.
Legal Review:	
Staff Recommendation:	Approval of Resolution 2022-10 adopting updates to Park Rules and Regulations, Fee Schedule, and new Permit Policy for Commercial Use of Public Spaces.

RESOLUTION 2022-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING PARKS RULES AND REGULATIONS AND THE ARCHERY RANGE RULES AND REGULATIONS, AND ADOPTING THE PARKS AND RECREATION FACILITY USE PERMIT POLICY AND CONSOLIDATED FEE SCHEDULE.

WHEREAS, pursuant to Section 090.030.030 of the Glenwood Springs Municipal Code, the City Council of the City of Glenwood Springs, Colorado, may adopt and amend rules and regulations for parks in Glenwood Springs to promote the safety and general welfare of those persons utilizing the park lands; and

WHEREAS, City staff recommends, and City Council agrees, that amending the Park Rules and Regulations as described on **Exhibit A** and amending the Archery Range Rules and Regulations as described on **Exhibit B** addresses the public health, safety and general welfare of those persons utilizing the park lands; and

WHEREAS, Section 090.030.040 of the Glenwood Springs Municipal Code gives the City Manager the authority to issue permits reserving park lands and structures in park lands; and

WHEREAS, the policies governing permits for City parks need to be updated and amended consistent with the current use of the parks; and

WHEREAS, City staff recommends adopting the Parks and Recreation Facility Use Permit Policy as shown in the attached **Exhibit C**; and

WHEREAS, the fees applicable to the use of parks, recreation, and community center facilities need to be updated in a centralized fee schedule; and

WHEREAS, City staff recommends adopting the Consolidated Fee Schedule for parks, recreation, and community center fees as shown in the attached **Exhibit D**; and

WHEREAS, City Council finds that the updated Park Rules and Regulations set forth on **Exhibit A**, the updated Archery Range Rules and Regulations set forth on **Exhibit B**, the Parks and Recreation Facility Use Permit Policy set forth on **Exhibit C**, and the Consolidated Fee Schedule set forth on **Exhibit D** are necessary and appropriate.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, THAT:

Section 1. The above recitals are hereby incorporated as findings by the City Council of the City of Glenwood Springs.

Section 2. The City Council of the City of Glenwood Springs hereby adopts the amended Parks Rules and Regulations as set forth on **Exhibit A** and the amended Archery Range Rules and

Regulations as set forth on **Exhibit B** attached hereto and incorporated herein, effective April 1, 2022.

Section 3. The City Council of the City of Glenwood Springs hereby adopts the Parks and Recreation Facility Use Permit Policy as set forth on **Exhibit C** attached hereto and incorporated herein, effective April 1, 2022.

Section 4. The City Council of the City of Glenwood Springs hereby adopts the Consolidated Fee Schedule for parks, community center, and recreation fees as set forth on **Exhibit D** attached hereto and incorporated herein, effective April 1, 2022.

INTRODUCED, READ, AND PASSED THIS 17TH DAY OF MARCH 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

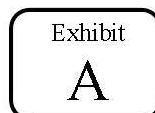
Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

Park Rules and Regulations

1. Park Hours: ~~7~~ 6 am – 10 pm
 2. Dogs and pets must be on leash and under control. Owner must pick up waste.
 3. Alcohol is limited to beer and wine.
 4. No glass bottles or any glass containers.
 5. No smoking or use of illegal drugs.
 6. No littering. Ensure area is clean after activity.
 7. No weapons, firearms, or fireworks.
 - ~~8. Disturbing the peace, including loud music or sound, is prohibited.~~
 - ~~9. All business activity requires approval and a permit.~~
 7. ~~10.~~ No overnight camping, tents, or enclosures.
 8. ~~11.~~ No unauthorized motor vehicles outside designated areas.
 9. ~~12.~~ No overnight parking.
 - ~~13. Gatherings of 76 or more persons require a permit.~~
 10. ~~14.~~ Removal or damage to plants or structures is prohibited.
 11. ~~15.~~ Fires and coals are allowed in grills only.
 12. Boat ramp parking limited to 30 minutes.
- Violators of park rules and regulations are subject to fines and eviction from the park.





PARKS & RECREATION

Archery Range Rules and Regulations Summary

1. SAFETY FIRST.
2. Park Range Hours: Sunrise to Sunset.
3. Archers under the age of 16 should be accompanied by a responsible adult.
4. No handguns, rifle, or shotgun practice at this range.
5. No razor tipped arrows, broad heads, ~~and~~ or cross bows ~~at this range~~.
6. No sky-drawing; bows are only to be drawn at designated shooting lines and in the direction of targets.
7. Archers may proceed down range to retrieve arrows only when all archers have completed shooting.
8. When pulling arrow from target, stand to one side and insure no one is standing directly behind you.
9. No shooting across lanes, distracting other archers while shooting, or intentionally damaging other archers' equipment. ~~Be considerate of fellow archers and practice good sportsmanship.~~
10. Do not move or remove targets.
11. Dogs and pets must be on leash and under control. Owner must pick up waste.
12. Alcohol consumption is prohibited prior to or during your visit ~~to this range~~.
13. No glass bottles or any glass containers.
14. No smoking or use of illegal drugs.
15. No littering. Ensure range is clean after activity.
16. No fires or fireworks.
- ~~17. Disturbing the peace, including loud music or sound, is prohibited.~~
- ~~18. All business activity requires approval and a permit.~~
17. No overnight camping, tents, or enclosures.
18. No unauthorized motor vehicles outside designated areas.
19. No overnight parking.
- ~~20. Gatherings of 76 or more persons require a permit.~~
20. Removal or damage to vegetation or structures is prohibited. ~~Theft and vandalism will be prosecuted.~~
21. The City of Glenwood Springs is not responsible for damage to or loss of personal equipment ~~used as this range~~.
- ~~24. Municipal Code Section 090.030 Public Lands Ordinances in effect. Any adult person performing an act prohibited, declared unlawful or fails to perform acts required by these rules and regulations shall be punished by a \$1000 fine and/or by incarceration of up to 1 year.~~

A full copy of the Department of Parks and Recreation Rules and Regulations is [available for download \(PDF\)](#). Violators of park rules and regulations are subject to fines and eviction from the range.

Exhibit

B



Parks and Recreation Facility Use Permit Policy

Do I need a Use Permit?

A Parks and Recreation Facility Use Permit is required for all activities conducted on public property that meet any of the following criteria:

- Reservation of Parklands or a Parks and Recreation facility for exclusive use
- Expected number of participants and/or spectators total 50+
- Tents, structures, and/or sound amplification
- Selling or distributing alcohol and/or food to the public
- Any commercial activity, selling of goods and/or services

Permit Application Requirements

Any of the above conditions require a permit issued by the City. Additional documents which may also be required include:

- **Site Plan:** For most activities, a detailed site plan will be required showing the proposed activity area, including the location of amenities such as parking, traffic control, emergency access, tent/canopy placement, dumpster locations, vendor parking locations, temporary fencing/barriers, port-a-potties, and inflatables.
- **Certificate of Insurance:** All activities that require a liquor license will also require insurance coverage naming the City of Glenwood Springs as additionally insured regardless of anticipated attendance. The City may also require insurance coverage naming the City of Glenwood Springs as additionally insured for certain activities at their discretion.
- **Traffic Control Plan/ Right Of Way Permit:** You will need to include a Traffic Control Plan and [ROW Permit](#) if your activity will affect the public right-of-way with any one of these conditions: restricting or closing a roadway, bike lanes, shoulder, sidewalk/pathway, driveway, parking spaces/lot; directing traffic with the use of a Certified Flagger or Police Officer; or posting any signs in the right-of-way. (Note: The public right-of-way extends beyond the paved or travel surface of a roadway).
- **Colorado Liquor License:** Required if alcohol use is planned for your [Special Event](#), [Art Gallery Exhibit](#), or [Alcohol Beverage Festival](#). Site use approval needed for the Liquor License will be given when the Parks and Recreation Facility Use Permit application is conditionally approved.
- **Food Vendor Permit:** An [Event Coordinator Plan Review](#) must be submitted to Garfield County at least 30 days prior to your activity if food will be served or sold to the public. A [Temporary Food Vendor License](#) must be submitted by food vendors to Garfield County at least 10 days prior to your activity if food will be served or sold to the public.
- **Fire Department Permit:** Fire Department permitting is required if a [temporary structure](#) is being erected or [fireworks and other pyrotechnic special effects](#) will be used.

Exhibit

C

- **Business License:** Proof of a current [Business License or Temporary Vendor License](#) is required for all commercial activities.
- **Confirmation of Security Services:** All rentals with alcohol service to the public are required to have security personnel present. Large rentals may also be required to have security based on attendance and activities.
- **Confirmation of Site Services:** Large rentals may be required to provide confirmation of site services for portable restroom facilities and trash containment and disposal.

Permit Fees and Deposits

Tiers	Damage Deposit/COI	Application Fee	Rental Rate
1-50 people	May be required at the City's discretion.	\$20	\$ 12.50/hr or \$200/day rental*
51-250 people	May be required at the City's discretion.	\$40	\$ 18.75/hr or \$300/day rental*
251-1000 people	Credit card charge or check payment for damage up to \$1,000 (no credit card or check holds).	\$60	\$ 37.50/hr or \$600/day rental*
1000+ people	Credit card charge or check payment for damage up to \$1,500 (no credit card or check holds).	\$80	\$ 62.50/hr or \$1000/day rental*

*Daily rental fee based on 16 hours/day (park hours 6am-10pm)

Permit Application Deadlines

Applications are due a minimum of 30 days in advance of activity date. Applications are due at least 60 days in advance of activity date for activities requiring supplemental applications for Liquor Licensing and/or Right of Way permitting.

Application Submission and Review

The permitting process begins as soon as an Applicant submits a Parks and Recreation Facility Use Permit Application. If more information is needed during review, the Applicant will be notified. Once all fees/deposits are collected, required attachments have been received, and the application is approved, the Applicant will receive a permit for the activity via email. Activities may not be advertised until approved.

Based on the size and scope of the activity, the Administrator may request a meeting between the Applicant and relevant City departments to review applications that may pose a significant impact to surrounding neighborhoods and community resources. The purpose of this meeting is to review the permitting process, the permit application, as well as City rules, regulations, policies, and requirements.

Cancellation

The City reserves the right to cancel, postpone, or reschedule the activity with 3 business days' prior notice to the Applicant, other than in the case of an emergency or the existence of other conditions (including adverse weather and site conditions), in which case the City may cancel the activity with less notice. In the event of such emergency, the City will attempt to reschedule the activity to a new date or refund to the Applicant any fees paid to date.

The City reserves the right to cancel, postpone, or reschedule the activity, or revoke a permit, if the Applicant fails to comply with these Terms and Conditions or falsifies information on their application. In such event, the Applicant is not entitled to a refund of any fees paid, and the Applicant may be liable to pay additional costs incurred by the City due to the cancellation.

Applicant may reschedule the activity with 3 business days prior notice to the City, other than in the case of an emergency or the existence of other conditions (including adverse weather and site conditions), to a date mutually agreed upon by the City and the Applicant. All fees and deposits paid will be applied to the rescheduled activity date. If the activity is cancelled less than fourteen (14) business days prior to the activity, the application fee and 25% of the total rental fees will be retained by the City to cover the cost of processing and lack of availability of facility to others before the remaining rental fees and deposit are refunded. If the activity is cancelled seven (7) business days prior to the activity, the application fee and all rental fees will be retained before the deposit is refunded. Deposit refunds, if any, will be mailed ten (10) business days after event.

Notification to Surrounding Neighborhoods and Businesses

All activities involving street closures, liquor, and/or amplified sound that may exceed the City's noise code provisions are required to notify the surrounding neighborhoods and businesses impacted by the activity in advance. The notification must provide the following information:

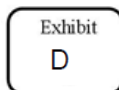
- Date, time, location, and name of activity
- On-site contact information
- Activity hours (load in and load out times included)
- Street closures
- Amplified sound hours (if applicable)
- A site plan or route map attached

Confirmation of such advanced notice must be provided to the City no less than three (3) business days before the activity.

Consolidated Fee Schedule



Department	Service Type	Service	Description	Current Fee	2021/22 Proposed Fee
Community Center	Amenity Rental	Gymnasium Rental/Dance Room Rental	GYM Group limit 20 for 1/2 court 40 for full court	Resident/Non-Profit \$40/p/hr 1/2 court \$70/p/hr full court, \$325. p/day (6 hours or more) full court, \$35. /p/hr \$180/p/day (6 hours or more) Non-Resident/For profit \$45/p/hr 1/2 court, \$75/p/hr full court, \$350. p/day (6 hours or more) full court, \$40. p/hr Dance Room, \$185. p/day (6 hours or more) Dance Room	\$50/p/hr 1/2 court \$90/p/hr full court, \$540. p/day (6 hours or more) full court, \$35. /p/hr for staff
Community Center	Amenity Rental	Dance Studio Room Rental			
Community Center	Amenity Rental	Pool Rental - Whole Pool	Excusive Use (2 Lifeguards included)	Hourly Resident/Non-profit \$160, Hourly Non-Resident/Profit \$210	\$200/hr
Community Center	Amenity Rental	Lap Lane Rental	Must also pay daily drop-in fees or have valid membership	Hourly Resident/Non-profit rate per lane \$10, Hourly Non-Resident/Profit rate per lane \$13	Hourly Resident/Non-profit rate per lane \$11, Hourly Non-Resident/Profit rate per lane \$14
Community Center	Amenity Rental	Ice Rink Rental -	Pre-paid frequent ice time (agreement/deposit prior to season)	50-200 hours per session (per hour) \$155., 200+ hours per Season (per hour) \$144	50-200 hours per session (per hour) \$167., 200+ hours per Season (per hour) \$155
Community Center	Amenity Rental	Ice Rink Rental -	Private Ice Rental	Hourly Resident/Non-Profit Rate \$196., Hourly Non-Resident/Profit Rate \$221	Hourly Resident/Non-Profit Rate \$211, Hourly Non-Resident/Profit Rate \$238
Community Center	Amenity Rental	Ice Rink Rental -	School Group Private Rental	Hourly Public School Group Rate \$133.	\$143/hour
Community Center	Amenity Rental	Kitchen	Hourly or Daily Rental of Kitchen	Non-Profit/Government \$20 p/hr \$105 p/day (6 hours or more), General \$25 p/hr \$135 p/day (6 hours or more)	Non-Profit/Government \$20 p/hr \$105 p/day (6 hours or more), General \$25 p/hr \$135 p/day (6 hours or more)
Community Center	Amenity Rental	Tennis Court Rental	Rental of one court at the Community Center for 1.5 hours	Members - Free Non Members \$10	members free - Non members \$12
Community Center	Amenity Rental	Multiple Tennis Court Rental	Rental of 3 courts for USTA match play at the Community Center	\$20 per court for 2 hours	\$25 per court for 2 hours
Community Center	Amenity Rental	Ice Rink Dasher Board Rental	Contracted Dasher Board Rental with GSYHA	\$6000.00 /Year	\$6,500.00
Community Center	Amenity Rental	Group Drop In (All Amenities)	Group minimum of 15 ppl (72 hour notice)	\$5.00 each participant	\$6.00
Community Center	Party Package	Birthday Party Package	Package including 2 hours in party room and use of amenities	Minimum of 10 participants @ \$8.00 each, children 3 and under/members are free.	Party Packages: Package 1 (Choose 2 (gym, wall or pool) 200M, 250NM. Package 2 (Ice Rink Party) \$220M, \$250NM, Package 3 (Bounce House Party) \$300M, \$350NM.
Community Center	Party Package	Inflatable Rental	Add on to a Birthday Party (Firetruck, Obstacle Course, Castle)	Castle bounce \$75/p/hour + tax, Obstacle Course (2 options) \$100/p/hour + tax	All options \$150/p/hour + tax
Community Center	Party Package	Karaoke Rental	Add on to a Birthday Party or Group Package		\$30 per party rental
Community Center	Passes	Adult 10 Punch Pass	10 visits, valid for one year	\$90 Resident/\$100 Non Resident	\$117/ \$99 Resident discount 20%
Community Center	Passes	Youth & Senior Punch Pass	10 visits, valid for one year	\$70 Resident/\$80 Non Resident	\$99/ \$81 Resident discount 20%
Community Center	Passes	Adult One Month Pass	One month pass, valid 1 month from start date	\$70 Resident/\$80 Non Resident	\$100/ \$80 Resident discount 20%
Community Center	Passes	Youth or Senior One Month Pass	One month pass, valid 1 month from start date	\$50 Resident/\$60 Non Resident	\$65/ \$52 Resident discount 20%
Community Center	Passes	Family One Month Pass	One month pass, valid 1 month from start date. 2 adults and 2 youth		\$160/ \$128 Resident discount 20%
Community Center	Passes	Adult Daily Drop In Pass	One time day use	\$10 Resident/\$11 Non Resident	\$13/ \$11 Resident discount 20%
Community Center	Passes	Youth or Senior Daily Drop In Pass	One time day use	\$8 Resident/\$9 Non Resident	\$11/ \$9 Resident discount 20%
Community Center	Passes	Household Daily Drop In Pass	One time day use	\$26.00	\$35/ \$28 Resident discount 20%
Community Center	Passes	Little Rec Care Drop In	One time, up to 2 hours of Little Rec Care	\$15 for 2 hours	\$20/ \$16 Resident discount 20%
Community Center	Rink Passes/Fees	Adult Public Skate Drop In Pass		\$5 Resident/\$7 Non Resident	\$6/\$8
Community Center	Rink Passes/Fees	Youth or Senior Public Skate Drop In Pass		\$4 Resident/\$5 Non Resident	\$5/\$6
Community Center	Rink Passes/Fees	Ice Skate Rental		\$3.00	\$4.00
Community Center	Rink Passes/Fees	Same Day Skate Sharpening		\$10.00	\$10.00
Community Center	Rink Passes/Fees	Skate Sharpening		\$5.00	\$10.00
Community Center	Rink Passes/Fees	Drop In Hockey Pass		\$5 Member/\$10 Resident/\$12 Non Resident	\$6/\$12/\$15
Community Center	Rink Passes/Fees	Stick & Puck Pass		Free Member/\$6 Resident/\$8 Non Resident	\$7/\$9
Community Center	Room Rental	Red Mountain Rental	Community Center Room Hourly or Per Day Rental	Non-Profit/Government \$30 p/hr \$165 p/day (6 hours or more), General \$35 p/hr \$195 p/day (6 hours or more)	Non-Profit/Government \$30 p/hr \$165 p/day (6 hours or more), General \$35 p/hr \$195 p/day (6 hours or more)
Community Center	Room Rental	Sopris Room A Rental	Community Center Room Hourly or Per Day Rental	Non-Profit/Government \$30 p/hr \$165 p/day (6 hours or more), General \$35 p/hr \$195 p/day (6 hours or more)	Non-Profit/Government \$30 p/hr \$165 p/day (6 hours or more), General \$35 p/hr \$195 p/day (6 hours or more)
Community Center	Room Rental	Sopris Room B Rental	Community Center Room Hourly or Per Day Rental	Non-Profit/Government \$30 p/hr \$165 p/day (6 hours or more), General \$35 p/hr \$195 p/day (6 hours or more)	Non-Profit/Government \$30 p/hr \$165 p/day (6 hours or more), General \$35 p/hr \$195 p/day (6 hours or more)
Community Center	Room Rental	Sopris Room C Rental	Community Center Room Hourly or Per Day Rental	Non-Profit/Government \$30 p/hr \$165 p/day (6 hours or more), General \$35 p/hr \$195 p/day (6 hours or more)	Non-Profit/Government \$30 p/hr \$165 p/day (6 hours or more), General \$35 p/hr \$195 p/day (6 hours or more)
Community Center	Room Rental	All Rooms Rental	Community Center Room Hourly or Per Day Rental	Non-Profit/Government \$120 p/hr \$660 p/day (6 hours or more), General \$140 p/hr \$780 p/day (6 hours or more)	Non-Profit/Government \$120 p/hr \$660 p/day (6 hours or more), General \$140 p/hr \$780 p/day (6 hours or more)
Community Center	Room Rental	Iron MOUNTAIN B Rental	Community Center Room Hourly or Per Day Rental	Non-Profit/Government \$20 p/hr \$105 p/day (6 hours or more), General \$25 p/hr \$135 p/day (6 hours or more)	Non-Profit/Government \$20 p/hr \$105 p/day (6 hours or more), General \$25 p/hr \$135 p/day (6 hours or more)
	Room Rental	Outdoor Patio with lights	Community Center Room Hourly or Per Day Rental	Non-Profit/Government \$20 p/hr \$105 p/day (6 hours or more), General \$25 p/hr \$135 p/day (6 hours or more)	Non-Profit/Government \$20 p/hr \$105 p/day (6 hours or more), General \$25 p/hr \$135 p/day (6 hours or more)
	Room Rental	Side Lawn or Front Lawn	Community Center Room Hourly or Per Day Rental	Non-Profit/Government \$20 p/hr \$105 p/day (6 hours or more), General \$25 p/hr \$135 p/day (6 hours or more)	Non-Profit/Government \$20 p/hr \$105 p/day (6 hours or more), General \$25 p/hr \$135 p/day (6 hours or more)
Community Center	Room Rental	Kitchen Rental	Community Center Room Hourly or Per Day Rental	Non-Profit/Government \$20 p/hr \$105 p/day (6 hours or more), General \$25 p/hr \$135 p/day (6 hours or more)	Non-Profit/Government \$20 p/hr \$105 p/day (6 hours or more), General \$25 p/hr \$135 p/day (6 hours or more)
Community Center	Membership	Annual Individual Adult & Primary Household Memberships	Pay in Full Annual Membership for Single Adults or Head of Household	\$398 Resident / \$478 Non Resident	\$535/ \$428 Resident discount 20%
Community Center	Membership	Annual Individual Youth/Senior/Military Memberships	Pay in Full Annual Membership for Youth under 18, Students up to age 24 and Seniors 55 and older	\$276 Resident / \$331 Non Resident	\$370/ \$296 Resident discount 20%
Community Center	Membership	Annual Dependent Household Membership	Pay in Full Annual Membership for Dependents in same household aged 0 - 24	\$92 Resident / \$110 Non Resident	\$125/ \$100 Resident discount 20%
Community Center	Membership	Annual Secondary Household Membership	Pay in Full Annual Membership for additional adults in same household	\$199 Resident / \$239 Non Resident	\$265/ \$212 Resident discount 20%
Community Center	Membership	Annual Corporate Individual Adult or Primary Household Membership	Pay in Full Annual Membership for Employees of Corporate Members	\$358.00	\$389.00



Department	Service Type	Service	Description	Current Fee	2021/22 Proposed Fee
Community Center	Membership	Annual Corporate Dependent Household Membership	Pay in Full Annual Membership for Employees of Corporate Members	\$83.00	\$90.00
Community Center	Membership	Annual Corporate Secondary Household Membership	Pay in Full Annual Membership for Employees of Corporate Members	\$179.00	\$194.00
Community Center	Membership	6 Month Individual Adult & Primary Household Membership	Pay in Full 6 Month Membership for Single Adults or Head of Household	\$255 Resident/\$327 Non Resident	\$345/ \$276 Resident discount 20%
Community Center	Membership	6 Month Household Dependent Member	Pay in Full 6 Month Household Dependent Member	\$65 Resident/\$78 Non Resident	\$90/ \$72 Resident discount 20%
Community Center	Membership	6 Month Household Secondary Member	Pay in Full 6 Month Household Secondary Member	\$128 Resident/\$164 Non Resident	\$175/ \$140 Resident discount 20%
Community Center	Membership	6 Month Individual Youth or Senior Member	Pay in Full 6 Month Individual Youth or Senior Member	\$194 Resident/\$235 Non Resident	\$265/ \$212 Resident discount 20%
Community Center	Membership	Annual Autopay Individual Adult or Primary Household Member	Monthly Autopay Individual Adult or Primary Household Member	\$37 Resident/\$44 Non Resident	\$50/ \$40 Resident discount 20%
Community Center	Membership	Annual Autopay Secondary Household Member	Monthly Autopay Secondary Household Member	\$19 Resident/\$22 Non Resident	\$30/ \$24 Resident discount 20%
Community Center	Membership	Annual Autopay Dependent Household Member	Monthly Autopay Dependent Household Member	\$9 Resident/\$10 Resident	\$15/ \$12 Resident discount 20%
Community Center	Membership	Annual Autopay Individual Senior or Youth Member	Monthly Autopay Individual Senior or Youth Member	\$26 Resident/\$31 Non Resident	\$35/ \$28 Resident discount 20%
Community Center	Membership	Annual Autopay Corporate Individual Adult or Primary Adult Member	Monthly Autopay Corporate Individual Adult or Primary Adult Member	\$33.00	\$36.00
Community Center	Membership	Annual Autopay Corporate Secondary Household Member	Monthly Autopay Corporate Secondary Household Member	\$16.00	\$22.00
Community Center	Membership	Annual Autopay Corporate Dependent Household Member	Monthly Autopay Corporate Dependent Household Member	\$8.00	\$11.00
Community Center	Membership	Annual Corporate Partnership	Employers pay an annual fee that then provides their employees with member benefits at a discounted rate.	1-25 employees: \$100, 25-150 employees: \$150, 151 & up employees: \$200 annually	1-25 employees: \$100, 25-150 employees: \$150, 151 & up employees: \$200 annually
Community Center	Membership	Annual Explorer Membership	**New Membership for Little Rec Explorers. Available for Rec Care during staffed hours for up to 2 hours and discounts on programs.		\$200/ \$160 Resident discount 20%
Recreation	Room Rental	Turbine Hall (Dance Room) - Community Art Center	Community Art Center Room Hourly or Per Day Rental		Non-Profit/Government \$30 p/hr \$165 p/day (6 hours or more), General \$35 p/hr \$195 p/day (6 hours or more)
Recreation	Room Rental	Studio A (Art Room/Kitchen) - Community Art Center	Community Art Center Room Hourly or Per Day Rental		Non-Profit/Government \$20 p/hr \$105 p/day (6 hours or more), General \$25 p/hr \$135 p/day (6 hours or more)
Recreation	Room Rental	Studio B (Garage) - Community Art Center	Community Art Center Room Hourly or Per Day Rental		Not available for rentals at this time
Recreation	Room Rental	Studio C (Ceramics) - Community Art Center	Community Art Center Room Hourly or Per Day Rental		Not available for rentals at this time
Parks	Park Rental	Shelter Rental	Shelter only for personal use under 50 people	Resident \$30.00 4/hours Non-Resident \$40.00 4/hours	Resident \$40.00 4/hours (\$10/hour) Non-Resident \$50.00 4/hours (12.50/hour)
Parks	Park Rental	Parks and Recreation Facility Use Permit (covers fields, sport courts, shelters, bandshell, 7th Street, and Bethel Plaza)	Reservation of Parklands or a Parks and Recreation Facility for exclusive use. Expected number of participants and/or spectators total 50+. Tents, Structures, and or sound amplification. Selling or distributing alcohol and/or food to the public. Any commercial activity, selling of goods and/or services.	Resident \$30.00 4/hours Non-Resident \$40.00 4/hours	1-50 people: \$20 application fee, \$12.50/hr or \$200/day rental" 51-250 people: \$40 application fee, \$18.75/hr or \$300/day rental" 251-1000 people: \$60 application fee, \$37.50/hr or \$600/day rental" 1000+ people: \$80 application fee, \$62.50/hr or \$1000/day rental" *Daily rental fee based on 16 hours/day (park hours 6am-10pm)
Parks	Park Rental	7th Street or Bethel Plaza Rental	7th Street or Bethel Plaza Rental	\$35 Application Fee and \$35/day per area	Remove - now falls under "Parks and Recreation Facility Permit" above+C69:F69C68B69:F70B69:F69A69:F69B69:F69A69:F69C68B69:A69:F69
Parks	Park Rental	Field Rental	Exclusive Use	Resident/non-profit: \$30/4 hours (\$7.50 p/hour) Non-resident/for profit: \$40/4 hours (\$10.00 p/hour)	Remove
Parks	Park Rental	Field Rental	Minor event field rental 60-250 participants	Application fee \$25.00 Resident/non-profit: 60-100 (6 teams) \$80/day, 101-250 (6+ teams) \$175/day. Application fee \$25. Non resident/for profit:60-100 (6 teams) \$104/day, 101-250 (6+ teams) \$230/day Both requires \$500 deposit, Lights Usage: \$25/4 hours, Lining Fields: \$25./ 1 field prep	Remove
Parks	Park Rental	Rental Additional Fees	Utility Use		\$25 Staff Fee
Parks	Park Rental	Field Rental Additional Fees	Line/Field Prep	\$25.00	\$50 baseball/softball per occurrence \$150 initial prep soccer/rugby; \$100 touch up per occurrence per field
Parks	Park Rental	Tennis Court Rental	Rental of Courts at Sayre or Veltus	Resident/non-profit: \$30/4 hours (\$7.50 p/hour), Non-resident/for profit: \$40/ 4 hours (\$10/p/hour)	Remove
Parks	Park Rental	Basketball Court Rental	Rental of Courts at Sayre or Veltus	Resident/non-profit: \$30/4 hours (\$7.50 p/hour) Non-resident/for profit: \$40/4 hours (\$10.00 p/hour)	Remove
Parks	Park Rental	Boat Ramp Fees	Annual Permit Fee for person/company utilizing the ramp at Two Rivers Park for loading and unloading of people and/or equipment for business purposes.	Ramp Fee per Head for Fishing Companies: \$3 inside city limits, \$4 outside city limits Annual Permit Fee: \$150 Ramp Fee per Head for Water Sport Companies: \$2 inside city limits, \$2.50 outside city limits Failure to Comply: \$100 Subsequent Violations: \$250	Annual Permit Fee: \$150 Ramp Fee per Head for Fishing Companies: \$3 inside city limits, \$4 outside city limits Ramp Fee per Head for Water Sport Companies: \$2 inside city limits, \$2.50 outside city limits Failure to Comply: \$100 Subsequent Violations: \$250
Parks	Cemetery	Full Burial Opening and Closing Service		\$250.00	\$350.00
Parks	Cemetery	Cremate Opening and Closing Service		\$125.00	\$200.00
Parks	Cemetery	Sunday or Holiday Opening and Closing Service		\$312.50 for cremate, \$625 for full burial	\$400.00 in addition to regular rates
Parks	Cemetery	Opening & Closing Full Plot -Weekday		\$250	remove
Parks	Cemetery	Opening & Closing Full Plot -Weekend		\$625.00	remove
Parks	Cemetery	Opening & Closing Cremation Plot -Weekday		\$125	remove
Parks	Cemetery	Opening & Closing Cremation Plot -Weekend		\$312.50	remove
Parks	Cemetery	Full Burial Site Interment Right		\$250 - \$531	\$500.00
Parks	Cemetery	Interment Right License- Full Plot (Resident)		\$250	remove
Parks	Cemetery	Cremated Burial Site Interment Right		\$125 - 250	\$250.00
Parks	Cemetery	Interment Right License- Cremation Plot (Resident)		\$125	remove
Parks	Cemetery	Interment Right License- Full Plot (Non-Resident)		\$531	remove
Parks	Cemetery	Interment Right License- Cremation Plot (Non-Resident)		\$250	remove
Parks	Cemetery	Single Niche Columbarium Interment Right		\$1,000.	\$1,000.00
Parks	Cemetery	Double Niche Columbarium Interment Right		\$1,500	\$1,500.00

Department	Service Type	Service	Description	Current Fee	2021/22 Proposed Fee
Parks	Cemetery	Perpetual Care Fee		\$250	\$500.00
Parks	Cemetery	Disinterment		\$5,000	\$5,000.00
Parks	Cemetery	Plot Buy Back		Current Internment Right Price	Current Internment Right Price



City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Resolution 2022-11; Cemetery Rules and Regulations (If Time Permits)

Action Requested: Approve Resolution 2022-11; updating and adopting Cemetery Rules and Regulations

Department: Parks & Recreation

Presented By: Brian Smith

Strategic Goals: Provide Efficient and Responsive City Government
Preserve and Improve Infrastructure

Background Info: In 2006, changes were made to Article 090.020 in accordance with C.R.S. § 31-25-701 *et seq.*, that no interest in real property shall be granted after August 7, 2006 and that the City would execute a license for the sale of interment rights in lots. It is the intent of the updates to these Rules and Regulations to reflect that language, update fees in line with the market, increase the perpetual maintenance reserve, and clean up the policies governing interments.

Issues: No Issues

Fiscal Impact: No Issues

Legal Review: No Issues

Staff Recommendation: Approve Resolution 2022-11; Cemetery Rules and Regulations

RESOLUTION 2022-11

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF GLENWOOD SPRINGS, COLORADO, AMENDING
RULES AND REGULATIONS FOR CEMETERIES AND
SETTING FEES FOR CEMETERIES.**

WHEREAS, pursuant to Article 090.020 of the Glenwood Springs Municipal Code, the City Council of the City of Glenwood Springs, Colorado, may amend Rules and Regulations for cemeteries in Glenwood Springs by resolution; and

WHEREAS, City staff recommends, and City Council agrees, that amending the Glenwood Springs Cemetery Rules and Regulations as described on **Exhibit A** addresses the needs of the community, the City, and the operational needs of the cemeteries; and

WHEREAS, in addition to other amendments, Section 7 of the City of Glenwood Springs Cemetery Rules and Regulations sets fees for the cemeteries; and

WHEREAS, a synopsis of the amended fees for Rosebud Cemetery is attached as **Exhibit B**; and

WHEREAS, City Council finds that the updated City of Glenwood Springs Cemetery Rules and Regulations and the fees set forth on **Exhibits A** and **B** are necessary and appropriate.

**NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY
OF GLENWOOD SPRINGS, COLORADO, THAT:**

Section 1. The above recitals are hereby incorporated as findings by the City Council of the City of Glenwood Springs.

Section 2. The City Council of the City of Glenwood Springs hereby adopts the amended Rules and Regulations for cemeteries in Glenwood Springs as set forth on **Exhibit A** attached hereto and incorporated herein, effective April 1, 2022.

INTRODUCED, READ, AND PASSED THIS 17TH DAY OF MARCH 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

CITY OF GLENWOOD SPRINGS CEMETERY RULES AND REGULATIONS EXH A

Additions are shown in double underline. Deletions are shown in ~~striketrough~~.

Pursuant to Article 090.020 of the Glenwood Springs Municipal Code, the City Council of the City of Glenwood Springs, Colorado, adopts the following Rules and Regulations for cemeteries in Glenwood Springs.

SECTION 1. Powers and Duties of the City Manager.

The City Manager or his/her designee shall have charge of the cemeteries and keep the grounds thereof in good condition, attend to the planting of trees and shrubbery, the irrigation of lots therein, see to the enforcement of rules of the City Council as they apply to the care and upkeep of the cemeteries, and the making of such improvements as the City Council may direct.

SECTION 2. Sale of Interment Rights in Lots – Execution of License.

In accordance with C.R.S. § 31-25-701 *et seq.*, it is the intent of these Rules and Regulations that no interest in real property shall be granted hereunder after August 7, 2006.

A. Upon the sale of interment rights to use a particular lot or burial space, mausoleum, or columbarium niche within the City Cemeteries, the City Clerk shall issue a License subject to the conditions of these Rules and Regulations which sets forth:

1. The name and address of the licensee;
2. The amount of money paid for interment rights in the lot and perpetual care assessments, or for perpetual care assessments only;
3. The purpose for which such amounts were paid; and
4. The location of the lot or burial space, part of lot, mausoleum, or columbarium niche to which a license has been purchased and perpetual care assessments paid, or for which only a perpetual care assessment was paid.

B. Each License issued by the City Clerk for interment rights in a lot shall further state that:

1. “This License represents only a right to be buried or interred and in no way conveys title to real property.”
2. “The burial or interment right represented by this License is not transferable without the prior approval of the City Clerk, other than transfer by operation of law. Any

transfer of the rights represented herein by operation of law shall be reported to the City as soon as practicable by the recipient of the transferred rights.”

C. Each License issued by the City Clerk shall be signed by the City Manager and attested by the City Clerk, with the corporate seal affixed thereto and the instrument recorded in the Office of the City Clerk and delivered to the licensee.

SECTION 3. Perpetual Care.

A. All purchasers of interment rights in lots shall be also required to pay a perpetual care fee as required by Section 7(D) below.

B. Upon payment to the City by any owner or licensee of any interment rights in cemetery lots in the City cemeteries of the sums indicated in Section 7(D) of these Rules and Regulations, such owner or licensee shall be entitled to the perpetual care of such lot.

C. The City shall always maintain at least ~~Twenty~~ Fifty Thousand Dollars ~~(\$20,000.00)~~ \$50,000.00 for the perpetual care of the cemetery lots or for the purchase of cemetery land upon action by the City Council.

D. Any interest accumulated on the ~~Twenty~~ Fifty Thousand Dollars ~~(\$20,000.00)~~ \$50,000.00 balance or amount accumulated for perpetual funds in excess of ~~Twenty~~ Fifty Thousand Dollars ~~(\$20,000.00)~~ \$50,000.00 may be used for cemetery purposes as deemed necessary by City Council.

E. The term “perpetual care” used in reference to lots shall be held to mean the cutting of the grass upon said lots at reasonable intervals, the raking and cleaning of the lots, the pruning of the shrubs and trees that may be placed by the City, meaning and intending the general preservation of the lots, grounds, walks, roadways, boundaries, and structures excluding gravemarkers and headstones, to the end that said grounds shall remain and be reasonably cared for as cemetery grounds forever.

F. The term “perpetual care” shall be held to mean the maintenance of the columbarium, but shall in no way be construed as meaning the maintenance of the privately owned crypts.

G. The term “perpetual care” shall in no case be construed as meaning the maintenance, repair or replacement by the City of any grave markers placed upon lots, the planting of flowers or ornamental plants, the maintenance or doing of any special or unusual work in the cemeteries or columbarium; nor does it mean the reconstruction of any work on any section or lot, or any portion or portions thereof in the cemeteries, columbarium or other buildings or structures, caused by the elements, an act of God, common enemy, thieves, vandals, strikers, malicious mischief makers, explosions, unavoidable accidents, invasions, insurrections, riots or order of any military or civil authority, whether the damage be direct or collateral, other than as herein provided.

SECTION 4. Records to be Kept.

The City Clerk or his/her designee shall keep an accurate record of all sales of lots and licenses for interment rights in lots in the City cemeteries showing the names of the purchaser or licensee and the number of the lot purchased or licensed, in a book or electronic record provided by the City for that purpose.

SECTION 5. Burial Permits Required.

No interment or disinterment shall be made within the City cemeteries without a permit lawfully issued by an appropriate agency of the State of Colorado or any other state in accordance with the statutes of the State of Colorado and all provisions of the Glenwood Springs Municipal Code, ordinances and these Rules and Regulations governing the use of City cemeteries. The City Clerk or his/her designee shall keep an accurate record of all interment or disinterment permits issued for City cemeteries.

SECTION 6. Issuance of Burial Permits and License of Interment Rights in Lots.

All applications for cemetery lots under these Rules and Regulations shall be made at the office of the City Clerk or his/her designee, who is hereby authorized to issue licenses for interment rights in lots for the City. The City Clerk or his/her designee will exhibit the plat of the cemetery ground and schedule of prices of interment rights for lots therein. No interment rights in any lot will be licensed except upon full payment and, at that time, the City Clerk or his/her designee will give a receipt for such payment, a copy of the Cemetery Rules and Regulations, and issue a License for the appropriate lot or lots. No interment rights in any lot will be regarded licensed until fully paid for and the License is issued.

SECTION 7. Fees for Lots, Burials, etc.

A. The following fees shall be collected for opening and closing all graves in the City cemeteries:

1. The cost of opening and closing of a grave for a full burial ~~Monday-Friday~~ shall be ~~Two Hundred Fifty Dollars (\$250.00)~~ Three Hundred Fifty Dollars (\$350.00). The cost of opening and closing of a grave for a full burial on a ~~Saturday~~, Sunday or holiday shall be ~~Six Hundred Twenty-Five Dollars (\$625.00)~~ Seven Hundred Fifty Dollars (\$750.00).

2. The cost of opening and closing of a grave for a cremate ~~Monday-Friday~~ shall be ~~One Hundred Twenty-Five Dollars (\$125.00)~~ Two Hundred Dollars (\$200.00). The cost of opening and closing of a grave for a cremate on a ~~Saturday~~, Sunday or holiday shall be Six Hundred Dollars (\$600.00) ~~Three Hundred Twelve Dollars and Fifty Cents (\$312.50).~~

B. The following fees shall be collected for interment rights ~~grave lots~~ in City cemeteries:

1. ~~For persons who reside within United States Postal Delivery Zone designated 81601:~~
(a) one full grave site - ~~Two Hundred Fifty Dollars (\$250.00)~~ Five Hundred Dollars (\$500.00);

(b) ~~who are one~~ cremated site - ~~One Hundred Twenty Five Dollars (\$125.00)~~ Two Hundred Fifty Dollars (\$250).

(c) single niche in columbarium - One Thousand Dollars (\$1,000.00)

(d) double niche in columbarium - One Thousand Five Hundred Dollars (\$1,500.00)

2. ~~For persons who do not reside within the United States Postal Delivery Zone designated 81601:~~

(a) ~~one full site~~ Five Hundred Thirty One Dollars and Twenty Five Cents (\$531.25);

(b) ~~who are cremated~~ Two Hundred Fifty Dollars (\$250.00).

C. ~~The fees for a columbarium are as follows: single niche~~ One Thousand Dollars (\$1,000.00); ~~double niche~~ One Thousand Five Hundred Dollars (\$1,500.00).

C. The fee of ~~Two Hundred Fifty Dollars (\$250.00)~~ Five Hundred Dollars (\$500.00) shall be collected for perpetual care for each grave site and columbarium niche in City cemeteries.

D. The fee of Five Thousand Dollars (\$5,000.00) shall be collected for disinterments from the City cemeteries.

SECTION 8. Conveyance of Cemetery Lots; Abandonment.

A. All transfers must be recorded by the City Clerk or designee. A cemetery lot or lots or the interment rights in a lot or lots may be transferred by a purchaser or licensee to a relative by blood or marriage. All other transfers shall be to the City. ~~Such transfer shall be recorded with the City Clerk or his/her designee.~~ The City shall refuse to recognize and honor any such transfer unless and until it is first recorded with the City Clerk or his/her designee and no utilization of a cemetery lot shall be made until compliance with this Section has been effected. The aforesaid recordation requirements shall henceforth appear on the face of any cemetery Bill of Sale or License granted by the City.

B. Any person or the legally authorized representative of a deceased person wishing to resell a cemetery lot or interment rights in a lot to the City may do so, in which case the City will pay no more than the price the City is currently charging for said lot or lots.

C. Nothing in this Section shall be construed to permit the sale or conveyance of any cemetery lot or lots or interment rights in any lot or lots which have been used for interment.

D. If any cemetery lot in which no remains have been interred, not burial memorial has been placed, and no other improvement has been made for a continuous period of no less than seventy-five (75) years, the City Council may initiate the process of reclaiming title to the burial space as provided in C.R.S. § 31-25-708 by:

1. Sending written notice of the City's intent to reclaim title to the burial space to the owner or licensee's last-known address by first-class mail; and

2. Publishing a notice once per week for four weeks of the City's intent to reclaim title to the burial space and terminate the owner or licensee's rights and title to the lots, including a recitation of the owner or licensee's rights to notify the City of the owner's intent to retain the license or ownership of the lot.

SECTION 9. Burials and Interments, Generally.

A. Orders for graves in the City cemeteries shall be furnished to the ~~City Clerk or his/her designee~~ Parks Superintendent at least thirty-six (36) hours before the funeral for cremation interments and five (5) business days for full casket interments. One hour of time shall be allowed between funerals to avoid confusion at the cemetery. When two funerals arrive at the cemetery at the same time, the funeral in advance shall have precedence in entering the cemetery. On reaching the cemetery, all funerals shall be under the direction of the City Manager or his/her designee.

B. Advance notice at the time of opening the grave shall be given to the ~~City Clerk or his/her designee~~ Parks Superintendent of the intention to bury the remains of any person who dies of a contagious disease so the proper time can be appointed and suitable arrangements made for the safety of the public health and the cemetery employees.

C. The City Manager or his/her designee shall not permit any burials except in strict compliance with these Rules and Regulations.

D. When a lot or license is held jointly, a permit for interment may be granted to either the licensee or owner or his/her descendants. Any licensee or owner or joint licensee or owner of a lot has the right to give permission, by written order, for the burial of the remains of other than his/her immediate family, but not for remuneration.

E. All crypts and vaults must be below ground level, and no mausoleums will be permitted.

F. The City will not remove a body already placed in the vault to establish a lower position for a body subsequently buried.

G. Cremation urns may be interred on a grave site containing a previously interred casket. Cremation grave markers must be flat in this situation.

SECTION 10. Markers and Monuments

A. No foundation or monument markers are to be placed in the City cemeteries unless they are placed by a licensed memorial company, or grave headstone company, or approved by the City Manager or his/her designee.

B. Monuments and markers are the personal property of the owner. The owner assumes all liability and cost for the maintenance and repair of the monuments and markers.

C. Monuments and markers placed within the Veterans section must be flush with the ground.

D. Decorations may be placed on the monuments in a secure position for seven (7) days after a funeral and Memorial Day. Decorations should be properly fastened so as not to interfere with the maintenance of the cemeteries.

SECTION 11. ~~SECTION 10.~~ General Rules.

A. City cemetery visiting hours shall be from sunrise to sunset.

B. In order to procure a natural and pleasant effect and to ensure proper drainage of the grounds, the marking, decoration and grade of all lots and graves in the City cemeteries will be determined by the City Manager or his/her designee and, if need be, altered or changed as the exigencies may be required.

C. Grading and digging on lots, by other than employees of the City, is prohibited unless permission is granted by the City Manager or his/her designee.

D. Lots, when reseeded, shall not be higher than the level of adjoining ground. Graves shall be seeded only once without charge. No grave, after being thoroughly settled, shall remain over four inches above the surface of the lot and no abrupt sides are permitted.

E. Fencing, railings, concrete curbs or other enclosures around lots and graves, including wooden trellises and headboards of every description, are prohibited. No iron or wirework shall be allowed on lots. Any article made of iron on any cemetery lot, at the time of the adoption of these Rules and Regulations, which begins to rust or deteriorate shall be painted, repaired, or removed at the election of the licensee or owner.

~~F. No foundation or monument markers are to be placed in the City cemeteries unless they are placed by a licensed memorial company, or grave headstone company, or approved by the City Manager or his/her designee.~~

F. Planting of flowers, trees or shrubs is prohibited ~~unless approved by the City Manager or his/her designee.~~

~~G. Decorations may be placed on the monuments in a secure position for seven (7) days after a funeral and Memorial Day. Decorations should be properly fastened so as not to interfere with the maintenance of the cemeteries.~~

G. The City Manager or his/her designee may prohibit or remove from lots any decorations, chairs, settees, vases, glass cases, artificial flowers, unauthorized grave covers, toys, or any articles that are considered by the City Manager or his/her designee not in keeping with the purpose of this Section or the ordinance authorizing these Rules and Regulations.

H. Riding or driving vehicles faster than five (5) miles per hour is prohibited in the City cemeteries and in all cases vehicles shall be kept off the grass and not approach nearer than one (1) foot to the edge of avenues. No driving or riding will be allowed on lots, lawns, or walks. This section also applies to bicycles. All persons driving in the cemeteries shall be held responsible for any damage done by them or by any animals in their charge. Vehicles shall not be turned around in any avenues but shall be driven through to an intersecting roadway.

I. Hunting is prohibited in City cemeteries.

SECTION 12. ~~SECTION 11.~~ Animal Control.

Only service dogs will be permitted in the cemetery, and they must be restrained by a leash at all times. Dog owners are prohibited from permitting or allowing their dogs to litter any grave site in accordance with City ordinance.

ROSEBUD CEMETERY
3420 Grand Avenue
Glenwood Springs, Co.

Charges for services:

Opening & Closing (Full Burial)	250.00 <u>\$350.00</u>
Opening & Closing (Cremation)	125.00 <u>\$200.00</u>
<u>Sunday or Holiday Opening & Closing</u>	<u>\$400.00 in addition to regular rate</u>

Full Site <u>Interment Rights</u> (within 81601 zip code)	250.00 <u>\$500.00</u>
—(outside 81601 zip code)	531.25
<u>Cremated Site Interment Rights</u>	<u>\$250.00</u>
<u>Columbarium Single Niche</u>	<u>\$1,000.00</u>
<u>Columbarium Double Niche</u>	<u>\$1,500.00</u>
Perpetual care	250.00 <u>\$500.00</u>

<u>Disinterment</u>	<u>\$5,000.00</u>
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Weekend services

Weekend, holiday services	625.00 for opening and closing
Weekend, cremation	312.50 for opening and closing

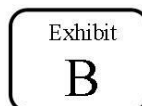
Disinterment

casket-	5,000.00
cremains-	125.00

Columbarium

single niche	1,000.00
double niche-	1,500.00

Social services has been granted a 50% discount on these charges.
Headstones no wider than 5 feet.





City Council
STAFF REPORT
City of Glenwood Springs
March 17, 2022

Agenda Item: Sopris View Project Update and Trail System (If Time Permits)

Action Requested: Provide Direction on Trail System and Easements

Department: City Administration

Presented By: Debra Figueroa, Karl Hanlon

Strategic Goals: Protect and Preserve our Quality of Life

Background Info: City Council requested that the City Attorney work with Garfield County, Aspen Valley Land Trust (AVLT), Four Points Development, and existing property owner Dave Foreza to negotiate a trail easement on land behind Wal-Mart known as Sopris View. Four Points Development is the developer of the multifamily project known as the Bell Rippe Project.

At the time of the request, the general idea behind the trail system was that the existing property owner would provide the land to AVLT who would then transfer the property to Four Points Development and the City would be responsible for owning a trail easement through the property for a future trail system. It is important to note that the land in the potential transaction is located in unincorporated Garfield County.

AVLT has provided next steps listed below to keep the potential project moving forward:

General Mechanics of the Project:

1. Mr. Foreza donates ownership of clean property to AVLT in Spring/Summer of 2022.
2. Meanwhile, AVLT and Four Points draft a Deed of Conservation Easement, including a trail easement.
3. At the time Mr. Foreza donates the land to AVLT, AVLT then donates ownership to Four Points while reserving a conservation easement.
4. The AVLT would record the Conservation Easement.
5. Meanwhile, the City will create a plan for the trail system (design and costs).
6. Four Points applies for Colorado tax credits if Catena funding is unsuccessful to help cover costs of the trail project and conservation easement. Four Points will need assurance that the trail will deter further squatters and believes that the trail system should be designed and funded before they accept ownership of the property. Rather than relying on a Tax Credit, Four Points requests that grant funding or city funding should be identified to pay for the trail and the easement associated with it as identified below.
7. City establishes Walmart parking spots as trailhead.

AVLT has laid out the requirements and/or responsibilities of all parties which are listed below in order for a deal to work. The City has not agreed to any of the following. In order for the parties to move forward, the City would have to agree to provide funding for construction, enforcement and maintenance.

Four Points:

- Will need a trespassing enforcement agreement with County for enforcement.
- Requires that the property be clean at time of acceptance.

- Requires that the cost of the project and risk be neutral. The City will need to provide a certificate of insurance covering trail use by the public or an indemnity.

AVLT:

- Agreed-upon language within the Deed of Conservation Easement.
- Standard \$10,000 transaction fee and increased \$35,000 stewardship fee associated with the conservation easement. This can come out of the grant funds and/or tax credit proceeds.
- Timeline commitment of City trail implementation.
- Trail easement agreement between City and Four Points.

City:

- Costs of the trail are covered via City funds and/or grant funding
- Agreement with County to enforce trespassers/violators of trail's permitted uses.
- Trail easement agreement addressing at a minimum liability, maintenance and enforcement.

Issues:

1. In order to keep this process moving forward, City Council will need to agree to design and build a trail system. Trail systems have cost around \$5-\$7 dollars a foot to construct and no funding is included in the 2022 Budget. Until more work is done on the trail design, it is almost impossible to provide City Council with a good estimate.
2. The City would need to annex the property to ensure enforcement of illegal camping on private property. While this property currently would fall under the enforcement of the Sheriff, enforcement is difficult and will be weighed with other law enforcement priorities.
3. It will be difficult to enforce no camping on a city-owned easement since it will then become public property. Recent caselaw makes enforcement of camping bans particularly problematic. In addition, the PD already struggles to contain illegal camping within city boundaries.

Fiscal Impact:

In addition to unknown costs of building the trail, the long-term costs of maintaining and enforcing the trail are not known at this point. If City Council wants to move forward with the project responsibilities, staff will work towards design and construction costs to bring back to City Council for approval.

Legal Review:

Issues have been identified above, including enforcement, liability and annexation.

Staff Recommendation:

Staff recommends not moving forward with this project unless City Council determines it is a city priority.