AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
JUNE 2, 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.

MORNING WORK SESSION

8:30	1.	Electric Rates Discussion for 2022 and 2023	Information/Discussion
9:30	2.	Habitat for Humanity Guidelines	Information/Discussion

WORK SESSION

4:00	3.	Historic Preservation Commission Joint Work Session	Information/Discussion
4:45	4.	Financial Advisory Board Joint Work Session	Information/Discussion
5:15	5.	Adopting Minimum Standards and Fees for the Municipal Airport	Information/Discussion

ZOOM INSTRUCTIONS

You are invited to a Zoom webinar.
When: Jun 2, 2022 06:15 PM Mountain Time (US and Canada)
Topic: 2022/06/02 Regular Council Meeting
Please click the link below to join the webinar:
https://us02web.zoom.us/j/81822481106?pwd=enArUm1Ka1FCRm5JNVErb0dJT29Ddz09
Passcode: 052081
Or One tap mobile: US: +13462487799,,81822481106# or +16699006833,,81822481106#
Or Telephone: Dial(for higher quality, dial a number based on your current location):
US: +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782 or +1 312 626 6799 or +1 929 205 6099 or +1 301 715 8592
Webinar ID: 818 2248 1106
International numbers available: https://us02web.zoom.us/u/kcQVeAx8eG

REGULAR SESSION

6:15	6.	Roll Call	
	7.	Pledge of Allegiance	
	8.	Agenda Changes & Conflicts	
6:20	9.	Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes)	
6:30	10.	Consent Agenda	Discussion and/or Action

A. May 19, 2022 Council Minutes

B. Ordinance 2022-16; Amending Title 080 (Second Reading)

C. Resolution 2022-23; Resolution Authorizing the Acquisition or Condemnation of an Easement to Facilitate Emergency Evacuation

D. Request for Proposal 2022-14P Electric Transformer Award to Western United Electric

E. Request for Proposal 2022-13P Booster Station Replacement Award

ACTIONS AND/OR PRESENTATIONS

6:30	11.	Airport Board Appointment	Discussion and/or Action
6:35	12.	Real Estate and Market Demand Study	Discussion and/or Action
6:45	13.	Airspace Study - Options for Enhancing Airport Safety	Discussion and/or Action
7:15	14.	Glenwood Meadows Streets Discussion	Information/Discussion
7:35	15.	Update on Sopris View	Discussion and/or Action
8:05	16.	Request for Easement Access	Discussion and/or Action
8:25	17.	Roaring Fork Transportation Association; Paratransit and Ride Glenwood Agreement. Title VI Program Adoption.	Discussion and/or Action
8:40	18.	Options for Minutes	Discussion and/or Action
9:00	19.	Council Comments	Discussion and/or Action
9:10	20.	Report from City Administration	
		A. City Manager	
		B. City Attorney	
		C. Correspondence Incoming/Outgoing	
9:15	21.	Adjournment	

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Electric Rates Discussion for 2022 and 2023

Action Requested: None at this time

Department: Public Works

Presented By: Matthew Langhorst

Strategic Goals: Preserve and Improve Infrastructure

Background Info: The City of Glenwood Springs Electric Department has been reviewing its rates and revenue over the last two years. During the April 7th City Council morning work session, (Municipal Energy Agency of Nebraska) "MEAN" and City staff reviewed the two rate increase options developed by our rate consultants at MEAN that included either a 4.5% or a 5.2% revenue increase depending on how quickly the City wants to meet recommended reserve levels in the Electric enterprise fund. Staff and MEAN recommended a 5.2% increase for the middle of 2022 and another 5.2% increase for January 1st, 2023. These increases will be the first rate hikes since 2015 and the first change in how the City bills electricity since 2017. The MEAN proforma shows these rate increases of 5.2% continuing through 2026, but staff recommenced that we hold off on making those decisions until the city can see how the industry is going to evolve over the next 18 months and staff recommended that we move toward a CPI or Inflationary adjustment in 2024 and from there on out at a minimum. During the May 5th City Council meeting, Council approved the 5.2% increase recommended along with a financial increase thereafter unless a change is brought to Council prior to 2024. Now that the Council has approved a rate increase, staff has been working with MEAN to define what that overall 5.2% increase would look like in updated rate tariff sheets and resolutions (attached). What MEAN and staff are proposing is different flat service charges per classification and differing energy charges per classifications. All of the information below can be seen in the two rate attachments.

- Residential rates are currently a $11 service charge and $0.1066 per kWh energy charge.
- Residential rates would move to a $15 service charge and $0.1083 per kWh energy charge in 2022.
- Residential rates would move to a $20 service charge and $0.1088 per kWh energy charge in 2023.

- Small commercial rates are currently a $11 service charge and $0.1066 per kWh energy charge.
- Small commercial rates would move to a $18 service charge and $0.1108 per kWh energy charge in 2022.
- Small commercial rates would move to a $25 service charge and $0.1155 per kWh energy charge in 2023.

- Large commercial rates are currently a $11 service charge and $0.1066 per kWh energy charge.
- Large commercial rates would move to a $50 service charge and $0.1093 per kWh energy charge in 2022.

- Large commercial rates would move to a $60 service charge and $0.1127 per kWh energy charge in 2023.

You will notice that the small commercial customer has the highest kWh rate over the two years of changes, but the smaller change in the service charge compared to the large commercial users helps balance their bills to a small change in fees. The service charge for the large commercial user is less impactful on an average bill than the change in the energy rate due to the high consumption of these customers. The increase in all of the service charges helps balance out the debt ratio that the department needs to keep at 1 or above for bonding capabilities and for current bonding requirements. It also helps regulate the cash flow that is coming in versus a variable energy charge revenue stream. Overall, this is a 5.2% increase in revenue across the whole revenue stream. The make up of that revenue stream is 34% residential, 27% small commercial and 39% large commercial. This may seem like a fairly even split in revenue across the board, but when you consider that residential units make up 79.7% of the total meters, small commercial make up 18.9%, and large commercial make up 1.4% of all the meters in town. As you can see, 20.3% of the meters (commercial small and large) make up 66% of the overall revenue. The residential side of Operations and Maintenance makes up a majority of the work that the staff handle in a year due to the large overall footprint in the certified electric territory compared to the more compact business portion of our system.

Issues: None at this time.

Fiscal Impact: The changes in electricity rates will have a small impact on the customers of the city, but are necessary to keep up with ever increasing material, labor, energy and transmission fees that the utility sees each year. Staff asks that City Council consider creating a program to assist low-income individuals and families struggling to pay utility bills. Staff can bring back more on this approach if City Council is interested in a long-term program.

Legal Review: Legal council has reviewed the changes in the electric rate tariffs and approves the language.

Staff Recommendation: It is the staff's recommendation to open this discussion at the June 16th, 2022 night meeting and move the tariff updates forward in an approved resolution by the Electric Board.

2022 Cost of Service / Rate Design Study

Preliminary 2/9/22

	FYE December		2019	2020	2021	2022	2023	2024	2025	2026
a	Sales Growth Base Load				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
b	Operation Expense Inflation (less Power Costs)		1.2%	-10.0%	-13.1%	4.8%	3.5%	3.5%	3.5%	3.5%
c	General Inflation						3.5%	3.5%	3.5%	3.5%
d	Interest Rate on Cash Balances		1.3%	0.8%	0.2%	1.2%	1.2%	1.2%	1.2%	1.2%
e	Purchase Power Adjustments		-1.4%	0.5%	-2.7%	2.2%	2.7%	4.6%	5.8%	5.8%
f	**Base Rate Adjustments**		0.0%	0.0%	0.0%	**5.2%**	**5.2%**	**5.2%**	**5.2%**	**5.2%**
g	**Effective Date**					**Jun 1, 2022**	**Jan 1, 2023**	**Jan 1, 2024**	**Jan 1, 2025**	**Jan 1, 2026**
	FYE December		**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**
	Revenues									
1	Retail Sales Electricity		14,298,828	13,973,835	14,700,000	15,145,900	16,268,549	17,114,513	18,004,468	18,940,700
2	Other Operating Rev		464,281	30,533	48,459	31,900	33,017	34,172	35,368	36,606
3	Broadband (removed from electric fund 2021)		664,357	637,464	-	-	-	-	-	-
4	**Total Revenues**		**15,427,466**	**14,641,832**	**14,748,459**	**15,177,800**	**16,301,565**	**17,148,685**	**18,039,836**	**18,977,306**
5	**Expenses**									
6	Power Purchased		10,000,283	9,812,867	9,881,942	10,102,293	10,378,935	10,856,028	11,487,169	12,151,804
7	Administration		885,630	878,381	969,028	892,239	923,467	955,789	989,241	1,023,865
8	Customer Accounts		1,003,073	546,515	576,886	612,731	634,177	656,373	679,346	703,123
9	Maintenance & Distribution		1,061,403	855,281	1,275,988	1,452,382	1,503,215	1,555,828	1,610,282	1,666,642
10	Broadband (excluding capital outlay)		659,521	966,822	-	302	-	-	-	-
11	**Total O&M**		**13,609,910**	**13,059,866**	**12,703,843**	**13,059,947**	**13,439,794**	**14,024,018**	**14,766,038**	**15,545,434**
12	Depreciation		1,351,373	1,300,584	997,000	1,027,794	1,197,494	1,367,544	1,388,256	1,409,693
13	Nonreciprocal Interfund Activity to GF	3.4%	478,842	493,207	503,071	513,132	523,395	533,863	544,540	555,431
14	Interfund Franchise Fee to GF	3.4%	478,842	493,207	503,071	513,132	523,395	533,863	544,540	555,431
15	Interest Income		(72,109)	(47,355)	(5,907)	(50,000)	(38,762)	(49,310)	(62,693)	(77,564)
16	**Total Electric Expense**		**15,846,858**	**15,299,509**	**14,701,078**	**15,064,005**	**15,645,316**	**16,409,977**	**17,180,681**	**17,988,424**
17	**Net Operating Income**		**(419,392)**	**(657,677)**	**47,381**	**113,795**	**656,250**	**738,708**	**859,155**	**988,882**
18	**Net Income Target % of UPIS**	**4.0%**	**779,200**	**818,388**	**817,698**	**1,095,986**	**1,068,086**	**1,034,084**	**999,979**	**965,765**
19	**Net Income Actual % of UPIS**		**-2.2%**	**-3.2%**	**0.2%**	**0.4%**	**2.5%**	**2.9%**	**3.4%**	**4.1%**
20	**Debt Coverage Ratio**		**-**	**8.0**	**1.9**	**1.4**	**1.7**	**2.0**	**2.1**	**2.2**
21	COS Revenue Requirement					**16,128,091**				
22	**Other Revenues & (Expenses)**									
23	Interest on existing Debt (Broadband Project)	neg		(80,716)	(174,049)	(166,422)	(158,643)	(150,709)	(142,617)	(134,364)
24	Interest on new Debt	neg				(240,000)	(228,014)	(215,549)	(202,585)	(189,102)
25	**Total Profit / Loss**		**(419,392)**	**(738,393)**	**(126,668)**	**(292,627)**	**269,593**	**372,451**	**513,953**	**665,416**
26	Net Utility Plant in Service (UPIS)		19,479,991	20,459,706	20,442,438	27,399,644	26,702,150	25,852,106	24,999,463	24,144,128
27	Gross - Utility Plant in Service (G-UPIS)		39,514,054	40,347,779	41,327,511	49,312,511	49,812,511	50,330,011	50,865,624	51,419,983
28	Net UPIS/ OCUP		49%	51%	49%	56%	54%	51%	49%	47%
29	**Cash Inflows**									
30	Net Income		(419,392)	(738,393)	(126,668)	(292,627)	269,593	372,451	513,953	665,416
31	Developer Contributions		206,551	99,045	107,207	100,000	-	-	-	-
32	Grants		-	27,000	-	-	-	-	-	-
33	New Borrowing		-	-	-	6,000,000	-	-	-	-
34	Debt Proceeds for Broadband Project		-	9,122,000	-	-	-	-	-	-
35	Broadband Payback (2020 O&M and Bond payments)		-	80,716	879,213	549,706	549,554	549,399	549,242	549,081
36	Broadband Contributions (Operations Center Bldg)		-	-	-	50,000	50,000	50,000	50,000	50,000
37	Depreciation		1,351,373	1,300,584	997,000	1,027,794	1,197,494	1,367,544	1,388,256	1,409,693
38	Cash Inflows		**1,138,532**	**9,890,952**	**1,856,752**	**7,434,873**	**2,066,641**	**2,339,394**	**2,501,451**	**2,674,190**
39	**Cash Outflows**									
40	Capital Projects (includes Capital Outlay budget items)		450,169	2,716,978	979,732	7,985,000	500,000	517,500	535,613	554,359
41	Cash Balance Adjustment (Broadband Project Proceeds)		-	9,122,000	-	-	-	-	-	-
42	Transfer to Fleet Services		133,000	155,372	95,833	-	-	-	-	-
43	Transfer to Acquisition & Improvements Fund		130,000	-	-	-	-	-	-	-
44	Transfer to City Capital Projects Fund		25,000	25,000	50,000	-	-	-	-	-
45	Principal on Existing Debt (Broadband project)				375,806	383,284	390,911	398,691	406,625	414,716
46	Principal on New Debt		-	-	-	-	299,647	311,633	324,098	337,062
47	Cash Outflows		**$ 738,169**	**$ 12,019,350**	**$ 1,501,371**	**$ 8,368,284**	**$ 1,190,558**	**$ 1,227,823**	**$ 1,266,335**	**$ 1,306,137**
48	Change in Cash		**400,363**	**(2,128,398)**	**355,381**	**(933,411)**	**876,083**	**1,111,571**	**1,235,116**	**1,368,053**
49	**Cash Balance**		**6,246,511**	**3,797,393**	**4,152,774**	**3,219,362**	**4,095,445**	**5,207,016**	**6,442,133**	**7,810,185**
50	**Minimum Cash Balance Target**		**6,157,001**	**6,063,549**	**5,335,555**	**5,622,640**	**5,592,915**	**5,778,055**	**6,004,010**	**6,240,721**

Cash Reserve Policy				**2022**
1	O&M Expenses	13,059,947	25%	3,264,987
2	Gross - Utility Plant in Service (G-UPIS)	49,312,511	1%	493,125
3	Deposits	224,658	100%	224,658
4	Debt Service	240,000	100%	240,000
5	Current Year Capital Improvements less Borrowings	1,985,000	30%	595,500
6	Five Year Capital Improvements less Borrowings	2,681,233	30%	804,370
7	**Minimum Reserve Target**			**5,622,640**

RESOLUTION 2022-##

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ACTING AS THE ELECTRIC UTILITY BOARD, SETTING ELECTRIC RATES.

WHEREAS, Article 080.050 of the City's Municipal Code provides that fees for electric rates be set by Resolution; and

WHEREAS, the City Council of the City of Glenwood Springs, acting as the Electric Utility Board, has made the following findings of fact:

1. The most recent adjustment to the City of Glenwood Springs Electric System rates was approved in September 2017.

2. The City Council is in receipt of information upon which it bases its decision to now increase electric rates as set forth in Advice Letter No. ## of the City Manager dated June 16, 2022, with attached Tariff Sheets.

3. The Tariff Sheets proposed in Advice Letter No. ## represent fair and equitable charges for electric service in the City of Glenwood Springs in order for the Electric System to realize the historical rate of return of the System. The proposed Schedule of Rates is in the public interest and should be authorized; and

WHEREAS, the Electric Utility Board has, prior to the adoption of this resolution, given public notice pursuant to Rule 17(A)(1) of the Rules of Practice and Procedure before the Electric Utility Board of the City of Glenwood Springs, Colorado; and

WHEREAS, the City Council by this Resolution will set electric rates until otherwise amended by City Council.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ACTING AS THE ELECTRIC UTILITY BOARD, THAT:

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

Section 2. It hereby adopts the revised schedule of electric rates recommended by the City Manager in Advice Letter No. ##. Copies of the Advice Letter and the revised schedule sheets shall be available for public inspection in the office of the City Clerk of the City of Glenwood Springs, Colorado.

Section 3. The electric rates set forth in the revised rate schedules shall be effective for all electric utility billing performed by the Glenwood Springs Electric System for the July 2022 electric billing cycle.

INTRODUCED, READ, AND PASSED THIS 16TH DAY OF JUNE 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

_____

Jonathan Godes, Mayor

ATTEST:

_____

Ryan Muse, City Clerk

GLENWOOD SPRINGS ELECTRIC SYSTEM

101 W. 8TH STREET
GLENWOOD SPRINGS, COLORADO 81601
PHONE: (970) 384-6400

June 16, 2022

The Electric Utility Board of the City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

Re: Advice Letter No. ##

Dear Sirs:

The accompanying tariff sheets issued by the Glenwood Springs Electric System are submitted for filing in accordance with the Rules of Practice and Procedure of the Glenwood Springs Utility Board.

Tariff Sheet No.	Cancels Sheet No.	Title of Sheet
1, 16th Revision	1, 15th Revision	Residential, Domestic Light and Combination Service
9, 16th Revision	9, 15th Revision	Commercial, Small Commercial
10, 16th Revision	10, 15th Revision	Large Commercial and Industrial, Combined Commercial Lighting and Power
12, 11th Revision	12, 10th Revision	Municipal, Street Lighting Service

An increase in the tariffs related to the foregoing category of services is requested due to increased purchase power costs, increased operating costs, and routine capital project costs. A full showing of the proposed tariff and charges are attached hereto. The tariff sheets refer to the existing tariffs that are proposed to be changed.

The Glenwood Springs Electric System has published notice in accordance with Rule 17(A)(1) of a public hearing to consider the proposed tariff increase, which hearing shall occur at the regular City Council meeting of June 16, 2022.

It is requested that this filing become effective for the July 2022 electric billing cycle. It is further requested that this filing be adopted by reference in a Resolution of the City Council, acting as the Electric Utility Board, on June 16, 2022.

Respectfully submitted,

Debra Figueroa, City Manager
Glenwood Springs Electric System

General Service Classification: **RESIDENTIAL - DL**	
Rate Title Or Number: **DOMESTIC LIGHT AND COMBINATION SERVICE**	Company Rate Code

AVAILABILITY
Available in all territory served by the City.

APPLICABILITY
Applicable to separately metered individual dwelling units for all domestic uses. Single phase service. One hundred ten (110) volts and two hundred twenty (220) volts. Rates generally apply to residential accounts with monthly average electric demand below 34.99 kw.

RATE

RATE PER METER

Service Charge:	Per meter, per month	$15.00
Energy Charge:	Per kWh for all kWh used per month	$0.1083

MINIMUM CHARGE
The minimum charge under the above rate shall be the Service Charge

PAYMENT
Bills for electric service are due and payable within fifteen (15) days from date of bill.

General Service Classification:	**COMMERCIAL**	
Rate Title Or Number:	**SMALL COMMERCIAL - BL**	Company Rate Code

AVAILABILITY
Available in all territory served by the City.

APPLICABILITY

Applicable to all commercial users for all electrical requirements at available secondary voltage, single phase or three phase service. Rates apply to commercial accounts with monthly average electric demand between 1 kw and 69.99 kw.

RATE

RATE PER METER

Service Charge:	Per meter, per month	$18.00
Energy Charge:	Per kWh for all kWh used per month	$0.1108

MINIMUM CHARGE
The minimum charge under the above rate shall be the Service Charge.

PAYMENT
Bills for electric service are due and payable within fifteen (15) days from date of bill.

SPECIAL PROVISIONS
Service is classified as business when use is primarily of a business, professional, institutional, or small industrial nature, subject to power factor correction as contained in the rules and regulations.

General Service Classification: **LARGE COMMERCIAL AND INDUSTRIAL**

Rate Title Or Number: **COMBINED COMMERCIAL LIGHTING AND POWER - BD**

Company Rate Code

AVAILABILITY
Available in all territory served by the City.

APPLICABILITY
Applicable to all commercial users for all electrical requirements at available secondary three phase service. Rates apply to commercial accounts with monthly average electric demand in excess of 70 kw.

RATE PER METER		**RATE**
Service Charge:	Per meter, per month	$50.00
Energy Charge:	Per kWh for all kWh used per month	$0.1093

MINIMUM CHARGE
The minimum charge under the above rate shall be the Service Charge.

PAYMENT
Bills for electric service are due and payable within fifteen (15) days from date of bill.

General Service Classification: **MUNICIPAL**	
Rate Title Or Number: **STREET LIGHTING SERVICE - ML**	Company Rate Code

AVAILABILITY
Available for streets and highways within the City limits of Glenwood Springs.

APPLICABILITY
Applicable for the lighting of public streets, highways, and roadways.

RATE PER METER		**RATE**
Service Charge:	Per meter, per month	$18.00
Energy Charge:	Per kWh for all kWh used per month	$0.1039

MINIMUM CHARGE
The minimum charge under the above rate shall be the Service Charge

SPECIAL CONDITIONS
This rate is applicable only to the City for lighting service rendered by the Electric System.

RESOLUTION 2023-##

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ACTING AS THE ELECTRIC UTILITY BOARD, SETTING ELECTRIC RATES.

WHEREAS, Article 080.050 of the City's Municipal Code provides that fees for electric rates be set by Resolution; and

WHEREAS, the City Council of the City of Glenwood Springs, acting as the Electric Utility Board, has made the following findings of fact:

1. The most recent adjustments to the City of Glenwood Springs Electric System rates were approved in September 2017 and June 2022.

2. The City Council is in receipt of information upon which it bases its decision to now increase electric rates as set forth in Advice Letter No. ## of the City Manager dated January 5, 2023, with attached Tariff Sheets.

3. The Tariff Sheets proposed in Advice Letter No. ## represent fair and equitable charges for electric service in the City of Glenwood Springs in order for the Electric System to realize the historical rate of return of the System. The proposed Schedule of Rates is in the public interest and should be authorized; and

WHEREAS, the Electric Utility Board has, prior to the adoption of this resolution, given public notice pursuant to Rule 17(A)(1) of the Rules of Practice and Procedure before the Electric Utility Board of the City of Glenwood Springs, Colorado; and

WHEREAS, the City Council by this Resolution will set electric rates until otherwise amended by City Council.

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

Section 2. It hereby adopts the revised schedule of electric rates recommended by the City Manager in Advice Letter No. ##. Copies of the Advice Letter and the revised schedule sheets shall be available for public inspection in the office of the City Clerk of the City of Glenwood Springs, Colorado.

Section 3. The electric rates set forth in the revised rate schedules shall be effective for all electric utility billing performed by the Glenwood Springs Electric System for the January 2023 electric billing cycle.

INTRODUCED, READ, AND PASSED THIS 5TH DAY OF JANUARY 2023.

CITY OF GLENWOOD SPRINGS, COLORADO

_____

Jonathan Godes, Mayor

ATTEST:

_____

Ryan Muse, City Clerk

GLENWOOD SPRINGS ELECTRIC SYSTEM

101 W. 8TH STREET
GLENWOOD SPRINGS, COLORADO 81601
PHONE: (970) 384-6400

June 16, 2022

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101 West 8th Street
Glenwood Springs, CO 81601

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Respectfully submitted,

Debra Figueroa, City Manager
Glenwood Springs Electric System

General Service Classification: **RESIDENTIAL**	
Rate Title Or Number: **DOMESTIC LIGHT AND COMBINATION SERVICE - DL**	Company Rate Code

AVAILABILITY
Available in all territory served by the City.

APPLICABILITY
Applicable to separately metered individual dwelling units for all domestic uses. Single phase service. One hundred ten (110) volts and two hundred twenty (220) volts. Rates generally apply to residential accounts with monthly average electric demand below 34.99 kw.

RATE

RATE PER METER

Service Charge:	Per meter, per month	$20.00
Energy Charge:	Per kWh for all kWh used per month	$0.1088

MINIMUM CHARGE
The minimum charge under the above rate shall be the Service Charge

PAYMENT
Bills for electric service are due and payable within fifteen (15) days from date of bill.

General Service Classification:	**COMMERCIAL**	
Rate Title Or Number:	**SMALL COMMERCIAL - BL**	Company Rate Code

AVAILABILITY
Available in all territory served by the City.

APPLICABILITY
Applicable to all commercial users for all electrical requirements at available
Applicable to all commercial users for all electrical requirements at available secondary voltage, single phase or three phase service. Rates apply to commercial accounts with monthly average electric demand between 1 kw and 69.99 kw.

RATE

RATE PER METER

Service Charge:	Per meter, per month	$25.00
Energy Charge:	Per kWh for all kWh used per month	$0.1155

MINIMUM CHARGE
The minimum charge under the above rate shall be the Service Charge.

PAYMENT
Bills for electric service are due and payable within fifteen (15) days from date of bill.

SPECIAL PROVISIONS
Service is classified as business when use is primarily of a business, professional, institutional, or small industrial nature, subject to power factor correction as contained in the rules and regulations.

General Service Classification: **LARGE COMMERCIAL AND INDUSTRIAL**

Rate Title Or Number: **COMBINED COMMERCIAL LIGHTING AND POWER - BD**

Company Rate Code

AVAILABILITY
Available in all territory served by the City.

APPLICABILITY
Applicable to all commercial users for all electrical requirements at available secondary three phase service. Rates apply to commercial accounts with monthly average electric demand in excess of 70 kw.

RATE

RATE PER METER

Service Charge:	Per meter, per month	$60.00
Energy Charge:	Per kWh for all kWh used per month	$0.1127

MINIMUM CHARGE
The minimum charge under the above rate shall be the Service Charge.

PAYMENT
Bills for electric service are due and payable within fifteen (15) days from date of bill.

General Service Classification: **MUNICIPAL**	
Rate Title Or Number: **STREET LIGHTING SERVICE - ML**	Company Rate Code

AVAILABILITY
Available for streets and highways within the City limits of Glenwood Springs.

APPLICABILITY
Applicable for the lighting of public streets, highways, and roadways.

RATE PER METER		**RATE**
Service Charge:	Per meter, per month	$25.00
Energy Charge:	Per kWh for all kWh used per month	$0.1016

MINIMUM CHARGE
The minimum charge under the above rate shall be the Service Charge

SPECIAL CONDITIONS
This rate is applicable only to the City for lighting service rendered by the Electric System.

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Habitat for Humanity Guidelines

Action Requested: Discussion of agreement for development of Affordable Housing units with Habitat for Humanity Roaring Fork.

Department: Economic and Community Development

Presented By: Hannah Klausman, Karl Hanlon

Strategic Goals: Protect and Preserve our Quality of Life
Generate Sustainable Economic Development
Provide Efficient and Responsive City Government

Background Info: On May 5, 2022, City Council approved moving forward with Habitat for Humanity of the Roaring Fork as an affordable housing developer for two City-owned parcels of land. This work session is focused on making decisions on specific deed restriction language and details of the agreement between the City and Habitat for Humanity.

Issues:

Deed Restrictions

Deed-restricted homeownership is a mechanism for preserving the long-term affordability of units whose price was reduced to below-market levels through a government or philanthropic subsidy, inclusionary zoning, or affordability incentive. Local governments and non-profits have adopted the tool as a method of preserving affordable homeownership. To do so, deed restrictions are placed on the property that limit the terms of future sales to maintain affordability for subsequent buyers. Considerations for deed restrictions include but are not limited to:

Resale Price

Deed restrictions typically prescribe a formula which sets a ceiling on the subsequent sales price of the home. A common restriction is to limit the property appreciation to 3% or the standard Consumer Price Index percentage, whichever is lower.

Qualifying Income Limitations

Common restrictions on future buyers set limits on the household income of a future buyer, for example at or below 80 percent of the median household income. Habitat for Humanity has proposed a target of 80 percent median household income. Staff recommends setting a maximum income limitation but allowing Habitat some flexibility as the project evolves.

Qualifying Geographic or Employment Limitations

Some organizations choose to place restrictions on eligible buyers based on where they work, or who they work for. One example of this that Habitat has explained is the School District units in the Basalt Vista Project. Those units had a restriction that the tenants must be employed by the School District for the duration of their ownership. If a tenant leaves the employ of the School District there is a stipulated amount of time in which they have to sell their unit to the next qualified applicant. Habitat has stated a strong preference against requiring such a provision.

The City of Glenwood Springs' Inclusionary Zoning and Voluntary Deed Restriction programs have geographic employment guidelines in a tiered priority approach included below from the Housing Guidelines as approved by City Council.

Priority of applicant – The intended goal of the City's inclusionary housing program is first and foremost to house those employees that are vital to employers located within the corporate limits of the city, which employers generally pay property taxes, sales taxes and licensing fees that support city services. For this reason, employees that are eligible for community housing per the definitions of the guidelines who are employed in priority category one, as defined in these guidelines, shall have a higher priority in any housing lottery than those employees in priority category two. Employees in priority two shall have a higher priority than those applicants in priority area three. As stated in the definitions in these guidelines, the three priority areas for community housing are as follows:

1. ***Priority area one*** *– employees working for an employer with a physical address within the corporate city limits of Glenwood Springs or an employee who is self-employed within the corporate city limits of Glenwood Springs.*

2. ***Priority area two*** *– employees working for an employer whose physical address is located within the 81601-zip code, or an employee who is self-employed within the same area.*

3. ***Priority area three*** *– employees working for an employer within a thirty (30) mile radius of the corporate city limits.*

Self-employed individuals *– Self-employed individuals are as defined in these guidelines. Self-employed individuals must demonstrate full-time employment, i.e. physically working a minimum of 1,500 hours per calendar year in one of the priority areas, as defined in these guidelines, an average of 35 hours a week, 10 months of a year; or 32 hours a week, 11 months of the year. Full-time employment for qualification purposes shall not include minimum hours accumulated in various priority areas.*

Staff has included an example of a deed restriction document that the City used for it's past inclusionary zoning properties. The City is currently in the process of drafting deed restrictions for the City's new Inclusionary Zoning requirements and expects changes to the older documents to reflect new policies and best practices.

Staff has also included several examples of deed restrictins that Habitat for Humanity has used in various projects, as attachments to this report.

Currently, there is no annual compliance check for income or employment for Inclusionary Housing units meaning that the initial sale and re-sale qualification is the only restriction.

Duration

Habitat for Humanity deed restrictions, unlike the City's Inclusionary Zoning, and Voluntary Deed Restriction programs, last in perpetuity. Staff recommends keeping this model as it ensures the longest affordable benefit to the community.

Acceptable Uses

Allowed use restrictions include stipulating that the housing unit is used as a primary residence.

Fee Waivers

Staff previously presented the possible fee waivers that City Council could approve to ensure deeper affordability for the project. Staff and the Project Advisory Committee encourage City Council to waive all system improvement fees, and building fees for Habitat for Humanity. A brief summary of those fees is provided below.

Building permit costs

Building permit costs are estimated based on valuations provided for project costs by Habitat and assumes that no use tax would be charged to Habitat of Humanity by virtue of its nonprofit status. These numbers would be reviewed and finalized at the time of building permit submittal.
8 th/Midland property, $19,129.69 estimated building permit fees

Iddings property, $38,620.31 estimated building permit fees
Total of $57,750 in building permit fees.

System improvement fees
Based on 14 three-bedroom units at the Iddings property, 6 one-bedrooms and 2 two-bedrooms at 8th and Midland the following system improvement fees are estimated.
$201,216.19 for water/sewer fees
$90,746.86 in parkland dedication fees, if using fee-in-lieu instead of dedicating land
$37,069.56 in school dedication fees
$27,500 in fire impact fees
Total estimated System Improvement Fees of $356,532.61
Combined Total Estimated Fees of $414,282.

Fiscal Impact: If Council approves fee waivers the amount could be up to an estimated $415,000.

Legal Review:

Staff Recommendation: Staff recommends applying initial geographic employment qualifications in addition to income qualifications as outlined in the currently adopted Housing Guidelines for the City's Inclusionary Housing requirements.
Staff recommends waiving system improvement and building permit fees.

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Jean Alberico, Garfield County, Colorado
Rec Fee: $96.00 Doc Fee: $0.00 eRecorded

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DECLARATION OF DEED RESTRICTION AND AGREEMENT CONCERNING THE SALE, OCCUPANCY AND RESALE OF PROPERTY DESCRIBED AS 107 WHITEHORSE PLACE, GLENWOOD SPRINGS, CO 81601, GARFIELD COUNTY, COLORADO

THIS DECLARATION OF DEED RESTRICTION AND AGREEMENT CONCERNING THE SALE, OCCUPANCY AND RESALE OF PROPERTY described as 107 Whitehorse Place, Glenwood Springs, CO 81601, Garfield County, Colorado ("Agreement") is made and entered into this 24th day of July, 2009, by [redacted] (the "Declarant"), for the benefit of the parties and enforceable by the City of Glenwood Springs (the "City").

RECITALS AND DEFINITIONS

WHEREAS, Declarant owns property, as described on Exhibit A attached hereto and incorporated herein, that is part of the City's Community Housing Program and desires to set aside 107 Whitehorse Place, Glenwood Springs, Colorado, 81601, for the purpose of providing affordable housing for residents of the City of Glenwood Springs. For purposes of this Agreement, such real property and all dwellings, appurtenances, improvements and fixtures associated therewith shall hereinafter be collectively referred to as the "Property"; and

WHEREAS, this Property shall be conveyed to "Qualified Buyers" as that term is defined in this Agreement; and

WHEREAS, the term "Qualified Buyers", as used herein, are natural persons meeting the income, residency and all other qualifications contained in the City's Community Housing Guidelines (collectively, "the Community Housing Guidelines"), as adopted and in effect at the time of the closing of the sale of the Property to Qualified Buyers, who must represent and agree pursuant to this Agreement to occupy the Property as their sole place of residence, not engage in any business activity within the Property other than that permitted in that zone district and the Declaration of Covenants, Conditions and Restrictions recorded February 3, 2006, in Book 1769 at Page 609 as Reception No. 691732 of the Garfield County, Colorado records ("Covenants"), and not sell or otherwise transfer the Property for use in a trade or business; and

WHEREAS, the term "Prospective Owner", as used herein shall mean a Qualified Buyer who has been chosen from a pool of Qualified Buyers to be allowed to purchase the Property; and

WHEREAS, the term "Owner", as used herein shall mean the person(s) who acquire an ownership interest in Property in compliance with the terms and provisions of this Agreement, it being understood that such person(s) shall be deemed an "Owner" hereunder only during the period of his, her or their ownership interest in the Property and shall be obligated hereunder for the full and complete performance and observance of all covenants, conditions and restrictions contained herein during such period, and

WHEREAS, the term "Authority", as used herein shall mean the entity with which City has entered into an agreement to provide assistance to City in the administration of the City's Community Housing Program; and

WHEREAS, all capitalized terms used in this Agreement shall be defined as set forth herein or in the Community Housing Guidelines.

NOW, THEREFORE, for value received, the receipt and sufficiency of which is hereby acknowledged, Declarant hereby declares, covenants, and agrees as follows:

SECTION 1
DECLARATION

1.1 For the purposes set forth herein, Declarant, for itself and its successors and assigns, hereby declares that the Property shall be owned, held, transferred, conveyed, sold, leased, rented, hypothecated, encumbered, used, occupied, improved, altered and enjoyed subject to the covenants, conditions, restrictions, privileges, rights and other provisions herein set forth, for the duration hereof, and all of which shall run with the land and be binding upon all Owners, occupants and other persons having or acquiring any right, title or interest in or to the Property and their respective heirs, personal representatives, successors and assigns and shall be binding upon and inure to the benefit of the City, and their respective successors and assigns. All persons who purchase Property shall be Qualified Buyers, as such term is defined in this Agreement.

1.2 Declarant hereby restricts the acquisition or transfer of the Property to Qualified Buyers, as that term is defined in this Agreement, who fall within the qualifications and income range established and adopted by the City from time to time in its Community Housing Guidelines. In addition, Declarant agrees that this Agreement shall constitute a resale agreement setting forth the maximum resale price for which the Property may be sold ("Maximum Resale Price"), the amount of appreciation, and the terms and provisions controlling the resale of the Property. Declarant restricts the Property against use and occupancy inconsistent with the terms of this Agreement.

1.3 By the acceptance of any deed conveying any Property subject hereto, the grantee of such deed shall accept all of the terms, conditions, limitations, restrictions and uses contained in this Agreement. In addition, prior to the delivery of a deed conveying any Property to a grantee, such grantee shall execute a Memorandum of Acceptance in the form attached hereto and incorporated herein as Exhibit B, evidencing grantee's acknowledgment and agreement to the terms, conditions, limitations, restrictions, and uses contained in this Agreement.

SECTION 2
USE AND OCCUPANCY OF PROPERTY; OWNER RESIDENCY REQUIRED

2.1 Except as otherwise provided herein, the use and occupancy of any Property shall henceforth be limited exclusively to housing for natural persons who meet the definition of Qualified Buyer(s) and their families.

2.2 An Owner, in connection with the purchase of Property, must: (a) occupy the Property as his or her sole and exclusive place of residence during the time that such Property is owned; (b) not engage in any business activity on or in such Property, other than as permitted in that zone district and the Covenants; and (c) satisfy the residency and employment requirements of the Community Housing Guidelines; and (d) sell, convey, or otherwise transfer such Property only in accordance with this Agreement and the Community Housing Guidelines.

2.3 In the event an Owner ceases to utilize the Property as his/her sole and exclusive place of residence, the Property shall be offered for sale pursuant to the provisions of subsection 3.8 of this Agreement. The Owner shall be deemed to have ceased utilizing the Property as his/her sole and exclusive place of residence by accepting permanent employment outside of the Glenwood Springs area, or by residing in the Property for fewer than nine (9) months per calendar year without the express written approval of the City or Authority. Where the provisions of this subsection 2.3 apply, the City or Authority may require the Owner to rent the Property in accordance with the provisions of Section 4.

2.4 If an Owner of the Property must leave the City for a limited period of time, and desires to rent the Property during such absence, a leave of absence may be granted by the City or Authority for up to one (1) year upon clear and convincing evidence demonstrating a bona fide reason for leaving and a commitment to return to Glenwood Springs, except for active military service as described in the Community Housing Guidelines. A letter must be sent by the Owner to the City or Authority at least thirty (30) days prior to leaving, requesting permission to rent the Property during the leave of absence. Notice of such intent, and the ability to comment, shall be provided to any applicable homeowners' association at the time of request to the City or Authority. The leave of absence shall be for one (1) year and may, at the discretion of the City or Authority be extended for an additional one (1) year; but in no event shall the leave exceed two (2) years, with the exception of active military service as per the Community Housing Guidelines. The Property may be rented during the period of absence in accordance with Section 4.

SECTION 3
SALE OF PROPERTY; MAXIMUM RESALE PRICE

3.1 In the event that an Owner desires to sell his/her Property, the Owner shall consult with the City, or its agent, to review the requirements of this Agreement, including the method for determining the Maximum Resale Price. Following approval of the Maximum Resale Price by the City, the Owner shall list such Property for sale with the Garfield County Housing Authority, or as otherwise provided in Community Housing Guidelines then in effect, for a sales price not exceeding the Maximum Resale Price and in accordance with the procedures set forth in those Community Housing Guidelines. There may be a fee charged by the City or Authority. The amount of such fee is to be paid by the Owner and shall be set forth in the current Community Housing Guidelines. In order to be able to offer the Property for sale at the Maximum Resale Price, the Property must be reasonably clean, all fixtures must be in working condition and any damage to the Property beyond normal wear and tear must be repaired. If these conditions are not satisfied, the City or Authority may require that the owner

agree to escrow at closing a reasonable amount to achieve compliance with these requirements or reduce the Maximum Resale price accordingly.

3.2 In no event shall Property be sold for an amount in excess of the Maximum Resale Price as determined in accordance with this paragraph. The Maximum Resale Price shall equal the purchase price for the Property paid by the Owner selling the Property divided by the West Region, Consumer Price Index, Urban Wage Earners and Clerical Workers (CPI-W) (1982-84=100), not seasonally adjusted, published by the U.S. Department of Labor, Bureau of Labor Statistics ("Consumer Price Index"), published at the time of Owner's purchase as stated on the settlement sheet, multiplied by the Consumer Price Index current at the date of intent to sell, plus the cost of Permitted Capital Improvements as defined on Exhibit C attached hereto and incorporated herein by this reference (and as limited in paragraph 3.3 hereof), unless Permitted Capital Improvements are submitted in accordance with the Community Housing Guidelines. For the purposes of this subsection, "date of intent to sell" shall be the date of execution of a listing contract, or if a listing contract is not used, the date shall be the date when the Property is first offered for sale. In no event shall the Maximum Resale Price be more than the Owner's purchase price, plus an increase of three percent (3%) simple interest of such price per year from the date of purchase to the date of Owner's notice of intent to sell, plus Permitted Capital Improvements.

NOTHING HEREIN SHALL BE CONSTRUED TO CONSTITUTE A REPRESENTATION OR GUARANTEE BY THE DECLARANT, THE AUTHORITY OR THE CITY OF GLENWOOD SPRINGS THAT UPON RESALE THE OWNER SHALL OBTAIN THE MAXIMUM RESALE PRICE.

3.3 In order to qualify as Permitted Capital Improvements, the Owner must have received approval from the Authority and City for qualifying capital improvements, as allowed in the Community Housing Guidelines, by submitting the proposed improvements to Authority and the City a minimum of 21 days in advance of initiating the work. The Owner shall be advised as to whether the proposed capital improvements are allowed under the Community Housing Guidelines within 14 days of submittal of complete information to the Authority and City as to the proposed improvements. Upon completion of the work, the following information shall be provided to Authority or the City with respect to the improvements which the Owner seeks to include in the calculation of Maximum Resale Price:

a. Original or duplicate receipts to verify the actual costs expended by the Owner for the Permitted Capital Improvements; and

b. Owner's affidavit verifying that the receipts tendered are valid and correct; and

c. True and correct copies of any building permit or certificate of occupancy required to be issued by the City with respect to the Permitted Capital Improvements.

3.4 For the purpose of determining the Maximum Resale Price in accordance with this Section, the Owner may also add to the amounts specified in subsections 3.2, the cost of any permanent improvements constructed or installed as a result of any requirement imposed by

any governmental agency, provided that written certification is provided to the City or Authority of both the applicable requirement and the information required by subsection 3.3.

3.5 In calculating the costs under subsection 3.2 and 3.3 only the Owner's actual out-of pocket costs and expenses shall be eligible for inclusion. Such amount shall not include an amount attributable to Owner's "sweat equity" or to any appreciation in the value of the improvements.

3.6 An Owner shall not permit any prospective buyer to assume any or all of the Owner's customary closing costs nor accept any other consideration which would cause an increase in the purchase price above the bid price so as to induce the Owner to sell to such prospective buyer.

3.7 Prior to Owner entering into a sales contract for the sale of his/her Property, an owner shall contact the Garfield County Housing Authority and/or City to review the deed restriction covering the Property to determine the maximum sales price permitted and other applicable provisions concerning a sale. Unless otherwise provided in the deed restriction, the Property must be listed for sale with the Garfield County Housing Authority. At the discretion of City, a lottery may be held if it is determined that there are a number of qualified households who would purchase the Property and where a lottery would be in the best interest of the community. The Garfield County Housing Authority will oversee the sale in accordance with the Community Housing Guidelines that are in effect at the time of the listing. There shall be a minimum listing period of three months before the price of a Community Housing Property is adjusted. Any termination of the listing may require the payment of administrative and advertising costs by the homeowner.

Potential buyers shall be qualified by the City or Authority pursuant to the requirements of the Community Housing Guidelines then in effect. Documented proof of qualification shall be provided by the potential buyer, as requested by City or Authority, prior to purchase. An Owner shall neither enter into a sales contract for the sale of his/her Property with any person other than a Qualified Buyer chosen in a manner consistent with the Community Housing Guidelines nor any contract which provides for a sales price greater than the Maximum Resale Price established in accordance with this Section. Prior to closing, all sales contracts for the sale of Property subject to this Agreement shall be submitted to the City or Authority for its review and approval of the contract for consistency with this Agreement.

3.8 In the event that title to Property vests in individuals or entities who are not Qualified Buyers as that term is defined herein (hereinafter referred to as "Non-Qualified Transferee(s)"), and such individuals are not approved as Qualified Buyers within thirty (30) days after obtaining title to the Property, in the manner described in this Section, the Property shall immediately be listed for sale or advertised for sale by the Non-Qualified Transferee(s) in the same manner as provided for Owners in subsection 3.1 above; provided such action does not otherwise conflict with applicable law. The highest bid by a Qualified Buyer, for not less than ninety-five percent (95%) of the Maximum Resale Price or the appraised market value, whichever is less, which satisfies all obligations under any existing first lien deed of trust or mortgage, shall be accepted. If all such bids are below the lesser of ninety-five percent

(95%) of the Maximum Resale Price or the appraised market value, the Property shall continue to be listed for sale or advertised for sale by the Non-Qualified Transferee(s) until a bid in accordance with this subsection is made, which bid must be accepted. The cost of any appraisal and other applicable fees as described in the Community Housing Guidelines shall be paid by the Non-Qualified Transferee(s). The Non-Qualified Transferee(s) must sell the Property in a manner approved by City or Authority and shall use due diligence and make all reasonable efforts to accomplish the sale of the Property. In the event City or Authority finds and determines that such Non-Qualified Transferee(s) have failed to exercise such due diligence, City or Authority may require the Non-Qualified Transferee(s) to execute a standard listing contract on forms approved by the Colorado Real Estate Commission, or its successor, with a licensed real estate broker or agent.

a. Non-Qualified Transferee(s) shall join in any sale, conveyance or transfer of the Property to Qualified Buyer(s) and shall execute any and all documents necessary to effect such conveyance.

b. Non-Qualified Transferee(s) shall not: (1) occupy the Property; (2) rent all or any part of the Property, except in strict compliance with Section 5 hereof; (3) engage in any other business activity on or in the Property; (4) sell, convey or otherwise transfer the Property except in accordance with this Agreement and the Community Housing Guidelines; or (5) sell or otherwise transfer the Property for use in a trade or business.

c. Where the provisions of this subsection 3.8 apply, the City or Authority may require the Non-Qualified Transferee(s) to rent the Property in the same manner as provided for Owners in Section 4, below.

d. Until sale to a Qualified Buyer is effected, Non-Qualified Transferee(s) shall comply with all obligations of Owners set forth in this Agreement.

SECTION 4
RENTAL OF PROPERTY

4.1 An Owner may not, except with prior written approval of the Authority and City, and subject to Authority's and City's conditions of approval and the Community Housing Guidelines, rent the Property. Prior to occupancy, any tenant must be approved by the Authority and City in accordance with the income, occupancy and all other qualifications established in the Community Housing Guidelines. The Authority and City shall not approve any rental if such rental is being made by Owner to utilize the Property as an income producing asset, except as provided below, and shall not approve a lease with a rental term in excess of twelve (12) months, except for cases of absence due to active military service. A signed copy of the lease must be provided to the Authority and City prior to occupancy by any tenant. The rental amount under any such lease approved by the Authority and City shall be "Owner's cost". "Owner's cost" as used herein, includes the monthly expenses for the cost of principal and interest payments, taxes, property insurance, homeowner's assessments, utilities remaining in Owner's name, plus an additional twenty dollars ($20) per month and a reasonable (refundable) security deposit and damage deposit as per the Community Housing

Guidelines. The requirements of this subsection shall not preclude the Owner from sharing occupancy of Property with non-owners on a rental basis provided Owner continues to meet the obligations contained in this Agreement, including Section 3.

4.2 NOTHING HEREIN SHALL BE CONSTRUED TO REQUIRE THE CITY OR THE AUTHORITY TO PROTECT OR INDEMNIFY THE OWNER AGAINST ANY LOSSES ATTRIBUTABLE TO THE RENTAL, INCLUDING (NOT BY WAY OF LIMITATION) NON-PAYMENT OF RENT OR DAMAGE TO THE PREMISES; NOR TO REQUIRE THE CITY OR AUTHORITY TO OBTAIN A QUALIFIED TENANT FOR THE OWNER IN THE EVENT THAT NONE IS FOUND BY THE OWNER.

SECTION 5
BREACH OF AGREEMENT; OPPORTUNITY TO CURE

5.1 In the event that City or Authority has reasonable cause to believe the Owner is violating the provisions of this Agreement, the City or Authority, by its authorized representative, may inspect a Property between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, after providing the Owner with no less than 24 hours written notice.

5.2 In the event a violation of this Agreement is discovered, the City or Authority may send a notice of violation to the Owner detailing the nature of the violation and allowing the Owner fifteen (15) days to cure. Said notice shall state that the Owner may request a hearing before the City or Authority within fifteen (15) days to determine the merits of the allegations. If no hearing is requested and the violation is not cured within the fifteen (15) day period, the Owner shall be considered in violation of this Agreement. If a hearing is held before the City or Authority it shall be conducted in accordance with the hearing procedures set out in Section 6, below, and the decision of the City or Authority based on the record of such hearing shall be final for the purpose of determining if a violation has occurred.

5.3 The failure of the City or Authority to insist upon the strict and prompt performance of any of the terms, conditions and restrictions of this Agreement shall not constitute or be construed as a waiver or relinquishment of the City's or Authority's right or rights thereafter to enforce any term, condition or restriction and the same shall continue in full force and effect.

SECTION 6
GRIEVANCE PROCEDURES

6.1 A written grievance or appeal must be presented to the City or Authority. The letter of appeal shall specify:

1. The particular ground(s) upon which it is based;
2. The action requested; and,
3. The name, address, telephone number of the appellant and similar information about his/her representative, if any.

6.2 Upon presentation of a written grievance, the City or Authority shall meet with the appellant to review the grievance and resolve the issue, if possible.

6.3 If the issue is not resolved, the appellant may request a hearing before City's City Council ("City Council"). The staff will provide written materials to the board that includes:

1. The written grievance;
2. The factors affecting a successful resolution of the grievance;
3. Any documents provided by the appellant; and,
4. A recommended course of action.

6.4 Upon presentation of these materials, a hearing before the City Council shall be scheduled as soon as reasonably practical. The appellant shall be afforded a fair hearing, providing the basic safeguard of due process, including notice and an opportunity to be heard in a timely, reasonable manner.

6.5 The appellant has the right to be represented by counsel.

6.6 Conduct of the Hearing. If the appellant fails to appear at the scheduled hearing, the City Council may make a determination to postpone the hearing or make a determination based upon the written documentation and the evidence submitted.

6.7 The hearing shall be conducted by the City Council as follows:

1. Oral or documentary information may be received with compliance to the rules of evidence applicable to judicial proceedings;

2. The City Council shall have the opportunity to ask questions of the appellant and his/her counsel, if present, and staff regarding the information and attempts to resolve the issue; and,

3. Based upon the records of the hearing, including verbal and written information, the City Council shall provide a written decision and include their reasons for this decision. A written copy will be provided to the appellant and staff.

SECTION 7
REMEDIES

7.1 This Agreement shall constitute covenants running with the Property as a burden thereon, for the benefit of, and shall be specifically enforceable by the City, Authority, and their respective successors and assigns, as applicable, by any appropriate legal action including but not limited to specific performance, injunction, reversion, or eviction of non-complying Owners and/or occupants.

7.2 In the event the parties resort to litigation with respect to any or all provisions of this Agreement, the prevailing party shall be entitled to recover damages and costs, including

reasonable attorney's fees.

7.3 With the exception of a Public Trustee's or Sheriff's sale in a foreclosure proceeding for the benefit of a first lien mortgage holder, in the event of any sale, transfer or conveyance of the Property in violation of this Agreement, such sale, transfer or conveyance shall be wholly null and void and shall confer no title whatsoever upon the purported transferee(s). Each and every conveyance of the Property, for all purposes, shall be deemed to include and incorporate by this reference the covenants, conditions, limitations, and restrictions herein contained, even without reference therein to this Agreement.

7.4 In the event that the Owner or occupant fails to cure any breach, the City or Authority may resort to any and all available legal action, including, but not limited to, specific performance of this Agreement or a mandatory injunction requiring sale of the Property by Owner as specified in subsection 3.8. The costs of such sale shall be taxed against the proceeds of the sale with the balance being paid to the Owner.

7.5 In the event of a breach of any of the terms or conditions contained herein by the Owner, his/her heirs, successors or assigns, the Owner's purchase price of the Property as referred to in Section 3 of this Agreement shall, upon the date of such breach as determined by City or Authority, automatically cease to increase as set out in Section 3 of this Agreement, and shall remain fixed until the date of cure of said breach.

SECTION 8
DEFAULT IN LOAN PAYMENTS; FORECLOSURE

8.1 The Prospective Owner may only finance its initial purchase of the Property with a loan from an Institutional Lender which is secured by a First Deed of Trust. For the purpose of this limitation and as the terms are used in this Agreement, an "Institutional Lender" means any bank, savings and loan association, or any other institutional lender which is licensed to engage in the business of providing purchase money mortgage financing for residential real estate; and a "First Deed of Trust" means a deed of trust or mortgage which is recorded senior to any other deed of trust or lien against the Property to secure a loan used to purchase the Property. The Owner may only refinance a loan secured by a First Deed of Trust so long as the total amount of such refinancing does not exceed 95% of the Maximum Resale Price in effect at the time of such refinancing and only if the lender is an Institutional Lender.

8.2 The City or Authority is authorized to negotiate, execute and record such consents or agreements as it may deem necessary which have the effect of subordinating this Agreement to the terms of a First Deed of Trust in order to facilitate favorable financing for the benefit of a Prospective Owner of the Property.

8.3 It shall be a breach of this Agreement for an Owner to default in payment or other obligations due or to be performed under a promissory note secured by any deed of trust or mortgage encumbering the Property, including the First Deed of Trust, or to breach any of Owner's duties or obligations under said deed or deeds of trust. It shall also be a breach of this Agreement for the Owner to default in the payment of real property taxes or obligations to the

Homeowners Association for general or special assessments, if applicable. The Owner must notify the City or Authority, in writing, of any such default and provide a copy of any notification received from a lender, or its assigns or loan servicer, of past due payments or default in payment or other obligations due or to be performed under a promissory note secured by a deed of trust, as described herein, or of any breach of any of Owner's duties or obligations under said deed of trust, within five (5) calendar days of Owner's notification from lender, or its assigns or within five (5) calendar days of Owner's notification from any other creditor specified herein, or any default, past due payment or breach.

8.4 Upon notification of a default as provided in **subsection 8.3**, above, the City or Authority may offer loan counseling or distressed loan services to the Owner, if any of these services are available, and the City or Authority is entitled to require the Owner to sell the Property in order to avoid the commencement of foreclosure proceedings. If the City or Authority requires sale of the Property, Owner shall, immediately upon request, execute a standard Listing Contract with the Garfield County Housing Authority (GCHA) on forms approved by the Colorado Real Estate Commission providing for a one hundred eighty (180) day listing period. The Authority shall promptly advertise the property for sale by competitive bid to Qualified Buyers. In the event of a listing of the Property pursuant to this subsection, the City and/or Authority are entitled to require the Owner to accept a qualified bid for the Maximum Resale Price or, if none are received, to accept a qualified bid for an amount less than the Maximum Resale Price which is sufficient to satisfy the Owner's financial obligations pursuant to the promissory note or notes secured by the First Deed of Trust and any junior deeds of trust. The Listing contract shall obligate the Owner to pay the standard listing fee and normal closing costs and expenses that would be the obligation of the Owner in the event of a sale pursuant to **Section 3** of this Agreement.

8.5 Upon receipt of notice as provided in **subsection 8.3**, above, and with the agreement of the Owner, the City or Authority shall have the right, but not the obligation, to cure the default or any portion thereof. In such event, the Owner shall be personally liable to the City or Authority for any payments made by the City or Authority on the Owner's behalf together with interest thereon at the rates specified in the obligation then in default, plus 1%, together with all actual expenses of the City or Authority incurred in curing the default, including reasonable attorney's fees. The Owner shall be required by the City or Authority to execute a promissory note to be secured by a junior deed of trust encumbering the Property in favor of the City or Authority for the amounts expended by the City or Authority as specified herein, including future advances made for such purposes. The City or Authority shall not be limited by provisions in **subsection 8.1**. The Owner may pay the promissory note at any time prior to the sale of the Property. Otherwise, Owner's indebtedness to the City or Authority shall be satisfied from the Owner's proceeds at the closing upon sale of the Property.

8.6 The City shall be a "person who appears to have an interest in the property....." as described in CRS 38-38-103(1)(a)(II)(E) and, thus, shall be entitled to receive the combined notice required by and described in CRS 38-38-103(1)(a). And, as a "contract vendee" pursuant to CRS 38-38-104(1)(d), the City shall be entitled to cure any default which is the basis for a foreclosure action in accordance with CRS 38-38-104 et seq. Upon filing with the Public Trustee of Garfield County of a Notice of Election and Demand for Sale ("NED")

pursuant to CRS 38-38-101(4) by the holder of the First Deed of Trust, the City shall have the right and option, but not the obligation, exercisable in the City's sole discretion, to purchase the Property from the Owner for 95% of the Maximum Resale Price on the date of the NED, less the amount of any debt secured by the Property (including interest, late fees, penalties, costs and other fees and reimbursement due to lender) to be assumed by the City. The City may assign the foregoing option to GCHA. The party electing to exercise the option shall be referred to herein as the "Purchaser." The Purchaser shall give written notice thereof to the Owner within thirty (30) days following the filing of the NED. In the event that the Purchaser exercises its option, the closing on the purchase of the Property shall occur no less than seventy-five (75) days nor more than ninety (90) days after the date of the NED. At closing, Owner shall execute and deliver a Special Warranty Deed conveying the Property free and clear of all monetary liens and encumbrances, except those to be assumed by the Purchaser, and shall execute normal and customary closing documents. The proceeds of the sale shall be applied first to cure the default by paying off the indebtedness secured by the Property which is the subject of the pending foreclosure action, then to Owner's closing costs, and the balance, if any, shall be disbursed to Owner. If the Owner cures the default prior to closing resulting in withdrawal of the NED and cancellation of the foreclosure sale, the Purchaser's option to purchase the Property shall terminate. Such termination shall not, however, operate to extinguish the City's and/or GCHA's option to purchase the Property in the event that any subsequent NED is filed.

8.7 The provisions of this Agreement shall be subordinate only to the lien of a First Deed of Trust to secure a loan to purchase the Property made by an Institutional Lender. This Agreement shall not impair the rights of such Institutional Lender, or such lender's assignee or successor in interest, to exercise its remedies under the First Deed of Trust in the event of default by Owner; these remedies include the right to foreclose or exercise a power of sale or to accept a deed or assignment in lieu of foreclosure. In the event of foreclosure by a holder of a First Deed of Trust, and upon the issuance of a Public Trustee's or Sheriff's Deed, these Covenants shall automatically terminate. This Agreement shall be senior to any other lien or encumbrance recorded in the Office of the Clerk & Recorder of Garfield County, Colorado, after the date on which this Agreement is recorded in said Office. Any purchaser acquiring any rights in a Property by virtue of foreclosure of a lien other than a First Deed of Trust, as defined herein, shall be deemed a Non-Qualified Transferee subject to the provisions of **subsection 3.8** of this Agreement. In the event of a foreclosure of a lien other than a First Deed of Trust, as defined herein, nothing herein shall be construed to create a release or waiver of the covenants, conditions, limitations and restrictions contained in this Agreement.

SECTION 9
GENERAL PROVISIONS

9.1 Notices. Any notice, consent or approval which is required to be given hereunder shall be given by mailing the same, certified mail, return receipt requested, properly addressed and with postage fully prepaid, to any address provided herein or to any subsequent mailing address of the party as long as prior written notice of the change of address has been given to the other parties to this Agreement. Said notices, consents and approvals shall be sent to the parties hereto at the following addresses unless otherwise notified in writing:

To Authority:	Garfield County Housing Authority 2128 Railroad Avenue Rifle, CO 81650
To City:	City Manager City of Glenwood Springs 101 8th Street Glenwood Springs, CO 81601
To Owner:	[To be set forth in a subsequent recorded memorandum of Acceptance for each individual Property]

9.2 Severability. Whenever possible, each provision of this Agreement and any other related document shall be interpreted in such a manner as to be valid under applicable law, but if any provisions of any of the foregoing shall be invalid or prohibited under said applicable law, such provisions shall be ineffective to the extent of such invalidity or prohibition without invalidating the remaining provisions of this Agreement or other related document.

9.3 Choice of Law. This Agreement and each and every related document is to be governed and construed in accordance with the laws of the State of Colorado.

9.4 Successors. Except as otherwise provided herein, the provisions and covenants contained herein shall inure to and be binding upon the heirs, successors and assigns of the parties.

9.5 Section Headings. Paragraph or section headings within this Agreement are inserted solely for convenience of reference, and are not intended to, and shall not govern, limit or aid in the construction of any terms or provisions contained herein.

9.6 Perpetuities Savings Clause. If any of the terms, covenants, conditions, restrictions, uses, limitations, obligations or options set forth in this Agreement shall be unlawful or void for violation of: (a) the rule against perpetuities or some analogous statutory provision, (b) the rule restricting restraints on alienation, or (c) any other statutory or common law rules imposing like or similar time limits, then such provision shall continue only for the period of the lives of the current duly elected and seated City Council of Glenwood Springs, Colorado, their now living descendants, if any, and the survivor of them, plus twenty-one (21) years.

9.7 Waiver. No claim of waiver, consent or acquiescence with respect to any provision of this Agreement shall be valid against any party hereto except on the basis of a written instrument executed by the parties to this Agreement. However, the party for whose benefit a condition is inserted herein shall have the unilateral right to waive such condition.

9.8 Gender and Number. Whenever the context so requires herein, the neuter gender shall include any or all genders and vice versa and the use of the singular shall include the plural and vice versa.

9.9 Personal Liability. Owner agrees that he or she shall be personally liable for any of the transactions contemplated herein.

9.10 Further Action. The parties to this Agreement, including any Owner, agree to execute such further documents and take such further actions as may be reasonably required to carry out the provisions and intent of this Agreement or any agreement or document relating hereto or entered into in connection herewith.

9.11 Modifications. The parties to this Agreement agree that any modifications of this Agreement shall be effective only when made by writings signed by the parties, approved by the City, and recorded with the Clerk and Recorder of Garfield County, Colorado. Notwithstanding the foregoing, the City or Authority reserves the right to amend this Agreement unilaterally when deemed necessary to effectuate the purpose and intent of this Agreement, when such unilateral action does not materially impair an Owner or lender's rights under this Agreement, and when such amendment has been approved by the City.

IN WITNESS WHEREOF, the parties hereto have executed this instrument on the day and year first above written.

DECLARANT:

Dathan Jacob Flesner

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The above and foregoing document was acknowledged before me this 24th day of July, 2009 by Dathan Jacob Flesner.

Witness my hand and official seal.

Notary Public

My commission expires: 5/16/13
My address is: 101 W 9th, Glenwood Springs

ACCEPTANCE BY THE GARFIELD COUNTY HOUSING AUTHORITY AND THE CITY OF GLENWOOD SPRINGS

The foregoing Declaration of Deed Restriction and Agreement Concerning the Sale, Occupancy and Resale of Property described as 107 Whitehorse Place, Glenwood Springs, Colorado, 81601, and its terms are hereby adopted and declared by the Garfield County Housing Authority and the City of Glenwood Springs.

GARFIELD COUNTY HOUSING AUTHORITY

By: Geneva D Powell
Title: Executive Director

STATE OF COLORADO)
) ss
COUNTY OF GARFIELD)

The above and foregoing document was acknowledged before me this 20th day of July, 2009, by Geneva D Powell as Executive Director.

Witness my hand and official seal.

Janet Stotler
Notary Public

My commission expires: 10-15-2012
My address is: 2128 Railroad Ave, Rifle, Co 81650

CITY OF GLENWOOD SPRINGS

Attest:

By: Jeff Hecksel
Jeff Hecksel, City Manager

Robin S. Unsworth, City Clerk

EXHIBIT A
Legal description

Lot 6
Overlin Park Subdivision according to the plat thereof recorded February 3, 2006 under Reception No. 691731, and the Declaration of Covenants, Conditions, Restrictions and Easements for Overlin Park Townhomes recorded February 3, 2006 in Book 1769 at Page 609, and the Amended Plat recorded September 29, 2006 under Reception No. 708018.

County of Garfield, State of Colorado

EXHIBIT B

MEMORANDUM OF ACCEPTANCE OF DEED RESTRICTION AND AGREEMENT CONCERNING THE SALE, OCCUPANCY AND RESALE OF PROPERTY DESCRIBED AS 107 WHITEHORSE PLACE, GLENWOOD SPRINGS, CO 81601, GARFIELD COUNTY, COLORADO

RECITALS:

_____, (hereinafter referred to as "Owner"), has, simultaneous with execution of this Memorandum, purchased a residential dwelling Property with the address of 107 Whitehorse Place, Glenwood Springs, Colorado 81601.

As a condition of the sale transaction, the Owner acknowledges and agrees to the terms, conditions and restrictions found in that certain instrument entitled Declaration of Deed Restriction and Agreement Concerning the Sale, Occupancy and Resale of Property Described as 107 Whitehorse Place, Glenwood Springs, CO 81601, Garfield County, Colorado recorded on _____ as Reception Number _____ in the Office of the Clerk and Recorder of Garfield County, Colorado (hereinafter the "Declaration and Agreement").

NOW, THEREFORE, as required by the Declaration and Agreement and in consideration of the covenants and agreements contained therein and contained herein, the Owner agrees and acknowledges as follows:

1. Owner hereby acknowledges the existence of and accepts the Deed Restriction, in its entirety, including all exhibits, as the same is defined herein and as it is recorded in Garfield County records as set forth herein, with the following changes and/or additions:

That the closing of Owner's acquisition of the Property occurred on _____.

The purchase price that Owner is paying for the Property is $_____.

In particular, Owner acknowledges and agrees that the City shall be entitled to exercise the rights and options set forth in Section 8 of the Declaration and Agreement in the event of a default as described therein.

2. The address of Owner for the purpose of Section 9.1 of the Declaration and Agreement is as follows:

_____
_____
_____

3. This Memorandum shall be recorded in the Office of the Clerk and Recorder of Garfield County, Colorado.

IN WITNESS WHEREOF, the undersigned Owner has executed this Memorandum of Acceptance on the date set forth opposite his/her signature.

_____ _____
Owner Date

_____ _____
Owner Date

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The above and foregoing document was acknowledged before me this ____ day of _____, 200_9 by _____.

Witness my hand and official seal.

_____
Notary Public

My commission expires:
My address is:

EXHIBIT C
PERMITTED CAPITAL IMPROVEMENTS

The City of Glenwood Springs wants to encourage maintaining a Community Housing Property in good condition over time, while also balancing the need to ensure there will be on-going affordable housing for future Glenwood Springs employees. To that end, approximately $1,000 per year in the resale value of the home is allocated for improvements, if made.

Value will be given for the following property improvements by the Administrator:

1. The addition of a habitable room or storage space;
2. The finishing of uninhabitable space if it is converted into a habitable room;
3. The conversion of a carport into a completely enclosed garage;
4. The conversion of surface parking into a carport or garage (if allowed under the development/subdivision agreement);
5. Modifications or improvements to accommodate a person with a disability as defined in the Americans with Disabilities Act of 1990;
6. Improvements which reduce the consumption of energy;
7. Kitchen and bathroom renovations, including appliances and fixtures when a minimum of $2,000 in repairs has occurred and the kitchen/bathroom is at least 20 years old;
8. Replacement of the roof; and/or
9. Replacement of the furnace.

No other categories or types of expenditures may qualify as eligible capital improvements unless approved by the Administrator or their designee. Plans for each capital improvement must be submitted at least 21 days prior to initiating the work. Notification will be given to the owner within 14 days as to whether or not the proposal has conditional approval.

In order to receive credit for the capital improvements, a request must be submitted by the homeowner to the Administrator in writing prior to initiating the work. Upon completion of the work, copies of receipts must be submitted to the Program Administrator. The maximum amount of improvement credit is around $1,000 per year. If the eligible improvements exceed the amount of available credit, the balance will be credited in the next year.

The value of the improvements will be added to the property in the year in which the improvements were completed. This will be added to the estimated value of the home, for the year in which the improvements were completed. Generally, homes will increase at 3% or CPI which ever is less. The year(s) in which eligible improvements are made will adjust the base value of the home from which the future home price will be established.

Glenwood Springs
Community Housing Guidelines

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A. ORGANIZATION OF THE DOCUMENT

These Guidelines consist of six parts:

I. ***Purpose, Applicability and Exemptions***, which outlines the reasons for the housing guidelines and provides guidance as to which land use applications are subject to the guidelines, as well as exemptions from the requirements.

II. ***Development and Initial Sale of Community Housing Units***, which instructs land developers and builders on mechanisms for satisfying Article 070.045 – Community Housing Standards and Guidelines – Administration.in the Glenwood Springs Municipal Code.

III. ***Eligibility, Ownership and Re-sale of Community Housing Units***, which provides guidance to persons interested in purchasing or renting community housing units, as well as the re-sale of community housing units.

IV. ***Voluntary Deed Restriction Units,*** which outlines the primary occupancy qualification standards for landlords and persons interested in renting voluntary deed restricted units.

V. ***Grievance Procedures*****,** which provides the means for filing of complaints associated with the administration of the Glenwood Springs housing Guidelines.

VI. Periodic Review of Housing Guidelines

VII. ***Definitions*****,** which define words or phrases used in the Guidelines.

I. PURPOSE, APPLICABILITY AND EXEMPTIONS

B. PURPOSE

The purpose of the Community Housing Program for Glenwood Springs is to increase the supply of ownership and rental housing that is affordable to those who live and/or work in the area. According to the Greater Roaring Fork Regional Housing Study, RRC Consulting, April 2019, the affordability gap, the difference between the median price of a home sold and what a household (4 persons) earning the median income can afford, was roughly $147,000 for Glenwood Springs in 2017. Housing costs have affected the ability of the community to retain and attract employees.

The Community Housing Program requires that new residential development provide 20% of the housing that is produced be restricted to Resident Occupied and at least 10% of the housing that is produced to be affordable to households earning up to 100% of the area median income as outlined in these guidelines. This program offers incentives that may be used to mitigate the costs of producing this housing, while continuing to address the desire of the community to provide more affordable housing overall in areas that are close to transit. The program also seeks to distribute community housing throughout new developments to ensure units will be produced in proportion to market rate housing that is constructed in any new development.

Lastly, the City of Glenwood Springs recognizes that affordable housing is a valuable community resource that needs to remain available for not only current residents and employees, but also for those who may come to the area in the future. For this reason, community housing units that are constructed are subject to these Guidelines and the City's inclusionary housing requirements as outlined in Article 070.045 of the Glenwood Springs Municipal Code. Community housing units will be held as permanently affordable through deed restrictions or other methods to ensure prices remain affordable over time.

C. Applicability

These Guidelines shall apply to land use applications for the development of for sale, and rental housing units that must demonstrate compliance with Article 070.045 – Community Housing Standards and Guidelines in the Glenwood Springs Municipal Code.

D. Exemptions

Development Exemption

Per Section 070.045, the following development is exempt from inclusionary housing requirements and these Guidelines:

1. Designated employee dwelling units.

2. Vested land use approvals prior to April 1, 2021, the effective date of Article 070.045 – Community Housing Standards and Guidelines, in the Glenwood Springs Municipal Code.

3. Buildings that are on the National Register of Historic places.

Local Employment Exemption

The following exemptions to the local employment requirement may be authorized by the City in writing, in accordance with the review and approval process outlined in Section D. below.

1. Persons at or above the full benefit age for federal Social Security, has worked in the employment area an average of at least 30 hours per week on an annual basis for at least four (4) continuous years prior to retirement.

    a. Housing Mobility for Retirees: When determined to be appropriate, the City may authorize a qualified retiree who meets the minimum length of employment and age requirements described above to move into a new or different deed-restricted unit, rather than requiring such individual to continue occupying the same deed-restricted unit he/she has been occupying prior to retirement. This provision is intended to allow mobility within the City's deed-restricted housing inventory by allowing retirees to downsize into smaller housing units, if desired, thus making larger units available to larger household sizes in need of deed-restricted housing.

2. A disabled person who has been a full-time employee in the employment area a minimum of two years immediately prior to their disability. It is the responsibility of the applicant to demonstrate eligibility.

Employment Area Exemption

A Qualified resident means a person who is employed in the Employment Area identified as the municipal boundary of Glenwood Springs. If not enough qualified applicants are received for a for sale or rental unit, applicants may be drawn from the next prioritized employment area.

1. **Employment area one** – employees working for an employer with a physical address within the corporate city limits of Glenwood Springs, are directly employed by a company that has its principal office located in the city limits, or an employee who is self-employed within the corporate city limits of Glenwood Springs.

2. **Employment area two** – employees working for an employer whose physical address is located within the 81601-zip code, or an employee who is self-employed within the same area.

3. **Employment area three** – employees working for an employer within a thirty (30) mile radius of the corporate city limits.

II. Development and Initial Sale of Community Housing Units/Lots

An applicant/developer of any new residential development, subdivision, or annexation with the City of Glenwood Springs, except as provided for in Part 1, Section C., is subject to Article 070.045 – Community Housing Standards and Guidelines per the Glenwood Springs Municipal Code. This ordinance requires that residential developments of ten (10) or more units/lots provide at least Twenty (20%) percent of the total residential units to be deed restricted for Resident Occupied Community Housing and 10% of those units/lots as Community Housing units/lots as defined in these Guidelines. The requirement is imposed as a condition of approval for residential development, including:

- Annexations;
- Planned Unit Developments;
- Major and minor subdivisions; and
- Major and Minor Site/Architectural development permits.

The ordinance specifically requires that:

1. Twenty (20%) percent of the total residential units in any new residential or mixed-use development proposing to create ten (10) or more residential dwelling units shall be deed restricted for Resident Occupied Community Housing.

2. Ten (10%) percent of the total residential units in any new residential or mixed-use development proposing to create ten (10) or more residential dwelling units shall be deed restricted to limit the average Initial Sales Price to no greater than that which

is affordable to Households earning no more than 100% AMI; or to limit the Community housing rental unit rental prices in accordance with guidelines established by the City and generally set at rates that are affordable to Households with incomes no higher than 100% AMI, averaged over the total required deed restricted units.

3. The development may provide up to 50% of the required mitigation through the restriction of existing on-site units.

4. Developments that add ten residential units over a period after the effective date of the Ordinance are subject to requirements of this section. The ten-unit threshold is based on the new dwelling units added from the effective date of Ordinance No. 1, Series 2021, not the total number of dwelling units (existing plus new).

5. Fractional remainders. The development's mitigation responsibility will be rounded to the nearest whole number: below 0.75 round down (= 0 unit) and round up from 0.75 and higher (= 1 unit).

6. The established sales prices of community housing units within specified income categories within a development when averaged shall be equal to a sales price or rental price that is affordable to households earning 100% of Area Median Income (AMI), as defined by the Department of Housing and Urban Development (HUD) for Garfield County.

A. Preference for Community Housing Location

1. On-Site Housing – It is the clear preference of the Community Housing Program to include community housing/lots within the proposed development (on-site housing). These units/lots are to be distributed throughout the development, to the extent possible.
    a. Use of Existing On-Site Units
    If accepted by the City, existing units to be used as community housing units must be upgraded in accordance with the following criteria: all units must be freshly painted; all appliances must be purchased within the last five years and be in good condition and working order; new carpet shall be provided (unless carpet has been purchased in last five years and is in good condition and repair); the exterior wall shall be freshly painted within one year of dedication; a general level of upgrade to yards and landscaping shall be provided; and windows, heating, plumbing and electrical systems, fixtures and equipment

shall be in good condition and working order. The roof must have a remaining useful life of at least ten (10) years. All units shall meet The City's building code in effect at that time, and the condition of all units shall be verified by the City Building Official. Applicant shall provide a Building Inspection Report by a qualified building inspector approved by the City describing the condition, at a minimum, of all of the above items. Applicant shall bear the costs and expenses of any required upgrades to meet the above standards as well as any structural/engineering reports required by the City to assess the suitability of the units.

2. Off-site Housing – Off-site housing is a less desirable means of fulfilling inclusionary community housing requirements and as such may only be allowed at the discretion of the governing body approving the land use application that generates the inclusionary housing requirement. A proposal for off-site community housing units or lots shall be considered on the basis of criterion outlined in *Part II Section F. Off-Site Housing Application Procedures* in these Guidelines.

B. Housing Mitigation Plan

Developers seeking any residential development approval or residential building permit for ten or more units, or lots, must demonstrate compliance with the requirements of Article 070.045 – Community Housing Standards and Guidelines per the Glenwood Springs Municipal Code. In order to receive approval of a Planned Unit Development (PUD), subdivision, annexation, or development permit, the developer must receive approval of a Housing Mitigation Plan (HMP). The HMP is subject to the review and approval of the Planning and Zoning Commission or the City Council, whichever body has the authority to approve the land use application.

An Electronic copy and three (3) copies of the HMP shall be submitted to the Glenwood Springs Community Development Department either prior to or concurrent with the land use application. Additional copies may be requested if deemed necessary. A schedule of deadlines and meeting dates for land use applications is available at the Glenwood Springs Community Development Department.

At a minimum, the HMP shall include the following information:

1. Total number of residential units or lots and designation of units/lots as either market rate or community housing

units/lots; designation as attached or detached units; a description of the type of unit, i.e. townhome, condominium, etc.; bedroom configuration and net square footage of each unit,

2. If a subdivision of land into individual lots is part of the application, the size of each lot within the development, which includes the average size of the market rate lots and average size of community housing lots shall be provided.
3. Targeted income category for each proposed community housing unit, as specified in *Part II Section C. Initial Sales Prices* in these Guidelines, to ensure sales and rental prices for all community housing units or lots within a development average to 100% of AMI, as specified in the ordinance.
4. A separate calculation of average size of finished net square footage both for market rate units and community housing units, excluding garages and unfinished basements;
5. Location of community housing units and/or lots within the development, by unit type and size;
6. A phasing/construction plan schedule for both market and community housing units and/or lots within the development or subdivision.
7. An estimate of homeowners' association assessments for both market rate units/lots and community housing units/lots, to ensure compliance with *Part II Section I. Home Owners Associations* in these Guidelines.

The Planning and Zoning Commission or City Council, whichever is the final approving body of the land use application shall certify its approval, approval with conditions, or denial of the HMP. Such approval, approval with conditions, or denial shall be based on compliance with Article 070.045 – Community Housing Standards and Guidelines and Section 070.045.080 – Incentives for Residential Developments (Inclusionary Housing) Over One (1) Dwelling Unit, as well as these Guidelines.

An approved HMP shall become part of the legal agreements, i.e. Development/Subdivision/Annexation agreements, executed by the City of Glenwood Springs and Developer for any approved project. A covenant setting forth the deed restriction and other requirements of these guidelines may be recorded against the property. Any amendment to the HMP shall require the approval of the body that approved the original land use application.

C. Maximum Initial Sales Prices

1. Community housing units provided through this program will be priced to two income categories unless the mitigation

requirement results in an odd number of units; in which case the odd numbered unit shall be priced per item 2. in this subsection, following the categories below.

Category 1 – targets families with incomes up to 100% of Area Median income (AMI) based on persons per household. Units in this category will be set at a sales price affordable at 90% of AMI.

Category 2 – targets families with incomes up to 120% AMI based on persons per household. Units in this category will be set at a sales price affordable at 110% of AMI.

These ranges have been established based upon the area median income for Garfield County, with adjustments for household size as published annually by the U.S. Department of Housing and Urban Development.

2. If an odd number of community housing units is required per the 10% mitigation requirement, the odd unit(s) will be priced with a sales price affordable at 100% of AMI and the maximum income eligibility category for purchasers of the unit will be set at 110% of AMI.

Example:

A development of 30 units would require mitigation equal to 3. units. The three community housing units would be priced as follows to meet the average sales price at 100% per Article 070.045 of the Municipal Code:

1st community housing unit	Category 1 – sales price at 90% of AMI. Income category maximum at 100% of AMI.
2nd community housing unit	Category 2 – sales price at 110% of AMI. Income category maximum at 120% of AMI.
3rd community housing unit	Sales price set at 100% of AMI with maximum income at 110% AMI.

3. The final sales price for each required community housing unit will be provided by the Administrator 120 days before targeted issuance of a Certificate of Occupancy for the community housing unit. The sales price will be based on the

income category designated for the unit in the approved Housing Mitigation Plan for the development. Developers bear the responsibility of informing the Administrator in writing as to estimated completion dates of units and anticipated issuance of a Certificate of Occupancy to ensure that the marketing, lottery, and sales process coincide with the completion of the housing unit(s). Delays in notifying the Administrator as to the estimated completion date of a Community Housing unit may result in delays to closing on the sale of units.

4. The sales price for community housing units shall be based on a 95% loan to value ratio, based upon a 30-year mortgage using 18 months trailing average interest rate.

5. The sales price shall be calculated based on principal, interest, taxes, insurance, private mortgage insurance and homeowner's association dues that do not exceed 30% of the gross monthly income.

6. 20% of the gross monthly household income has been deducted for taxes, private mortgage insurance, homeowner's insurance and homeowner's association dues. Actual costs may be used if available.

7. Sales prices for Community Housing units will be established according to the following number of persons per bedroom configuration.

Number of Persons by Bedroom Configuration Used to Establish Sales Price

Number of Persons in Household	Bedroom Configuration
1 Person HH	Studio
1.5 Person HH	One Bedroom
2 Person HH	Two Bedroom
3 Person HH	Three Bedroom
4 Person HH	Single Family Detached

One-bedroom units are priced based on an income that is halfway between the one-person household size and two person household size. This has no real relationship to the number of persons in a household and income; rather, it is simply a basis to define an income for a unit as a means to establish the sales

price. It is acknowledged that smaller or larger households may seek to purchase smaller or larger units. For example, a three-person household may purchase a two-bedroom unit, or a four-person household may purchase a three-bedroom unit. What is important is that the total household income of the buyer does not exceed the maximum allowable income established for the Community Housing Program and that the sales price does not exceed that defined for the Program.

AMI figures are published annually. The Administrator shall have the authority to update sales price figures in these Guidelines annually upon HUD's publication of new AMI figures. The actual sales price for a community housing unit will be calculated approximately 120 days prior to completion of the community housing unit and will be based on the most current AMI figures, 18 months trailing average interest rates, and the formula for calculating prices in this section, prior to the date the sales price is established by the Administrator.

A deed restriction and/or covenant controlling the sales price by income category, as well as the appreciation cap on units and lots shall be executed by the developer and recorded with the approved Housing Mitigation Plan and land use approval documents.

D. Maximum Rent

The gross rental price, including utility allowance and non-optional fees, of any deed-restricted unit shall not, at the time of leasing, exceed the maximum rents established according to Colorado Housing and Finance Authority, Colorado County Income and Rent Table, for one hundred twenty (120) percent of the Garfield County Area Median Income.

The average of all deed-restricted units in a development shall not exceed one hundred (100) percent of the maximum rents established according to the Colorado Housing and Finance Authority, Colorado County Income and Rent Table, as determined at the time each individual unit was leased. Maximum rent prices are updated annually.

Community Rental Housing Reporting Requirement

The owner of a deed-restricted rental unit shall annually provide a report and proof to the City or its designated representative

agency of its compliance with the rental requirements set forth in these guidelines for the prior twelve-month period.

Items required for reporting may include but are not limited to:

1. The number of deed-restricted units rented;

2. The period each unit was rented and the status by which the occupant(s) qualified under the deed restriction;

3. The monthly rental price; and

4. The taxes, special assessments, and homeowners' association and management fees, and any other fees or charges, including common utilities, assessed to each unit.

E. Mix of Units

The mix of bedroom configuration and housing type for community housing units provided in the HMP shall closely mirror the mix of bedroom configuration and housing type of the market rate units in a development. For example, if the market rate development has three-bedroom units equal to 50% of the total market rate units, than the community housing units shall also have an equivalent 50% of the community housing units as three bedroom units.

F. Off-Site Housing Application Procedures

The priority for Glenwood Springs is to foster economic integration of community housing units by requiring that these units are dispersed throughout new developments. Therefore, a request to meet inclusionary housing requirements off-site shall only be allowed at the discretion of the governing body which has the authority to approve or deny the specific land use application that triggers the inclusionary housing requirement.

1. **An application to satisfy inclusionary housing requirements off-site shall include the following:**

    a. A written explanation as to why the location of community housing units off-site is being requested and a narrative that details how the proposal meets the criterion in 2. of this section.

b. A Housing Mitigation Plan meeting the requirements specified in *Part II Section B Housing Mitigation Plan* in these Guidelines.

2. **Criteria for consideration of a proposal to provide mitigation off-site will be based on the following:**

   a. A demonstration that the purposes of this program would be better served by construction of units off-site, i.e. greater affordability, higher percentage of inclusionary housing mitigation, higher quality of building materials, etc.

   b. The off-site location is in close proximity to other existing residential uses to ensure a sense of neighborhood is fostered.

   c. That there are zoning, environmental, geologic or other special hazards on the land development parcel generating the inclusionary housing requirement such that the development of community housing units off-site would better meet the intent of this program.

   d. The location off-site for community housing units is clearly superior in terms of proximity to transit routes; or, is convenient to commercial service areas and/or employment centers and/or schools.

   e. That evidence has been provided to verify the off-site location has received its development entitlements to ensure that housing units are available either prior to or concurrently with the market rate units that require housing mitigation.

   f. That the developer has provided evidence that he/she owns the site or is contractually obligated to purchase the site where off-site community housing units will be located in order to ensure the units are developed concurrently with the market rate units.

   g. That the proposal for community housing units off-site will not overly concentrate community housing units within a specific area of a development, community, or the City of Glenwood Springs as a whole.

   h. That the community housing units off-site:

1. Will be constructed before or concurrently with the market rate units in the development prompting the inclusionary housing mitigation,
2. Are not designated as community housing units to fulfill inclusionary requirements for a different development.
3. Will be of equivalent value, quality and size to the market rate units in the development prompting the inclusionary housing requirements.
4. Are not existing residential units.
5. Meet all other requirements of these guidelines relative to sales prices, size, quality, percentage of homeowner's assessments relative to market rate units at the off-site location.

3. In granting approval of an off-site housing proposal, the governing body shall have the authority to impose conditions above and beyond the requirements of these Guidelines including, by way of example only, any of the following:

    a. A higher percentage of mitigation than the 20% RO and 10% affordable mitigation rate specified by Article 070.045 of the Glenwood Springs Municipal Code.

    b. A requirement that the Community Housing units be set with sales prices targeted to a lower income group than specified by these Guidelines, i.e. to households earning 80% or less of Area Median Income.

    c. Increased amenities for the community housing units which may include higher grade interior and exterior finishes, garages, balconies, decks, open space areas, energy saving construction, and similar improvements.

G. Mitigation for Residential Lot Subdivisions

For those developments of vacant land where new lots are to be created, but the developer does not intend to develop housing units, i.e. subdivisions, the developer may satisfy his or her inclusionary requirement by dedicating the calculated 20% of required lots to the City or its designated agent. Lots so provided shall meet the requirements of Title 070 of the Glenwood Springs Municipal Code and shall be located on-site within the primary development. Each lot shall have sufficient area devoid of environmental or other constraints to allow construction of

a residential unit thereupon. All public infrastructure improvements to support development of the lot(s) with residential units shall be in place prior to conveyance of the lot to the City, or sufficient security in accordance with the requirements of Title 070 of the Glenwood Springs Municipal Code shall be provided. Lots dedicated for community housing shall have no encumbrances. Homeowners' association fees for community housing lots shall be based on the formula for lots outlined in *Part II Section I Homeowners Associations*.

Dedication of lots to fulfill inclusionary housing requirements shall occur at the same time as plat recordation. The City, or its designated agency, shall assume responsibility for the development of community housing units on lots that have been dedicated to fulfill inclusionary housing requirements.

H. Dedication of Land In-Lieu

Under certain conditions and requirements, at the sole discretion of the governing body authorizing approval of a specific land use development subject to inclusionary housing requirements, a developer may satisfy his or her inclusionary requirements by the conveyance of vacant land within the city that is not part and parcel of the proposed development or subdivision parcel that prompts the inclusionary housing mitigation.

Dedication of land in-lieu of developing community housing units shall be subject to the review and recommendation of the City's Community Development Director (Director) to the governing body. The review shall be for purposes of a determination of the land's suitability and value. At a minimum, the proposal shall contain the following information based upon site specific review and analysis prepared at the developer's expense:

1. Likely number of affordable housing units that could be accommodated on the land parcel.
2. Zoning requirements for residential use.
3. Availability of public infrastructure to the site, i.e. access, legal and adequate water supply, capacity for adequate wastewater treatments facilities.
4. Disclosure of known hazards or special encumbrances limiting development.
5. Proximity to existing services and amenities.
6. An appraisal of the land prepared by an independent appraiser.
7. Overall compliance with the standards set forth in the Housing Guidelines.

I. Homeowners Association

The developer shall make reasonable efforts to minimize homeowners and condominium association (hereinafter referred to as HOA) dues for community housing units. HOA dues can significantly impact affordability.

Any documents creating a condominium or homeowners association shall state that the Community Housing units shall only be assessed monthly dues and other shared assessments based on whichever of the following two formulas results in the lower cost of assessment for the community housing unit:

1. The size of the individual community housing unit in square feet compared to the average size of the market rate units in the development. For example, if a community housing unit's size is 60% of the size (in square feet) of the average size of all other market rate units offered in the development, then the homeowner's association dues for the community housing unit would be 60% of the average assessment of all market rate units. To easily compute this, the square footage of the community housing unit would be calculated as a percentage of the average square footage of the market rate housing.

Example – Computation Based on Square Footage

	Market Rate Unit	Community Housing Unit
Average Square Feet	1,500	850
% of Market Rate Unit Size	100%	57%
HOA Dues	$175	$99

2. The size of the lot on which the community housing unit is located as compared to the average size of other lots in the development. For example, if the average lot size of market rate housing is 10,000 square feet and the average size of a lot for a community housing unit is 6,500 square feet, then the community housing unit would pay 65% of the HOA Dues on a monthly basis.

Example- Computation Based on Lot Size

	Market	Community

	Rate	Housing
Average Lot Size	10,000	6,500
% of Market Rate Unit Size	10%	65%
HOA Dues	$ 175	$ 114

In order to comply with this provision, the developer must include these calculations in the Housing Mitigation Plan. If neither of the two proration formulas noted above produces a lower monthly fee for the community housing units, then the monthly homeowner's fee assessment shall be 75% of market rate homeowners fee assessments.

Special assessments for community housing units shall be 75% of market rate homeowners special assessments.

Upon final project approval, the developer will provide the final average unit sizes and lot sizes to the Administrator. Lastly, a copy of the Homeowners documents including, Declarations and Covenants, Articles of Incorporation, Bylaws, and Association Rules and Regulations must be given to the Administrator at least 30 days prior to adoption for review. HOA documents must be reviewed and approved prior to issuance of a Development Permit/Agreement, Subdivision Agreement, or recordation of any subdivision or condominium plat.

J. Unit Quality

Community housing units are an asset that the City of Glenwood Springs hopes to have available for years to come. Because of this, the quality of the housing is very important. It is expected that all community housing design will address livability, maintenance, health, safety concerns, climate, lifestyle, and the needs of the types of household the units are intended to serve. Amenities add to the livability of a unit; however, costly amenities are strongly discouraged. Energy efficient design, construction, appliances and heating systems are encouraged so that the long-term affordability of community housing is enhanced. Structured parking is encouraged, as are balconies, decks and small yards to enhance livability.

Community housing units shall comply with all local codes. If market rate units include features such as kitchen cabinets, countertops and dishwashers, disposals, air conditioning and energy efficient windows, it is expected that the community housing units will contain similar features. Prior to rental at the beginning of each lease, a community housing rental unit must be inspected and approved by a certified building inspector, architect or engineer approved by the Administrator for compliance with the Guidelines. Cost of such inspections shall be the

responsibility of the applicant, and the results of such inspection must be approved by the City.

The following features are considered standard features that must be included in a community housing unit and for which the developer shall not charge extra:

- Kitchen range/oven
- Kitchen refrigerator
- Dishwasher
- Hook-ups for clothes washer and dryer
- Central heating system

The Administrator will review the plans for the units to assure that there are similarities between the market rate and community housing units and inspect them upon completion to assure all promised features are included in the units.

K. Incentive and Fee Waivers

1. Incentives and fee waivers for developments with inclusionary housing are stated in 070.045.080

2. Incentives for community housing units – The City of Glenwood Springs is interested in promoting more affordable housing; therefore, any residential or mixed use development proposing to create one or more residential units that provide community housing units may be entitled to incentives as outlined in Section 070.045 of the Glenwood Springs Municipal Code.
    a. Density Bonus. As part of any new residential or mixed-use development, the City may offer a density bonus.
        i. Developments proposed in Residential Zones shall be limited to one additional unit then the zoning would otherwise allow.
    b. Site Design Flexibility. Provided that the housing goals and eligibility requirements are met and provided that the intents and purposes of this Title are not compromised, the City may consider flexible application of design standards including, but not limited to minimum lot size, building height, lot coverage, impervious coverage, setbacks and landscaping. Parking requirements shall not be included for flexibility consideration.
        i. Building height flexibility is limited to granting one additional floor no greater than twelve (12) feet in height.

ii. In reviewing a site design flexibility application the approving body shall find that the request meets all of the following criteria, as included in of Section 070.060.070(a) of the Municipal Code;
    1. The flexibility request does not harm the public health, safety, or welfare; and
    2. The flexibility requested is in general conformance with the Comprehensive Plan and with the stated purpose and intent of the Code including the specific regulation for which the flexibility is sought; and
    3. The flexibility requested will not violate building or fire code requirements.

c. Public-Private Partnerships. The City may participate in, or facilitate participation with, other governmental entities regarding financing or purchasing of Community Housing units directly from the applicant or by other means of subsidy or participation.

d. Tax Rebate or Reduction. The City Council may at its sole discretion waive, reduce or rebate property, construction use, or other tax applicable to the project.

L. Deed Restrictions

In order to ensure that there is an on-going supply of affordable housing in Glenwood Springs, all community housing units will carry a re-sale or rental deed restriction or other form of covenant that guides the future sales or rental of these homes. The deed restriction will be provided by the Administrator and will be executed by the developer. The deed restriction will be returned to the Administrator for recording. A copy of the recorded deed restriction shall be provided to the Developer and purchaser of a community housing unit.

The deed restriction will set a limit on annual appreciation of 3% simple interest plus the cost of permitted capital improvements. The maximum re-sale price shall be no more than 3% simple interest, plus the cost of permitted capital improvements. The maximum resale price will be determined by the GCHA in accordance with these Guidelines.

Future buyers will be bound by the terms of the deed restriction. It is possible that a future buyer or those who purchase a Community Housing unit from an owner-occupant (re-sale of a unit) will agree to a revised form of deed restriction or covenant, as the City of Glenwood

Springs' requirements governing future sales may be adjusted periodically to meet the interests of the community and/or lender requirements.

M. Schedule for Community Housing Units

Developers are required to provide community housing units prior to or concurrently with the production of market rate housing. The phasing schedule for community housing units is required as part of the Housing Mitigation Plan. Prior to receiving a building permit for either market rate units or community housing units, the developer must provide the Administrator with an updated construction schedule that clearly delineates the start and completion dates of all units within the development. The Administrator will notify the Glenwood Springs Building Department that a schedule has been provided and found to be acceptable prior to a building permit being released for the development, or a particular phase of a development.

N. Initial Sale of a Community Housing Unit(s)

Developer's Responsibilities – Several steps are involved in the initial sale of community housing units.

a. The developer must work in cooperation with the Administrator to complete the sale(s) to a qualified applicant. The developer is strongly urged to authorize his/her real estate agent to act as a transaction broker for sale of the community housing unit(s). The Administrator may choose to contract with a real estate agent to represent buyers of the community housing units but is not required to provide this service. Nonetheless, buyers will need assistance completing the purchase process and the developer will be best served by making available his/her agent.

b. The developer is required to provide the Administrator with a marketing packet at least 130 days prior to the estimated completion date of each community housing unit. The 130-day time frame is necessary to accommodate the process for marketing the community housing unit, advertising the lottery, qualifying potential buyers for compliance with the program Guidelines, the lottery, financing and closing. The Administrator may approve a different schedule or time frame to compete the sale of the community housing unit(s) or development. The schedule below is representative of the steps necessary to culminate the sale of a community housing unit.

Closing date established concurrent with issuance of final Certificate of Occupancy.

30 days prior to closing date, purchase contract is executed.

37 days prior to closing date, lottery is held to select prospective purchaser.

Approximately 120 days prior to closing, advertising of lottery is commenced.

Approximately 130 days prior to closing, marketing packet is submitted to the Administrator.

The marketing packet provided by the Developer shall include all information required in the Housing Mitigation Plan as noted in *Part II Section B*. *Housing Mitigation Plan*, as well as a production schedule for market rate and community housing units, which includes construction start dates and estimated completion dates. The schedule must indicate when pre-marketing activities will begin and when a model may be available. The marketing packet shall be provided to the Administrator in an electronic format. The marketing packet shall also include the following for the community housing unit(s) which are to be sold

1. Unit type(s),
2. Bedroom configuration(s)
3. Square footage(s)
4. Address,
5. Income category
6. Exterior and interior finish information.
7. Year, make and model of appliances included with the unit.
8. Estimate of homeowner's association dues for community housing units per the calculation formula in *Part II Section I. Home Owners Associations*.
9. Copies of homeowners association documents, covenants, conditions and restrictions and any other pertinent documents.

c. The developer is required to prepare listings, sales contracts, extensions to contracts, and closing documents, and undertake all actions necessary to consummate the sale, or the

developer shall contract with a licensed real estate broker to complete these actions.

d. The developer is required to hold at least one open house during the marketing period prior to the lottery, at a time convenient to the general public, preferably a weekend day. The open house may be held at a model unit or other completed unit, similar in design. The date for the open house shall be coordinated with the Administrator.

e. Within 48 hours of the lottery and selection of a potential purchaser, the Developer shall provide to the prospective purchaser and the Administrator the purchase contract for the community housing unit. The potential purchaser shall have seven (7) days to execute the purchase contract.

f. The Developer will be required to conduct a walk-through of the community housing unit with the prospective purchaser a minimum of 72 hours prior to the closing date specified in the purchase contract.

g. The Developer shall contact the Administrator one week prior to the closing date specified in the purchase contract to advise the Administrator as to the location, date, and time of the closing.

h. The Developer shall provide a copy of the Deed Restriction, closing settlement sheets and signed Memorandum of Acknowledgement executed by the buyer to the Administrator within 7 days of closing. Within thirty (30) days of closing, copies of these documents with recording information shall be provided to the Administrator.

Administrator's Responsibilities – It shall be clearly understood by and between parties to a sales transaction that the Administrator is not acting as a licensed broker to the transaction, but as a representative of the City of Glenwood Springs and its interests.

a. All purchasers and sellers are advised to consult legal counsel regarding examination of the title

and all of the contracts, agreements, and title documents.

The retention of counsel, licensed real estate brokers, or such related services shall be at the purchaser's and seller's own expense. The fees paid to the City are to be paid regardless of any actions or services that the purchaser or seller may undertake or acquire.

b. All purchasers and sellers will be treated fairly and impartially. Questions will be answered, and help will be provided equally to purchasers and sellers in accordance with the current Guidelines.

c. The Administrator shall attempt to help both parties to consummate a fair and equitable sale in compliance with the current Guidelines.

d. The Administrator will begin a good faith marketing effort to attract buyers who qualify under the Guidelines of the program approximately 120 days prior to the estimated date of a Certificate of Occupancy for the community housing unit. Marketing activities may include advertising through the City's website and local newspapers, and distribution of the marketing packet to prospective buyers, employees and other agencies located within the City. This information will include the date(s) for the lottery, application requirements and deadline, and the process by which a prospective buyer may be entered into a particular lottery;

e. A copy of the deed restriction or covenant for the specific community housing unit will be provided to potential buyers.

f. The Administrator will conduct a lottery for prospective purchasers that qualify under the Guidelines of the program. The lottery will be held approximately 40 days prior to the estimated completion date of the community housing unit. The Administrator will make reasonable attempts to notify buyers within 48 hours after the lottery that they are the

successful bidder. Within two (2) days of the lottery, the successful bidder will be provided a contract to purchase and the deed restriction or covenant outlining the terms of ownership and re-sale of the community housing unit. The purchase contract must be executed within 7 days of the lottery. Buyers will be instructed to contact legal counsel prior to consummating the purchase contract.

III. ELIGIBIILTY, OWNERSHIP AND RE-SALE OF COMMUNITY HOUSING UNITS.

A. Eligibility

Eligibility for community housing will be made without regard to race, color, creed, religion, sex, handicap, national origin, familial status or marital status. In order to be eligible to purchase a home under this program, an applicant must have one member who is a "full-time employee" as defined in these guidelines, working for an employer with its principal office located within one of the priority areas or as identified in the local employment exemptions.

1. **Priority of applicant –** The intended goal of the City's inclusionary housing program is first and foremost to house those employees that are vital to employers located within the corporate limits of the city, which employers generally pay property taxes, sales taxes and licensing fees that support city services. For this reason, employees that are eligible for community housing per the definitions of the guidelines who are employed in priority category one, as defined in these guidelines, shall have a higher priority in any housing lottery than those employees in priority category two. Employees in priority two shall have a higher priority than those applicants in priority area three. As stated in the definitions in these guidelines, the three priority areas for community housing are as follows:

a. **Priority area one** – employees working for an employer with a physical address within the corporate city limits of Glenwood Springs or an employee who is self-employed within the corporate city limits of Glenwood Springs.

b. **Priority area two** – employees working for an employer whose physical address is located within the 81601-zip code, or an employee who is self-employed within the same area.

c. **Priority area three** – employees working for an employer within a thirty (30) mile radius of the corporate city limits.

2. **Self-employed individuals** – Self-employed individuals are as defined in these guidelines. Self-employed individuals must demonstrate full-time employment, i.e. physically working a minimum of 1,500 hours per calendar year in one of the priority areas, as defined in these guidelines, an average of 35 hours a week, 10 months of a year; or 32 hours a week, 11 months of the

year. Full-time employment for qualification purposes shall not include minimum hours accumulated in various priority areas.

B. Application and Certification

For Purchase Applicants

An applicant seeking to purchase a community housing unit must apply to the Garfield County Housing Authority (GCHA) to receive a certification letter stating they are eligible to purchase a unit under the current Guidelines. The following information is representative of what will be required; however, the GCHA may make specific changes for each community housing unit lottery:

- A completed application form,
- Copies of federal and state income tax returns for the previous two years;
- W-2 forms for verification of employment or an offer of employment;
- Copies of pay check stubs for the previous three months;
- For self-employed individuals, Schedule C of tax returns, copies of 1099s and W-2s, current business license, profit and loss statements and other documents as required from the Administrator to determine that employment is within the corporate limits of Glenwood Springs or another of the allowed priority areas, whichever priority category the applicant is applying under.
- A current statement from all financial assets indicating the current balance, interest rate or annual dividend, a bank verification of all savings accounts;
- Copy of a driver's license and social security card or other identification documents as necessary to verify that all adult family members are legally residing in the United States; and
- Copy of a letter from an institutional lender, as defined in these Guidelines, of the applicant's choice demonstrating that the applicant has been pre-qualified for a specific loan amount and is financially able to purchase the unit on their own. Applicants are encouraged to investigate sources of financing prior to submitting an application to be entered into a specific lottery. Names of institutional lenders can be obtained from the Garfield County Housing Authority.
- Picture identification.
- Divorce Decree or Separation Agreement including alimony and child support. A copy must indicate that the decree or agreement has been entered into the record with all exhibits and supplements attached.

Following submittal of the above, the information will be reviewed by the GCHA. All information is confidential. The applicant will receive certification that they are eligible to participate in the lottery that will be held for any of the community housing units to be sold under this program, provided the lottery is held within the time period that the pre-qualification letter from the lender is valid. It is the responsibility of the applicant to notify the GCHA when they wish to be entered into a specific lottery.

Rental Applicants

An applicant seeking to rent a community housing unit must apply to the Garfield County Housing Authority (GCHA) to receive a certification letter stating they are eligible under the current Guidelines. The following information is representative of what will be required; however, the GCHA may make specific changes for each community housing unit:

- A completed application form,
- W-2 forms for verification of employment or an offer of employment;
- Copies of pay check stubs for the previous three months;
- For self-employed individuals, Schedule C of tax returns, copies of 1099s and W-2s, current business license, profit and loss statements and other documents as required from the Administrator to determine that employment is within the corporate limits of Glenwood Springs or another of the allowed priority areas, whichever priority category the applicant is applying under.
- Copy of a driver's license and social security card or other identification documents as necessary to verify that all adult family members are legally residing in the United States; and
- Picture identification.

C. Limits on Owning Other Real Estate

For purchase applicants may not own other developed real estate or a mobile home in the city or within a 50 mile radius of the city at the time of application for purchase of a community housing unit. If property is owned within this area, the person with the ownership interest must list the property for sale simultaneous with closing on the community housing unit, while still demonstrating compliance with the asset/income limits as set forth in *Part III Section E. Maximum Income and Assets Guidelines*. The owner shall provide the Administrator with a copy of the appraisal of the property to verify the asset and a copy of the sales contract prior to culmination of the purchase of the community housing unit. Upon the sale of the other property, a copy of the closing

documents verifying the sold price must be provided to the Administrator. If the property is not sold by the time of closing on the community housing unit, it must remain listed until sold. The owner has 180 days to sell the free-market unit. After this time period, if the property has not sold, the owner must list and sell the community housing unit according to their deed restriction.

If vacant land is owned at the time of purchase of the community housing unit, the land must remain unimproved. The value of this asset must be included in the total assets for qualification purposes. If the land is improved with a residence after purchase and occupancy of the community housing unit, the owner of the community housing unit must list the community housing unit for sale in accordance with the deed restriction within 90 days of the issuance of a Certificate of Occupancy for the unit constructed on the vacant land.

Any other owned real estate shall be included in the assets that are verified for qualification purposes.

D. Lottery

1. **Administrator's duties** – A lottery will be held for for-purchase community housing units, unless, at the discretion of the City, it is determined that a lottery is not in the best interests of those households seeking to purchase a community housing unit. The City will decide whether or not a lottery will be held at least 120 days prior to the date the developer proposes that units will be issued a Certificate of Occupancy. Owners, other than the initial developer of community housing units that are to be re-sold, shall follow the procedures for re-sale *in Part III Section J. Resale of a Community Housing Unit.*

The Administrator will advertise the lottery generally 30-60 days prior to the date that the lottery will be held. Sources of information about prospective lotteries will include, but not be limited to local newspapers and the City's official web site. The information contained in advertising the lottery shall be at the discretion of the Administrator, but will generally include a description, sales price and income maximums for households, as well as contact information for applications.

2. **Purchaser's obligations** – An applicant that wishes to enter a lottery must first have received a letter of qualification following approval of their application from the Garfield County Housing Authority (GCHA). An applicant that was previously qualified for a different lottery must contact GCHA to verify whether a new

application is required. Generally, the application and approval process will require the submission of an application package as described in *Part II Section B* above a minimum of five (5) days in advance of any advertised lottery. An applicant should also be aware of the following with respect to entering a specific lottery:

a. Households with incomes below the maximum income range set for a specific unit per *Part III Section E Maximum Income and Assets Guidelines*, may ask to be placed into the lottery for that unit if they are able to qualify for a mortgage that would support purchasing a higher priced unit; however, households with incomes that exceed the maximum range may not bid on lower priced units. For example, a household earning 80% of the AMI may bid on a unit priced in Category 2 if they have a letter indicating that they can qualify for a higher mortgage and have sufficient funds available for a down payment. However, a household earning income that falls within Category 2, but which exceeds the maximum income in Category 1, is not eligible to purchase a home listed with a sales price in Category 1.

b. All required documentation submitted to verify household income shall be kept confidential and is not subject to public disclosure.

c. At the closing, a Memorandum of Acknowledgement, of the deed restriction or covenant shall be executed by the buyer and will be recorded.

d. Purchaser shall complete a home buyer education course as approved by the Administrator.

E. Maximum Income and Assets Guidelines

1. Community housing units provided through this program will be priced to income categories as outlined in *Part II Section C. Initial Sales Price*.

2. The maximum gross household net assets for each income category shall be $150,000. Maximum net assets do not apply to rental units.

3. R.O. is a category for resident-owner occupied Community Housing Sale Units, deed restricted to require the owner to live in the unit as the sole place of residence. There is no (1) income limit, (2) asset limit, (3) appreciation cap, or (4) sales price restriction. Priority will be given to qualified persons who have been employed within the City of Glenwood

Springs boundaries or meet employment exemptions as included in Section I Item C.

The Administrator shall have the authority to change the maximum incomes annually upon publication of new area median income figures from the Department of Housing and Urban Development (HUD).

F. Financing Options, Co-ownership and Co-signing

Any applicant who is selected to purchase a community housing unit is responsible for selection of their preferred financing option. However, the City or Administrator may require that financing be obtained from an institutional lender, a bank, a savings and loan association, or other lender which is licensed to engage in the business of providing purchase money mortgage financing on residential real property. In addition, any financing used to purchase a community housing unit must be a conventional or portfolio program that offers fixed or intermediate variable rate terms designed for entry level buyers (FLEX, My Community Mortgage, 5/1, 7/1, etc.) Sub-prime and non-conforming products are not permitted. Financing more than 100% of the sales price is not permitted.

Any co-ownership interest, other than joint tenancy or tenancy in common, must be approved by the Administrator, based on whether the tenants qualify for affordable housing under these Guidelines. Co-signers may be approved for ownership of the affordable housing unit, but shall not occupy the unit, unless they are a qualified buyer under these Guidelines. For example, a single person may have a sibling co-sign a loan. The sibling may only live in the unit it they are qualified under the program.

Purchasers of a community housing unit who desire to purchase a home and use a co-signer must earn at least 75% of the income needed to qualify for the purchase of the unit.

G. Occupancy

The purchaser or renter of a community housing unit must occupy the unit as his or her primary residence. Owners of community housing units will be required to certify occupancy in compliance with the housing guidelines annually.

Occupancy of the unit for fewer than 9 months out of 12 months shall deem an owner/occupant ineligible to continue to occupy the unit unless a leave of absence has been approved as outlined in *Part III Section H. Leave of Absence*.

H. Leave of Absence

If an owner must leave Glenwood Springs for a limited period of time and desires to rent the unit during their absence, a leave of absence may be granted by the City for up to one year. The owner must submit a request to rent the unit at least 30 days prior to when the owner plans to leave the area. The request shall include the reason(s) for the leave of absence, expected duration, and the intent of the owner to rent the unit. A leave of absence for more than one year may be approved; however, such leave of absence may not extend for longer than two years, except for owners called to active military duty.

The rent that may be charged shall not exceed the owner's monthly mortgage, homeowner's association dues, utilities remaining in the owner's name, taxes and insurance, and private mortgage insurance not included in the monthly mortgage amount and land lease costs, if any. An additional $20 per month may be included in the total monthly rent. The owner may impose a security deposit and damage deposit at the time a lease is executed; however, the combination of security deposit and damage deposit may not exceed 1.5 times the monthly rent.

The owner shall rent to an employee and/or resident of one of the priority areas, who must also meet the eligibility and income provisions in the Community Housing Guidelines. The tenant must complete an application form, subject to the review and approval of the Administrator, to certify eligibility and agree to abide by the Homeowner's Association, Covenants, Rules and Regulations for the unit. Both the owner and tenant must sign a statement indicating that the covenants have been provided to the tenant and the tenant has received and reviewed the covenants. In addition, a copy of the lease agreement executed between the owner and tenant shall be provided to the Administrator.

I. Improvements

The City of Glenwood Springs wants to encourage maintenance of community housing units in good condition over time, while also ensuring there will be on-going affordable housing for future Glenwood Springs' employees.

Permitted capital improvements must be improvements or fixtures erected, installed or attached as permanent, functional, non-decorative improvements to real property, excluding repair, replacement and or maintenance improvements, except as specified below. Owners of community housing units are strongly encouraged to verify that improvements they wish to make are allowed under these Guidelines. In addition to verifying that the improvements are permitted under the Guidelines, owners should verify with the City of Glenwood Springs as to

whether a building permit will be required for the improvements. Value will only be given for the following “eligible” property improvements by the Administrator:

a. Improvements or fixtures erected, installed, or attached as permanent, functional, non-decorative improvements to real property, excluding repair, replacements and/or maintenance improvements.
b. Improvement for energy and water conservation.
c. Improvement for the benefit of seniors and/or handicapped persons.
d. Improvements for health and safety protection devices.
e. Improvements to add and/or finish permanent/fixed storage space.
f. Improvement to finish unfinished space.
g. Garages.
h. The cost of adding decks and any extension thereto.
i. Permanent landscaping.
j. Repairs or replacements related to structural, major mechanical or roofing deficiencies after any applicable warranty period is expired.

1. Permanent capital improvements made to community housing units which are not allowed to be used as the basis for an increase in re-sale prices are as follows:

a. Upgrades or replacement of appliances, plumbing and mechanical fixtures, carpets and other similar items included as part of the original construction of the unit.
b. Improvements required to repair, replace, and maintain existing fixtures, appliances, plumbing and mechanical fixtures, painting, carpeting and other similar items.
c. Upgrades or addition of decorative items, including lights, window coverings, floor coverings and other similar items.
d. Jacuzzis, spas, saunas, steam showers and other similar items.

Nothing in the deed restriction prohibits other improvements to the community housing unit; however, credit towards the resale price of the unit will only be provided for **approved** “eligible capital improvements.”

J. Re-sale of a Community Housing Unit

1. Community housing units shall have a deed restriction or covenant carried with the title which restricts future sale of the community housing unit to individuals qualified by the Administrator under the guidelines of the program.

2. Unless otherwise required in the deed restriction, listing for re-sale of a community housing unit shall be with the Administrator, or its authorized agent. The re-sale process of a community housing unit shall begin with a meeting between the owner and the Administrator to review the deed restriction and to determine the allowed sales price. The sales price shall be fixed at the time of notification in writing by the owner of his/her desire to sell. Any owner of a community housing unit who intends to sell their home shall contact the Administrator as early in the process as is possible; however, at a minimum, notification of the intention to re-sell shall be submitted in writing a minimum of 90 days in advance of their scheduled sale date. Owners should be aware that no guarantee can be made as to the time that is necessary to complete the re-sale of a community housing unit and that the 90-day advance time period is simply a guide for this process.

3. The maximum resale price of a community housing unit shall include the purchase price and 3% plus permitted capital improvements:

3% Formula:

.03 x PP ÷12 x Number of Months Owned + PP = Base Resale Price + Permitted Capital Improvements = Maximum Sales Price

4. At the discretion of the City of Glenwood Springs, a lottery may be held if it is determined that there are a number of qualified households who would purchase the unit and where a lottery would be in the best interest of the community. The GCHA, or a designee, will oversee the sale in accordance with the community housing guidelines in effect at the time of the listing. Owners should anticipate that the resale process may take up to 90 days from the time of initial contact with the Administrator. There shall be a minimum listing period of three months before the price of a community housing unit is adjusted. Any termination of the listing may require the payment of administrative and advertising costs by the homeowner. These fees are outlined further in this section.

5. These guidelines are intended to assure that all purchasers and all sellers will be treated fairly and equitably. Questions will be answered, and help will be provided by the Administrator and/or GCHA to any potential purchasers or sellers in accordance with the current Guidelines. Listings, sales contracts, extensions to contracts and closing documents will be prepared and all actions necessary to consummate the sale shall be undertaken by the Administrator, GCHA or their representatives.

6. The Administrator and/or GCHA will be acting on behalf of the City of Glenwood Springs. It should be clearly understood by and between all parties to a sales transaction that the Administrator is not acting as licensed broker to the transaction, but as a representative of the City of Glenwood Springs. The Administrator shall, nevertheless, attempt to help both parties to consummate a fair and equitable sale in accordance with the current Community Housing Guidelines.

7. All purchasers and sellers are advised to consult legal counsel regarding examinations of the title and all contracts, agreements, and related documents. The retention of counsel, licensed real estate brokers, or such related services, shall be at the purchaser's or seller's own expense. The fees paid to the GCHA are to be paid regardless of any actions or services that the purchaser or seller may undertake or acquire on their own.

8. Sales and Other Fees

   a. Unless otherwise set forth in the deed restriction governing the community housing unit, at the closing of the sale, the seller will pay the Garfield County Housing Authority a sales fee equal to two percent (2%) of the sales price. Instructions may be provided to the Title Company to pay this fee out of funds held for the seller at closing.

   b. Unless otherwise specified in the deed restriction, the seller will pay a one-half percent (0.5%) fee at the time of the listing, which will be applied to the 2% fee that is required to be paid at closing. This fee will be used to cover costs incurred by the Garfield County Housing Authority in advertising the home for sale, qualifying potential buyers and related administrative expenses. In the event that the sale does not proceed for any reason after the listing has occurred, this portion of the fee will not be returned to the seller.

9. If a unit is listed for sale and the owner must relocate to another area prior to completing the sale, the unit may, upon approval of the City of Glenwood Springs, be rented to a qualified individual, at the owner's cost as described in *Part III Section H Leave of Absence*, for a maximum period of two years. A written request must be sent to the Administrator seeking permission to rent the unit until sold. All tenants must be qualified as described in *Part III Section G Occupancy.* The lease must stipulate that the community housing unit is listed for sale and that the tenant will be required to allow for showings of the property, with sufficient notice. The lease must also stipulate that the agreement may be

terminated after six months, with sixty days notice, due to the sale of the property.

K. Maintenance Standards for Maximum Re-Sale Value

It is the responsibility of the homeowner to maintain the community housing unit in good condition. The community housing unit shall be sold with the fixtures, appliances, and other inclusions which were included in the initial sale of the unit. The following are the minimum maintenance standards to receive full value upon re-sale. If the City or Administrator determines that the homeowner has failed to meet these standards, the City or Administrator may deduct replacement and/or repair costs from the sale proceeds for any of the following:

a. Clean unit.
b. Carpet steam-cleaned two or three days prior to closing. Normal wear and tear of carpeting is anticipated; however, if carpeting has holes, stains, etc., the carpet and padding shall be replaced, or funds shall be escrowed from the seller's proceeds at the closing. Escrowed funds will be based on current market value per square foot for a comparable product, for use by the new buyer.
c. All scratches, holes, burn marks, etc., shall be repaired in floors and counter tops, etc.
d. No broken or foggy windows.
e. All screens shall be in windows, if originally provided.
f. All windows and doors shall be in working order with no holes.
g. All locks on windows and doors shall be in working order.
h. All keys shall be provided, e.g. door, mail box, garage.
i. All mechanical systems shall be in working order.
j. Walls shall be paint ready, e.g. all holes patched, all nails removed.
k. There shall be no leaks from plumbing fixtures.
l. There shall be no roof leaks.
m. Any safety hazard shall be remedied prior to closing.
n. All light fixtures shall be in working order.

L. Refinancing Community Housing Units

A community housing owner that wishes to refinance their residence must contact the Administrator of the housing program to determine the value of the home relative to the applicable deed restriction for their unit. Owners may provide documentation for approved capital improvements made to the home. Owners may not refinance for more than 100% of the value determined by the Administrator.

IV. VOLUNTARY DEED RESTRICTION UNITS

A. Occupancy Eligibility

Primary occupants shall sign an affidavit of qualification and be qualified to rent a deed-restricted per Subsection 070.045.120(b)(1) according to any of the following criteria:

1. Employed in the municipal boundary of Glenwood Springs. If not enough qualified applicants are received for a rental unit, applicants may be drawn from the next prioritized employment area as identified in Section 1D. Employment Area Exemption of this document;
2. Directly employed by a company that has its principal office located within the 81601 postal zip code;
3. Enrolled as a full-time student at a local educational institution;
4. Being sixty-five (65) years of age or greater; or
5. Receiving Social Security or Veteran's Association disability benefits.

Qualifying occupants may have roommates that are not employed within prioritized employment areas.

V. GRIEVANCE PROCEDURES

A grievance is any dispute that a unit owner, purchaser or developer may have with the City of Glenwood Springs, the program's designated administrator, or GCHA with respect to action or failure to act in accordance with the rights, duties, welfare or status of these persons or entities.

A. File Written Complaint.

Unit owners, purchasers, or developers that wish to file a grievance, must submit the grievance in writing so that it is received by the Director for the City of Glenwood Springs within ten (10) days of the alleged action complained about. The grievance shall contain the following information:

1. Grounds for the grievance.
2. Action requested.
3. Name, address, and phone number of complainant and similar information for the complainant's authorized representative.

B. Meet with Community Development Director.

Upon presentation of a written grievance, the Director shall meet with the complainant within seven (7) working days of receipt of the written grievance. Following the meeting, the Director shall provide a written decision on the grievance mailed within three (3) working days of meeting with the complainant.

C. Scheduling of Hearings for Grievances

1. If the issue that is the subject of the grievance is not resolved to the satisfaction of the complainant after a decision is rendered by the Director, the complainant shall have the option of scheduling a hearing before the City Council to consider the grievance. The request for the hearing shall be filed following the procedures in 070.060.070(c) Appeals.

D. Public Notice for Grievance Hearings

1. The Director shall be responsible for notice of a grievance hearing in accordance with Section 070.060.070(c) *Appeals* of the Glenwood Springs Municipal Code.

2. In preparation for the hearing, the Director shall provide:

    a. The written grievance;
    b. The factors affecting a successful resolution of the grievance;
    c. Any documents provided by the complainant; and,
    d. A recommended course of action.

3. The complainant has the right to be represented by counsel at the grievance hearing.

4. The City Council and the complainant shall have sufficient opportunity before the hearing to examine documents, records and regulations that are relevant to the grievance. Documents that are requested by the complainant shall be made available; however, the costs of copies and staff time associated in providing documents shall be borne by the complainant. Documents that have not been requested and made available prior to the hearing may not be relied on during the hearing.

E. Conduct of the Hearing

1. If the complainant fails to appear at the scheduled hearing, the City Council may make a determination to postpone the hearing or will make a determination based upon the written documentation and the evidence submitted.

2. Review of oral or documentary evidence shall not require strict compliance with the rules of evidence applicable to judicial hearings. However, the complainant may not present documents or new evidence at a hearing concerning eligibility, which have not been previously submitted and considered by the Administrator in reaching its decision of ineligibility.

3. The right to cross-examination shall be at the discretion of the City Council and may be regulated by the City Council as it deems necessary for a fair hearing.

4. Hearing record. The following documents shall constitute the Hearing Record:

    a. Written complaint.
    b. Written documents and evidence considered at the hearing.
    c. Minutes of the meeting and record of decision.

F. Decision of City Council.

The Glenwood Springs City Council shall provide a written decision that includes the reasons for its determination. The decision of the City Council shall be final from which an appeal may be taken to court in accordance with the laws of the State. The Administrator shall take all actions necessary to carry out the decision of the City Council.

1. If a determination is made of ineligibility for a lottery, and the hearing of a grievance cannot be scheduled before the lottery takes place, the complainant's name may be placed in the appropriate category for the lottery. If the complainant's name is chosen, then the closing will be postponed until the City Council can make a decision on the eligibility of the complainant.

2. All persons submitting an application for eligibility to purchase a community housing unit will sign an agreement stating that if they are found ineligible and the decision is later overturned by court action, their sole remedy will be entry in the lottery for the next available community housing unit in the event that the community housing unit originally applied for has been sold.

VI. PERIODIC REVIEW OF HOUSING GUIDELINES

The Guidelines set forth herein shall be reviewed periodically by the Administrator and the City of Glenwood Springs. Except where otherwise noted in the Guidelines, the Guidelines shall be approved by resolution of the City Council of Glenwood Springs.

VII. DEFINTIONS

The terms, phrases, words and clauses in the Community Housing Guidelines shall have the meaning assigned below. Any term, phrases, words or clauses not defined herein shall have the meanings as defined in the Glenwood Springs Municipal Code (GSMC). Any terms, phrases or words not defined in the Code shall have the meaning assigned in Webster's Third New International Dictionary, 1993, Unabridged.

Administrator shall mean an individual designated by the City of Glenwood Springs, be it staff or an outside agency, to administer the City of Glenwood Springs Housing program.

AMI shall mean the median household income estimates and program income limits compiled and released annually for Garfield County by the United States Department of Housing and Urban Development (HUD)..

Assets shall mean household assets excluding financial retirement plans qualified under the Internal Revenue Service and including real and personal property stocks, and any interest in an estate. Net assets are gross assets minus liabilities.

Bedroom shall mean a room to be used for sleeping purposes that meets applicable International Building Code requirements.

Capital improvement shall mean any fixture erected as a permanent improvement to real property excluding repair, replacement, and maintenance costs, unless otherwise defined in the Deed Restriction governing the community housing unit.

Category shall mean income limits or sales prices as determined by the Guidelines according to household income and net assets.

City Council shall mean the Glenwood Springs City Council.

Director shall mean the Director of the Community Development Department for the City of Glenwood Springs.

Community housing or Community Housing Unit– A Residential dwelling unit within the City of Glenwood Springs that is deed restricted in accordance with this Article and the City of Glenwood Springs's Community Housing Requirements and Guidelines, as approved and amended from time to time by resolution by the City Council, and in

accordance with a deed restriction approved by the City of Glenwood Springs City Council or its designee..

Community Housing Guidelines (the Guidelines) shall mean the document that contains the procedures and guidelines for complying with Article 070.130 of the City of Glenwood Springs Municipal Code.

Community housing for sale unit means a community housing unit that is deed-restricted in accordance with this Article and the City of Glenwood Springs's Community Housing Requirements and Guidelines, as approved and amended from time to time by resolution by the City Council, and in accordance with a deed restrictions approved by the City of Glenwood Springs City Council or its designee to establish maximum initial sales and resale prices, as well as residency, employment and income qualifications for owners and occupants.

Community housing rental unit means a community housing unit that is deed-restricted in accordance with this Article and the City of Glenwood Springs's Community Housing Requirements and Guidelines, as approved and amended from time to time by resolution by the City Council, and in accordance with deed restrictions approved by the City of Glenwood Springs City Council or its designee, to establish a maximum rental prices, as well as residency, employment and income qualifications for owners and occupants.

Complainant shall mean a party who files a grievance relative to the administration of the Glenwood Springs Housing Guidelines.

Co-signer shall mean a joint signatory of a promissory note who shall not occupy the community housing unit unless qualified by the Administrator.

Consumer Price Index (CPI) shall mean, for purposes of these guidelines and the deed restriction, the Consumer price Index – West Region, Consumer Price Index, Urban Wage Earners and Clerical Workers (CPI-W) (1982-84+100), not seasonally adjusted, published by the U. S. Department of Labor, Bureau of Labor Statistics.

Covenant shall mean an agreement, convention, or promise of two or more parties by deed in writing, signed and delivered, by which either of the parties pledges himself to the other that something is either done, shall be done, shall not be done, or stipulated for the truth of certain facts.

Deed Restriction shall mean an enduring covenant placed on units or lots that identifies the conditions of ownership and occupancy of the units or lots to eligible households, and may control the prices of for sale units, initially and/or upon resale.

Dependent shall mean a minor child (21 years of age or younger) or other relative of the owner of a community housing unit, which child or relative is taken and listed as a dependent for federal income tax purposes by such owner, or his or her present or former spouse. (Dependents must also be related by blood or adoption and must reside with the owner at least six months and one day, 181 days, out of every 12 month period.)

Developer shall mean any person or persons engaged in the division of a parcel of land into two (2) or more parcels, the construction, re-construction, conversion, structural alteration, relocation or enlargement of any structure; any mining, logging excavation, landfill or land disturbance; or any use or extension of use that alters the character of the property.

Development shall mean the division of a parcel of land into two or more parcels; the construction; reconstruction; conversion; structural alteration, relocation or enlargement of any structure; any mining, logging excavation, landfill or land disturbance; or any use or extension of use that alters the character of the property.

Development Plan shall mean the entire plan to construct or place one or more dwelling units on a particular parcel or contiguous parcels of land within the city including, without limitation a planned unit development, site review or subdivision approval.

Disabled Person shall mean a person who meets the definition of “individual with a disability” contained in 29 U.S.C. Section 706(8), or as defined in the Americans with Disabilities Act of 1990.

Dwelling Unit shall mean a single unit providing complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, cooking and sanitation.

Dwelling, Two Family means one (1) building on one (1) lot designed to be occupied by two (2) families living independently of each other.

Employee Dwelling Unit (EDU) shall mean a community housing unit that meets the following criteria:

- Located within or attached to a non-residential development, but has a separate entrance from the non-residential portion of the development;
- Not accessed from another residential dwelling.
- Detached from the non-residential development but located on the same lot, parcel or subdivision; or,

- Located at an approved site at a different location than the site of the employment generation.

Employer shall mean an individual, entity or business whose physical address is located within one of the priority areas, as priority areas one, two and three are defined in these definitions. If an employer is not physically based in one of the priority areas, the employee must be able to verify that they work in one of the priority areas for individuals, businesses or institutional operations a minimum of 1500 hours per calendar year.

Existing unit shall mean a dwelling unit located within the city, which has received development entitlements, is under construction, or which was completed prior to the development which requires inclusionary housing mitigation.

Fannie Mae (FNMA) – Federal National Mortgage Association, a quasi-governmental agency that purchases mortgage loans in the secondary loan market.

Full-time Employee shall mean a person who is employed on the basis of a minimum of 1,500 hours worked per calendar year, physically working in either priority area one or two (as defined herein), an average of 35 hours a week, 10 months of a year; 32 hours a week, 11 months of the year; and, who resides in the unit a minimum of 9 months out of the year; or a retired person who had been a full-time employee in a specific priority area for a minimum of four years immediately prior to his or her retirement; or a disabled person who had been a full-time employee in a specific priority area for a minimum of two years immediately prior to their disability; or the spouse of any such qualified employee, retired person, or disabled person.

Garfield County Area Median Income see AMI in these definitions.

Grievance shall mean any dispute that a community housing unit owner, purchaser, or developer may have with the City of Glenwood Springs or the housing program's Administrator, or Garfield County Housing Authority, with respect to action or failure to act in accordance with the rights, duties and welfare or status of these persons or entities.

Gross Household Income shall mean the combined gross income of all individuals who will occupy the unit regardless of legal status or relationship to the owner and which income earned or received includes income derived from employment, business, trust or other income producing assets including wage, alimony and child support, and distributions before deductions for expenses, depreciation, taxes and similar allowances.

Guidelines shall mean the document that contains the procedure and guidelines for administration and compliance with the requirements of Article 070.130 of the Municipal Code of the City of Glenwood Springs, as amended from time to time.

Household shall mean all individuals who will be occupying the community housing unit regardless of legal status or familial status.

Household Income shall mean the combined gross income of all non-dependent individuals who will be occupying the unit regardless of marital status.

Housing Mitigation Plan shall mean a plan which sets forth the means by which a developer will comply with Article 070.045 of the Glenwood Springs Municipal Code and Part II Section B. of these Guidelines.

HUD shall mean the United States Department of Housing and Urban Development.

Inclusionary Zoning shall mean the mandatory provision of community housing units or lots as a quid pro quo for development approval.

Income Eligible Household shall mean an individual or family whose household income does not exceed those within these Guidelines established annually based upon the Area Median Income for Garfield County, with adjustments for family size, as published by the Department of Housing and Urban Development.

Income Limits shall mean the income amounts on which the eligibility of households is based expressed as percentages of the AMI and in absolute dollar amounts, updated annually and contained in these Guidelines.

Institutional Lender shall mean any bank, savings and loan association, or any other lender which is licensed to engage in the business of providing purchase money mortgage financing on residential real property.

Lottery shall mean a random drawing to select a winner from eligible applicant families for purchase of community housing units.

Memorandum of Acknowledgment shall mean a recorded document stating the purchaser's acceptance and acknowledgment of the deed restriction or covenant placed against the units as well as the requirement to adhere to the Guidelines.

Net Square Feet shall mean interior living area that is measured interior wall to interior wall, including all interior partitions. Also included, but not

limited to habitable basements and interior storage areas, closets and laundry area. Exclusions include, but are not limited to, uninhabitable basements, mechanical areas, exterior storage, stairwells, garages (either attached or detached), patios, decks and porches.

Off-site shall mean a location for community housing units other than the parcel or lot where the residential development that generates the requirement for community housing units or lots is located.

Prequalification shall mean a borrower's tentative mortgage approval from a lender.

Priority area one shall mean that area that is within the corporate city limits of Glenwood Springs.

Priority area two shall mean that area within the 81601 zip code.

Priority area three shall mean that area within a thirty (30) mile radius of the corporate limits of Glenwood Springs.

Qualified Employees – See Employee Qualified Buyer.

Qualified Employer shall mean an employer of qualified employees.

Self-employed shall mean an individual who carries on a trade or business as a sole proprietor or an independent contractor; or is a member of a partnership that carries a trade or business; or who is otherwise in business for him or herself and who works for a profit or fees. The trade or business is required to provide goods or services to individuals, businesses or institutional operations a minimum of 1,500 hours worked per calendar year physically working in one of the priority areas, as defined in these guidelines, an average of 35 hours a week, 10 months of a year; or 32 hours a week, 11 months of the year.

RECEPTION#: 677992, R: $108.00, D: $0.00, 06/24/2021 at 08:56:04 AM, Pgs 1 of 20, Janice K. Vos Caudill, Pitkin County, CO

DEED RESTRICTION AGREEMENT FOR THE OCCUPANCY AND RESALE OF BASALT VISTA HOUSING PROJECT

THIS DEED RESTRICTION AGREEMENT FOR THE OCCUPANCY AND RESALE OF BASALT VISTA HOUSING PROJECT (the "Agreement") is made and entered into this 23 day of June 2021, by **BASALT VISTA AFFORDABLE HOUSING PARTNERSHIP, LLC** (hereinafter referred to as "Owner" or "Declarant"), for the benefit of the parties and enforceable by the **BOARD OF COUNTY COMMISSIONERS OF PITKIN COUNTY, COLORADO** (hereinafter referred to as the "BOCC") and **THE TOWN OF BASALT, COLORADO** (hereinafter referred to as the "Town").

W I T N E S S E T H:

WHEREAS, Owner/Declarant owns the real property described in Exhibit "A" attached hereto and incorporated herein. For purposes of this Agreement, the real property and all dwellings, appurtenances, improvements and fixtures associated therewith shall hereinafter be referred to as the "Property" or "Unit" as the context requires.

WHEREAS, Owner/Declarant agrees to restrict the acquisition or transfer of the Property to "Qualified Buyers," as that term is defined in this Agreement, who fall within the Category 2 income range established by the Aspen/Pitkin County Housing Authority ("APCHA) from time to time in its ***Aspen/Pitkin Employee Housing Guidelines*** (hereinafter the "Guidelines") and Town of Basalt Ordinance No. 25, Series of 2017. In addition, the Owner/Declarant agrees that this Agreement shall constitute a resale agreement setting forth the maximum resale price for which the Property or the Units may be sold ("Maximum Resale Price") and the terms and provisions controlling the resale of the Property or the Units. Finally, by this Agreement, Owner restricts the Property and the Units against use and occupancy inconsistent with this Agreement.

WHEREAS, an "Owner/Declarant" is the person or persons who owns the property at the time of this Agreement and who hereby adopts and enters into this Agreement with the BOCC voluntarily.

WHEREAS, "Qualified Buyers" are natural persons meeting the income, residency and all other qualifications set forth in the Town of Basalt Ordinance No. 25, Series of 2017 and the Guidelines, or its substitute, as adopted by the APCHA, or its successor, and in effect at the time of the closing of the sale to the Qualified Buyer, and who must represent and agree pursuant to this Agreement to occupy the Property or Unit as their sole place of residence, not to engage in any business activity on the Property, other than that permitted in that zone district or by applicable ordinance, not to sell or otherwise transfer the Property or Unit for use in a trade or business; and to continue meeting the employment, residency and other requirements as stated in this Agreement, and

as stated in the Guidelines as they are amended from time to time. Qualified Buyers require the prior approval of the BOCC.

WHEREAS, an "Owner" is a person or persons, approved by the BOCC, who is/are a Qualified Buyer who acquires an ownership interest in the Property or Unit in compliance with the terms and provisions of this Agreement, it being understood that such person or persons shall be deemed an "Owner" hereunder only during the period of his, her, or their ownership interest in the Property or Unit and shall be obligated hereunder for the full and complete performance and observance of all covenants, conditions and restrictions contained herein during such period.

WHEREAS, this document supersedes any previous deed restriction agreement for occupancy and resale associated with this Property or the Units.

WHEREAS, a "Unit" is the unit located at 119 Gardener Way, Basalt, Colorado 81621, and further described in Exhibit "A".

NOW, THEREFORE, for value received, the receipt and sufficiency of which are hereby acknowledged, Owner hereby represents, covenants and agrees as follows:

USE AND OCCUPANCY

1. The use and occupancy of the Property or the Units shall henceforth be limited exclusively to housing for natural persons who meet the definition of Qualified Buyers and their families, and the other requirements of this Agreement and the Guidelines referred to above.

REQUIREMENTS

2. An Owner, in connection with the purchase of this Property or Unit, must: a) occupy the Unit or Property as his or her sole place of residence during the time that such Property or Unit is owned; b) not own, directly or indirectly through a legal entity, any interest alone or in conjunction with others, in any developed, residential property within the Ownership Exclusion Zone, or dwelling units in accordance with the limitations established by the Guidelines as amended from time to time; c) not engage in any business activity on or in such Property or Unit, other than permitted in that zone district or by applicable ordinance; d) sell or otherwise transfer such Property or Unit only in accordance with this Agreement and the Guidelines; e) not sell or otherwise transfer such Property or Unit for use in a trade or business; f) not encumber the Property or Unit with debt in any form which exceeds, at any time, the Maximum Resale Price of the Property or Unit as determined in accordance with Paragraph 10 and 11 of this Agreement; g) not permit any use or occupancy of such Property or Unit except in compliance with this Agreement; h) continue to meet the residence and employment requirements of a Qualified Buyer established by the Guidelines and as they are amended from time to time; i) continue to meet the other requirements of the applicable Guidelines as they are amended from time to time; and j) provide the BOCC and the Town

with information in accordance with paragraph 5 below. Recertification of employment, residency, the continued non-ownership of other property, and compliance with the other requirements of this paragraph and this Agreement shall be required as stipulated in the Guidelines.

DEFAULT ON LOAN

3. a. It shall be a breach of this Agreement for Owner to default in payments or other obligations due or to be performed under a promissory note secured by a deed of trust encumbering the Property or a Unit or to breach any of Owner's duties or obligations under said deed of trust. It shall also be a breach of this Agreement for Owner to default in the payment of real property taxes or obligations to the Homeowners' Association for general or special assessments. Owner must notify the BOCC, in writing, of any such default, including notification received from a lender, or its assigns, of past due payments or default in payment or other obligations due or to be performed under a promissory note secured by a deed of trust, as described herein, or of any breach of any of Owner's duties or obligations under said deed of trust, within five calendar days of Owner's notification from lender, or its assigns, or any other creditor specified herein, of said default or past due payments or breach.

b. Upon notification of a default as provided above, the BOCC may offer loan counseling or distressed loan services to the Owner, if any of these services are available, and is entitled to require the Owner to sell the Property or Unit to avoid the commencement of any foreclosure proceeding against the Unit.

c. Upon receipt of notice as provided in paragraphs 3a and b, the BOCC shall have the right, in its sole discretion, to cure the default or any portion thereof. In such event, the Owner shall be personally liable to the BOCC for past due payments made by the BOCC together with interest thereon at the rate specified in the promissory note secured by the first deed of trust, plus one percent (1%), and all actual expenses of the BOCC incurred in curing the default. The Owner shall be required by the BOCC to execute a promissory note secured by deed of trust encumbering the Property or Unit in favor of the BOCC for the amounts expended by the BOCC as specified herein, including future advances made for such purposes. The Owner may cure the default and satisfy its obligation to the BOCC under this subparagraph at any time prior to execution of a contract for sale, upon such reasonable terms as specified by the BOCC. Otherwise, Owner's indebtedness to the BOCC shall be satisfied from the Owner's proceeds at closing.

d. In addition, upon receipt of notice as provided in Paragraphs 3a and 3b, the BOCC shall have the option, exercisable in the BOCC's sole discretion, to purchase Owner's Property or Unit for ninety-five percent (95%) of the Maximum Resale Price. If the BOCC desires to exercise said option, it shall give written notice thereof to the Owner within forty-five (45) days following the BOCC's receipt of the notice as provided in Paragraphs 3a and 3b. In the event the BOCC timely exercises said

option, the closing of the purchase of the Property or Unit shall occur within forty-five (45) days following the date of the BOCC's notice to the Owner of the exercise of said option.

4. It shall be a violation of the Agreement for the Owner to default in the payment of general or special assessments to the Homeowner's Association, and such person shall be subject to enforcement as provided herein. In addition, upon sale of a Property or Unit as to which the payment of such obligations is in default, the assessments shall be paid at closing by Owner.

ENFORCEMENT

5. Owner agrees to provide, upon request of the BOCC, all documents and information necessary for the BOCC to establish continued compliance with this Agreement and with the Guidelines, as amended from time to time. Documents may include, but not be limited to: Federal and State Income Tax Returns, W2's, 1099's, bank and credit card statements, and invoices for utility payments. The BOCC shall maintain the confidentiality of financial information as provided by law.

6. If the BOCC determines that sale of the Property or Unit is necessary because of breach of this Agreement, Owner shall immediately execute a standard Listing Contract on forms approved by the Colorado Real Estate Commission with the BOCC, providing for a 180-day listing period. At that time, the Owner shall deposit with the BOCC an amount equal to one percent (1%) of the estimated value of the Property or Unit. Unless the Notice of Violation is overturned on appeal, the appreciation of the Property or Unit will terminate from the date that the violation occurred (said date shall not necessarily be the same time the Notice of Violation was sent to the Owner). Unless the BOCC exercises its option to purchase the Unit, in accordance with paragraph 9 below, the BOCC shall promptly advertise the Property or Unit for sale by competitive bid to Qualified Buyers. If a sales contract has not been executed within the initial 180-day period, Owner shall extend the listing period for an additional 180 days, provided such extension does not conflict with the statutory rights of any secured creditors. At the time of closing, the Owner shall pay to the BOCC an additional fee as stated in the Guidelines in effect at the time of sale.

   a. The BOCC is entitled to require the Owner to accept the highest of any qualified bids that equal to the lesser of (i) the Maximum Resale Price (as hereinafter defined); or (ii) an amount that has been adjusted and described in b. below. At no time can the sales price exceed the Maximum Sales Price established in this deed restriction.

   b. If the Unit has not sold within 180 days of the listing agreement, the Owner will be bound by the following:

      - Owner must accept any pending offer, or offer made within 30 days of expiration of 180-day period referred to above, from a BOCC-qualified buyer for at least ninety-five percent (95%) of the maximum sales price;
      - If no such offer is made within such period, the Owner must accept any valid offer from a BOCC-qualified buyer at or above ninety percent (90%) of the maximum sales price made within the next 30-day period;

- For each additional 30 days that the home has not gone under contract, the bid price that must be accepted will be decreased by an additional five percent (5%) of the maximum sales price.

Listing and sale of the Property or Unit shall be subject to such listing, sales and other fees and expenses as may be imposed by the BOCC from time to time as set forth in the Guidelines, and as they are amended from time to time.

AGREEMENT RUNS WITH THE LAND

7. This Agreement shall constitute covenants running with the Property and/or Unit, as a burden thereon, for the benefit of, and shall be specifically enforceable by the BOCC, and its respective successors and assigns, as applicable, by any appropriate legal action including but not limited to specific performance, injunction, reversion, or eviction of non-complying or non-qualified owners and/or occupants.

VOLUNTARY SALE

8. If an Owner desires to voluntarily sell the Property or Unit, the Owner shall execute a standard Listing Contract on forms approved by the Colorado Real Estate Commission with the BOCC providing for a 180-day listing period, or such other time as required by the Guidelines in effect at time of listing. The BOCC shall promptly advertise the Property or Unit for sale by competitive bid to Qualified Buyers. The listing and sale of the Property or Unit shall be subject to such listing, sales and other fees and expenses as may be imposed by the BOCC from time to time as set forth in the Guidelines.

BOCC'S RIGHT TO ACQUISITION

9. Notwithstanding any provision herein to the contrary, the BOCC shall have the right, in its sole discretion, (i) to acquire any Property or Unit for resale thereof to a Qualified Buyer; (ii) following its acquisition of any Property or Unit, to repair, replace, redevelop, remove and maintain such Property or Unit prior to resale to a Qualified Buyer; and/or (iii) amend this Deed Restriction Agreement following the acquisition in consultation with the Town and consistent with Town of Basalt Ordinance No. 25, Series of 2017. Upon purchase by the BOCC, the price at which the Property or Unit is subsequently sold to a Qualified Buyer shall be the maximum resale price as determined by the applicable Deed Restriction.

INITIAL SALES PRICE; MAXIMUM RESALE PRICE

10. In no event shall the initial sales price exceed the maximum Category 2 sales price in the Guidelines. Further, in no event shall the Property or Unit be sold for an amount ("Maximum Resale Price") more than the lesser of:

a. the initial sales price, plus an increase of three percent (3%) of such price per year to the date of Owner's notice of intent to sell (prorated at the rate of .25 percent for each whole month for any part of a year) or otherwise as permitted for Category 2 units under the Guidelines; or

b. an amount (based upon the Consumer Price Index, All Items, U.S. City Average, Urban Wage Earners and Clerical Workers (Revised), published by the U.S. Department of Labor, Bureau of Labor Statistics) calculated as follows: the Owner's purchase price divided by the Consumer Price Index published at the time of Owner's purchase stated on the Settlement Statement, multiplied by the Consumer Price Index current at the date of intent to sell. In no event, shall the multiplier be less than one (1). For purposes of this Agreement, "date of intent to sell" shall be the date of execution of a listing contract when required by this agreement, or if a listing contract is not otherwise necessary, the date shall be determined to be the date upon which a requirement for the Owner to sell is first applicable.

NOTHING HEREIN SHALL BE CONSTRUED TO CONSTITUTE A REPRESENTATION OR GUARANTEE BY THE BOCC THAT ON RESALE THE OWNER SHALL OBTAIN THE MAXIMUM RESALE PRICE.

11. a. Subject to the limitations of this Section, for the purpose of determining the Maximum Resale Price in accordance with this Section, the Owner may add to the amount specified in Paragraph 10 above, the cost of approved and Permitted Capital Improvements (hereinafter "PCI"), as set forth in Exhibit "B" attached hereto or otherwise allowed by the Guidelines, and as they are amended from time to time, in a total amount not to exceed $ 34,500, which is ten percent (10%) of the maximum sales purchase price set forth in paragraph 10a above. In calculating such amount, only those PCI's identified in Exhibit "B" hereto or otherwise allowed by the Guidelines from time to time shall qualify for inclusion. All such PCIs installed or constructed during Owner's ownership of the Property or Unit shall qualify and will be depreciated based on the Depreciation Schedule used by the BOCC at the time of listing.

b. PCIs shall not include any changes or additions to the Property or Unit made by the Owner during construction or two years thereafter, except in accordance with Paragraph 11a above. PCI shall not be included in the BOCC's listed purchase price, even if made or installed during original construction.

c. To qualify as PCI, the Owner must furnish to the BOCC the following information with respect to the improvements that the Owner seeks to include in the calculation of Maximum Resale Price:

(1) Original or duplicate receipts to verify actual costs expended by Owner for PCI;

(2) Owner's affidavit verifying that receipts are valid and correct receipts tendered at time of purchase;

(3) True and correct copies of any building permit or certificate of occupancy required to be issued by the Town Building Department with respect to the PCI.

(4) In calculating costs under Paragraphs 11 a-c (1-3), the Owner's actual out-of-pocket approved costs and expenses shall be eligible for inclusion. Such amount shall not include an amount attributable to Owner's "sweat equity" or to any appreciation in the value of the improvements.

All capital improvements will be depreciated. Certain capital improvements will not be allowed towards the 10% cap. Each capital improvement will depreciate per the depreciation schedule stated in an approved handbook. The current source is the ***Marshall Swift Residential Handbook***. Any capital improvements associated with health and safety, energy efficiency, water conservation, and green building products will be exempt from the 10% capital improvement cap if approved by the BOCC prior to installation; however, such capital improvements shall be depreciated per the depreciation schedule stated in an approved handbook.

d. For determining the Maximum Resale Price in accordance with this Section, the Owner may also add to the amounts specified in Paragraphs 10 and 11a, the cost of any permanent improvements constructed or installed because of any requirement imposed by any governmental agency, if written certification is provided to the BOCC of both the applicable requirement and the information required by Paragraph 11c (1) – (3).

e. To obtain maximum resale price, Owner must ensure that at the time of sale the Property or Unit meets the BOCC's generally applicable minimum standards for maintenance of the Property or Unit as determined by the BOCC in its discretion. This shall include requirements to clean the home, ensure that all fixtures are in working condition, to repair damage to the unit beyond normal wear and tear and the other requirements as stated in the *Minimum Standards for Seller to Receive Full Value at Resale*, Exhibit "C". If the Seller does not meet these requirements, the BOCC may require that Seller escrow at closing a reasonable amount of money to ensure compliance or that the sale price of the Property or Unit be reduced accordingly.

GRIEVANCES

12. All disputes regarding the interpretation and enforcement of this Agreement shall be subject to the enforcement and grievance procedures set forth in the Guidelines as amended from time to time. All such disputes may be referred to a BOCC Hearing Officer.

CLOSING COSTS

13. Owner shall not permit any prospective buyer to assume any or all the Owner's customary closing costs (including, but not limited to, title insurance, sales fee, pro ration of taxes, homeowner's dues, etc., as are customary in Pitkin County) nor accept any other consideration which would cause an increase in the purchase price above the bid price to induce the Owner to sell to such prospective buyer.

MULTIPLE QUALIFIED BIDS

14. In the event that one qualified bid is received equal to the Maximum Resale Price herein established, the Property or Unit shall be sold to such bidder at the Maximum Resale Price; and in the event Owner receives two or more such bids equal to the Maximum Resale Price, the Qualified Buyer shall be selected according to the priority for Sale Units set forth in the Guidelines and Town of Basalt Ordinance No. 25, Series of 2017; and, in the event that more than one such qualified bidder is of equal priority pursuant to the Guidelines and Town of Basalt Ordinance No. 25, Series of 2017 (i.e. qualified buyers that work in the Town shall receive an additional chance in the lottery), the Qualified Buyer shall be selected by lottery among the qualified bidders of the highest priority, whereupon the Property or Unit shall be sold to the winner of such lottery at the Maximum Resale Price. If the terms of the proposed purchase contract, other than price, as initially presented to the Owner, are unacceptable to the Owner, there shall be a mandatory negotiation period of three (3) business days to allow the Owner and potential buyer to reach an agreement regarding said terms, including but not limited to, the closing date and financing contingencies. If, after the negotiation period is over, the Owner and buyer have not reached an agreement, the next bidder's offer will then be presented to the Owner for consideration and a three (3) business day negotiating period will begin again. The Owner may reject all bids; however, the Owner is subject to the provisions in the Employee Housing Guidelines pertaining to the listing fee. Bids more than the Maximum Resale Price shall be rejected. If all bids are below the Maximum Resale Price, the Owner may accept the highest qualified bid. If all bids are below the Maximum Resale Price and two or more bids are for the same price, the Qualified Buyer shall be selected by lottery from among the highest qualified bidders.

NON-QUALIFIED TRANSFEREES

15. In the event that title to the Property or a Unit vests by descent in, or is otherwise acquired by, any individual and/or entity who is not a Qualified Buyer as that term is defined herein (hereinafter "Non-Qualified Transferee(s)"), the Property or Unit shall immediately be listed for sale as provided in Paragraph 8 above (including the payment of the specified fee to the BOCC), and the highest bid by a Qualified Buyer, for not less than ninety-five percent (95%) of the Maximum Resale Price or the appraised market value, whichever is less, shall be accepted; if all bids are below ninety-five percent (95%) of the Maximum Resale Price or the appraised market value, the Property or Unit shall continue to be listed for sale until a bid in accordance with this section is made, which bid must be accepted. The cost of the appraisal shall be paid by the Non-Qualified Transferee(s).

a. Non-Qualified Transferee(s) shall join in any sale, conveyance or transfer of the Property or Unit to a Qualified Buyer and shall execute all documents necessary to do so.

b. Non-Qualified Transferee(s) agree not to: (1) occupy the Property or Unit; (2) rent all or any part of the Property or Unit, except in strict compliance with Paragraph 15 hereof; (3) engage in any other business activity on or in the Property or Unit; (4) sell or otherwise transfer the Property or Unit except in accordance with this Agreement and the Employee Housing Guidelines; or (5) sell or otherwise transfer the Property or Unit for use in a trade or business.

c. The BOCC and the Town, or its respective successors, as applicable, shall have the right and option to purchase the Property or Unit, exercisable within a period of fifteen (15) calendar days after receipt of any sales offer submitted to the BOCC by a Non-Qualified Transferee(s), and in the event of exercising their right and option, shall purchase the Property or Unit from the Non-Qualified Transferee(s) for a price of ninety-five percent (95%) of the Maximum Resale Price, or the appraised market value, whichever is less. The offer to purchase shall be made by the Non-Qualified Transferee within fifteen (15) days of acquisition of the Property or Unit.

d. Where the provisions of this Paragraph 15 apply, the BOCC may require the Owner to rent the Property or Unit in accordance with the provisions of Paragraph 19, below.

OWNER RESIDENCE, EMPLOYMENT AND CONTINUING COMPLIANCE

16. Each Property or Unit shall be utilized only as the sole and exclusive place of residence of its Owner.

17. In the event an Owner changes place of residence or ceases to utilize the Property or Unit as his sole and exclusive place of residence, ceases to be a full-time employee in accordance with the Guidelines as they are amended from time to time, or otherwise ceases to comply as a Qualified Buyer with the Guidelines as they are amended from time to time, or this Agreement, the Property or Unit must be offered for sale pursuant to the provisions of Paragraph 6 of this Agreement. An Owner shall be deemed to have changed his or her place of residence by becoming a resident elsewhere or accepting employment outside Pitkin County, or residing in the Property or Unit for fewer than nine (9) months per calendar year without the express written approval of the BOCC pursuant to a leave of absence, or by ceasing to be a full-time employee as required by the Guidelines and as amended from time to time. Where the provisions of this Paragraph 17 apply, the BOCC may require the Owner to rent the Property or Unit in accordance with the provisions of Paragraph 19, below pending a sale of the property.

18. It is a violation to this Agreement for an Owner to own directly or indirectly through a legal entity or otherwise, any interest alone or in conjunction with others in any residential property

within the Ownership Exclusion Zone. If at any time an Owner acquires such an interest, the Owner shall immediately list said other property or unit for sale and to sell his or her interest in such property at fair market value to like units or properties in the area in which the property or dwelling unit(s) are located. In the event said other property or unit has not sold by Owner within one hundred eighty (180) days of closing on this property, then Owner hereby shall immediately list this Property or Unit for sale pursuant to the provisions of Paragraph 6 of this Agreement. Should the Owner not receive a full-priced bid, said Owner must accept the first reasonable offer for said Property or Unit as deemed appropriate by the BOCC.

RENTAL

19. Owner may not, except with prior written approval of the BOCC, and subject to the BOCC's conditions of approval, rent the Property or Unit for any period. Prior to occupancy, each tenant must be approved by the Homeowner's Association, if applicable, and the BOCC in accordance with employment as stated in the Guidelines, as well as non-ownership of residential property within the Ownership Exclusion Zone, established by the Guidelines. The BOCC shall not approve any rental if such rental is being made by Owner to utilize the Property or Unit as an income producing asset, except as provided below, and shall not approve a lease with a rental term more than twelve (12) months. A signed copy of the lease must be provided to the BOCC prior to occupancy by each tenant. Any such lease approved by the BOCC shall show the length of the lease and the monthly rent. The monthly rent cannot exceed the Owner's costs, which include the monthly expenses for the cost of principal and interest payments, taxes, property insurance, condominium or homeowner's assessments, utilities remaining in Owner's name, plus an additional amount as stated in the Guidelines and as they are amended from time to time, and a reasonable (refundable) security deposit.

Requirements of this paragraph shall not preclude the Owner from sharing occupancy of the Property or Unit with qualified non-Owners as determined by the BOCC on a rental basis provided Owner continues to meet the obligations contained in this Agreement, including Paragraph 15. All roommates charged rent by the Owner are required to obtain approval by the BOCC prior to occupancy.

20. IN NO EVENT SHALL THE OWNER CREATE AN ADDITIONAL DWELLING UNIT, AS DEFINED IN THE PITKIN COUNTY OR TOWN OF BASALT LAND USE CODES, IN OR ON THE PROPERTY OR UNIT.

21. NOTHING HEREIN SHALL BE CONSTRUED TO REQUIRE THE BOCC OR THE TOWN TO PROTECT OR INDEMNIFY THE OWNER AGAINST ANY LOSSES ATTRIBUTABLE TO THE RENTAL, INCLUDING (NOT BY WAY OF LIMITATION) NON-PAYMENT OF RENT OR DAMAGE TO THE PREMISES; NOR TO REQUIRE

THE BOCC TO OBTAIN A QUALIFIED TENANT FOR THE OWNER IF NONE IS FOUND BY THE OWNER.

COMPLIANCE REVIEW AND REMEDIES FOR BREACH

22. All existing and potential Owners shall promptly provide to the BOCC all such information as the BOCC deems reasonably necessary at any time to verify compliance with this Agreement. The BOCC shall maintain the confidentiality of any financial data provided by any existing or potential Owner, subject to the requirements of the Colorado Open Records Act, C.R.S. 24-72-201, et. seq., and except for such disclosures as are necessary with respect to any litigation, enforcement or other legal proceedings. If the BOCC has reasonable cause to believe the Owner is violating the provisions of this Agreement, the BOCC, by its authorized representative, may inspect the Property or Unit between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, after providing the Owner with no less than 24 hours' written notice. [County language is as follows: The BOCC shall have the right to inspect the Property or Unit subject to this Agreement at reasonable times and upon reasonable notice to the Owners thereof to ascertain whether or not the terms of this Agreement have been and continue to be met.]

23. The BOCC, through its employees or agents, in the event a violation or potential violation of this Agreement is discovered, shall send a notice of violation to the Owner describing the nature of the violation and, at the discretion of BOCC, allowing the Owner fifteen (15) days to cure. Said notice shall state that the Owner may request a hearing before the BOCC Hearing Officer or if there is no Hearing Officer the Board of County Commissioners within fifteen (15) days to dispute the merits of the allegations. If no hearing is requested and the violation is not cured within any fifteen (15) day period granted by the BOCC, the violation shall be considered final and the Owner shall immediately list the Property or Unit for sale in accordance with this Agreement. The failure to request a hearing shall constitute the failure to exhaust administrative remedies for judicial review. If a hearing is held before the BOCC Hearing Officer: (i) the decision of the BOCC Hearing Officer, based on the record of such hearing, may be appealed to the BOCC within 15 days of the Hearing Officer's final decision for determining if a violation has occurred; and (ii) the BOCC Hearing Officer or the BOCC shall have discretion to determine the appropriate action to be taken to either remedy the violation or to require the Owner to list the Property or Unit for sale in accordance with this Agreement. For determining the maximum resale price of the Property or Unit, unless the Notice of Violation is overturned on appeal, appreciation shall terminate from the date that the violation occurred (said date shall not necessarily be the same time the Notice of Violation was sent to the Owner) until the violation is cured or until the Property or Unit is sold, whichever is applicable. If there is no BOCC Hearing Officer, the provisions of this paragraph shall apply to the BOCC.

24. There is hereby reserved to the parties hereto all remedies provided by law for breach of this Agreement or any of its terms. In the event of litigation with respect to any or all provisions of this Agreement, the prevailing party shall be awarded d costs and reasonable attorneys' fees.

25. In the event the Property or Unit is sold and/or conveyed without compliance herewith, such sale and/or conveyance shall be wholly null and void and shall confer no title whatsoever upon the purported buyer, and the transaction shall be rescinded Each conveyance of the Property or Unit, for all purposes, shall be deemed to include and incorporate by this reference, the covenants herein contained, even without reference therein to this Agreement. The Owner shall be liable for all the BOCC costs and reasonable attorneys' fees incurred in setting aside any such transaction.

26. If the Owner fails to cure any breach, the BOCC may resort to all available legal action, including, but not limited to, specific performance of this Agreement or a mandatory injunction requiring sale of the Property or Unit by Owner as specified in Paragraphs 3, 15, 17, and 18. The costs of such sale, including reasonable attorneys' fees, shall be taxed against the proceeds of the sale with the balance being paid to the Owner.

27. In the event of a breach of any of the terms or conditions contained herein by the Owner, his or her heirs, successors or assigns, the BOCC's initial listed purchase price of the Property or Unit as set forth in Paragraph 10a of this Agreement shall, upon the date of such breach as determined by the BOCC, automatically cease to increase as set out in Paragraph 10 of this Agreement, and shall remain fixed until the date of cure of said breach. Such Owners are prohibited from recouping the appreciation lost during the period of non-compliance.

FORECLOSURE

28. a. If any Property or Unit is sold as a foreclosure sale or otherwise acquired by any person or entity in lieu of foreclosure, the BOCC, shall have the option to acquire such Property or Unit within thirty (30) days after (i) the issuance of a public trustee's deed to the purchaser, or (ii) receipt by the BOCC of written notice from such person or entity of the acquisition of such Property in lieu of foreclosure, as applicable, for an option price not to exceed (a) in the event of a foreclosure, the redemption price on the last day of all statutory redemption periods and any additional reasonable costs incurred by the holder during the option period which are directly related to the foreclosure or (b) in the event of a transfer in lieu of foreclosure, the amount paid, or the amount of debt forgiven, by the transferee plus the reasonable costs incurred by the transferee with respect to its acquisition of such Property or Unit. In the event the BOCC elects not to acquire the Property or Unit as set forth herein, the Town shall have the right to acquire the Property or Unit on the same terms within 30 days of the expiration of the BOCC's option expires. Notwithstanding any provision herein to the contrary, except for persons or entities having a valid lien on a Property or Unit, only Qualified Buyers may acquire an interest in a Property or Unit at a foreclosure sale or in lieu of foreclosure. If any person or entity having a lien on a Property or Unit is not a Qualified Buyer and acquires an interest in such Property or Unit in a foreclosure sale or in lieu of foreclosure, the provisions of Paragraph 15 shall apply. It is the BOCC's intent that the terms and provisions of this Agreement shall remain in full force and effect with

respect to the Property and all Units until modified, amended or terminated in accordance with paragraph 39 hereof.

b. If the BOCC or the Town exercises the option described above, such entity may sell the Property or Unit to a Qualified Buyer as that term is defined herein or rent the Property or Unit to qualified tenants who meet the income, occupancy and all other qualifications, established by the APCHA in its Guidelines until a sale to a Qualified Buyer is affected.

c. Notwithstanding the foregoing, in the event of foreclosure by the holder of the first deed of trust on such Property or Unit, if the holder of such deed of trust is the grantee under the public trustee's deed and the BOCC does not exercise its option to purchase as provided in this paragraph, then the BOCC agrees to release the Property or Unit from the requirements of this Deed Restriction.

GENERAL PROVISIONS

29. Notices. Any notice required or permitted under this Agreement shall be in writing and shall be provided by electronic delivery to the e-mail addresses set forth below *and* by one of the following methods 1) hand-delivery or 2) registered or certified mail, postage pre-paid to the mailing addresses set forth below. Each party by notice sent under this paragraph may change the address to which future notices should be sent. Electronic delivery of notices shall be considered delivered upon receipt of confirmation of delivery on the part of the sender. Nothing contained herein shall be construed to preclude personal service of any notice in the manner prescribed for personal service of a summons or other legal process. :

To the BOCC:

To the Town: 101 Midland Avenue
Basalt, CO 81621

To Owner/Declarant

30. Exhibits. All exhibits attached hereto (Exhibits "A", "B" and "C") are incorporated herein and by this reference made a part hereof.

31. Severability. Whenever possible, each provision of this Agreement and any other related document shall be interpreted in such a manner as to be valid under applicable law; but if any provision of any of the foregoing shall be invalid or prohibited under said applicable law, such provisions shall be ineffective to the extent of such invalidity or prohibition without invalidating the remaining provisions of such document.

32. Choice of Law. This Agreement and each related document are to be governed and construed in accordance with the laws of the State of Colorado. Jurisdiction for any action arising under this Agreement shall be in Pitkin County, Colorado.

33. Successors. Except as otherwise provided herein, the provisions and covenants contained herein shall inure to and be binding upon the heirs, successors and assigns of the parties.

34. Section Headings. Paragraph or section headings within this Agreement are inserted solely for convenience of reference, and are not intended to, and shall not govern, limit or aid in the construction of any terms or provisions contained herein.

35. Waiver. No claim of waiver, consent or acquiescence with respect to any provision of this Agreement shall be valid against any party hereto except on the basis of a written instrument executed by the parties to this Agreement. However, the party for whose benefit a condition is inserted herein shall have the unilateral right to waive such condition, if such waiver is in writing. The waiver by any party to this Agreement of any term or condition of this Agreement shall not operate or be construed as a waiver of any subsequent breach by any party.

36. Gender and Number. Whenever the context so requires herein, the neuter gender shall include any or all genders and vice versa and the use of the singular shall include the plural and vice versa.

37. Personal Liability. The Owner agrees that he or she shall be personally liable for any of the transactions contemplated herein.

38. Further Actions. The parties to this Agreement agree to execute such further documents and take such further actions as may be reasonably required to carry out the provisions and intent of this Agreement or any agreement or document relating hereto or entered in connection herewith.

39. Modifications. The parties to this Agreement agree that any modifications of this Agreement shall be effective only when made by writings signed by both parties and recorded with the Clerk and Recorder of Pitkin County, Colorado. Notwithstanding the foregoing, the BOCC reserves the right to amend this Agreement without approval of Owner and upon consultation with the Town and consistent with Town of Basalt Ordinance No. 25, Series of 2017 where deemed necessary to effectuate the purpose and intent of this Agreement, and where such action does not materially impair the Owner's rights under this Agreement.

40. Mortgagee Right to Cure. Nothing herein shall be deemed to impair any right of a mortgagee of a Property or Unit from curing any default by an Owner of his or her financial obligations with respect to such Property or Unit.

41. Counterparts. This Agreement may be executed in multiple counterparts each of which shall constitute an original but all of which when taken together shall constitute one and the same document.

42. Attorney Fees and Costs. In the event that legal action is necessary to enforce any of the provisions of this Agreement, the substantially prevailing party, whether by final judgment or out of court settlement, shall recover from the other party all costs and expenses of such action or suit including reasonable attorney fees.

43. Entire Agreement. This Agreement constitutes the entire Agreement between the parties and all other promises and agreements relating to the subject of this Agreement, whether oral or written, are merged herein.

COMPLIANCE WITH FAIR HOUSING ACT

44. Fair Housing. Notwithstanding anything in this Agreement, the Guidelines, or the Ordinance to the contrary, this Agreement shall be interpreted and enforced by the BOCC or the Town in a manner that complies with the federal Fair Housing Act, 42 U.S.C. §§ 3601-3619, and its Colorado counterpart in C.R.S. §§ 24-34-501-509. As an example, any individual who is or becomes disabled may be exempted from the employment requirements to the extent reasonably necessary to obtain or maintain Qualified Buyer status on an equal basis with individuals who are not disabled. Such an individual may request that the District grant a) reasonable accommodations in rules, policies, practices, or services when such accommodations may be necessary to afford the individual with a disability equal opportunity to use and enjoy a dwelling; and (b) reasonable modifications of existing premises occupied or to be occupied by the individual, at the expense of the individual, if the modifications are necessary to afford the individual with full enjoyment of the premises.

IN WITNESS WHEREOF, the parties hereto have executed this instrument on the day and year above first written.

DECLARANT:

BASALT VISTA AFFORDABLE HOUSING PARTNERSHIP, LLC

A Colorado limited liability company

Gail Schwartz

By: Gail Schwartz

Its: Manager

STATE OF COLORADO)
) ss.
COUNTY OF Eagle)

The foregoing instrument was acknowledged before me this 23 day of June 2021 by Gail Schwartz, as Manager of Basalt Vista Affordable Housing Partnership, LLC.

Witness my hand and official seal;

My commission expires: 7/28/23

TANYA GERMANY
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20064012407
My Commission Expires: July 28, 2023

ACCEPTANCE BY THE BOARD OF COUNTY COMMISSIONERS OF PITKIN COUNTY, COLORADO

The foregoing Deed Restriction Agreement for the Occupancy and Resale of **ADDRESS**, Colorado (**COMPLEX**), of the Board of County Commissioners of Pitkin County, Colorado and its terms are hereby adopted and declared by the Board of County Commissioners of Pitkin County, Colorado .

BOARD OF COUNTY COMMISSIONERS OF PITKIN COUNTY, COLORADO

By: _____
CTY ATTY

STATE OF COLORADO)
) ss.
COUNTY OF ~~PITKIN~~ Eagle)

The foregoing instrument was acknowledged before me this 11 day of May 2021 by John Ely Cty Atty on behalf of the Board of County Commissioners of Pitkin County, Colorado.

Witness my hand and official seal;

My commission expires: 7/28/23

_____
Notary Public

TANYA GERMANY
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20064012407
My Commission Expires: July 28, 2023

Exhibit A

BASALT VISTA HOUSING PARTNERSHIP TOWNHOMES,
ACCORDING TO THE FINAL PLAT THEREOF RECORDED JULY 24, 2019 IN PLAT BOOK 125 AT PAGE 66 AND ACCORDING TO THE DECLARATION RECORDED JULY 24, 2019 AS RECEPTION NO. 657446.

COUNTY OF PITKIN,
STATE OF COLORADO.

EXHIBIT "A"

Legal Description:

EXHIBIT "B"

Permitted Capital Improvements

1. The term "Permitted Capital Improvement" as used in the Agreement shall only include the following:

   a. Improvements or fixtures erected, installed or attached as permanent, functional, non-decorative improvements to real property, excluding repair, replacement and/or maintenance improvements;
   b. Improvements for energy efficiency items and water conservation;
   c. Improvements for the benefit of seniors and/or handicapped persons;
   d. Improvements for health and safety protection devices;
   e. Improvements to add and/or finish permanent/fixed storage space;
   f. Improvements to finish unfinished space.
   g. Permanent types of landscaping; e.g., adding irrigation system, trees (perennial-type flora may be allowed, but not guaranteed)
   h. The cost of adding decks and balconies, and any extension thereto; and/or
   i. Improvements associated with green building products.

2. Permitted Capital Improvements as used in this Agreement shall **NOT** include the following:

   a. Jacuzzis, saunas, steam showers and other similar items;
   b. Upgrades or addition of decorative items, including lights, window coverings and other similar items;
   c. Upgrades of appliances, plumbing and mechanical fixtures, carpets and other similar items included as part of the original construction of a unit and/or improvement required to repair and maintain existing fixtures, appliances, plumbing and mechanical fixtures, painting, and other similar items, unless replacement is energy efficient or for safety and health reasons; and/or
   d. Landscaping that is not permanent; e.g., flowers.

3. **All Permitted Capital Improvement items and costs shall be approved by the BOCC staff prior to being added to the Maximum Resale Price as defined herein. BOCC recommends that you obtain approval before doing any work.** To get credit for an improvement where a building permit is required, the improvement will not be counted unless a Letter of Completion was obtained by the Building Department.

4. The Permitted Capital Improvements shown hereon shall be subject to such additions, deletions and modifications as may be set forth in the Guidelines from time to time; provided that if any improvement is made at a time when it would be deemed a Permitted Capital Improvement hereunder or under the Guidelines, such improvement shall be deemed a Permitted Capital Improvement at all times notwithstanding any modification of the Guidelines; however, ALL permitted capital improvements will be depreciated as based on a third source as stipulated in the Guidelines.

EXHIBIT "C"

MINIMUM STANDARDS FOR SELLER TO RECEIVE FULL VALUE AT RESALE

- Clean unit
- Carpets steam-cleaned two or three days prior to closing
- Major scratches, holes, burned marks repaired in hardwood floors, linoleum, tile, counter tops etc.
- No broken windows
- All screens in windows (if screens were originally provided)
- All doors will be in working order with no holes
- All locks on doors will work
- All keys will be provided; e.g., door, mail box, garage
- All mechanical systems shall be in working order
- Walls paint ready
- Normal wear and tear on carpet; if carpet has holes, stains, etc., the carpet and padding shall be replaced or escrow funds at current market value per square foot for a comparable product shall be held at the time of closing to be used by the new buyer
- No leaks from plumbing fixtures
- No roof leaks
- Any safety hazard remedied prior to closing, excluding radon (not required in State of Colorado)
- All light fixtures shall be in working order

DEFINITIONS:

Clean Unit:

All rooms will be cleaned as stated below:

- **Kitchen**:
  - Range – Inner and outer services will be cleaned.
  - Range hood and Exhaust Fan
  - Refrigerator and Freezer – Inner and outer surfaces of refrigerator and freezer will be clean. Freezer will be defrosted.
  - Cabinets and Countertops – Exterior and interior surfaces of cabinets and drawers will be clean. Door and drawer handles, if provided, shall be clean and in place.
  - Sink and Garbage Disposal – Sink and plumbing fixtures will be clean. If garbage disposal provided, this must be in working order.
  - Dishwasher – If provided, must be in working order and inner and outer surfaces shall be clean.

- **Blinds, Windows, Screens**:
  - Mini-blinds, Venetian Blinds, Vertical Blinds, Pull Shades – Will be clean.
  - Windows – All window surfaces, inside of the unit, shall be clean.
  - Screens – Screens will be clean and in place with no holes or tears (if provided).

- **Closets**: Closets, including floors, walls, hanger rod, shelves and doors, shall be clean.

- **Light Fixtures**: Light fixtures will be clean and shall have functioning bulbs/florescent tubes.

- **Bathrooms**:
  - Bathtub, Shower Walls, Sinks – Bathtubs, shower walls and sinks shall be clean.
  - Toilet and Water Closet – Water closets, toilet bowls and toilet seats will be clean. If the toilet seat is broken or peeling, the seat shall be replaced.
  - Tile – All tile and grout will be clean.
  - Mirrors and Medicine Cabinets – Mirrors and medicine cabinets shall be cleaned inside and out.

- Shelves and/or Other Cabinetry – All other shelving or cabinetry shall be cleaned inside and out.

- **Walls, Ceilings, Painted Doors and Baseboards:** Painted surfaces must be cleaned with care to ensure the surface is clean without damaging the paint.

- **Floors:** Floor cleaning includes sweeping and mopping and could include stripping, waxing and buffing. Types of floor surfaces include wood, wood parquet tiles, linoleum, asphalt tile, vinyl tile, mosaic tile, concrete and carpet. If carpet, all carpets shall be cleaned at least two days prior to closing.

- **Interior Storage/Utility Rooms:** Storage/utility rooms shall be cleaned. Properly cleaned storage/utility rooms will be free from odors, removable stains, grease marks or accumulations.

Safety Hazard: Any item that provides a safety hazard shall be fixed. This would include, but is not limited to, exposed electrical wiring, ventilation for gas hot water system, etc. If a radon test is done and it is found to be higher than normal levels, per Colorado law, there is not a requirement to mitigate.

Walls Paint-Ready: All holes shall be patched; all posters, pictures, etc., shall be removed from all walls; all nails, tacks, tape, hardware used to hang items, etc., shall be removed from all walls; and all walls shall be clean and ready for the new buyer to paint. If wallpaper has been placed on the wall and in good condition, the wallpaper can remain; if the wallpaper is peeling off, the wallpaper must be removed.

Windows: If a window is broken, including the locking mechanism, the window shall be replaced, and/or the locking mechanism repaired.

DEED RESTRICTION AGREEMENT FOR THE OCCUPANCY AND RESALE OF PROPERTY ADDRESS

THIS DEED RESTRICTION AGREEMENT FOR THE OCCUPANCY AND RESALE OF (See Appendix A) ("PROPERTY") (the "Agreement") is made and entered into this _____ day of _____, 201___, by Habitat for Humanity of the Roaring Fork Valley, Inc. (hereinafter referred to as "HFH"), a Colorado not-for-profit corporation, 53 Calaway Court, Glenwood Springs CO 81601 and Homebuyer Names ("Purchaser"):

W I T N E S S E T H:

1. WHEREAS, HFH is the current owner of the Property and Purchaser has been selected through the HFH selection procedures as the designated first Purchaser of the Property, and HFH and Purchaser are agreeable to the establishment of a Deed Restriction as forth below which will insure that the Property is utilized permanently in accordance with the basic principles of HFH and the needs of the community;

2. WHEREAS, HFH and Purchaser agree to restrict the acquisition or transfer of the Property to "Qualified Buyers," as that term is defined in this Deed Restriction. In addition, HFH agrees that this Deed Restriction shall constitute a resale agreement setting forth the maximum resale price for which the Property may be sold ("Maximum Resale Price") and the terms and provisions controlling the resale of the Property. Finally, by this Deed Restriction, HFH restricts the Property against use and occupancy inconsistent with this Deed Restriction.

3. WHEREAS, "Qualified Buyers" are natural persons meeting the Family Selection criteria of HFH as the same are adopted from time to time, and who must represent and agree pursuant to this Deed Restriction to occupy the Property as their sole place of residence, not to engage in any business activity on the Property, other than that permitted in that zone district or by applicable ordinance, and not to sell or otherwise transfer the Property for use in a trade or business.

4. WHEREAS, an "Owner" is a person or persons who is/are a Qualified Buyer who acquires an ownership interest in the Property in compliance with the terms and provisions of this Deed Restriction; it being understood that such person or persons shall be deemed an "Owner" hereunder only during the period of his, her or their ownership interest in the Property and shall be obligated hereunder for the full and complete performance and observance of all covenants, conditions and restrictions contained herein during such period.

NOW, THEREFORE, for the sum of Ten Dollars ($10.00) and other valuable consideration received from HFH, the receipt and sufficiency of which is hereby acknowledged, HFH and Purchaser hereby agree to establish this Deed Restriction pertaining to the Property as follows:

1. The use and occupancy of the Property shall henceforth be limited exclusively to housing for natural persons who meet the definition of Qualified Buyers and their families at the time of their initial selection and purchase.

2. An Owner, in connection with the purchase of this Property, must: a) occupy the Property as his or her sole place of residence during the time that such unit is owned; b) not engage in any business activity on or in the Property, other than permitted in that zone district, applicable ordinance or any covenants restricting use of the Property; c) sell or otherwise transfer the Property only in accordance with this Deed Restriction; d) not sell or otherwise transfer the Property for use in a trade or business; e) not permit any use or occupancy of the Property except in compliance with this Deed Restriction.

3. It shall be a breach of this Deed Restriction for Owner to default in payments or other obligations due or to be performed under a promissory note secured by a first deed of trust encumbering the Property.

4. This Deed Restriction shall constitute covenants running with the Property, as a burden thereon, for the benefit of, and shall be specifically enforceable by the HFH or, in the event that HFH ceases to exist or function, by Habitat for Humanity International and their respective successors and assigns, as applicable, by any appropriate legal action including but not limited to specific performance, injunction, reversion, or eviction of non-complying owners and/or occupants.

5. In the event that an Owner desires to sell the Property, the Owner shall notify HFH, which shall then proceed to find a Qualified Buyer for the Property in conformity with its then existing Family Selection process and criteria or at its sole discretion, HFH may purchase the Property itself for the Maximum Resale Price. The Qualified Buyer selected shall execute and close upon a standard Real Estate Purchase Contract with Owner, where the purchase price shall be determined in accordance with the provisions of this Deed Restriction.

MAXIMUM RESALE PRICE

6. In no event shall the Property be sold for an amount ("Maximum Resale Price") in excess of $XXXXX purchase price, plus an increase of three percent (3%) of the principal paid by Owner on the First Mortgage against said property from the date of purchase to the date of Owner's notice of intent to sell.

NOTHING HEREIN SHALL BE CONSTRUED TO CONSTITUTE A REPRESENTATION OR GUARANTEE BY HfH THAT ON RESALE THE OWNER SHALL OBTAIN THE MAXIMUM RESALE PRICE.

7. Determining Maximum Resale Price:

a. For the purpose of determining the Maximum Resale Price in accordance with this Section, the Owner may add to the amount specified in Paragraph 6 above, the cost of Permitted Capital Improvements (as defined in Exhibit "B") in a total amount not to exceed $5,000.00. In calculating such amount, only those Permitted Capital Improvements identified in Exhibit "B" hereto shall qualify for inclusion. All such Permitted Capital Improvements installed or constructed over the life of the unit shall qualify. However, the allowance permitted by this subsection is a fixed amount, which shall be calculated on a cumulative basis applicable to the Owner and all subsequent purchasers, and shall not exceed the maximum dollar amount set forth in this subsection 7a.

b. Permitted Capital Improvements shall not include any changes or additions to the Property made by the Owner during construction or thereafter, except in accordance with Paragraph 7a above. Permitted Capital Improvements shall not be included in HFH's listed purchase price, even if made or installed during original construction.

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c. In order to qualify as Permitted Capital Improvements, the Owner must furnish to HFH the following information with respect to the improvements which the Owner seeks to include in the calculation of Maximum Resale Price:

1) Original or duplicate receipts to verify the actual costs expended by the Owner for the Permitted Capital Improvements;

2) Owner's affidavit verifying that the receipts are valid and correct receipts tendered at the time of purchase; and

3) True and correct copies of any building permit or certificate of occupancy required to be issued by the Town of Carbondale Building Department with respect to the Permitted Capital Improvements.

d. For the purpose of determining the Maximum Resale Price in accordance with this Section, the Owner may also add to the amounts specified in Paragraphs 6 and 7a, the cost of any permanent improvements constructed or installed as a result of any requirement imposed by any governmental agency, provided that written certification is provided to HFH of both the applicable requirement and the information required by Paragraph 7c, 1) - 3).

e. In calculating the costs under Paragraphs 7a and 7d, sweat equity shall be added under the following conditions:

1) Information regarding the actual physical labor by the owner based on 80% of the average amount of TWO bids for the work approved by HFH.

2) That the work needs to be done under supervision of a qualified certified tradesperson for the work that was done by the owner.

8. Owner shall not permit any prospective buyer to assume any or all of the Owner's customary closing costs nor accept any other consideration which would cause an increase in the purchase price above the bid price so as to induce the Owner to sell to such prospective buyer.

9. In the event that title to the Property vests by descent in individuals and/or entities who are not Qualified Buyers as that term is defined herein (hereinafter "Non-Qualified Transferee(s)"), the Property shall immediately be listed for sale as provided in Paragraph 5 above, and the highest bid by a Qualified Buyer, for not less than ninety-five percent (95%) of the Maximum Resale Price or the appraised market value, whichever is less, shall be accepted; if all bids are below ninety-five percent (95%) of the Maximum Resale Price or the appraised market value, the Property shall continue to be listed for sale until a bid in accordance with this section is made, which bid must be accepted. The cost of the appraisal shall be paid by the Non-Qualified Transferee(s).

a. Non-Qualified Transferee(s) shall join in any sale, conveyance or transfer of the Property to a Qualified Buyer and shall execute any and all documents necessary to do so; and

b. Non-Qualified Transferee(s) agree not to: 1) occupy the Property or said Unit; 2) rent all or any part of the Property, except in strict compliance with Paragraph 15 hereof; 3) engage in any other business activity on or in the Property; 4) sell or otherwise transfer the Property except in accordance with this Amended Deed Restriction; or 5) sell or otherwise transfer the Property for use in a trade or business.

c. HFH or its successors, as applicable, shall have the right and option to purchase the Property, exercisable within a period of fifteen (15) calendar days after receipt of any sales offer submitted by a Non-Qualified Transferee(s), and in the event of exercising their right and option, shall purchase the Property from the Non-Qualified Transferee(s) for a price of ninety-five percent (95%) of the Maximum Resale Price, or the appraised market value, whichever is less. The offer to purchase shall be made by the Non-Qualified Transferee within fifteen (15) days of acquisition of the Property.

d. Where the provisions of this Paragraph 9 apply, HFH may require the Owner to rent the Property in accordance with the provisions of Paragraph 15, below.

OWNER RESIDENCE AND EMPLOYMENT

10. The Property shall be utilized only as the sole and exclusive place of residence of an Owner and his/her family at the time of initial selection of Owner pursuant to the Family Selection process. Only two adults shall occupy the residence, unless an exception is specifically granted by HFH.

11. In the event Owner changes domicile or ceases to utilize the Property as his sole and exclusive place of residence, the Property will be offered for sale pursuant to the provisions of Paragraph 5 of this Amended Deed Restriction. Owner shall be deemed to have changed Owner's domicile by becoming a resident elsewhere or accepting permanent employment outside the Roaring Fork Valley, or by not residing on the Property. Where the provisions of this Paragraph 11 apply, HFH may require the Owner to rent the Property in accordance with the provisions of Paragraph 12, below.

RENTAL

12. Owner may not, except with prior written approval of HFH, and subject to HFH's conditions of approval, rent the Property for any period of time. Prior to occupancy, any tenant must be approved by the Homeowner's Association, if applicable, and HFH in accordance with its Family Selection Criteria. HFH shall not approve any rental if such rental is being made by Owner to utilize the Property as an income producing asset, except as provided below, and shall not approve a lease with a rental term in excess of twelve (12) months. A signed copy of the lease must be provided to HFH prior to occupancy by any tenant. Any such lease approved by HFH shall show the length of the lease and the monthly rent. The monthly rent cannot exceed the Owner's costs, which include the monthly expenses for the cost of principal and interest payments, taxes, property insurance, condominium or homeowners assessments, utilities remaining in Owner's name, plus an additional twenty dollars ($20) and a reasonable (refundable) security deposit.

    The requirements of this paragraph shall not preclude the Owner from sharing occupancy of the Property with non-owners on a rental basis provided Owner continues to meet the obligations contained in this Deed Restriction, including Paragraph 10.

13. IN NO EVENT SHALL THE OWNER CREATE AN ADDITIONAL DWELLING UNIT, AS DEFINED IN THE DEVELOPMENT CODE of the TOWN OF CARBONDALE, IN OR ON THE PROPERTY.

14. NOTHING HEREIN SHALL BE CONSTRUED TO REQUIRE HFH TO PROTECT OR INDEMNIFY THE OWNER AGAINST ANY LOSSES ATTRIBUTABLE TO THE RENTAL, INCLUDING (NOT BY WAY OF LIMITATION) NON-PAYMENT OF RENT OR DAMAGE TO THE PREMISES; NOR TO REQUIRE HFH TO OBTAIN A QUALIFIED TENANT FOR THE OWNER IN THE EVENT THAT NONE IS FOUND BY THE OWNER.

PETS

15. No lot owner shall own or keep for others on the premises of any lot or unit more than three pets. No more than two dogs are allowed. Dog houses and wire kennels are permitted, but must be clean and well maintained. The holding of animals for commercial sale of breeding is prohibited.

BREACH

16. In the event that HFH has reasonable cause to believe the Owner is violating the provisions of this Deed Restriction, HFH, by its authorized representative, may inspect the Property between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, after providing the Owner with no less than 24 hours' written notice.

17. HFH, in the event a violation of this Deed Restriction is discovered, shall send a notice of violation to the Owner detailing the nature of the violation and allowing the Owner fifteen (15) days to cure. Said notice shall state that the Owner may request a hearing before HFH Board of Directors within fifteen (15) days to determine the merits of the allegations. If no hearing is requested and the violation is not cured within the fifteen (15) day period, the Owner shall be considered in violation of this Deed Restriction. If a hearing is held before HFH, the decision of HFH based on the record of such hearing shall be final for the purpose of determining if a violation has occurred.

REMEDIES

18. There is hereby reserved to the parties hereto any and all remedies provided by law for breach of this Deed Restriction or any of its terms. In the event the parties resort to litigation with respect to any or all provisions of this Deed Restriction, the prevailing party shall be entitled to recover damages and costs, including reasonable attorneys' fees.

19. In the event the Property is sold and/or conveyed without compliance herewith, such sale and/or conveyance shall be wholly null and void and shall confer no title whatsoever upon the purported buyer. Each and every conveyance of the Property, for all purposes, shall be deemed to include and incorporate by this reference, the covenants herein contained, even without reference therein to this Deed Restriction.

20. In the event that the Owner fails to cure any breach, HFH may resort to any and all available legal action, including, but not limited to, specific performance of this Deed Restriction or a mandatory injunction requiring sale of the Property by Owner as specified in Paragraphs 3, 9 and 11. The costs of such sale shall be taxed against the proceeds of the sale with the balance being paid to the Owner.

21. In the event of a breach of any of the terms or conditions contained herein by the Owner, his heirs, successors or assigns, HFH's initial listed purchase price of the Property as set forth in Paragraph 6a of this Deed Restriction shall, upon the date of such breach as determined by HFH, automatically cease to increase as set out in Paragraph 6 of this Deed Restriction, and shall remain fixed until the date of cure of said breach.

GENERAL PROVISIONS

22. Notices. Any notice, consent or approval which is required to be given hereunder shall be given by mailing the same, certified mail, return receipt requested, properly addressed and with postage fully prepaid, to any address provided herein or to any subsequent mailing address of the party as long as prior written notice of the change of address has been given to the other parties to this Amended Deed Restriction.

Said notices, consents and approvals shall be sent to the parties hereto at the following addresses unless otherwise notified in writing:

To HFH: 7025 Hwy 82, Box #2
Glenwood Springs, CO 81601

To Purchaser: 302 Linden Ave.
Carbondale, CO 81625

23. Exhibits. All exhibits attached hereto (Exhibits "A" and "B") are incorporated herein and by this reference made a part hereof.

24. Severability. Whenever possible, each provision of this Deed Restriction and any other related document shall be interpreted in such a manner as to be valid under applicable law; but if any provision of any of the foregoing shall be invalid or prohibited under said applicable law, such provisions shall be ineffective to the extent of such invalidity or prohibition without invalidating the remaining provisions of such document.

25. Choice of Law. This Deed Restriction and each and every related document is to be governed and construed in accordance with the laws of the State of Colorado.

26. Successors. Except as otherwise provided herein, the provisions and covenants contained herein shall inure to and be binding upon the heirs, successors and assigns of the parties.

27. Section Headings. Paragraph or section headings within this Deed Restriction are inserted solely for convenience of reference, and are not intended to, and shall not govern, limit or aid in the construction of any terms or provisions contained herein.

28. Waiver. No claim of waiver, consent or acquiescence with respect to any provision of this Deed Restriction shall be valid against any party hereto except on the basis of a written instrument executed by the parties to this Deed Restriction. However, the party for whose benefit a condition is inserted herein shall have the unilateral right to waive such condition.

29. Gender and Number. Whenever the context so requires herein, the neuter gender shall include any or all genders and vice versa and the use of the singular shall include the plural and vice versa.

30. Personal Liability. Purchaser agrees that he or she shall be personally liable for any of the transactions contemplated herein.

31. Further Actions. The parties to this Deed Restriction agree to execute such further documents and take such further actions as may be reasonably required to carry out the provisions and intent of this Deed Restriction or any Amended Deed Restriction or document relating hereto or entered into in connection herewith.

32. Modifications. The parties to this Deed Restriction agree that any modifications of this Deed Restriction shall be effective only when made by writings signed by both parties and recorded with the Clerk and Recorder of Garfield County, Colorado.

33. Owner and Successors. The term "Owner" shall mean the person or persons who shall acquire an ownership interest in the Property in compliance with the terms and provisions of this Amended Deed Restriction; it being understood that such person or persons shall be deemed an "Owner" hereunder only during the period of his, her or their ownership interest in the Property and shall be obligated hereunder for the full and complete performance and observance of all covenants, conditions and restrictions contained herein during such period.

34. Fair Housing Notwithstanding anything in this Agreement, the Guidelines, or the Ordinance to the contrary, this Agreement shall be interpreted and enforced by the District and the Town in a manner that complies with the federal Fair Housing Act, 42 U.S.C. §§ 3601-3619, and its Colorado counterpart in C.R.S. §§ 24-34-501-509.

IN WITNESS WHEREOF, the parties hereto have executed this instrument on the day and year above first written.

HABITAT FOR HUMANITY OF THE ROARING FORK VALLEY, INC
a Colorado not-for-profit corporation

By:
Title: Kristen Wilmes, Executive Director

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this _____day of _____, 201___, by Kristen Wilmes, Executive Director of Habitat for Humanity of the Roaring Fork Valley, Inc.

Witness my hand and official seal.

My commission expires: _____
Notary Public

"PURCHASERS"

_____
Homebuyer Name

_____
Homebuyer Name

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this _____ day of _____, 201___, by Homebuyer Names

Witness my hand and official seal.

My commission expires: _____
Notary Public

EXHIBIT "A"

Legal Description

EXHIBIT "B"

Permitted Capital Improvements

1. The term "Permitted Capital Improvement" as used in the Deed Restriction shall only include the following:

    a. Improvements or fixtures erected, installed or attached as permanent, functional, non-decorative improvements to real property, excluding repair, replacement and/or maintenance improvements;

    b. Improvements for energy and water conservation;

    c. Improvements for the benefit of seniors and/or handicapped persons;

    d. Improvements for health and safety protection devices;

    e. Improvements to add and/or finish permanent/fixed storage space; and/or

    f. Improvements to finish unfinished space.

2. Permitted Capital Improvements as used in this Deed Restriction shall **NOT** include the following:

    a. Landscaping;

    b. Upgrades/replacements of appliances, plumbing and mechanical fixtures, carpets and other similar items included as part of the original construction of the unit;

    c. The cost of adding decks and balconies, and any extension thereto;

    d. Jacuzzis, saunas, steam showers and other similar items;

    e. Improvements required to repair, replace and maintain existing fixtures, appliances, plumbing and mechanical fixtures, painting, carpeting and other similar items; and/or

    f. Upgrades or addition of decorative items, including lights, window coverings and other similar items.

3. All Permitted Capital Improvement items and costs shall be approved by HFH staff prior to being added to the Maximum Resale Price as defined herein.

RECEPTION#: 662456, R: $103.00, D: $0.00, 02/03/2020 at 12:09:26 PM, Pgs 1 of 19, Janice K. Vos Caudill, Pitkin County, CO

ROARING FORK RE-1 SCHOOL DISTRICT DECLARATION OF MASTER DEED RESTRICTON AND AGREEMENT CONCERNING THE SALE, OCCUPANCY, AND RESALE OF BASALT VISTA TOWNHOMES

THIS ROARING FORK RE-1 SCHOOL DISTRICT DECLARATION OF MASTER DEED RESTRICTION AND AGREEMENT CONCERNING THE SALE, OCCUPANCY, AND RESALE OF BASALT VISTA TOWNHOMES (the "Agreement") is made and entered into this 31st day of JANUARY 2020, by **BASALT VISTA AFFORDABLE HOUSING PARTNERSHIP, LLC,** a Colorado limited liability company (hereinafter referred to as "Owner" or "Declarant"), for the benefit of the parties and enforceable by both the **ROARING FORK RE-1 SCHOOL DISTRICT**, a Colorado school district (hereinafter referred to as "District") and the Town of Basalt, a Colorado home rule municipality ("Town").

W I T N E S S E T H:

WHEREAS, Declarant is an entity owned by Habitat for Humanity, Inc. ("Habitat") which developed the Basalt Vista Townhome project as a joint venture between Habitat, the District, and Pitkin County as an affordable housing project intended for purchase by Qualified Buyers who acquire an ownership interest in the Property or Unit in compliance with the terms and provisions of this Agreement, or any other person or legal entity owning an interest in the Property or Unit; it being understood that such person, persons or entity shall be deemed an "Owner" hereunder only during the period of his, her, their or its ownership interest in the Property and shall be obligated hereunder for the full and complete performance and observance of all covenants, conditions and restrictions contained herein during such period.

WHEREAS, Owner owns the real property described in **Exhibit A** ("Property"), which includes the real property and all dwellings, appurtenances, improvements and fixtures associated therewith.

WHEREAS, a "Unit" is an individual townhome unit located within the Property and further described in **Exhibit A** as Units [Insert Specific Unit].

WHEREAS, Declarant agrees to restrict the acquisition or transfer of the Property and Units to "Qualified Buyers," as that term is defined by the District from time to time in its ***Housing Ownership Guidelines*** (hereinafter the "Guidelines") and as defined in the Town of Basalt Ordinance No. 25, Series of 2015, Condition 5(c) ("Ordinance"). In addition, the Owner agrees that this Agreement shall constitute a resale agreement setting forth the maximum resale price for which the Unit may be sold ("Maximum Resale Price") and the terms and provisions controlling the resale of the Unit. Finally, by this Agreement, Owner restricts the Unit against use and occupancy inconsistent with this Agreement.

WHEREAS, "Qualified Buyers" are natural persons meeting the income, residency and all other qualifications set forth in the Ordinance for eligible purchasers of the RE-1 School District Units, as defined therein, as well as the Guidelines, or its substitute, as adopted by the District in the District's sole discretion, and in effect at the time of the closing of the sale to the Qualified Buyer, and who must represent and agree pursuant to this Agreement to occupy the Unit as their sole place of residence, not to engage in any business activity on the Property, other than that permitted in that zone district or by applicable ordinance, not to sell or otherwise transfer the Unit for use in a trade or business; and to continue meeting the employment, residency and other requirements as stated in this Agreement, and as stated in the Guidelines as they are amended from time to time.

WHEREAS, an "Owner" is a person or persons who is/are a Qualified Buyer who acquires an ownership interest in the Property or Unit in compliance with the terms and provisions of this Agreement, or any other person or legal entity owning an interest in the Property or Unit; it being understood that such person, persons or entity shall be deemed an "Owner" hereunder only during the period of his, her, their or its ownership interest in the Property or Unit and shall be obligated hereunder for the full and complete performance and observance of all covenants, conditions and restrictions contained herein during such period.

NOW, THEREFORE, for value received, the receipt and sufficiency of which are hereby acknowledged, Owner hereby represents, covenants and agrees as follows:

USE AND OCCUPANCY

1. The use and occupancy of the Property and all Units thereon shall henceforth be limited exclusively to housing for natural persons who meet the definition of Qualified Buyers and their families, and the other requirements of this Agreement and the Guidelines referred to above.

REQUIREMENTS

2. An Owner, in connection with the purchase of a Unit, must: a) occupy the Unit within this Property as his or her sole place of residence during the time that such Unit is owned; b) not own, directly or indirectly through a legal entity, any interest alone or in conjunction with others, in any developed property or dwelling units in accordance with the limitations established by the Guidelines as amended from time to time; c) not engage in any business activity on or in such Unit, other than permitted in that zone district or by applicable ordinance; d) sell or otherwise transfer such Unit only in accordance with this Agreement and the Guidelines; e) not sell or otherwise transfer such Unit for use in a trade or business; f) not encumber the property with debt in any form which exceeds, at any time, the Maximum Resale Price of the Unit as determined in accordance with Paragraph 10 and 11 of this Agreement; g) not permit any use or occupancy of such Unit except in compliance with this Agreement; h) continue to meet the residence and employment requirements of a Qualified Buyer established by the Guidelines and as they are amended from time to time; and i) continue to meet the other requirements of the applicable Guidelines as they are amended from time to time. Recertification of employment, residency and the continued non-ownership of other property shall be required as stipulated in the Guidelines. In addition, prior to the deliver of a deed conveying any Unit to a new Owner, such new Owner shall execute and record a Memorandum of Acceptance evidencing such Owner's acknowledgement and agreement to the terms, conditions, limitations, restrictions and uses contained

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in this Agreement, but failure to execute such Memorandum of Acceptance shall not affect the validity of this Agreement or such new Owner's obligations to comply with the terms of this Agreement.

DEFAULT ON LOAN

3. a. It shall be a breach of this Agreement for Owner to default in payments or other obligations due or to be performed under a promissory note secured by a deed of trust encumbering the Property or a Unit or to breach any of Owner's duties or obligations under said deed of trust. It shall also be a breach of this Agreement for Owner to default in the payment of real property taxes or obligations to the Homeowners' Association for general or special assessments. Owner must notify the District, in writing, of any such default, including notification received from a lender, or its assigns, of past due payments or default in payment or other obligations due or to be performed under a promissory note secured by a deed of trust, as described herein, or of any breach of any of Owner's duties or obligations under said deed of trust, within five calendar days of Owner's notification from lender, or its assigns, or any other creditor specified herein, of said default or past due payments or breach. Failure to notify District, however, shall not limit the District's ability to pursue any additional remedies set forth herein for such Owner's default.

b. Upon notification of a default as provided above, the District may offer loan counseling or distressed loan services to the Owner, if any of these services are available, and is entitled to require the Owner to sell the Unit to avoid the commencement of any foreclosure proceeding against the Unit.

c. In the event of a breach of this Agreement as provided in paragraph 3a, the District shall have the right, in its sole discretion, to cure the default or any portion thereof. In such event, the Owner shall be personally liable to District for past due payments made by the District together with interest thereon at the rate specified in the promissory note secured by the first deed of trust, plus one percent (1%), and all actual expenses of the District incurred in curing the default. The District may require the Owner to execute a promissory note secured by deed of trust encumbering the Property in favor of the District for the amounts expended by the District as specified herein, including future advances made for such purposes. The Owner may cure the default and satisfy its obligation to the District under this subparagraph at any time prior to execution of a contract for sale, upon such reasonable terms as specified by the District. Otherwise, Owner's indebtedness to the District shall be satisfied from the Owner's proceeds at closing.

d. In addition, in the event of a breach of this Agreement as provided in Paragraph 3a, the District shall have the option, exercisable in the District's sole discretion, to purchase Owner's Unit for ninety-five percent (95%) of the Maximum Resale Price. If District desires to exercise said option, it shall give written notice thereof to the Owner within forty-five (45) days following the District's receipt of the notice as provided in Paragraph 3a, or any time following such breach if such notice has not been given. In the event the District timely exercises said option, the closing of the purchase of the Unit shall occur within forty-five (45) days following the date of the District's notice to the Owner of the exercise of said option.

4. It shall be a violation of the Agreement for the Owner to default in the payment of general or special assessments to the Homeowner's Association, and such person shall be subject to enforcement as provided herein. In addition, upon sale of a unit as to which the payment of such obligations is in default, the assessments shall be paid at closing by Owner.

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ENFORCEMENT

5. Owner agrees to provide, upon request of District, all documents and information necessary for District to establish continued compliance with this Agreement and with the Guidelines, as amended from time to time. Documents may include, but are not limited to: Federal and State Income Tax Returns, W2s, 1099s, bank statements, and invoices for utility payments. District shall maintain the confidentiality of financial information as provided by law.

6. If the District determines that sale of the Unit is necessary because of breach of this Agreement, Owner shall immediately execute an exclusive irrevocable right-to-sell listing contract, substantially similar to the Colorado Real Estate Commission standard form, pursuant to which the District or its designee is authorized to advertise the Unit for sale to a Qualified Buyer and solicit offers for same during a 180-day day listing period. The appreciation of the Unit will terminate from the date the violation occurred (said date shall not necessarily be the same time the Notice of Violation was sent to the Owner). If a sales contract has not been executed within the initial 30-day period, Owner shall extend the listing period for an additional 150 days, provided such extension does not conflict with the statutory rights of any secured creditors. The District will use best efforts to promptly advertise the Unit for sale by competitive bid to Qualified Buyers. At the time of closing, the Owner shall pay to the District any additional fee set forth in the Guidelines in effect at the time of the Owner's breach. In the event of a listing of the Unit pursuant to this Paragraph 6, the Owner must accept any bid for the Maximum Resale Price (as hereinafter defined) and enter into a contact to sell the Unit to such bidder, and at any time more than 30 days after execution of the listing contract the District may require the Owner to accept any bid that it at least an amount that satisfies the Owner's financial or other obligations due under the promissory note secured by a first deed of trust and any deed of trust in favor of the District, as described herein, and to enter into a contract to sell the Unit to such qualified bidder. The listing and sale of the Unit shall be subject to such listing, sales and other fees and expenses as may be imposed by the District from time to time as set forth in the Guidelines.

AGREEMENT RUNS WITH THE LAND

7. This Agreement shall constitute covenants running with the Unit, as a burden thereon, for the benefit of, and shall be specifically enforceable by the District, the Town Council for the Town of Basalt, and their respective successors and assigns, as applicable, by any appropriate legal action including but not limited to specific performance, injunction, reversion, or eviction of non-complying owners and/or occupants.

VOLUNTARY SALE

8. If an Owner desires to voluntarily sell the Unit, the Owner shall consult with the District, or its agent, to review the requirements of this Agreement, including the method for determining the Maximum Resale Price. Following the District's approval of such Maximum Resale Price, the Owner shall enter into an exclusive irrevocable right-to-sell listing contract, substantially similar to the Colorado Real Estate Commission standard form, pursuant to which the District or its designee is authorized to advertise the Unit for sale to a Qualified Buyer and solicit offers for same during a 180-day day listing period, or such other time as required by the Guidelines in effect at time of listing. The District will use best efforts to promptly advertise the Unit for sale by competitive bid to Qualified Buyers but cannot guarantee a Qualified Buyer. The listing and sale of the Unit shall be subject to such listing, sales and

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other fees and expenses as may be imposed by the District from time to time as set forth in the Guidelines, and any bids or offers received shall be accepted in accordance with Paragraph 14 below.

DISTRICT'S RIGHT TO ACQUISITION; REQUIRED SALE

9. Notwithstanding any provision herein to the contrary, the District shall have the right, in its sole discretion, (i) to require Owner to list the Unit no less than 30 days after termination of employment with the District or no less than 1 year after retirement from the District, or as otherwise set forth in the current version of the District's Guidelines, in which case the Owner shall follow the procedures set forth in Paragraph 8 above and Paragraph 14 below for a Voluntary Sale within 30 days of the District's written notice to Owner; (ii) to acquire any Property or Unit for resale thereof to a Qualified Buyer at 95% of the Maximum Resale Price, as defined below; (iii) following its acquisition of any Unit, to repair, replace, redevelop, remove, and maintain such Unit prior to resale to a Qualified Buyer, or to rent a Unit to a Qualified Buyer; and/or (iv) amend this Deed Restriction Agreement as it applies to a certain Unit following the District's acquisition thereof.

INITIAL SALES PRICE; MAXIMUM RESALE PRICE

10. In no event shall the initial sales price exceed the maximum Category 2 sales price in the Aspen/Pitkin County Employee Housing Guidelines. Therefore, in no event shall the Unit be sold for an amount ("Maximum Resale Price") more than the lesser of:

a. the Owner's purchase price, plus an increase of three percent (3%) of such price per year to the date of Owner's notice of intent to sell (prorated at the rate of .25 percent for each whole month for any part of a year); or

b. an amount (based upon the Consumer Price Index, All Items, Denver-Boulder-Greeley Average, Urban Wage Earners and Clerical Workers (Revised), published by the U.S. Department of Labor, Bureau of Labor Statistics) calculated as follows: the Owner's purchase price divided by the Consumer Price Index published at the time of Owner's purchase stated on the Settlement Statement, multiplied by the Consumer Price Index current at the date of intent to sell. In no event, shall the multiplier be less than one (1). For purposes of this Agreement, "date of intent to sell" shall be the date of execution of a listing contract when required by this agreement, or if a listing contract is not otherwise necessary, the date shall be determined to be the date upon which a requirement for the Owner to sell is first applicable.

NOTHING HEREIN SHALL BE CONSTRUED TO CONSTITUTE A REPRESENTATION OR GUARANTEE BY THE DISTRICT THAT ON RESALE THE OWNER WILL OBTAIN THE MAXIMUM RESALE PRICE.

11. a. Subject to the limitations of this Section, for the purpose of determining the Maximum Resale Price in accordance with this Section, the Owner may add to the amount specified in Paragraph 10 above, the cost of approved and Permitted Capital Improvements (hereinafter "PCI"), as set forth in Exhibit "B" attached hereto or otherwise allowed by the Guidelines, and as they are amended from time to time, in a total amount not to exceed ten percent (10%) of the maximum sales purchase price set forth in paragraph 10a above. In calculating such amount, only those PCIs identified in Exhibit "B" hereto or otherwise allowed by the Guidelines from time to time shall qualify

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for inclusion. All such PCIs installed or constructed over the life of the unit shall qualify, and will be depreciated based on the Depreciation Schedule used by District at the time of listing.

b. To qualify as PCI, the Owner must furnish to District the following information with respect to the improvements that the Owner seeks to include in the calculation of Maximum Resale Price:

(1) Original or duplicate receipts to verify actual costs expended by Owner for PCI;

(2) Owner's affidavit verifying that receipts are valid and correct receipts tendered at time of purchase;

(3) True and correct copies of any building permit or certificate of occupancy required to be issued by the Town of Basalt Building Departments with respect to the PCI.

(4) In calculating costs under this Paragraph, the Owner's actual out-of-pocket approved costs and expenses shall be eligible for inclusion. Such amount shall not include an amount attributable to Owner's "sweat equity" or to any appreciation in the value of the improvements.

All capital improvements will be depreciated. Certain capital improvements will not be counted towards the 10% cap. Each capital improvement will depreciate per the depreciation schedule stated in an approved handbook. The current source is the ***Marshall Swift Residential Handbook***. Any capital improvements associated with health and safety, energy efficiency, water conservation, and green building products may add an additional 5% to the capital improvement cap (for a total of 15% of the maximum sales purchase price set forth in paragraph 10a above, if approved by District in writing prior to installation; however, such capital improvements shall be depreciated per the depreciation schedule stated in an approved handbook and shall not exceed 5% of the total sales price.

c. For determining the Maximum Resale Price in accordance with this Section, the Owner may also add to the amounts specified in Paragraphs 10 and 11a, the cost of any permanent improvements constructed or installed because of any requirement imposed by any governmental agency, if written certification is provided to the District of both the applicable requirement and the information required by Paragraph 11c (1) – (3).

e. To obtain maximum resale price, Owner must ensure that the Unit meets District's generally applicable minimum standards for a seller of a deed-restricted unit to receive full value as determined by District in its discretion. This shall include requirements to clean the home, ensure that all fixtures are in working condition, and to repair damage to the unit beyond normal wear and tear and as stated in the *Minimum Standards for Seller to Receive Full Value at Resale*, Exhibit C. If the Seller does not meet this requirement, District may require that Seller escrow at closing a reasonable amount to achieve compliance by District or reduce the maximum resale price accordingly.

GRIEVANCES

12. All disputes regarding the interpretation and enforcement of this Agreement shall be subject to the grievance procedures set forth in the Guidelines as amended from time to time.

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CLOSING COSTS

13. Owner shall not permit any prospective buyer to assume any or all the Owner's customary closing costs (including, but not limited to, title insurance, sales fee, pro ration of taxes, homeowner's dues, etc., as are customary in the Town of Basalt) nor accept any other consideration which would cause an increase in the purchase price above the bid price to induce the Owner to sell to such prospective buyer.

MULTIPLE QUALIFIED BIDS

14. In the event that one qualified bid is received equal to the Maximum Resale Price herein established, the Unit shall be sold to such bidder at the Maximum Resale Price; and in the event Owner receives two or more such bids equal to the Maximum Resale Price, the Qualified Buyer shall be selected according to the priority for Sale Units set forth in the Guidelines; and, in the event that more than one such qualified bidder is of equal priority pursuant to the Guidelines, the Qualified Buyer shall be selected by lottery among the qualified bidders of the highest priority, whereupon the Unit shall be sold to the winner of such lottery at the Maximum Resale Price. If the terms of the proposed purchase contract, other than price, as initially presented to the Owner, are unacceptable to the Owner, there shall be a mandatory negotiation period of three (3) business days to allow the Owner and potential buyer to reach an agreement regarding said terms, including but not limited to, the closing date and financing contingencies. If, after the negotiation period is over, the Owner and buyer have not reached an agreement, the next bidder's offer will then be presented to the Owner for consideration and a three (3) business day negotiating period will begin again. The Owner must accept any bid over 95% of the Maximum Resale Price, but may reject all lower bids; however, in the event Owner rejects all bids, the Owner is subject to the provisions in the Housing Ownership Guidelines pertaining to the listing fee, if any. Bids more than the Maximum Resale Price shall be rejected. If all bids are below the Maximum Resale Price, the Owner may accept the highest qualified bid. If all bids are below the Maximum Resale Price and two or more bids are for the same price, the Qualified Buyer shall be selected by lottery from among the highest qualified bidders.

NON-QUALIFIED TRANSFEREES

15. In the event that title to the Property or a Unit vests by descent in, or is otherwise acquired by, any individual and/or entity who is not a Qualified Buyer as that term is defined herein (hereinafter "Non-Qualified Transferee(s)"), the Property or Unit shall immediately be listed for sale as provided in Paragraph 8 above (including the payment of the specified fee to the District), and the highest bid by a Qualified Buyer, for not less than ninety-five percent (95%) of the Maximum Resale Price or the appraised market value, whichever is less, shall be accepted; if all bids are below ninety-five percent (95%) of the Maximum Resale Price or the appraised market value, the Property or Unit shall continue to be listed for sale until a bid in accordance with this section is made, which bid must be accepted. The cost of the appraisal shall be paid by the Non-Qualified Transferee(s).

a. Non-Qualified Transferee(s) shall join in any sale, conveyance or transfer of the Property or Unit to a Qualified Buyer and shall execute all documents necessary to do so; and

b. Non-Qualified Transferee(s) agree not to: (1) occupy the Property or Unit; (2) rent all or any part of the Property or Unit, except in strict compliance with Paragraph 15 hereof; (3) engage in any other business activity on or in the Property or Unit; (4) sell or otherwise transfer the

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Property or Unit except in accordance with this Agreement and the Housing Ownership Guidelines; or (5) sell or otherwise transfer the Property or Unit for use in a trade or business.

c. The District shall have the right and option to purchase the Property or Unit from the Non-Qualified Transferee(s) for a price of ninety-five percent (95%) of the Maximum Resale Price, or the appraised market value, whichever is less at any time prior to such Non-Qualified Transferee(s) entering into a contract to sell the Unit to a Qualified Buyer

d. Where the provisions of this Paragraph 15 apply, the District may require the Owner to rent the Property or Unit in accordance with the provisions of Paragraph 19, below.

OWNER RESIDENCE, EMPLOYMENT AND CONTINUING COMPLIANCE

16. Each Unit shall be utilized only as the sole and exclusive place of residence of its Owner.

17. In the event an Owner changes place of residence or ceases to utilize the Unit as his sole and exclusive place of residence, ceases to be a full-time employee in accordance with the Guidelines as they are amended from time to time, or otherwise ceases to comply as a Qualified Buyer with the Guidelines as they are amended from time to time, or this Agreement, the Unit MUST be offered for sale pursuant to the provisions of Paragraph 6 of this Agreement. An Owner shall be deemed to have changed his or her place of residence by becoming a resident elsewhere or accepting employment outside of the District, or residing in the Unit for fewer than nine (9) months per calendar year without the express written approval of the District, or by ceasing to be a full-time employee as required by the Guidelines and as amended from time to time. Where the provisions of this Paragraph 17 apply, the District may require the Owner to rent the Property or Unit in accordance with the provisions of Paragraph 19, below pending a sale of the property.

18. It is a violation of this Agreement for an Owner to own directly or indirectly through a legal entity or otherwise, any interest alone or in conjunction with others in any other real property asset. If at any time an Owner acquires such an interest, the Owner shall immediately list said other property or unit for sale and to sell his or her interest in such property at fair market value to like units or properties in the area in which the property or dwelling unit(s) are located. In the event said other property or unit has not been sold by Owner within one hundred eighty (180) days of such Owner's acquisition of an ownership interest in such other real estate asset, then Owner hereby shall immediately list this Unit for sale pursuant to the provisions of Paragraph 6 of this Agreement. Should the Owner not receive a full-priced bid, then said Owner must accept the first reasonable offer for said Unit as deemed appropriate by the District.

RENTAL

19. Owner may not, except with prior written approval of the District, and subject to District's conditions of approval, rent the Unit for any period. Prior to occupancy, each tenant must be approved by the Homeowner's Association, if applicable, and the District in accordance with employment as stated in the Guidelines, and shall not own any other real estate asset, or as otherwise stated within the Guidelines (such approved tenant a "Qualified Non-Owner"). The District shall not approve any rental if such rental is being made by Owner to utilize the Unit as an income producing asset, except as provided below, and shall not approve a lease with a rental term more than twelve (12) months or less than six (6) months in duration. A signed copy of the lease must be provided to the

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District prior to occupancy by each tenant. Any such lease approved by the District shall show the length of the lease and the monthly rent. The monthly rent cannot exceed the Owner's costs, which includes the monthly expenses for the cost of principal and interest payments, taxes, property insurance, condominium or homeowner's assessments, utilities remaining in Owner's name, plus any additional amount permitted by the Guidelines, if any, as they are amended from time to time, and a reasonable (refundable) security deposit.

Requirements of this paragraph shall not preclude the Owner from sharing occupancy of the Property or Unit with a Qualified Non-Owner on a rental basis provided Owner continues to meet the obligations contained in this Agreement, including Paragraph 15. All roommates charged rent by the Owner are required to obtain approval by District prior to occupancy.

Short term rentals, which are defined as rentals for less than thirty (30) consecutive days, are not allowed within the Unit or any portion thereof (including a bedroom, driveway, or garage). The intent of this Amendment is to prohibit short-term transient residential use of the Unit or any portion thereof. Any such lease, license, or rental agreement, written or verbal, the intent of which is to evade this Section is a breach of this Agreement, which will entitle the District to require the sale of the Unit pursuant to Paragraph 9.

20. IN NO EVENT SHALL THE OWNER CREATE AN ADDITIONAL DWELLING UNIT, AS DEFINED IN THE TOWN OF BASALT LAND USE CODE, IN OR ON THE PROPERTY.

21. NOTHING HEREIN SHALL BE CONSTRUED TO REQUIRE THE DISTRICT OR THE TOWN OF BASALT TO PROTECT OR INDEMNIFY THE OWNER AGAINST ANY LOSSES ATTRIBUTABLE TO THE RENTAL, INCLUDING (NOT BY WAY OF LIMITATION) NON-PAYMENT OF RENT OR DAMAGE TO THE PREMISES; NOR TO REQUIRE THE DISTRICT TO OBTAIN A QUALIFIED TENANT FOR THE OWNER IF NONE IS FOUND BY THE OWNER.

COMPLIANCE REVIEW AND REMEDIES FOR BREACH

22. All existing and potential Owners shall promptly provide to the District all such information as the District deems reasonably necessary at any time to verify compliance with this Agreement. The District shall maintain the confidentiality of any financial data provided by any existing or potential Owner, subject to the requests of the Colorado Open Records Act, C.R.S. § 24-72-201, *et. seq.*, and except for such disclosures as are necessary with respect to any litigation, enforcement or other legal proceedings. If District has reasonable cause to believe the Owner is violating the provisions of this Agreement, the District, by its authorized representative, may inspect the Property or Unit between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday.

23. Both the District and the Town are authorized to enforce this Agreement, though the District shall generally function as the primary entity responsible for such enforcement. The District or the Town, through its employees or agents, in the event a violation or potential violation of this Agreement is discovered, shall send a notice of violation to the Owner describing the nature of the violation and allowing the Owner fifteen (15) days to cure. Said notice shall state that the Owner may request a hearing before the District's Board or a subcommittee thereof, or the Town Council or a subcommittee thereof (hereinafter the "Board"), within fifteen (15) days to dispute the merits of the

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allegations. If no hearing is requested and the violation is not cured within the fifteen (15) day period, the violation shall be considered final and the Owner shall immediately list the Unit for sale in accordance with this Agreement. The failure to request a hearing shall constitute the failure to exhaust administrative remedies for judicial review.

24. If a hearing is held before the Board, (i) the decision of the Board based on the record of such hearing shall be final for determining if a violation has occurred, and (ii) the Board shall have absolute discretion to determine the appropriate action to be taken to either remedy the violation or require the Owner to list the Unit for sale in accordance with this Agreement. For determining the maximum resale price of the Unit, appreciation shall terminate from the date of the first notice of violation until the violation is cured or until the Unit is sold, whichever is applicable.

25. In the event the Property or Unit is sold and/or conveyed without compliance herewith, such sale and/or conveyance shall be wholly null and void and shall confer no title whatsoever upon the purported buyer. Each conveyance of the Property or Unit, for all purposes, shall be deemed to include and incorporate by this reference, the covenants herein contained, even without reference therein to this Agreement. The Owner shall be liable for all District's costs and reasonable attorneys' fees incurred in setting aside any such transaction.

26. If the Owner fails to cure any breach, the District or the Town may resort to all available legal action, including, but not limited to, specific performance of this Agreement or a mandatory injunction requiring sale of the Property or Unit by Owner as specified in Paragraphs 3, 15, 17, and 18. The costs of such sale, including reasonable attorneys' fees, shall be taxed against the proceeds of the sale with the balance being paid to the Owner.

27. In the event of a breach of any of the terms or conditions contained herein by the Owner, his or her heirs, successors or assigns, the District's initial listed purchase price of the Property or Unit as set forth in Paragraph 10a of this Agreement shall, upon the date of such breach as determined by the District, automatically cease to increase as set out in Paragraph 10 of this Agreement, and shall remain fixed until the date of cure of said breach.

FORECLOSURE

28. a. If any Property or Unit is sold at a foreclosure sale or otherwise acquired by any person or entity in lieu of foreclosure, the District or the Board, or its designee, shall have the option to acquire such Property or Unit within thirty (30) days after (i) the issuance of a public trustee's deed to the purchaser, or (ii) receipt by the District of written notice from such person or entity of the acquisition of such Unit in lieu of foreclosure, as applicable, for an option price not to exceed either: (a) in the event of a foreclosure, the redemption price on the last day of all statutory redemption periods and any additional reasonable costs incurred by the holder during the option period which are directly related to the foreclosure; or (b) in the event of a transfer in lieu of foreclosure, the amount paid, or the amount of debt forgiven, by the transferee plus the reasonable costs incurred by the transferee with respect to its acquisition of such Property or Unit. In the event the District or its designee chooses not to acquire the Property, the Town of Basalt may acquire such Property or Unit under the same terms established for the District above, and subject to this Agreement. Notwithstanding any provision herein to the contrary, except for persons or entities having a valid lien on a Property or Unit, only Qualified Buyers may acquire an interest in a Property or Unit at a

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foreclosure sale or in lieu of foreclosure. If any person or entity having a lien on a Property or Unit is not a Qualified Buyer and acquires an interest in such Property or Unit in a foreclosure sale or in lieu of foreclosure, the provisions of Paragraph 15 shall apply. It is the District's intent that the terms and provisions of this Agreement shall remain in full force and effect with respect to the Property and all Units until modified, amended or terminated in accordance with paragraph 39 hereof. In the event of a foreclosure, nothing herein shall be construed to create a release or waiver of the covenants, conditions, limitations, and restrictions contained in this Agreement. The covenants, conditions, limitations, and restrictions contained in this Agreement shall otherwise survive any foreclosure proceeding.

b. If the District or the Town exercises the option described above, such entity may sell the Property or Unit to Qualified Buyers as that term is defined herein, or rent the Property or Unit to qualified tenants who meet the income, occupancy and all other qualifications, established by the District in its Guidelines until a sale to a Qualified Buyer is affected.

GENERAL PROVISIONS

29. Notices. Any notice, consent or approval which is required to be given hereunder shall be given by mailing the same, certified mail, return receipt requested, properly addressed and with postage fully prepaid, to any address provided herein or to any subsequent mailing address of the party if prior written notice of the change of address has been given to the other parties to this Agreement.

Said notices, consents and approvals shall be sent to the parties hereto at the following addresses unless otherwise notified in writing:

To District:	Roaring Fork RE-1 School District 1405 Grand Ave. Glenwood Springs, CO 81601
To Owner:	To Owner's Address on File with County Assessor's Office and with the District, if any.
To Town:	Town of Basalt 101 Midland Ave. Basalt, CO 81621

30. Exhibits. All exhibits attached hereto (Exhibits A, B, and C) are incorporated herein and by this reference made a part hereof.

31. Severability. Whenever possible, each provision of this Agreement and any other related document shall be interpreted in such a manner as to be valid under applicable law; but if any provision of any of the foregoing shall be invalid or prohibited under said applicable law, such provisions shall be ineffective to the extent of such invalidity or prohibition without invalidating the remaining provisions of such document.

32. Choice of Law. This Agreement and each related document are to be governed and construed in accordance with the laws of the State of Colorado.

33. Successors. Except as otherwise provided herein, the provisions and covenants contained herein shall inure to and be binding upon the heirs, successors and assigns of the parties.

34. Section Headings. Paragraph or section headings within this Agreement are inserted solely for convenience of reference, and are not intended to, and shall not govern, limit or aid in the construction of any terms or provisions contained herein.

35. Waiver. No claim of waiver, consent or acquiescence with respect to any provision of this Agreement shall be valid against any party hereto except on the basis of a written instrument executed by the parties to this Agreement. However, the party for whose benefit a condition is inserted herein shall have the unilateral right to waive such condition, if such waiver is in writing.

36. Gender and Number. Whenever the context so requires herein, the neuter gender shall include any or all genders and vice versa and the use of the singular shall include the plural and vice versa.

37. Personal Liability. The Owner agrees that he or she shall be personally liable for any of the transactions and obligations contemplated herein.

38. Further Actions. The parties to this Agreement agree to execute such further documents and take such further actions as may be reasonably required to carry out the provisions and intent of this Agreement or any agreement or document relating hereto or entered in connection herewith.

39. Modifications. The parties to this Agreement agree that any modifications of this Agreement shall be effective only when made by writings signed by all parties and recorded with the Clerk and Recorder of Pitkin County, Colorado.

40. Mortgagee Right to Cure. Nothing herein shall be deemed to impair any right of a mortgagee of a Unit from curing any default by an Owner of his or her financial obligations with respect to such Unit.

41. Fair Housing. Notwithstanding anything in this Agreement, the Guidelines, or the Ordinance to the contrary, this Agreement shall be interpreted and enforced by the District and the Town in a manner that complies with the federal Fair Housing Act, 42 U.S.C. §§ 3601-3619, and its Colorado counterpart in C.R.S. §§ 24-34-501-509. As an example, any individual who is or becomes disabled may be exempted from the employment requirements to the extent reasonably necessary to obtain or maintain Qualified Buyer status on an equal basis with individuals who are not disabled. Such an individual may request that the District grant a) reasonable accommodations in rules, policies, practices, or services when such accommodations may be necessary to afford the individual with a disability equal opportunity to use and enjoy a dwelling; and (b) reasonable modifications of existing premises occupied or to be occupied by the individual, at the expense of the individual, if the modifications are necessary to afford the individual with full enjoyment of the premises.

IN WITNESS WHEREOF, the parties hereto have executed this instrument on the day and year above first written.

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DECLARANT:

BASALT VISTA AFFORDABLE HOUSING PARTNERSHIP, LLC
A Colorado limited liability company

Scott Gilbert

By:
Its: Manager

STATE OF COLORADO)
) ss.
COUNTY OF Eagle)

The foregoing instrument was acknowledged before me this 17th day of July 2019 by Scott Gilbert, as Manager of Basalt Vista Affordable Housing Partnership, LLC.

Witness my hand and official seal;

My commission expires: 10/26/19

Notary Public

PETER P DELANY
Notary Public
State of Colorado

RECEPTION#: 662456, 02/03/2020 at 12:09:26 PM, Pgs 14 of 19, Janice K. Vos Caudill, Pitkin County, CO

ACCEPTANCE BY THE ROARING FORK RE-1 SCHOOL DISTRICT

The foregoing Roaring Fork RE-1 School District Declaration of Master Deed Restriction and Agreement Concerning the Sale, Occupancy, and Resale of Basalt Vista Townhomes and its terms are hereby adopted and declared by the Roaring Fork RE-1 School District.

THE ROARING FORK RE-1 SCHOOL DISTRICT

By: _____
Jennifer Rupert, its President

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this 3rd day of July 2019, by Jennifer Rupert, as President of the Board of the Roaring Fork RE-1 School District.

Witness my hand and official seal;

My commission expires: 8/3/2021

ANGIE DAVLYN
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20174032749
MY COMMISSION EXPIRES AUG 3, 2021

_____
Notary Public

ACCEPTANCE BY THE TOWN OF BASALT

The foregoing Roaring Fork RE-1 School District Declaration of Master Deed Restriction and Agreement Concerning the Sale, Occupancy, and Resale of Basalt Vista Townhomes and its terms are hereby adopted and accepted by the Town of Basalt.

THE TOWN OF BASALT, COLORADO

By: _____
Jacque R. Whitsitt, Mayor

STATE OF COLORADO)
EAGLE)
COUNTY OF ~~GARFIELD~~) ss.

The foregoing instrument was acknowledged before me this 18 day of July 2019, by Jacque Whitsitt, as Mayor of the Town of Basalt, Colorado.

Witness my hand and official seal;

My commission expires: 02/23/2021

CONNIE C. HOLCOMB
Notary Public
State of Colorado
Notary ID # 20074000275
My Commission Expires 02-23-2021

_____
Notary Public

EXHIBIT A

Legal Description of RE-1 Units

Lots 1A, 1B, 2A, 2B, 3A, 3B, 3C, 6A, 6B, 6C, 10A, 11A, 11B and 12A
Basalt Vista Housing Partnership Townhomes
according to the Final Plat thereof recorded on July 24, 2019 as Reception No. 657445

County of Pitkin
State of Colorado

EXHIBIT B

Permitted Capital Improvements

1. The term "Permitted Capital Improvement" as used in the Agreement shall only include the following:

   a. Improvements or fixtures erected, installed or attached as permanent, functional, non-decorative improvements to real property, excluding repair, replacement and/or maintenance improvements;
   b. Improvements for energy efficiency items and water conservation;
   c. Improvements for the benefit of seniors and/or handicapped persons;
   d. Improvements for health and safety protection devices;
   e. Improvements to add and/or finish permanent/fixed storage space;
   f. Improvements to finish unfinished space.
   g. Permanent types of landscaping; e.g., adding irrigation system, trees (perennial-type flora may be allowed, but not guaranteed)
   h. The cost of adding decks and balconies, and any extension thereto; and/or
   i. Improvements associated with green building products.

2. Permitted Capital Improvements as used in this Agreement shall **NOT** include the following:

   a. Jacuzzis, saunas, steam showers and other similar items;
   b. Upgrades or addition of decorative items, including lights, window coverings and other similar items;
   c. Upgrades of appliances, plumbing and mechanical fixtures, carpets and other similar items included as part of the original construction of a unit and/or improvements required to repair and maintain existing fixtures, appliances, plumbing and mechanical fixtures, painting, and other similar items, unless replacement is energy efficient or for safety and health reasons; and/or
   d. Landscaping that is not permanent; e.g., flowers,

3. **All Permitted Capital Improvement items and costs shall be approved by the DISTRICT staff prior to being added to the Maximum Resale Price as defined herein. DISTRICT recommends that you obtain approval before doing any work.** To get credit for an improvement where a building permit is required, the improvement will not be counted unless a Letter of Completion was obtained by the Building Department.

4. The Permitted Capital Improvements shown hereon shall be subject to such additions, deletions and modifications as may be set forth in the Guidelines from time to time; provided that if any improvement is made at a time when it would be deemed a Permitted Capital Improvement hereunder or under the Guidelines, such improvement shall be deemed a Permitted Capital Improvement at all times notwithstanding any modification of the Guidelines; however, ALL permitted capital improvements will be depreciated as based on a third source as stipulated in the Guidelines.

RECEPTION#: 662456, 02/03/2020 at 12:09:26 PM, Pgs 18 of 19, Janice K. Vos Caudill, Pitkin County, CO

EXHIBIT C

MINIMUM STANDARDS FOR SELLER TO RECEIVE FULL VALUE AT RESALE

- Clean unit
- Carpets steam-cleaned two or three days prior to closing
- Major scratches, holes, burned marks repaired in hardwood floors, linoleum, tile, counter tops etc.
- No broken windows
- All screens in windows (if screens were originally provided)
- All doors will be in working order with no holes
- All locks on doors will work
- All keys will be provided; e.g., door, mail box, garage
- All mechanical systems shall be in working order
- Walls paint ready
- Normal wear and tear on carpet; if carpet has holes, stains, etc., the carpet and padding shall be replaced or escrow funds at current market value per square foot for a comparable product shall be held at the time of closing to be used by the new buyer
- No leaks from plumbing fixtures
- No roof leaks
- Any safety hazard remedied prior to closing, excluding radon (not required in State of Colorado)
- All light fixtures shall be in working order

DEFINITIONS:

Clean Unit:

All rooms will be cleaned as stated below:

- **Kitchen**:
  - Range – Inner and outer services will be cleaned.
  - Range hood and Exhaust Fan
  - Refrigerator and Freezer – Inner and outer surfaces of refrigerator and freezer will be clean. Freezer will be defrosted.
  - Cabinets and Countertops – Exterior and interior surfaces of cabinets and drawers will be clean. Door and drawer handles, if provided, shall be clean and in place.
  - Sink and Garbage Disposal – Sink and plumbing fixtures will be clean. If garbage disposal provided, this must be in working order.
  - Dishwasher – If provided, must be in working order and inner and outer surfaces shall be clean.

RECEPTION#: 662456, 02/03/2020 at 12:09:26 PM, Pgs 19 of 19, Janice K. Vos Caudill, Pitkin County, CO

- **Blinds, Windows, Screens**:
  - Mini-blinds, Venetian Blinds, Vertical Blinds, Pull Shades – Will be clean.
  - Windows – All window surfaces, inside of the unit, shall be clean.
  - Screens – Screens will be clean and in place with no holes or tears (if provided).

- **Closets:** Closets, including floors, walls, hanger rod, shelves and doors, shall be clean.

- **Light Fixtures:** Light fixtures will be clean and shall have functioning bulbs/florescent tubes.

- **Bathrooms**:
  - Bathtub, Shower Walls, Sinks – Bathtubs, shower walls and sinks shall be clean.
  - Toilet and Water Closet – Water closets, toilet bowls and toilet seats will be clean. If the toilet seat is broken or peeling, the seat shall be replaced.
  - Tile – All tile and grout will be clean.
  - Mirrors and Medicine Cabinets – Mirrors and medicine cabinets shall be cleaned inside and out.
  - Shelves and/or Other Cabinetry – All other shelving or cabinetry shall be cleaned inside and out.

- **Walls, Ceilings, Painted Doors and Baseboards:** Painted surfaces must be cleaned with care to ensure the surface is clean without damaging the paint.

- **Floors:** Floor cleaning includes sweeping and mopping and could include stripping, waxing and buffing. Types of floor surfaces include wood, wood parquet tiles, linoleum, asphalt tile, vinyl tile, mosaic tile, concrete and carpet. If carpet, all carpets shall be cleaned at least two days prior to closing.

- **Interior Storage/Utility Rooms:** Storage/utility rooms shall be cleaned. Properly cleaned storage/utility rooms will be free from odors, removable stains, grease marks or accumulations.

Safety Hazard: Any item that provides a safety hazard shall be fixed. This would include, but is not limited to, exposed electrical wiring, ventilation for gas hot water system, etc. If a radon test is done and it is found to be higher than normal levels, per Colorado law, there is not a requirement to mitigate.

Walls Paint-Ready: All holes shall be patched; all posters, pictures, etc., shall be removed from all walls; all nails, tacks, tape, etc., shall be removed from all walls; and all walls shall be clean and ready for the new buyer to paint. If wallpaper has been placed on the wall and in good condition, the wallpaper can remain; if the wallpaper is peeling off, the wallpaper must be removed.

Windows: If a window is broken, including the locking mechanism, the window shall be replaced and/or the locking mechanism repaired.

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item:	Historic Preservation Commission Joint Work Session
Action Requested:	Joint Work Session & Discussion with Historic Preservation Commission
Department:	Economic and Community Development
Presented By:	Emery Ellingson
Strategic Goals:	Protect and Preserve our Quality of Life Provide Efficient and Responsive City Government
Background Info:	Historic Preservation Commission has identified items of interest for 2022. Items found in attached.
Issues:	Items of interest for Historic Preservation Commission
Fiscal Impact:	Possible, depending on items considered
Legal Review:	N/A
Staff Recommendation:	Consider items of interest

MEMO

TO: City Council

FROM: Historic Preservation Commission

DATE: May 25, 2022

RE: Historic Preservation & City Council Work Session

Hello,

This memo summarizes points of interest for Historic Preservation Commission for 2022. Historic Preservation Commission discussed the upcoming work session at their previous monthly meeting and have identified the following items of interest for discussion:

- Expand mill levy rebate for local landmarking to include commercial and mixed use properties
- Consider reducing or waiving fees associated with building permitting to incentivize maintenance of historic properties, those that are locally landmarked and those that are not.
- Pursue local, state, and national grant opportunities for historic preservation in Glenwood Springs
- Consider additional historic surveys to better assess cultural and historic resources
- Identify properties eligible for local landmarking
- Identify potential locations for a local historic district
- Identify potential locations for a National Historic District and pursue funding sources to file a nomination application
- Increase public outreach to property owners whose properties are eligible for local landmarking
- Address concerns regarding development pressures in the Downtown area
- Consider additional Downtown Design standards to ensure future potential infill is compatible with existing historic building stock



Emery Ellingson
Planner I
City of Glenwood Springs
E-mail: emery.ellingson@cogs.us
Phone: 970-384-6432

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Financial Advisory Board Joint Work Session

Action Requested: NA

Department: City Administration

Presented By: Steve Boyd, Yvette Gustad

Strategic Goals: Provide Efficient and Responsive City Government

Background Info: Each year the Financial Advisory Board submits a letter of recommendation to Council regarding the following year's budget and allocation of grant funds.

Members of the Board include:
Dan Sullivan (Chair)
Steve Beckley (Vice Chair)
Munro Wilcox
Christian Henney
Asha John
Sal Rico
Spencer Graff

Issues: NA

Fiscal Impact: NA

Legal Review: NA

Staff Recommendation: Staff supports both the grant and budget recommendations.

CITY OF GLENWOOD SPRINGS GRANT APPLICATIONS
2022

	2021	2022	
Tourism Budget	$71,394	$51,699	
A&I Budget	$159,491	$198,352	
2021 Year-end Reserve	$75,730	$70,815	
Total Available Grant Funds	**$306,615**	**$320,866**	$320,866

APPLICANT NAME	Request: 2019	Council Approved: 2019	Council Approved: 2020	Council Approved: 2021	Request: 2022	FAB Approved: 2022	Council Approved: 2022
Voices					$2,000	$2,000	
United Way Battlement to the Bells					$2,000	$2,000	
CASA of the Ninth	$3,000	$3,000			$3,000	$3,000	
Andy Zanca Youth Empowerment Program	$3,000	$3,000		$3,000	$3,000	$3,000	
High Country RSVP	$3,000	$2,000			$3,000	$3,000	
Raising a Reader				$3,000	$3,500	$5,000	
Colorado Animal Rescue					$4,000	$4,000	
HomeCare and Hospice of the Valley		$3,750	$3,750	$5,000	$5,000	$5,000	
Dance Initiative Inc	$5,000	$3,000		$6,300	$6,000	$6,000	
Glenwood Springs Citizens' Alliance					$6,000	$6,000	
RF Center for Community Leadership					$7,500	$2,500	
Middle Colorado Watershed Program				$5,000	$7,500	$7,500	
LaMedichi					$7,920	$7,500	
Our School					$8,000	$4,000	
Access After School	$7,000	$3,500		$7,500	$10,000	$10,000	
Smiling Goat Ranch	$10,000	$5,000		$10,000	$10,000	$10,000	
Summit54				$10,000	$10,000	$10,000	
CNDC DBA High Rockies Harm Reduction					$10,000	$7,500	
Colorado High School Cycling League					$10,000	$10,000	Tourism
Therapy Center					$10,000	$10,000	
GS Soccer Club					$12,000	$10,000	
Roaring Fork Kayak Club					$12,000	$10,000	
River Bridge Regional Center			$5,000	$10,000	$15,000	$15,000	
Youth Hockey Association	$15,000	$12,500		$15,000	$15,000	$15,000	
Roaring Fork Mountain Bike Association					$15,000	$15,000	Tourism
The Buddy Program					$15,000	$5,000	
Youth Zone	$20,000	$43,000		$20,000	$20,000	$20,000	
West Mountain Regional Health Alliance					$20,000	$20,000	
Lift-Up					$25,000	$25,000	
Summer of Music	$20,000	$20,000		$4,500	$25,000	$25,000	Tourism
	$260,501	$206,326	$147,950	$235,800	$302,420	$278,000	
			Remaining=>	$70,815	$18,446	$42,866	

Requests in yellow have a funding recommendation less than the original ask.
Raising a Reader's appliction was amended to add $1,500 to pay City park fees.

MEMORANDUM

TO: Glenwood Springs City Council
FROM: Financial Advisory Board
DATE: June 2, 2022
SUBJECT: **Annual Memo of Budget Considerations**

The Financial Advisory Board would like to offer the following comments to Council for consideration;

1. We believe that minimum Unallocated Contingency Reserves are appropriate in the following amounts:
    a. $2,500,000 in the Capital Projects Fund
    b. $3,000,000 in the A&I Fund
    c. 40% of forecasted expenditures in the General Fund

2. Maintain the existing $1 million reserve in the General Fund for opposing Rocky Mountain Industrial's plan to expand the mine.

3. Appropriate $500,000 in the A&I Fund and $200,000 in the Capital Projects Fund as a contingency that staff can use for projects that need change orders or are otherwise slightly over-budget. This will provide realistic budget numbers for the public and contractors and still allow staff to make relatively small field decisions that increase the cost of one or more projects without unnecessarily delaying.

4. Increase the Interfund Cost of Service transfer from 2022 levels in all funds by 2% in 2022 to partially offset inflation.

5. FAB discourages Council from loaning money between funds or otherwise not transferring enough capital to the Fleet Fund.

6. The Street Tax is expiring and it will take a vote to renew it. The Board encourages Council to start the process of informing the community and activating Community on the Move well ahead of time.

Thank you for allowing the Financial Advisory Board the opportunity to participate in the 2022 budget process.

Sincerely,

Financial Advisory Board

Dan Sullivan, Chair
Steve Beckley, Vice-Chair
Christian Henny
Munro Wilcox
Asha John
Sal Rico
Spencer Graff

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Adopting Minimum Standards and Fees for the Municipal Airport

Action Requested: Adoption of Resolution 2022-24

Department: Parks & Recreation

Presented By: Brian Smith

Strategic Goals: Ensure Public Safety
Preserve and Improve Infrastructure

Background Info: A resolution adopting Airport Minimum Standards for the Glenwood Springs Municipal Airport. These documents provide rules and regulations applicable to all users based at the airport and are supplemental to Municipal Code 090.010. The Airport Board and staff worked through these documents during four board meetings and additional staff meetings from January through April, when they received final recommendation for approval by Council.

These rules are typical to find at airports across the country. These include rules relating to required agreements for use of airport property, safety, security, required licenses and certifications, maintenance, insurance, and the various types of operations occurring at the airport. While some uses may not regularly occur at this time, these are drafted with future uses and business development at the airport in mind.

A major point of discussion at the Airport Board was insurance requirements that are attached as Exhibit A. Staff worked with the City's insurance providers, CIRSA for general liability, and Assured Partners Aviation (APA) for the airport specific liability. In addition to providing insurance to airport operators, APA is also one of the leading providers of private aircraft insurance and the preferred partner for the Aircraft Owners and Pilots Association. APA's representative provided a template for the insurance exhibit and agreed that the amounts and types listed on the final insurance exhibit are appropriate for the size and types of operations occurring at the airport.

Of particular note are two types of insurance that almost all users will be required to procure. First is automobile liability insurance at minimum $250,000. According to APA's representative, the top cause of loss on airports is automobile involved incidents, which can be significant when involving aircraft. The second is an aircraft premises and passenger liability policy that covers the aircraft, its passengers, and any damage caused in relation to its maintenance or operations. This is a standard policy that all aircraft owners should procure. The remaining types and levels of insurance are more applicable to commercial operators and are standard levels to protect the City and those operations. Some of the commercial operations contemplated are not currently occurring at the airport, but may in the future as further business development is pursued.

Issues: Minimum Standards are essentially rules and regulations for all operators – commercial, resident, non-commercial, and transients – who use the airport. Adopting Minimum Standards will assist the Airport Manager in operating the airport in a professional and businesslike manner by ensuring that all airport users are subject to the same rules and expectations. Many airports have more lengthy Minimum Standards documents that are oftentimes informed by FAA regulations and the wide variety of operations that may occur. Because the airport is not federally obligated and only accommodates a narrower assortment of operations, staff has attempted to strike a balance tailored to the airport as it currently exists and is envisioned to evolve.

There are other mechanisms for the City to regulate the airport and its users, such as leases, licenses,

operating agreements, and through the fence agreements. Some operators have leases, the terms of which will prevail over minimum standards in the event of a conflict relating to the leased premises. Insurance requirements are an important component due to the high-risk nature of aviation, which will be enforced through existing leases and the Minimum Standards. Staff has attempted to tailor insurance provisions to the activities currently occurring at the airport, but the Airport Manager retains discretion to require insurance for any activities that are not specifically addressed.

Enforcement of the Minimum Standards will be through suspension or revocation of airport use privileges as well as monetary penalties, subject to opportunities to cure and appeal any decisions. Most Airport Commission recommendations have been incorporated into this revision.

Fiscal Impact: NA

Legal Review: Legal drafted the resolution

Staff Recommendation: Approve Resolution 2022-24 adopting Airport Minimum Standards and Fees

Karp Neu Hanlon PC
ATTORNEYS AT LAW
www.mountainlawfirm.com

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

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323 W. Main Street
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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: May 25, 2022

TO: Glenwood Springs Mayor and Council

FROM: Karp Neu Hanlon, P.C.

RE: Airport Minimum Standards

Under cover of this memo is a resolution adopting Airport Minimum Standards for the Glenwood Springs Municipal Airport. These documents provide rules and regulations applicable to all users based at the airport and are supplemental to Municipal Code 090.010. The Airport Board and staff worked through these documents during four board meetings and additional staff meetings from January through April, when they received final recommendation for approval by Council.

These rules are typical to find at airports across the country. These include rules relating to required agreements for use of airport property, safety, security, required licenses and certifications, maintenance, insurance, and the various types of operations occurring at the airport. While some uses may not regularly occur at this time, these are drafted with future uses and business development at the airport in mind.

A major point of discussion at the Airport Board was insurance requirements that are attached as Exhibit A. Staff worked with the City's insurance providers, CIRSA for general liability, and Assured Partners Aviation (APA) for the airport specific liability. In addition to providing insurance to airport operators, APA is also one of the leading providers of private aircraft insurance and the preferred partner for the Aircraft Owners and Pilots Association. APA's representative provided a template for the insurance exhibit and agreed that the amounts and types listed on the final insurance exhibit there are appropriate for the size and types of operations occurring at the airport.

Of particular note are two types of insurance that almost all users will be required to procure. First is the requirement to procure automobile liability insurance for at minimum $250,000. According to APA's representative, the top cause of loss on airports is automobile involved incidents, which can be significant when involving aircraft. The second is an aircraft premises and passenger liability policy that covers the aircraft, its passengers, and any damage caused in relation to its maintenance or operations. This is a standard policy that all aircraft owners should procure. The remaining types and levels of insurance are more applicable to commercial operators and are standard levels to protect the City and those operations. Some of the commercial operations contemplated are not currently occurring at the airport, but may in the future as further business development is pursued.

RESOLUTION 2022-24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ADOPTING MINIMUM STANDARDS AND A CONSOLIDATED FEE SCHEDULE FOR THE GLENWOOD SPRINGS MUNICIPAL AIRPORT.

WHEREAS, pursuant to Section 090.010.020 of the Glenwood Springs Municipal Code, the City Council of the City of Glenwood Springs, Colorado, may adopt and amend rules and regulations for the Glenwood Springs Municipal Airport to promote the safety and general welfare of those persons utilizing the Airport; and

WHEREAS, City staff recommends adoption of the Glenwood Springs Municipal Airport Minimum Standards as set forth on **Exhibit A**; and

WHEREAS, Section 090.010.030 of the Glenwood Springs Municipal Code provides for the setting of fees by resolution of the City Council; and

WHEREAS, City staff recommends adopting the Glenwood Springs Municipal Airport Consolidated Fee Schedule as set forth on **Exhibit B**; and

WHEREAS, at its regular meeting on April 21, 2022 the Glenwood Springs Airport Board unanimously recommended approval of the Glenwood Springs Municipal Airport Minimum Standards and Consolidated Fee Schedule; and

WHEREAS, City Council finds that adoption of the Glenwood Springs Municipal Airport Minimum Standards and Consolidated Fee Schedule is necessary and proper.

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 Glenwood Springs Municipal Airport Minimum Standards as set forth on **Exhibit A**.

Section 3. The City Council of the City of Glenwood Springs hereby adopts the Glenwood Springs Municipal Airport Consolidated Fee Schedule as set forth on **Exhibit B** attached hereto and incorporated herein.

INTRODUCED, READ, AND PASSED THIS __ DAY OF JUNE 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

_____

Jonathan Godes, Mayor

ATTEST:

_____

Ryan Muse, City Clerk

KGWS MINIMUM STANDARDS - INSURANCE REQUIREMENTS

Please highlight or circle all applicable insurance requirements (activity/services provided, type of automobile liability, and largest aircraft)

		Base Operator (FBO)	Maintenance Services Operator (MSO)	Avionics Instruments Services Operator (AISO)	Aircraft Rental Services Operator (ARSO) Flight Training Services Operator (FTSO)	Aircraft Management Services Operator (AMSO) Aircraft Charter Services Operator (ACSO)	Aircraft Storage Services Operator (AST)	Other Aeronautical Services Operator (OASO)	Temporary Specialized Aviation Service Operator (TSASO)	Non-Commercial Lessee or Tie-Down	Self-Fueling Activities
GENERAL LIABILITY (Combined Single Limit)											
Each Occurrence		$2,000,000 Premises, Products,& Completed Operations	$1,000,000 Premises, Products,& Completed Operations	$1,000,000 Premises, Products,& Completed Operations	$1,000,000 Premises	$1,000,000 Premises	$1,000,000 Premises	$1,000,000 Premises	$1,000,000	Must maintain Aircraft and Passenger Liability Coverage	$1,000,000
AUTOMOBILE LIABILITY (Combined Single Limit, Each Occurrence)											
		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$250,000	$1,000,000
HANGAR KEEPER'S LEGAL LIABILITY (Largest Aircraft Accommodated)											
SE Piston Group I	Each Aircraft	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000		
	Each Occurrence	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000		
ME Piston Group I	Each Aircraft	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000		
	Each Occurrence	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000		
Turboprop Group I	Each Aircraft	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000		
	Each Occurrence	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000		
Turboprop Group II	Each Aircraft	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000		
	Each Occurrence	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000		
AIRCRAFT AND PASSENGER LIABILITY (Aircraft Premises aka "in and around aircraft", Each Occurrence, Each Passenger)											
SE Piston Group II	Each Aircraft				$1,000,000			$1,000,000	$1,000,000	$1,000,000	
	Each Passenger				$100,000			$100,000	$100,000	$100,000	
ME Piston Group I	Each Aircraft				$1,000,000			$1,000,000	$1,000,000	$1,000,000	
	Each Passenger				$100,000			$100,000	$100,000	$100,000	
Turboprop/Group I & II					$5,000,000			$5,000,000	$5,000,000	$5,000,000	
POLLUTION LEGAL LIABILITY AND REMEDIATION (bodily injury, property damage, personal injury and environmental site restoration, including fines and penalties)											
Applicable to above ground fuel storage tanks, mobile refueling vehicles, fueling and or refueling operations		$2,000,000									
WORKERS COMPENSATION – Required - Limits Based Upon Statutory Requirements											

*** Group I and II categories are FAA designated grouping of Aircraft based upon wingspan. The groups are as follows:**

Group I: Up to but not including 49 feet

Group II: 49 feet up to but not including 79 feet

City of Glenwood Springs Airport

Minimum Standards for Aeronautical Activities

1. DEFINITIONS

1.1. **Aeronautical Activity**. Any activity conducted on airport property that involves the operation of an aircraft, makes the operation of an aircraft possible, or contributes to or is required for the safe operation of aircraft. The following activities are among those considered to be aeronautical activities within this definition:

1.1.1. Charter operations
1.1.2. Pilot training
1.1.3. Aircraft rental
1.1.4. Sightseeing
1.1.5. Aerial surveying
1.1.6. Agricultural aircraft operation
1.1.7. Air carrier operations (both airline passenger and air cargo)
1.1.8. Aircraft sales and service
1.1.9. Aviation fuel and oil sales (whether or not conducted in conjunction with other included activities)
1.1.10. Repair and maintenance of aircraft
1.1.11. Sale of aircraft parts
1.1.12. Any other activities that, because of their direct relationship to the operation of aircraft, can appropriately be regarded as an aeronautical activity.

1.2. **Agreement**. A contract executed between the airport and any entity granting a concession that transfers rights or interest in property, or otherwise authorizes the conduct of certain activities. The agreement must be in writing, executed by both parties, and enforceable by law.

1.3. **Aircraft**. Any device used or intended to be used for flight in the air.

1.4. **Aircraft Maintenance**. The repair, adjustment, or inspection of Aircraft. “Major Repairs”- major alterations to airframe, power plant, propeller, and accessories as defined in 14 CFR Part 43. “Minor Repairs” - normal, routine annual inspection with attendant maintenance, repair, calibration or adjustment of Aircraft and accessories.

1.5. **Airport**. Property and facilities known as the “Glenwood Springs Municipal Airport” or “KGWS”, including property which is later acquired or leased by the City of Glenwood Springs.

1.6. **Airport Manager**. The person responsible for safe day to day administration, operation and maintenance of the Airport. The Airport Manager has a contract with the City spelling out the duties and authority, and serves as the initial contact for complaints and

violations. Unresolved issues will be addressed in accordance with the Glenwood Springs Municipal Code and any other applicable law.

1.7. **City, or Glenwood Springs**. City of Glenwood Springs, Colorado, the Glenwood Springs Municipal Airport owner, governed by the City Council of the City of Glenwood Springs.

1.8. **CFR**. Code of Federal Regulations.

1.9. **Fixed Base Operator** or **FBO**. A commercial business granted the right by the City to operate on an airport and provide aeronautical services such as fueling, hangaring, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction.

1.10. **Improvements**. All buildings, structures and facilities, including, but not limited to, pavement, fencing, signs, and landscaping on, under or above any Airport area.

1.11. **Lease**. A contractual agreement between the City and a person as defined herein, granting use of a defined Airport area for a specified term, and establishing use conditions. The lease must be in writing, executed by both parties and enforceable by law.

1.12. **Minimum Standards**. The criteria established by an airport owner as the minimum requirements that must be met by Operators in order to engage in aeronautical activities or provide related services.

1.13. **Operator**. Means a person based on the Airport using the Airport for aeronautical activities.

1.14. **Person**. As used herein, any individual, sole proprietorship, corporation, limited liability entity, partnership, trust, estate or other form of entity.

1.15. **Sublease**. A lease granted by an Airport lessee to another entity of all or part of the property leased from the City, whether on a sole or joint lease basis.

1.16. **Through the Fence or Off-Airport Access**. Through the fence operations are those activities permitted by an airport sponsor by a written agreement that permits access to the public landing area by independent entities or operators offering an aeronautical activity or to owners of aircraft based on land adjacent to, but not a part of, the airport property.

1.17. **Unicom**. A nongovernment air/ground radio communication station which may provide airport information at public use airports. The Common Traffic Advisory Frequency (CTAF) at the Airport is 123.0.

2. INTRODUCTION

2.1. **Effective Date.** These Minimum Standards shall be in effect upon adoption by the Glenwood Springs City Council, unless repealed by the City. These Minimum Standards shall apply to all operations and activities at the Airport as of the date of adoption.

2.2. **Authority**. C.R.S. Sec. 41-4-204 provides, in part, that "[i]n connection with the erection or maintenance of any such airport or air navigation facilities, any city or town, or any municipal corporation, has the power and jurisdiction to … provide rules and regulations covering the use of such airport and facilities and the use of other property or means of transportation within or over the airport…"

2.3. **Applicability**. The City of Glenwood Springs ("City") owns and operates the Glenwood Springs Municipal Airport ("Airport"). These Minimum Standards specify the standards and/or requirements that must be met by any operator engaging in aeronautical activities at the Airport ("Operator"). No Operator shall be allowed to engage in aeronautical activities at the Airport under conditions that do not, in the Airport Manager's sole discretion, fully comply with these Minimum Standards, unless an exemption or variance has been approved in writing by the Manager. These Minimum Standards shall apply to any use of Airport land or improvements for the purpose of engaging in aeronautical activities.

2.4. **Airport Manager Responsibilities and Authority**. The Airport Manager is responsible for the administration, maintenance, operation, protection and supervision of the Airport, property, and equipment. The City has authorized and directed the Manager to interpret, administer and enforce these Minimum Standards.

2.5. **Variance.** The Manager may, but is not obligated to, approve variances to these Minimum Standards when special conditions or unusual circumstances exist.

2.5.1. Request for a variance must:

2.5.1.1. State the specific provision(s) for which the variance is being sought;

2.5.1.2. Describe the proposed variance;

2.5.1.3. State the reason for the proposed variance, including any anticipated hardships resulting from strict enforcement of these standards;

2.5.1.4. Identify the anticipated impact on the Airport and other entities including Operators, lessees, sublessees, users of the Airport, the City, and the public; and

2.5.1.5. Identify the duration of the proposed variance.

2.5.2. Prior to the approval or denial of a variance, the Manager shall conduct a review of all relevant information including the request for variance as well as any other information that may be requested or required by the Manager.

2.5.3. In taking action on a request for variance, the Manager may grant the request only when it is determined that:

2.5.3.1. Enforcement of specific provisions in these Minimum Standards will create an unnecessary hardship or practical difficulty in the intended use of the affected property;

2.5.3.2. The variance will not injure the existing or permitted use of adjacent conforming property; and

2.5.3.3. The granting of a variance is consistent with the purpose and intent of these Minimum Standards.

2.5.4. Approval or denial of a variance shall be determined by the Manager in their sole discretion. If approved, the variance shall only apply to the particular case for which the variance is granted. An approval by the Manager of a variance shall not serve to amend, modify, or alter these Minimum Standards or any existing Agreement.

2.6. **Enforcement**.

2.6.1. In the event an Operator fails to comply with these Minimum Standards, the Manager shall send a written statement of violation to such Operator at its last known address. The Operator shall have 30 calendar days from the date of notice within which to provide a response to the Manager explaining why the violation occurred and to advise the Manager that the violation has been corrected. If the Operator fails to cure the violation within such time, the Manager shall have the authority to suspend or revoke the Operator's privileges at the Airport, as the Manager deems necessary in order to obtain a correction of the violation. In the event such violation is not curable within 30 calendar days, the Operator shall have such additional time to effect a cure, as determined by the Manager. In addition, the Operator's record of any such violation shall be considered any time the Operator submits an application, seeks permission, or requests approval from the Manager.

2.6.2. Any person who violates a provision of these Minimum Standards, Colorado statutes, or City ordinance may be required to pay a civil penalty up to $500.00 per violation. In addition, a violation which compromises the health, safety or public enjoyment of the airport, or a pattern of violating which demonstrates disregard to the rights of the City or other airport users may result, after written notice and opportunity to be heard, in an order of the City Council which prohibits the violator from entry upon or use of the airport for a specific period of time or permanently.

2.7. **Hold Harmless**. Operators, Users, or Tenants affected by these Minimum Standards (including, but not limited to, the drivers and registered owners or motor vehicles using the public parking areas of the Airport shall indemnify and holding harmless the City, it's Council members, officers, agents, and employees, from and against and any and all liabilities, obligations, claims, damages, costs, and expenses, including attorney's fees, incurred by or asserted against the City, it's Council members, officers, agents, and employees, by any person or entity whatsoever, resulting from the acts, omissions or wrongful conduct, related to use or occupation of the airport or operations theron of the Operator, User, Tenant, or such entity's City Council members, officers, partners, employees, agents, representatives, contractors, subcontractors, customers, attests, invitees, or any third party acting under its direction or control.

3. GENERAL REQUIREMENTS AND STANDARDS

3.1. **Airport Closure/Unsafe Activities**. The Airport Manager may close any portion of the Airport, terminate or restrict any activity thereon or prohibit aircraft operations and issue a NOTAM when it is determined continued operations may be unsafe.

3.2. **Compliance with Regulatory Measures**. Any person or entity occupying or using, engaging in an aeronautical activity on, or developing Airport land or improvements shall comply, at the person's or entity's sole expense, with all applicable regulatory measures including, without limitation, these Rules, and those of any other entity or agency having jurisdiction over the Airport.

3.3. **Nonaeronautical Uses Prohibited**. Facilities located upon the Airport, including but not limited to hangars, may only be used for storage and maintenance of aircraft and equipment related to aeronautical activities. Storage of any other equipment, including but not limited to campers, boats, recreational vehicles, household items, or other items that can be stored at a commercial storage facility is prohibited anywhere on the Airport.

3.4. **Parking**. Aircraft parking for more than 30 days, both tie down and hangar, is not authorized without a signed parking rental/lease agreement. Temporary permission may be granted by the Manager.

3.5. **Signage/Advertisements**. Advertisements, signs, notices, circulars, handbills may be posted or distributed only with the prior written permission of the Manager. The Manager has the right to remove any unauthorized signs or any such items.

3.6. **Special Events**. Special events on the Airport require written coordination, regulation and authorization of the Airport Manager prior to the public disclosure or advertisement of the event. Certain events may require an executed lease, operating agreement, license or permit from the City.

4. SAFETY AND SECURITY

4.1. **Accidents or Incidents**. In addition to other appropriate notifications and actions, accidents resulting in damage to property, injury requiring medical treatment, or interference with normal Airport operations shall be reported to the Manager, who shall report such to the City Council. Other appropriate notifications may include FAA and/or NTSB.

4.2. **General Conduct**. No person shall use, keep, or permit to be used or kept, any foul or noxious gas or explosive substance at the Airport, or permit the Airport to be occupied or used in a manner reasonably objectionable to other users.

4.3. **Fire/Open Flames**. The use of open flame space heaters is prohibited on Airport property. Smoking and the use of any open-flame device is prohibited on any apron, or within fifty (50) feet of any aircraft, fuel truck, fueling facility, or flammable storage facility. Any fires (regardless of the size of the fire or whether or not the fire has been extinguished) shall be reported immediately to 911. No welding/cutting activities shall be conducted on

the Airport without an approved operational fire extinguisher nearby with a person trained in its proper usage present for the duration of any such activities.

4.4. **Fire Suppression**. Each hangar shall have available in an accessible location at least one operable, Fire Underwriter approved, ten pound or greater dry chemical fire extinguisher, maintained in accordance with local codes. FBO's and similar operators shall have appropriate types and number of extinguishers for their operation, located in readily apparent places.

4.5. **Hazardous Materials**. Used engine oil shall be disposed of only at approved waste oil stations or disposal points. Secondary containment is required for the storage of large quantities of gasoline, oils, solvents, or other hazardous waste in drums or receptacles. Aviation fuels or automotive gasoline in quantities greater than ten (10) gallons, except those fuels stored in internal aircraft fuel tanks for flight operations, shall not be stored at the Airport without the prior written permission of the Manager, which shall not be unreasonably withheld in the case of Commercial Operators or FBO. Fuels must be stored in accordance with any applicable local codes, regulations, and requirements for such storage.

4.6. **Hazardous Material Spills**. Any person who experiences spilling of more than a minimal amount of oil, grease, fuel, alcohol, glycol or any other hazardous material shall immediately call 911 and shall take action to prevent/minimize danger to personnel, property and the environment while awaiting arrival of emergency personnel.

4.7. **Compressed Gases**. Oxygen or any compressed gas in a cylinder or portable tank must be secured to a fixed location or secured to a portable cart designed and approved specifically for the cylinder or tank being secured, except Aviators' Breathing Oxygen bottles installed in aircraft, portable bottles being hand-carried to aircraft for use in flight operations, or medically prescribed oxygen in use by an Airport patron. Cylinders or tanks not in use shall have an approved transportation safety cap installed.

4.8. **Drugs/Alcohol, Under the Influence of**. No person under the influence of alcohol or illegal drugs shall enter or remain on the Airport.

5. NECESSARY AUTHORIZATIONS

5.1. **Written Agreement**. Prior to the commencement of an operation, the Operator shall be required to enter into a written agreement with the City authorizing operations and permitting the Operator's tenancy on the Airport. The conditions set forth in these Minimum Standards do not represent a complete recitation of the provisions to be included in the written agreement. The written agreement shall not, however, modify or be inconsistent with these Minimum Standards.

5.2. **Commercial Activities**. Commercial activity of any kind on the Airport requires the express prior written permission of the City through a specifically authorized agreement, lease, sublease, license, permit or written temporary permission; the payment of any required fees, and compliance with these Minimum Standards. Unless otherwise provided

therein, any permission may not be assigned or transferred and shall be limited solely to the approved activity.

5.2.1. **Transient Commercial Activities**. With the exception of governmental operations, transient commercial operators who land, refuel or use the Airport in any manner shall not be required to enter into an agreement with the City, but shall pay a fee of $50 per day.

5.3. **Through-the-Fence Activities**. All "Through-the-Fence" activities may be conducted only in accordance with written Permit with City of Glenwood Springs. No such "Through the Fence" activity shall be authorized except in strict accordance with the Airport's Minimum Standards, and such activities are generally to be discouraged.

5.4. **Ground Space, Facilities, and Accommodations**

5.4.1. The Operator shall lease from the City or sublease from another Operator sufficient ground space, buildings, facilities and accommodations for the proposed Aeronautical Activity. Leases between the City and the Operator shall be written in a form determined by the City and prepared by or approved by the Glenwood Springs City Attorney's Office. If the Operator proposes to sublease Premises from another Operator, Operator shall provide a copy of the proposed sublease to the City during the application process. An Operator based on the Airport by way of a sublease arrangement shall not commence operations at the Airport until the written agreement between the City and the Operator, referred to above, and the sublease are executed and filed with the City Clerk.

5.4.2. The proposed Premises shall include sufficient ground space, facilities, and accommodations for the Operator's proposed Aeronautical Activity, including at minimum, a paved walkway to accommodate pedestrian access and, when appropriate, a paved Aircraft apron with tie-down or hangar facilities within the Premises sufficient to accommodate the activities being performed.

5.4.3. Unless otherwise provided for in a written sublease between Operators, the Operator shall be responsible for utility costs, maintenance of all interior space and landscaped areas, and snow removal within ten feet of the perimeter of any structure, and trash removal from the premises.

5.4.4. Any new construction or alteration of existing improvements shall be subject to the Glenwood Springs Municipal Code and any other applicable governmental regulations.

5.4.5. Operator shall maintain the premises (including all related and associated appurtenances, facilities and equipment) in a neat, safe and orderly condition. Vegetation shall be kept under twelve (12) inches on premises.

5.4.6. Operator shall conduct its activities on and from the premises in a safe, efficient, and first class professional manner consistent with the degree of care and skill exercised by experienced operators providing comparable products and services in like markets.

5.5. **Licenses, Permits, Certifications and Ratings**. Any operator shall obtain and comply with all necessary licenses, permits, certifications, or ratings required for the conduct of operator's activities at the Airport as required by City of Glenwood Springs or any other duly authorized agency prior to engaging in any activity at the Airport. Upon request, operators shall provide copies of such licenses, permits, certifications, or ratings to the Airport Manager within 5 business days. Operators shall keep in effect and provide to the Airport Manager copies of all necessary or required licenses, permits, certifications, or ratings, excluding medical or other confidential information.

6. INSURANCE

6.1. The Operator shall procure and maintain insurance of the types and the minimum limits set forth in Exhibit A to these Minimum Standards. The insurance company with whom the Operator contracts shall be licensed to do business in the State of Colorado. The City shall be named as an additional insured, the policy shall include a waiver of subrogation, and the contract of insurance shall provide for ten (10) days notice to the City of changes in the policy and 30 days notice in the event of cancellation. Proof of insurance, in the form of Certificate(s) of Insurance and/or copies of the policy(s), shall be delivered to the Airport Administration office and shall be maintained as a public record in the files of the Airport Manager. Additional types and amounts of insurance may be required by the Airport Manager on a case-by-case basis.

6.2. When the Operator conducts more than one Aeronautical Activity, the minimum coverage limits required to insure the operations will vary depending upon the nature of the individual activities combined. The limits will not be cumulative in all instances; however, the Operator shall provide at least the minimum limits of insurance for all risk exposures.

6.3. **Failure to Produce Insurance**. Upon failure of the Operator to produce or maintain required insurance, the Manager, his or her sole discretion, may, upon ten (10) days written notice to Operator, procure or renew such insurance, pay any and all premiums in connection therewith, and the cost of any such insurance premiums shall be treated as additional rent.

6.4. **Notices**. All Operators conducting rental or sales of Aircraft, or flight training, shall post a notice and incorporate within their rental agreements the coverages and limits provided to the student or renter by the Operator, as well as a statement advising that additional

coverage is available to such student/renter through the purchase of an individual non-ownership liability policy. Operator shall provide a copy of such notice(s) to the Airport Manager to be maintained as a public record in the files of the Airport Manager's.

7. AIRCRAFT OPERATIONS

7.1. **Unattended Aircraft**. No aircraft is to be left running while unattended.

7.2. **Starting, Parking, Positioning, or Taxiing**. Shall be done in such a manner so as not to cause propeller or jet blast that may result in injury to persons or damage to property. It is the operator's responsibility to ensure the aircraft is secure and is properly tied down or chocked when parked.

7.3. **Unicom**. All aircraft, if able, shall monitor the 123.0 CTAF frequency and announce taxi, takeoff, departure or landing intentions.

8. HELICOPTER OPERATIONS

8.1. **Helicopter Take-Off/Landing**. All helicopters at the Airport shall take off, taxi or park only from parking pads, ramps or airport taxiways and runways designated by the Airport Manager, who will also provide a marked Helicopter landing area for transients.

8.2. **Helicopter Operations**. Helicopters operators shall make a best effort to minimize rotor wash impacts to other Operators and aircraft.

9. SPECIALIZED AERONAUTICAL ACTIVITIES

9.1. **Agricultural Aircraft**. Agricultural aircraft used for pesticide application are not permitted at the Airport except in transit, or for repairs by the FBO with advance notice, unless approved by the City in writing, in the form of an agreement that covers presentation of all applicable pilot, aircraft and operations credentials and assurance that all regulatory standards for loading, handling and storage are met. Washing of agricultural aircraft is not permitted except with prior written City permission and in compliance with all regulations, including state and federal environmental regulations and standards of the U.S. Department of Agriculture.

9.2. **Motorless Aircraft**. Hot air balloon operations, parachute drops, banner or glider towing, use of motorless Aircraft, and aeronautical transport of radioactive or Hazardous Materials are prohibited without prior written approval from the Airport Manager, based on safety concerns of coordinated Airport use. Approval may be granted, under scheduling guidelines, by the Airport Manager if the person proposing such activity demonstrates to the Airport Manager that such activities may be conducted on the Airport in a safe manner without interference with other aeronautical activities.

9.3. **Model Aircraft and Drones**. Except as authorized and regulated by law or FAA regulation, it shall be unlawful for any person to launch any Model Aircraft or Drone on or from the Airport. The City may, in its sole discretion, allow model aircraft airshows or flights, with proper advance NOTAMS from the Airport Manager.

10. AIRCRAFT FUEL

10.1. **Fueling**. All fueling operations on the Airport shall be in accordance with the directives of the Glenwood Springs Fire Department, the Uniform Fire Code. Persons engaged in the fueling of aircraft shall exercise care to prevent overflow of fuel and shall be responsible for the immediate cleanup if spillage should occur. During fueling or de-fueling, when ground points are available, the aircraft and the dispensing apparatus shall both be grounded. Fueling or de-fueling operations shall be conducted with adequate fire extinguishers immediately available. All extinguishers shall be inspected and certified as required by law.

10.2. **Prohibited Activities**.

10.3. No aircraft shall be fueled while an engine is running ("hot fueling") unless prior authorization has been received from Airport Management.

10.4. No aircraft shall be fueled or de-fueled during an electrical storm that is within close proximity of the Airport.

10.5. Starting an aircraft when there is any flammable liquid posing a fire hazard on the aircraft or on the ground in the immediate vicinity of the aircraft is prohibited.

10.6. Only qualified personnel shall be permitted to defuel any aircraft.

10.7. **Permit**. Except for fuels stored in internal aircraft fuel tanks for flight operations, fuels in quantities greater than ten (10) gallons shall only be stored on the Airport by persons having written permission from the Airport Manager authorizing the fueling operation and approving the fuel storage facilities, refueling vehicles, and related equipment. This includes any third-party, public use, self-serve facilities.

10.8. **Use of Incendiary Devises**. Use of matches, lighters, or any other igniting or incendiary devices is prohibited on the AOA and within fifty (50) feet of any Aircraft, refueling vehicle, fuel storage facility, or any Aircraft being fueled or defueled.

11. AIRCRAFT MAINTENANCE

11.1. **Non-commercial Aircraft Maintenance**. Aircraft maintenance of a non-commercial nature, may be performed at tie downs and in individual hangars, on personal aircraft, by aircraft owners or their employees in accord with these Minimum Standards. Aircraft owners may hire a qualified individual to provide services for Owner's personal non-commercial Aircraft, providing this individual, if not a direct employee, but as an independent contractor, provides written evidence of liability insurance satisfactory to the City, is doing such work on an occasional and not on a continuing basis, and adheres to Airport Minimum Standards.

11.2. **Commercial Aircraft Maintenance**. Aircraft maintenance of a commercial nature is only permitted by written agreement with the City and including proof of sufficient liability insurance for such activities.

11.3. **Small-scale Manufacturing**. Small-scale one at a time aircraft manufacturing, such as homebuilt and experimental aircraft for the builder's personal education, hobby, or use, is permitted provided the process complies with all FAA and other applicable codes and regulations. All other aircraft manufacturing on the Airport is prohibited.

11.4. **Aircraft Painting**. Aircraft painting, stripping, doping, and refinishing shall be performed only in accord with local codes.

11.5. **Emergency Maintenance**. Major maintenance by anyone on ramps, in tie down areas, and hangar area taxiways is prohibited; provided, however, the Manager may grant temporary permission for emergency repairs.

12. MOTOR VEHICLES

12.1. **Air Operations Area**. The Airport Manager may restrict vehicles to certain portions or segments of the AOA. Such restrictions shall prohibit vehicle operations outside designated areas.

12.2. **Vehicle Licensing and Equipment**. All vehicles shall meet proper state licensing, registration, and inspection requirements.

12.3. **Vehicles Hauling Loose Material**. Vehicles used for hauling trash, dirt, or any loose material shall be operated in such a fashion as to prevent the contents of the vehicle from dropping, sifting, leaking, or otherwise escaping, especially in movement areas.

Consolidated Fee Schedule

Department	Service Type	Service	Description	Current Fee	2022 Proposed Fee
Airport	Airport Fee	Annual Hangar Lease	For Hangars on City Property	$600.00	$660.00 per plane that fits in space
Airport	Airport Fee	Annual Tie Down Fee	Fee for Aircraft stored on City Property	$600.00	$700.00 per plane
Airport	Airport Fee	Annual Airport User Fee	Fee for Aircraft stored off City Property	$500.00	$600.00 per plane
Airport	Airport Fee	Monthly Tie Down Fee	Tie Down Fee for 7 days - 1 month	$70.00	$75.00 per plane
Airport	Airport Fee	Nightly Tie Down Fee	Overnight tie down fee	$10.00	$10.00 per plane
Airport	Airport Fee	Late Fee	Charged for annual fees not paid by March 31 of calendar year	$50.00	$50.00
Airport	Airport Fee	Tanker / Heli Overnight Parking			$50.00 per vehicle
Airport	Airport Fee	Jet A Fuel	Cost of Goods Sold (COGS) - The actual cost of the fuel product delivered to the Airport. Taxes and Expenses (TAX) – Direct passthrough costs of applicable taxes and fuel operational costs. Margin Cost Recovery (MCR) – Set fee established for Airport cost recovery. The current margin for Jet A is $1.50 per gallon minimum.	$1.50 over cost minimum	Fuel Retail $ = COGS + EXP + MCR
Airport	Airport Fee	LL100	Cost of Goods Sold (COGS) - The actual cost of the fuel product delivered to the Airport. Taxes and Expenses (TAX) – Direct passthrough costs of applicable taxes and fuel operational costs. Margin Cost Recovery (MCR) – Set fee established for Airport cost recovery. The current margin for AvGas is $1.00 per gallon minimum.	$1 over cost minimum	Fuel Retail $ = COGS + EXP + MCR

REVISED 03/17/2022

ARTICLE 090.010 MUNICIPAL AIRPORT[1]

090.010.010 Definitions.

For purposes of this Article 090.010, unless the context clearly implies a contrary meaning, the following definitions shall apply:

Abandoned aircraft means an aircraft that is parked or tied-down outside of a hangar or hangared on Glenwood Springs Municipal Airport property for which no parking or tie-down fee or hangar use fee, as applicable, has been paid for at least 45 (forty-five) days.

Airport means any land owned, land under easement, or land controlled by the City of Glenwood Springs in support of operation of the Glenwood Springs Municipal Airport, and includes without limitation fixtures, roadways, parking areas, utilities, structures, runways, taxiways, ramps and aprons.

Airport Manager means the person duly authorized by the City of Glenwood Springs to exercise responsibility for the administration, maintenance, operation, protection and supervision of the Airport, property, equipment, regardless of such person's title within City government.

Calm wind conditions means prevailing wind speeds of less than three (3) knots, as measured on the ground at the Glenwood Springs Municipal Airport.

Night means the time between thirty (30) minutes after the end of evening civil twilight and thirty (30) minutes before the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

Person means any tenant, individual, firm, corporation, association, partnership or organization, either formal or informal.

Runway 14 means the runway designation for the Glenwood Springs Airport corresponding to a magnetic bearing of one hundred forty (140) and designating travel in a generally north to south direction.

Runway 32 means the runway designation for the Glenwood Springs Airport corresponding to a magnetic bearing of three hundred twenty (320) and designating travel in a generally south to north direction.

Tenant means any person, who has entered into a currently binding airport tie down agreement, hangar lease, or other formal occupancy or parking agreement with the Airport.

Touch-and-go landing means an operation by an aircraft that lands and departs on the runway without stopping or exiting the runway.

Windy conditions means prevailing wind speeds of three (3) knots or more, as measured on the ground at the Glenwood Springs Airport.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

[1]Editor's note(s)—Ord. No. 17-2017 Editor's note(s)—, § 2, adopted Aug. 17, 2017, repealed the former Art. 090.010Editor's note(s)—, §§ 090.010.010Editor's note(s)——090.010.050, and Exh. A thereto enacted a new Art. 090Editor's note(s)— as set out herein. The former Art. 090Editor's note(s)— pertained to similar subject matter and derived from Code 1972 §§ 2½-1—2½-4; 4-87 § 1; 8-89 §§ 1—4; 34-89 § 1; 19-93 § 1; 4-02 § 1; 4-05 § 1.

090.010.020 Authority.

(a) The ordinances in this article and any rules and regulations adopted thereunder shall supersede all previously existing ordinances and rules and regulations for the Airport.

(b) Subject to prior review of proposed changes by the Airport Board, City Council reserves the right to make any additions, deletions or corrections to the ordinances in this article and rules and regulations adopted thereunder which may be necessary.

(c) All leases, licenses, or permits for use of the Airport are subordinate to and shall be governed by the ordinances in this article and the rules and regulations adopted thereunder, as amended from time to time.

(d) In any instance where the ordinances in this article and the rules and regulations adopted thereunder may be or become inconsistent with any regulation with supremacy, then such ordinances and rules and regulations shall be void as to such conflict. No part of the ordinances in this article or the rules and regulations adopted thereunder shall be construed as license or authorization to deviate from any regulation with supremacy.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.030 Airport use fees and agreements.

Persons desiring to use the Airport for aircraft ground or flight operations shall be subject to payment of fees and execution of agreements based upon the type of Airport use made, as provided in this section.

(1) *Aircraft parked long-term at Airport.*

a. Aircraft desired to be parked at the Airport long-term outside of a hangar shall, as a condition of parking or tying down such aircraft long-term, have in effect for such aircraft the Airport's then-effective long-term tie down agreement and have paid the Airport's then-applicable long-term parking or tie down fee in conformance with the terms of the long-term tie down agreement. For purposes of this section, an aircraft is parked at the Airport long-term if it is parked or will be parked or tied down more than seven (7) days in any calendar month and no parking or tie down fee waiver for the aircraft has been granted by the Airport Manager.

b. The long-term parking or tie down fee shall be established annually by City Council resolution in such amounts as are reasonably necessary to provide the City with Airport operating funds appropriate to such use. Such fee shall not be prorated for partial-year occupancy, except in the case of early termination of the long-term tie down agreement.

c. Notwithstanding the foregoing, the Airport Manager may approve, upon advance request and for a period not exceeding fourteen (14) days, a tenant's parking or tie down of an alternate qualifying aircraft in lieu of the aircraft permitted under the tenant's tie down agreement.

(2) *Aircraft not parked long-term or temporarily using or parking at Airport.*

a. Aircraft desired to be parked or tied down at the Airport other than long-term or under a hangar lease shall, as a condition of such parking or tying down, be subject to a per-day temporary parking fee, unless a parking or tie down fee waiver for the aircraft has been granted by the Airport Manager. All temporary parking or tie-down shall be governed by the general parking or tie down terms of the Airport's long-term tie down agreement, irrespective of the fact that a long-term tie down agreement has not been entered into for such aircraft.

b. Aircraft which are otherwise parked or stored on private property but for which there is a desire to utilize the runway are required to pay an annual airport user fee.

c. The per-day temporary parking fee and annual Airport user fees shall each be established annually by City Council resolution in such amounts as are reasonably necessary to provide the City with Airport operating funds appropriate to such use.

d. Failure to pay the temporary parking fee or annual use fee shall constitute cause for the immediate revocation of Airport use privileges, at the discretion of the Airport Manager, for the aircraft using the runway or parking and for which the applicable fee has not been paid, plus any other aircraft owned by such aircraft's owner or operator.

(3) *Hangared aircraft.* Aircraft desired to be hangared at the Airport shall, as a condition of hangaring such aircraft, have in effect an annual hangar lease specific to the aircraft and the Airport hangar desired to be used for such aircraft and have paid the fee required under such hangar lease.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.040 Liability for fees.

The owner and operator of a specific aircraft, and the tenant entering into a long-term tie down agreement or hangar lease for such specific aircraft, if different from the owner or operator, shall be jointly and severally liable to the City for Airport use or other fees applicable to such specific aircraft under this article.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.050 Liens; impoundment.

(a) *Liens and foreclosure.* Without limiting any other rights available to the City, the City shall be entitled to a lien for all unpaid Airport fees and charges under this article pursuant to C.R.S. §§ 41-2-204 and 38-20-106. The City shall have the power to foreclose the lien and exercise the power of sale in the manner set forth in C.R.S. § 38-20-107 et seq. after first providing notice of the lien and intent to foreclose to the owner of such aircraft for which Airport fees and charges have not been paid by certified mail, return receipt requested, to the last known address of such owner on record with the Airport Manager and the last known address on file with the FAA Registry.

(b) *Impoundment and sale.* The City shall have the right to impound all abandoned aircraft and related abandoned property. The owner of any impounded aircraft or property shall be liable for the costs incurred by the City in impounding the aircraft, and such costs shall be subject to the lien of C.R.S. § 38-20-106. Upon impoundment, or in the event that the City has not impounded an aircraft but the aircraft is deemed an abandoned aircraft under this article, the City shall provide notice that the aircraft is deemed abandoned and, if applicable, of the impoundment and the lien under C.R.S. § 38-20-106 to the owner of such aircraft by certified mail, return receipt requested, to the last known address of such owner on record with the Airport Manager and the last known address on file with the FAA Registry. Such notice shall provide the information required for notices regarding "abandoned motor vehicles" under C.R.S. § 38-20-116, specifically including a notice that the aircraft is deemed abandoned and will be subject to the power of sale under C.R.S. § 38-20-116 if the owner fails to contact the Airport Manager within thirty (30) days of postmark of such notice. If the owner thereafter fails to contact the Airport Manager within thirty (30) days of postmark of such notice, the City shall deem the aircraft abandoned pursuant to C.R.S. § 38-20-116 and have the right of sale provided by that statute.

(c) *Notice.* It is the responsibility of the aircraft owner to ensure that the Airport Manager has the owner's most recent or preferred mailing address.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.060 Indemnification; civil liability.

Any person using the Airport, except for volunteers or similarly situated persons furthering the purposes of the Airport under special permission granted by the Airport Manager, shall protect, indemnify and save City harmless from and against any and all liabilities, losses, damages, causes of action, suits, claims, demands, judgments, awards and settlements, costs and expenses (including attorney's fees and expenses), of whatever nature, even if groundless, frivolous, false or fraudulent, arising out of such person's use or occupancy of the Airport.

In the event that the City becomes subject to any fine or penalty by reason of a person's conduct at the Airport in violation of a governmental rule, regulation or requirement, such person shall pay such fine or penalty, plus a twenty (20) percent administrative fee to the City. In addition, such person shall provide to the City upon request all information concerning the incident(s) resulting in the violation which is reasonably available to such person, and shall otherwise participate in any reasonable manner in the City's response, if any, to such fine or penalty.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.070 Damage or destruction of Airport property.

Persons using the Airport, except for volunteers or similarly situated persons furthering the purposes of the Airport under special permission granted by the Airport Manager, shall be responsible for the cost and expense of repairing and/or replacing any Airport property damaged or destroyed by such persons, their agents, licensees or guests, including but not limited to damage or destruction to Airport infrastructure (fences, gates, roadways, etc.). The Airport property shall be repaired or replaced to a condition no less than the condition to which the property was in prior to the damage or destruction.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.080 Airport use restrictions.

(a) *Nighttime landings prohibited.* It shall be unlawful for any person piloting an aircraft to land at the Airport at night, except for any landing associated with a legitimate medical emergency.

(b) *Touch-and-go landings prohibited.* It shall be unlawful for any person piloting an aircraft to perform a touch-and-go landing at the Airport, unless needed to resolve a near emergency situation or an "overshoot."

(c) *Restrictions on directions of take-off and landing.* It shall be unlawful for any person piloting an aircraft to take off on Runway 32 or land on Runway 14 at the Airport under calm wind conditions. Under windy or other conditions, any person piloting an aircraft shall take off or land on the runway most nearly aligned against the direction of the wind.

(d) *Motor vehicle operation.* No person shall operate any motor vehicle upon any runway unless specifically authorized by the Airport Manager. Under no circumstances should vehicle speed exceed fifteen (15) miles per hour. Drivers of vehicles crossing the runway shall possess an airman's certificate or have express permission from the Airport Manager.

(e) *Walking on the runway.* Walking on the runway is strictly prohibited, unless expressly authorized by the Airport Manager.

(f) *Aircraft repair.* Aircraft repair and maintenance activities are prohibited on ramps and in tie-down areas unless expressly authorized by the Airport Manager.

(g) *Violations.* Any person violating any provision of this section shall be guilty of a misdemeanor and, upon conviction of the same, shall be punished in accordance with the provisions of Section 010.020.080.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

Planning and Zoning Commission Report

Date: June 2, 2022
To: Planning and Zoning Commission
From:
Subject: Agenda Changes & Conflicts

ACTION ITEMS

BACKGROUND

PROJECT SUMMARY

REVIEW CRITERIA AND STAFF ANALYSIS

REVIEWING AGENCY COMMENTS

ACTION ITEMS & STAFF RECOMMENDATIONS

Suggested Findings:

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: May 19, 2022 Council Minutes

Action Requested:

Department: City Clerk

Presented By:

Strategic Goals: Provide Efficient and Responsive City Government

Background Info: May 19, 2022 City Council Minutes.

Issues:

Fiscal Impact:

Legal Review:

Staff Recommendation:

MINUTES

CITY OF GLENWOOD SPRINGS

REGULAR CITY COUNCIL MEETING

MAY 19, 2022

6:15 PM

Note: Official meeting minutes are located on the City website via YouTube video at the following link: https://www.youtube.com/user/GlenwoodSprings1885/videos. The times in agenda items indicate approximately where the item can be found on the YouTube video timeline.

REGULAR SESSION

Item 4. :04 Roll Call

Present: Mayor Godes, Mayor Pro-Tem Willman, Councilor Kaup, Councilor Dehm, Councilor Wussow, Councilor Stepp, and Councilor Hershey. Also present were Debra Figueroa, City Manager; Steve Boyd, Chief Operating Officer; Jenn Ooton, Asst. City Manager; Ryan Muse, City Clerk; Matt Langhorst, Director of Public Works; Yvette Gustad, Finance Director; Brian Smith, Parks and Recreation Director; and Karl Hanlon, City Attorney.

Item 5. :04 Pledge of Allegiance

Mayor Godes led the Pledge of Allegiance.

Item 6. :05 Agenda Changes or Conflicts

No comments were made.

Item 7. :05 Citizens Appearing Before Council

Citizen comments were made.

Comments were made by Mayor Godes and City Manager Debra Figueroa.

Item 8. 12: Council Comments

Comments were made by Councilor Stepp, Councilor Kaup, Councilor Wussow, Councilor Hershey, Mayor Pro-Tem Willman, Councilor Dehm, Mayor Godes, City Attorney Karl Hanlon, and City Attorney Debra Figueroa.

Item 9. :30 Consent Agenda

:30 Mayor Pro-Tem Willman moved, seconded by Councilor Kaup, to approve the Consent Agenda.

Ayes: Willman, Kaup, Godes, Dehm, Stepp, Wussow

Nays: Hershey

Motion passed 6-1.

Item 10. :31 Parks and Recreation Commission Appointments

Comments were made by Councilor Wussow.

0:31 Councilor Wussow moved, seconded by Councilor Hershey, to Appoint Ashley Moffatt and Katy Knapp to alternate seats on the Parks and Recreation Commission.

Motion passed unanimously.

Item 11. :32 Downtown Development Authority Appointments

Comments were made by Councilor Dehm.

:32 Councilor Dehm moved, seconded by Mayor Pro-Tem Willman, to appoint Christian Henny, Matthew Cooke and Shelley La Due Fishbein to regular seats on the Downtown Development Authority Board.

Ayes: Hershey, Willman, Kaup, Godes, Dehm, Stepp

Nays: Wussow

Motion passed 6-1.

Item 12. 33: Imagine Glenwood Take a Minute Campaign Presentation

Co-founder of Imagine Glenwood Diane Reynolds, presented.

Comments were made by Mayor Pro-Tem Willman, Co-founder of Imagine Glenwood Diane Reynolds, Mayor Godes, City Engineer Terri Partch, Councilor Kaup, Councilor Stepp, Councilor Wussow, Chief of Police Joseph Deras, and Councilor Hershey.

0:52 Mayor Godes opened public comment.

Public comment was made.

Comments were made by Chief of Police Joseph Deras, Mayor Godes, Councilor Hershey, and City Engineer Terri Partch.

0:58 Mayor Godes closed public comment.

0:58 Councilor Wussow moved, seconded by Councilor Hershey, to allocate funds at the discretion of the Transportation Commission to identify and implement work with the City

Engineer Terri Partch on installing one, or potentially two traffic calming devices based on the Commission picking the locations.

Comments were made by City Engineer Terri Partch, Councilor Hershey, Councilor Wussow, Councilor Kaup, Mayor Pro-Tem Willman, Councilor Stepp and Mayor Godes.

Ayes: Wussow

Nays: Willman, Godes, Dehm, Stepp, Kaup, Hershey

Motion failed 6-1

1:06 Councilor Wussow moved, seconded by Councilor Hershey, to ask the Transportation Commission to looking into this and give Council a recommendation at the June 16th regular meeting.

Comments were made by Mayor Pro-Tem Willman and Councilor Kaup.

Ayes: Willman, Wussow, Dehm, Stepp, Kaup, Hershey

Nays: Godes

Motion passed 6-1

Comments were made by Mayor Godes.

Item 13. 1:10 South Midland Update

Consultant for Public Information on the South Midland Project Kathleen Wanatowicz, presented.

Comments were made by Councilor Hershey, Mayor Godes, Consultant for Public Information on the South Midland Project Kathleen Wanatowicz, and Councilor Wussow.

Item 14. 1:16 Affordable Housing Ad Hoc Committee Report to City Council

Comments were made by City Manager Debra Figueroa.

Affordable Housing Ad Hoc Committee facilitator Clark Anderson, presented.

Comments were made by Mayor Godes, Councilor Hershey, Affordable Housing Ad Hoc Committee facilitator Clark Anderson, Mayor Pro-Tem Willman, Councilor Stepp, Councilor Wussow, City Attorney Karl Hanlon, City Manager Debra Figueroa, Councilor Kaup, and Councilor Dehm.

2:02 Mayor Godes opened public comment.

Public comments were made.

2:21 Mayor Godes closed public comment.

Comments were made by Mayor Pro-Tem Willman.

2:22 Mayor Pro-Tem Willman moved, seconded by Councilor Kaup, to support the recommendations of the Ad Hoc Committee. Council asks them to continue to work with other people, authorizes the City Manager up to fifty thousand dollars, if necessary, for a survey

and asks that the entire process move forward as quickly as possible, in order to come back to Council, so if this a viable thing that the community coalesces around and wants to vote for, it can be put on the ballot in November, and to make this a top priority for staff.

Comments were made by Mayor Godes, Mayor Pro-Tem Willman, Councilor Kaup, City Manager Debra Figueroa, Councilor Stepp, Councilor Wussow, Councilor Dehm, and Councilor Hershey.

Ayes: Willman, Wussow, Godes, Dehm, Stepp, Kaup

Nays: Hershey

Motion passed 6-1.

2:34 Recess

Comments were made by Mayor Godes and City manager Debra Figueroa.

2:47 Councilor Dehm moved, seconded by Councilor Hershey, to move item 15 to the next agenda.

2:47 Councilor Dehm amended motion, seconded by Councilor Hershey, to move items 15 and 18 to a later date.

Motion passed unanimously.

Item 16. 2:48 Ordinance 2022-16; Amending Title 080

Assistant City Manager Jenn Ooton, presented.

2:49 Mayor Godes opened public comment.

No comments were made.

2:49 Mayor Godes closed public comment.

2:49 Councilor Kaup moved, seconded by Councilor Dehm, to approve Ordinance 2022-16; Amending Title 080.

Motion passed unanimously.

Item 17. 2:50 Notification of Certified Election Results

City Clerk Ryan Muse, presented.

Comments were made by Councilor Hershey and City Attorney Karl Hanlon.

2:52 Councilor Dehm moved, seconded by Councilor Wussow, to certify the election results from the most recent election.

Motion passed unanimously.

Item 19. 2:13 Report from Administration

City Manager

No comments were made.

City Attorney

Comments were made by City Attorney Karl Hanlon.

Correspondence Incoming/Outgoing

No comments were made.

Item 20 and Item 21. 2:53 Executive Session and Adjournment

2:13 Councilor Hershey motioned, seconded by Councilor Dehm, that the Regular Council meeting is adjourned when the Executive Session is concluded and to now go into Executive Session.

An executive session pursuant to CRS 24-6-402(4)(b) for a conference with the City Attorney Karl Hanlon, for the purposes of receiving legal advice on specific legal questions; more specifically right-of-way acquisition including potential litigation.

An executive session pursuant to CRS24-6-402(4)(b) and (e) for the purposes of a conference with the City Attorney to receive legal advice on specific legal issues and to determine positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators specifically related to Mind Spring Health and the County wide IGA for Detox services.

An executive session pursuant to CRS 24-6-402(4)(f) (I) regarding personnel matters which no employee has requested be in an open meeting more specifically regarding the City Manager's contract.

Motion passed unanimously.

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Ordinance 2022-16; Amending Title 080 (Second Reading)

Action Requested: Approval of Ordinance 2202-16

Department: Economic and Community Development

Presented By: Jenn Ooton

Strategic Goals: Preserve and Improve Infrastructure

Background Info: Staff is requesting additional language within the Municipal Code relating to system improvement fee administration. The changes would allow for uses without classifications to provide water usage from a like business to determine the system improvement fee that would need to be paid and also clarify that the category for athletic clubs would include aquatic facilities.

Issues: Certain categories of businesses are difficult to categorize within the classifications identified in the code. This would provide staff clear direction about how to calculate system improvement fees for businesses such as class studio places (yoga, martial arts, dance) and medical office buildings (for example: esthetician services and spas that offer treatments like Botox).

Fiscal Impact: The fiscal impact is unknown but it would be limited. The ordinance would allow for a review of the water use after one year.

Legal Review: Legal drafted the attached ordinance.

Staff Recommendation: Approval of Ordinance 2022-16

ORDINANCE NO.

Series of 2022

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO AMENDING TITLE 080 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, Title 080 of the Glenwood Springs Municipal Code regulates system improvement fees; and

WHEREAS, the City Council finds and declares that the amendments to Title 080 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 080 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 _____ 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

New language double underlined.

ARTICLE 080.060 - SYSTEM IMPROVEMENT FEES

****

080.060.010 - Required.

****

(c) *Change in use.* Whenever the use of any structure changes, as such change in use would be defined in Title 070 so that a larger number of EQR units or proportions of EQR units would become assessable in accordance with the classifications set forth in Section 080.060.020, there shall be charged to and paid by the owner of such structure the system improvement fee for the EQR units attributable to the usage increase caused by the change in use. When a use is proposed that has no classification within Section 080.060.020, staff shall use actual water usage from a like business' actual usage to calculate the system improvement fee to be paid. This may include information from a business' previous location to be scaled to the square footage for the location where the change of use is proposed. This estimate is to be verified over a 12-month period with water meter data and any corrections to the EQR will be made at that time.

****

080.060.020 – Classification.

****

(2) q. Athletic Club

Note: Athletic Clubs include aquatic facilities.

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item:	Resolution 2022-23; Resolution Authorizing the Acquisition or Condemnation of an Easement to Facilitate Emergency Evacuation
Action Requested:	Approve Resolution 2022-23; Resolution Authorizing the Acquisition or Condemnation of an Easement to Facilitate Emergency Evacuation
Department:	Attorney
Presented By:	Karl Hanlon
Strategic Goals:	Preserve and Improve Infrastructure Ensure Public Safety
Background Info:	Council previously directed staff to work toward constructing and establishing emergency evacuation access breaks from U.S. 6 to I-70.
Issues:	NA
Fiscal Impact:	NA
Legal Review:	Legal drafted the resolution.
Staff Recommendation:	Staff recommends approval.

Karp Neu Hanlon PC
ATTORNEYS AT LAW
www.mountainlawfirm.com

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: May 25, 2022

TO: Glenwood Springs Mayor and Council

FROM: Karp Neu Hanlon, P.C.

RE: Resolution No. 23 Acquisitions for Emergency Access Breaks

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Council has directed staff to prioritize the construction of emergency access breaks from U.S. 6 onto I-70 to be used in the event of wildfire or other emergencies that require rapid evacuation. As staff moves toward construction this summer, it may become necessary to use eminent domain to acquire the necessary easement to facilitate construction and the permanent emergency access. This resolution authorizes the City Attorney to commence a judicial condemnation in the event that an agreement with a landowner cannot be reached, and makes the requisite findings that the easement is necessary and for public use.

RESOLUTION NO. 2022-23

A RESOLUTION OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AUTHORIZING THE ACQUISITION OR CONDEMNATION OF AN EASEMENT TO FACILITATE EMERGENCY EVACUATION.

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 (the "Charter"); and

WHEREAS, the State of Colorado and the West are experiencing unprecedented drought conditions and increased wildfire risk; and

WHEREAS, the City is situated in a geographically and topographically confined location that has during past evacuations caused severe congestion and impeded egress from the affected areas; and

WHEREAS, the City Council has directed staff to work with the Colorado Department of Transportation (CDOT) and Federal Highways Administration (FHWA) to pursue the construction of access breaks onto Interstate 70 from State Highway 6 to facilitate vehicular traffic in the event of an emergency evacuation and remove impediments thereto; and

WHEREAS, acquisition of some property interests may be necessary to facilitate the use of these access breaks in the event of an emergency evacuation; and

WHEREAS, the City Engineer has identified an access break as necessary to be located at the terminus of West 1st, as generally depicted on the attached **Exhibit A**, to facilitate egress from the northeast area of the city; and

WHEREAS, The City requires a construction access easement for the installation of an paved access and an access break gate in the CDOT right-of-way, and an emergency access easement to facilitate the egress of the public in the event of an evacuation; and

WHEREAS, section 38-1-101 *et seq*. and 38-6-101 *et seq*., C.R.S. provides procedures for municipal acquisition of property interests in private property where a public need is present, and specifically to "establish, construct, extend, open, widen, or alter any street, lane, avenue, boulevard, park, playground, parkway, pleasure way, public square, market, viaduct, bridge, sewer, tunnel, or subway or to build, acquire, construct, or establish any public building or any other public work or public improvement"; and

WHEREAS, section 12.6 of the City Charter expressly reserves the power of eminent domain to "construct, purchase, or condemn any public utility, work or way, as provided by law"; and

WHEREAS, pursuant to section 38-1-121, C.R.S. the City is in the process of acquiring the property interests necessary to facilitate the access breaks; and

WHEREAS, City staff has determined that it may be necessary, if the City and a property owner fail to agree upon conveyance of the necessary property interest and compensation therefor, for the City to exercise its powers of eminent domain in order to construct the access breaks expeditiously; and

WHEREAS, the City Council of Glenwood Springs, Colorado finds it is in the best interest of the health, welfare, and safety of citizens of the City to authorize the acquisition or condemnation of an easement to facilitate emergency evacuation.

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

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

Section 2. The City Council makes the following findings:

i) An easement as generally depicted on **Exhibit A** will facilitate the construction of public improvements that are for public purposes and will provide uses and benefits to the community and its visitors, including but not limited to additional vehicular access onto Interstate 70 in the event of an emergency evacuation.

ii) An easement as generally depicted on **Exhibit A** is necessary to facilitate emergency evacuations and construct the proposed access gate because it will provide access from the public right-of-way to the access break and onto Interstate 70, and temporary construction access to install an access break gate.

Section 3. Upon a determination that parties have failed to agree on a conveyance and compensation for the acquisition of a necessary property interest, the City Council authorizes the City Attorney to initiate judicial condemnation actions under the City authority of eminent domain pursuant to section 38-1-101 *et seq.*, C.R.S. to acquire the necessary property interests to construct and maintain an emergency access break as generally depicted in **Exhibit A**.

INTRODUCED, READ, AND PASSED THIS ___ DAY OF JUNE 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

_____
Jonathan Godes, Mayor

ATTEST:

_____
Ryan Muse, City Clerk

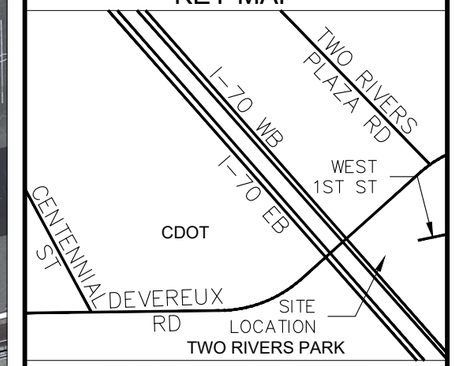


CITY OF GLENWOOD SPRINGS

GLENWOOD SPRINGS COLORADO

LEGEND

KEY MAP



SCALE: NOT TO SCALE

N

SCALE	SHEET
1" = 60'	C-03
DATE	
05.26.2022	

FILE NAME

WEST 1ST ST A-LINE BREAK

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item:	Request for Proposal 2022-14P Electric Transformer Award to Western United Electric
Action Requested:	Award Request for Proposal 2022-14P Electric Transformer to Western United Electric
Department:	Public Works
Presented By:	Matthew Langhorst
Strategic Goals:	Preserve and Improve Infrastructure
Background Info:	The City of Glenwood Springs Electric Department completes a transformer replacement purchase each year to replace the transformers we had in stock that have been or will be used during the year with new transformers so that we are ready for 2023. This year all of the transformers within the proposal are spoken for and are being paid for by development projects happening in 2022. Thus these are not coming out of an electric line item budget, but are being paid for by those developments. With lead times into the 40-42 week duration, staff would like to get these ordered as soon as possible to be ready for 2023.
Issues:	None at this time.
Fiscal Impact:	Equipment is being paid for by the development projects in town.
Legal Review:	NA
Staff Recommendation:	Approval to Award Request for Proposal 2022-14P Electric Transformer to Western United Electric for $159,199 as this was the Low Bid.

QUOTE # 653637-00
CUSTOMER COPY QUOTED DATE 5/16/22

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
TRANSFORMER LOSS DATA IS BASED ON ANSI C57.12.00:				
LOSS GRT: AVE VOLT% : 100				
NL TEMP BASIS: 85 LL TEMP BASIS: 85				
FOB GLENWOOD SPRINGS, CO.				
FREIGHT PREPAID AND ALLOWED.				
*QUOTED PER SPECIFICATIONS FOR THREE-PHASE, PAD MOUNTED, DEAD FRONT, LOOP FEED DESIGN TRANSFORMER				
-UNITS ARE CONSTRUCTED PER ANSI C57.12.34-2015.				
-TRANSFORMERS WILL MEET EFFICIENCY VALUES PER DOE 2016.				
**********				
PRICES ARE GOOD FOR RECEIPT OF AN ORDER WITHIN 30 DAYS FROM 05/25/22 BUT SUBJECT TO REVIEW AT TIME OF SHIPMENT. SHIPMENTS 2022 2ND QUARTER AND AFTER WILL BE SUBJECT TO ESCALATION / DE-ESCALATION BASED ON THE ERMCO MATERIAL PRICE INDEX AT TIME OF SHIPMENT.				
THE BASE ERMCO MATERIAL PRICE INDEX FOR THIS QUOTATION IS 16.71 %				
ITEM 1				
ERMCO 3 PHASE PAD TRANSFORMER	3PH-PAD	2	9260.64	18521.28
ITEM# : 1.00				
NL= 176 LL= 758				
OPTIONS BEGIN.....				
ERMCO	ERMCO STD 3PH TRANSFORMER			
0075	75 KVA			
G	GRDY			
003G	13200GY/7620 95 BIL			
X	H0/X0 GROUND			
001	NO TAPS			
112	208Y/120 LH			
M4	ANSI MINIMUM K DIM=4.5			
L	LOOP FEED			
000	GENERIC STD FIXED STUD WELL			
G15	STD INSERT SYSTEM SELECT			
000	ELBOW ARRESTERS NOT SELECTED			
000	NO INS. STANDOFF BUSHING SELECTED			
000	NO INS. PROTECTIVE CAP SELECTED			
S	STAGGERED LV BUSHING ARRANGEMENT			
000	ERMCO STD STUD LV BUSHINGS			
400	4 HOLE NEMA SPADES			
F58	DUAL SENSING BAYO W/ELSP (GENERIC)			

QUOTE # 653637-00
CUSTOMER COPY QUOTED DATE 5/16/22

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
CLA	GENERIC BACKUP CL FUSE			
000	MILD STEEL TANK & BASE			
000	MILD STEEL CABINET & SILL			
0	STD CABINET PARTITION			
0	PADMOUNT GREEN FINISH			
0	STANDARD HARDWARE.			
11	SILICON BRONZE PENTABOLT			
0	GROUND BOSS IN PRIMARY & SECONDARY			
00	STANDARD AIR SPACE			
00	GENERIC PR VALVE .25 10PSI 35SCFM			
0	1" NPT DRAIN PLUG			
S	DRAIN IN SECONDARY COMPARTMENT			
0	1"NPT FILL PLUG			
0	NO LIQUID LEVEL GAUGE SELECTED			
0	NO VACUUM GAGE SELECTED			
0	NO TEMPERATURE GAGE SELECTED			
T1	"T" BLADE 35KV CP#LS4RH3T12B BBM			
0	STD TX OIL			
A	STANDARD TWO NAMEPLATES			
00	STD KVA DECAL OUTSIDE			
00	DOES NOT REQUIRE PCB DECAL.			
11	DANGER "MR.OUCH" GENERIC (3-52-02)			
02	WARNING "MR OUCH" GENERIC(3-52-01)			
99	STD PRIMARY DECAL INSIDE(HV)			
00	NO SECONDARY VOLTAGE DECALS			
00	STD ERMCO "E" LOGO DECAL (3-8-151)			
3	PLASTIC DRIP CUP (ECI)			
0	STANDARD PALLET			
N	NO SPECIAL TEST NEEDED			
OPTIONS END.....				

ITEM 2				
ERMCO 3 PHASE PAD TRANSFORMER	3PH-PAD	1	9508.33	9508.33
ITEM# : 2.00				
NL= 212 LL= 1245				
OPTIONS BEGIN.....				
ERMCO	ERMCO STD 3PH TRANSFORMER			
0112	112.5 KVA			
G	GRDY			
003G	13200GY/7620 95 BIL			
X	H0/X0 GROUND			
001	NO TAPS			
112	208Y/120 LH			

QUOTE # 653637-00
CUSTOMER COPY QUOTED DATE 5/16/22

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
M4	ANSI MINIMUM K DIM=4.5			
L	LOOP FEED			
000	GENERIC STD FIXED STUD WELL			
G15	STD INSERT SYSTEM SELECT			
000	ELBOW ARRESTERS NOT SELECTED			
000	NO INS. STANDOFF BUSHING SELECTED			
000	NO INS. PROTECTIVE CAP SELECTED			
S	STAGGERED LV BUSHING ARRANGEMENT			
000	ERMCO STD STUD LV BUSHINGS			
400	4 HOLE NEMA SPADES			
F58	DUAL SENSING BAYO W/ELSP (GENERIC)			
CLA	GENERIC BACKUP CL FUSE			
000	MILD STEEL TANK & BASE			
000	MILD STEEL CABINET & SILL			
0	STD CABINET PARTITION			
0	PADMOUNT GREEN FINISH			
0	STANDARD HARDWARE.			
11	SILICON BRONZE PENTABOLT			
0	GROUND BOSS IN PRIMARY & SECONDARY			
00	STANDARD AIR SPACE			
00	GENERIC PR VALVE .25 10PSI 35SCFM			
0	1" NPT DRAIN PLUG			
S	DRAIN IN SECONDARY COMPARTMENT			
0	1"NPT FILL PLUG			
0	NO LIQUID LEVEL GAUGE SELECTED			
0	NO VACUUM GAGE SELECTED			
0	NO TEMPERATURE GAGE SELECTED			
T1	"T" BLADE 35KV CP#LS4RH3T12B BBM			
0	STD TX OIL			
A	STANDARD TWO NAMEPLATES			
00	STD KVA DECAL OUTSIDE			
00	DOES NOT REQUIRE PCB DECAL.			
11	DANGER "MR.OUCH" GENERIC (3-52-02)			
02	WARNING "MR OUCH" GENERIC(3-52-01)			
99	STD PRIMARY DECAL INSIDE(HV)			
00	NO SECONDARY VOLTAGE DECALS			
00	STD ERMCO "E" LOGO DECAL (3-8-151)			
3	PLASTIC DRIP CUP (ECI)			
0	STANDARD PALLET			
N	NO SPECIAL TEST NEEDED			
OPTIONS END.....				

ITEM 3				
ERMCO 3 PHASE PAD TRANSFORMER	3PH-PAD	3	10584.04	31752.12
ITEM# : 3.00				

QUOTE # 653637-00
CUSTOMER COPY QUOTED DATE 5/16/22

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
NL= 271 LL= 1519				
OPTIONS BEGIN.....				
ERMCO	ERMCO STD 3PH TRANSFORMER			
0150	150 KVA			
G	GRDY			
003G	13200GY/7620 95 BIL			
X	H0/X0 GROUND			
001	NO TAPS			
112	208Y/120 LH			
M4	ANSI MINIMUM K DIM=4.5			
L	LOOP FEED			
000	GENERIC STD FIXED STUD WELL			
G15	STD INSERT SYSTEM SELECT			
000	ELBOW ARRESTERS NOT SELECTED			
000	NO INS. STANDOFF BUSHING SELECTED			
000	NO INS. PROTECTIVE CAP SELECTED			
S	STAGGERED LV BUSHING ARRANGEMENT			
000	ERMCO STD STUD LV BUSHINGS			
400	4 HOLE NEMA SPADES			
F58	DUAL SENSING BAYO W/ELSP (GENERIC)			
CLA	GENERIC BACKUP CL FUSE			
000	MILD STEEL TANK & BASE			
000	MILD STEEL CABINET & SILL			
0	STD CABINET PARTITION			
0	PADMOUNT GREEN FINISH			
0	STANDARD HARDWARE.			
11	SILICON BRONZE PENTABOLT			
0	GROUND BOSS IN PRIMARY & SECONDARY			
00	STANDARD AIR SPACE			
00	GENERIC PR VALVE .25 10PSI 35SCFM			
0	1" NPT DRAIN PLUG			
S	DRAIN IN SECONDARY COMPARTMENT			
0	1"NPT FILL PLUG			
0	NO LIQUID LEVEL GAUGE SELECTED			
0	NO VACUUM GAGE SELECTED			
0	NO TEMPERATURE GAGE SELECTED			
T1	"T" BLADE 35KV CP#LS4RH3T12B BBM			
0	STD TX OIL			
A	STANDARD TWO NAMEPLATES			
00	STD KVA DECAL OUTSIDE			
00	DOES NOT REQUIRE PCB DECAL.			
11	DANGER "MR.OUCH" GENERIC (3-52-02)			
02	WARNING "MR OUCH" GENERIC(3-52-01)			
99	STD PRIMARY DECAL INSIDE(HV)			
00	NO SECONDARY VOLTAGE DECALS			

QUOTE # 653637-00
CUSTOMER COPY QUOTED DATE 5/16/22

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WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
00	STD ERMCO "E" LOGO DECAL (3-8-151)			
3	PLASTIC DRIP CUP (ECI)			
0	STANDARD PALLET			
N	NO SPECIAL TEST NEEDED			
OPTIONS END.....				
ITEM 4				
ERMCO 3 PHASE PAD TRANSFORMER	3PH-PAD	2	12374.47	24748.94
ITEM# : 4.00				
NL= 397 LL= 1874				
OPTIONS BEGIN.....				
ERMCO	ERMCO STD 3PH TRANSFORMER			
0225	225 KVA			
G	GRDY			
003G	13200GY/7620 95 BIL			
X	H0/X0 GROUND			
001	NO TAPS			
112	208Y/120 LH			
M4	ANSI MINIMUM K DIM=4.5			
L	LOOP FEED			
000	GENERIC STD FIXED STUD WELL			
G15	STD INSERT SYSTEM SELECT			
000	ELBOW ARRESTERS NOT SELECTED			
000	NO INS. STANDOFF BUSHING SELECTED			
000	NO INS. PROTECTIVE CAP SELECTED			
S	STAGGERED LV BUSHING ARRANGEMENT			
000	ERMCO STD STUD LV BUSHINGS			
400	4 HOLE NEMA SPADES			
F58	DUAL SENSING BAYO W/ELSP (GENERIC)			
CLA	GENERIC BACKUP CL FUSE			
000	MILD STEEL TANK & BASE			
000	MILD STEEL CABINET & SILL			
0	STD CABINET PARTITION			
0	PADMOUNT GREEN FINISH			
0	STANDARD HARDWARE.			
11	SILICON BRONZE PENTABOLT			
0	GROUND BOSS IN PRIMARY & SECONDARY			
00	STANDARD AIR SPACE			
00	GENERIC PR VALVE .25 10PSI 35SCFM			
0	1" NPT DRAIN PLUG			
S	DRAIN IN SECONDARY COMPARTMENT			
0	1"NPT FILL PLUG			
0	NO LIQUID LEVEL GAUGE SELECTED			

QUOTE # 653637-00
CUSTOMER COPY QUOTED DATE 5/16/22

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
0	NO VACUUM GAGE SELECTED			
0	NO TEMPERATURE GAGE SELECTED			
T1	"T" BLADE 35KV CP#LS4RH3T12B BBM			
0	STD TX OIL			
A	STANDARD TWO NAMEPLATES			
00	STD KVA DECAL OUTSIDE			
00	DOES NOT REQUIRE PCB DECAL.			
11	DANGER "MR.OUCH" GENERIC (3-52-02)			
02	WARNING "MR OUCH" GENERIC(3-52-01)			
99	STD PRIMARY DECAL INSIDE(HV)			
00	NO SECONDARY VOLTAGE DECALS			
00	STD ERMCO "E" LOGO DECAL (3-8-151)			
3	PLASTIC DRIP CUP (ECI)			
0	STANDARD PALLET			
N	NO SPECIAL TEST NEEDED			
OPTIONS END.....				
ITEM 5				
ERMCO 3 PHASE PAD TRANSFORMER	3PH-PAD	3	24243.62	72730.86
ITEM# : 5.00				
NL= 883 LL= 5375				
OPTIONS BEGIN.....				
ERMCO	ERMCO STD 3PH TRANSFORMER			
0750	750 KVA			
G	GRDY			
003G	13200GY/7620 95 BIL			
X	H0/X0 GROUND			
001	NO TAPS			
127	480Y/277 LH			
S5	ANSI SPECIFIC K DIM=5.0			
L	LOOP FEED			
000	GENERIC STD FIXED STUD WELL			
G15	STD INSERT SYSTEM SELECT			
000	ELBOW ARRESTERS NOT SELECTED			
000	NO INS. STANDOFF BUSHING SELECTED			
000	NO INS. PROTECTIVE CAP SELECTED			
S	STAGGERED LV BUSHING ARRANGEMENT			
000	ERMCO STD STUD LV BUSHINGS			
400	4 HOLE NEMA SPADES			
F58	DUAL SENSING BAYO W/ELSP (GENERIC)			
CLA	GENERIC BACKUP CL FUSE			
000	MILD STEEL TANK & BASE			
000	MILD STEEL CABINET & SILL			

QUOTE # 653637-00
CUSTOMER COPY QUOTED DATE 5/16/22

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
0	STD CABINET PARTITION			
0	PADMOUNT GREEN FINISH			
0	STANDARD HARDWARE.			
11	SILICON BRONZE PENTABOLT			
1	S.S. 2HOLE GRD PAD IN PRI & SEC			
00	STANDARD AIR SPACE			
00	GENERIC PR VALVE .25 10PSI 35SCFM			
0	1" NPT DRAIN PLUG			
S	DRAIN IN SECONDARY COMPARTMENT			
0	1"NPT FILL PLUG			
0	NO LIQUID LEVEL GAUGE SELECTED			
0	NO VACUUM GAGE SELECTED			
0	NO TEMPERATURE GAGE SELECTED			
T1	"T" BLADE 35KV CP#LS4RH3T12B BBM			
0	STD TX OIL			
A	STANDARD TWO NAMEPLATES			
00	STD KVA DECAL OUTSIDE			
00	DOES NOT REQUIRE PCB DECAL.			
11	DANGER "MR.OUCH" GENERIC (3-52-02)			
02	WARNING "MR OUCH" GENERIC(3-52-01)			
99	STD PRIMARY DECAL INSIDE(HV)			
00	NO SECONDARY VOLTAGE DECALS			
00	STD ERMCO "E" LOGO DECAL (3-8-151)			
3	PLASTIC DRIP CUP (ECI)			
0	STANDARD PALLET			
N	NO SPECIAL TEST NEEDED			
OPTIONS END.....				

ITEM 6				
ERMCO 3 PHASE PAD TRANSFORMER	3PH-PAD	1	11896.81	11896.81
ITEM# : 6.00				
NL= 379 LL= 1808				
OPTIONS BEGIN.....				
ERMCO	ERMCO STD 3PH TRANSFORMER			
0225	225 KVA			
G	GRDY			
003G	13200GY/7620 95 BIL			
X	H0/X0 GROUND			
001	NO TAPS			
127	480Y/277 LH			
M4	ANSI MINIMUM K DIM=4.5			
L	LOOP FEED			
000	GENERIC STD FIXED STUD WELL			

QUOTE # 653637-00
CUSTOMER COPY QUOTED DATE 5/16/22

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
G15	STD INSERT SYSTEM SELECT			
000	ELBOW ARRESTERS NOT SELECTED			
000	NO INS. STANDOFF BUSHING SELECTED			
000	NO INS. PROTECTIVE CAP SELECTED			
S	STAGGERED LV BUSHING ARRANGEMENT			
000	ERMCO STD STUD LV BUSHINGS			
400	4 HOLE NEMA SPADES			
F58	DUAL SENSING BAYO W/ELSP (GENERIC)			
CLA	GENERIC BACKUP CL FUSE			
000	MILD STEEL TANK & BASE			
000	MILD STEEL CABINET & SILL			
0	STD CABINET PARTITION			
0	PADMOUNT GREEN FINISH			
0	STANDARD HARDWARE.			
11	SILICON BRONZE PENTABOLT			
0	GROUND BOSS IN PRIMARY & SECONDARY			
00	STANDARD AIR SPACE			
00	GENERIC PR VALVE .25 10PSI 35SCFM			
0	1" NPT DRAIN PLUG			
S	DRAIN IN SECONDARY COMPARTMENT			
0	1"NPT FILL PLUG			
0	NO LIQUID LEVEL GAUGE SELECTED			
0	NO VACUUM GAGE SELECTED			
0	NO TEMPERATURE GAGE SELECTED			
T1	"T" BLADE 35KV CP#LS4RH3T12B BBM			
0	STD TX OIL			
A	STANDARD TWO NAMEPLATES			
00	STD KVA DECAL OUTSIDE			
00	DOES NOT REQUIRE PCB DECAL.			
11	DANGER "MR.OUCH" GENERIC (3-52-02)			
02	WARNING "MR OUCH" GENERIC(3-52-01)			
99	STD PRIMARY DECAL INSIDE(HV)			
00	NO SECONDARY VOLTAGE DECALS			
00	STD ERMCO "E" LOGO DECAL (3-8-151)			
3	PLASTIC DRIP CUP (ECI)			
0	STANDARD PALLET			
N	NO SPECIAL TEST NEEDED			

OPTIONS END.....

100% CTR @ TIME OF SHIPMENT

48 HOUR NOTICE

DELIVERY TO BE FLAT BED

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Request for Proposal 2022-13P Booster Station Replacement Award

Action Requested: Approval to Award the Request for Proposal 2022-13P Booster Station Replacement Design and CDPHE Permitting to SGM

Department: Public Works

Presented By: Matthew Langhorst

Strategic Goals: Preserve and Improve Infrastructure

Background Info: The City of Glenwood Springs completed a full water system analysis with SGM in 2021. This analysis noted several areas within the water system that would need improving over the next several years, one of which is the existing booster pump station #2 that the city owns and operates off of Oxford Street in the Oasis Creek Subdivision. This booster station pumps domestic water to the Highland Tank area and staff has known for a while now that it needed to be replaced/upgraded.

Now that staff has the information necessary to design the new station from the water system analysis an RFP was created and bid out. Two responses were received on the RFP, one from Kimley Horn (KH) and one from Schmueser Gordon Meyer (SGM). Both proposals were well thought out and both companies are qualified. SGM was the low bidder and their pricing at $99,901 is within the $100,000 approved budget the city set for this project and their schedule was slightly more compressed that KH's. Staff is recommending we award the work to SGM.

Issues: None at this time.

Fiscal Impact: Proposal is within the approved budget.

Legal Review: NA

Staff Recommendation: Staff is Recommending Council Award the Request for Proposal 2022-13P Booster Station Replacement Design and CDPHE Permitting to SGM per their Proposal.



GLENWOOD SPRINGS COLORADO

Proposal

2202 - 13
Booster Station 2 Replacement

May 25, 2022

SGM

May 25, 2022

Ryan Muse, *City Clerk*
City of Glenwood Springs
101 W. 8th Street
Glenwood Springs, CO 81601

RE: Professional Services for Booster Pump Station #2 Replacement (2022-13)

Dear Mr. Muse:

We at SGM have had the pleasure of calling Glenwood Springs our home for over 35 years. We have enjoyed working with City staff to help plan for the future through the 2021 Water System Master Plan. We are excited about the opportunity to help improve Glenwood's water infrastructure reliability through targeted capital infrastructure improvements such as the Booster Pump Station #2 Replacement project. The attached proposal outlines our strategy to successfully manage and deliver this project for the City.

SGM has tremendous resources located right here in Glenwood Springs. This is our home. We do not have to coordinate with other offices or rely on personnel outside of our control. We offer complete civil, process, survey, SUE, structural, and electrical engineering services in-house. Our longevity in Glenwood Springs has afforded us a wealth of local knowledge about the people, the culture, the infrastructure, and City operations. This knowledge alone is valuable but when combined with SGM's quality and commitment, SGM clearly stands out from the competition.

We are confident that SGM will meet and exceed your expectations and our proposal offers just a small glimpse of SGM's capabilities. If you have any questions after reviewing our proposal, please feel free to contact me at 970.945.1004 or brandynb@sgm-inc.com.

We stipulate that the enclosed price proposal will be valid for at least 90 days from the date of bid opening. *We acknowledge and accept all five City-issued addendums and answers.*

Sincerely,
SGM

Brandyn Bair, PE – Project Manager
Principal, Wastewater Team Leader

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Qualifications

SGM prides itself in providing innovative, practical solutions to make our clients successful. We accomplish this by assigning senior engineers as team leaders and keeping all team members intricately involved for the duration of the project, from concept through construction. This ensures continuity and allows SGM to get results quickly, capitalize on the creativity and experience of all individuals on the team, and greatly improves the overall project quality – all of which translates into increased value, and ultimately lower total project cost, for our clients. SGM also fosters an open communication structure that allows our designers and clients to interact "at-will," which streamlines information sharing and gives the client multiple points of contact should it become necessary.

Our commitment is to continually earn the trust of the City of Glenwood Springs. We will do this by working with honesty, integrity, and providing exceptional service, and demonstrating our value to the City of Glenwood Springs.

Firm Background

SGM, a multidisciplinary engineering, surveying, and consulting firm, was founded in 1986. For over 35 years, SGM employees have lived and raised families in the Western Slope communities they have helped build. SGM's services are delivered with unparalleled authenticity, pride, and attention to quality and detail. As a result of SGM's **commitment to quality service *and* long-term client relationships**, SGM has grown to over 125 employees – the largest full-service engineering, consulting, and surveying firm in Western Colorado. In addition to our headquarters in Glenwood Springs, SGM has offices in Gunnison, Durango, Grand Junction, Salida, Aspen, and Meeker to provide local and timely service to our clients.

As we've grown, we have become more diversified – SGM has expertise in the following areas:

- *Municipal Water Supply, Treatment, Conveyance, and Storage*
- *Civil Engineering*
- *Municipal Wastewater Treatment and Conveyance*
- *Land Surveying including Drone Data Acquisition and Imagery*
- *Construction Inspection and Administration*
- *Water Resources Engineering and Planning including Hydrology and Hydraulics*
- *Environmental Consulting*
- *Floodplain Management*
- *Municipal Stormwater and Drainage*
- *Municipal Public Works including Streets, Trails, Parks, Highways, and Bridges*
- *Structural and Architectural Engineering*
- *Transportation and Traffic (PTOE on staff)*
- *Mechanical, Electrical, and Plumbing Engineering and Commissioning*
- *GIS Mapping*



Project Team

SGM is very proud of the fact that we have been responsible for design and construction oversight of over $150M in treatment projects with change orders averaging less than 2%. The proposed design team presented below is directly responsible for these successes. This team specializes in water, wastewater, and municipal civil infrastructure and - more importantly, knows how to work cohesively. The organizational chart below shows the reporting structure we will have for this project. *Biosketches are below, with full resumes available upon request.*



Project Manager



Education
BS Civil Engineering Colorado School of Mines, 2003

Certifications
Colorado Class D Wastewater Operator

Brandyn Bair, PE, CWP

Professional Experience: 19 years / 19 years with SGM
Professional License: CO PE 42640
Telephone: 970.384.9024 / **Location:** Glenwood Springs

Brandyn will serve as the **Project Manager**. Brandyn has 19 years of experience in the design and construction of water and wastewater treatment facilities, water/wastewater pump stations, water storage tanks, water and sewer line, road reconstruction, and drainage projects. Brandyn's experience includes design engineering support, permitting, and funding for the Snowmass Water & Sanitation District, City of Glenwood Springs, Town of Silt, Spring Valley, City of Salida, and Town of New Castle wastewater treatment facility upgrades. Brandyn also serves as the District Engineer for the Roaring Fork Water and Sanitation District, Spring Valley Sanitation District, and Durango West Metro District No. 2.

Principal-in-Charge & QA/QC Manager



Chad Paulson, PE, CWP
Professional Experience: 30 years / 22 years with SGM
Professional License: CO PE: 33326
Telephone: 970.384.9036 / **Location:** Glenwood Springs

Education
BS Civil Engineering, Colorado State University, 1992

Registrations
CO Class D Wastewater Operator

Chad will serve as the **Principal-in-Charge** and **QA/QC Manager,** ensuring overall quality control and client satisfaction for the project. He will provide senior oversight, review, and quality assurance for all project work. Chad is the leader of SGM's Public Services Sector. He has extensive experience in all phases of water and wastewater treatment design, project management, and construction engineering, including multiple WWTP designs, system master plans, and funding efforts. Chad also completed the design, construction, and startup for the Snowmass WWTF, Rifle Regional WWRF, Salida WWTF Expansion, and the Town of New Castle WWTF, as well as the final design and construction of the Glenwood Springs Regional WWTF.

Lead Process Design Engineer



Scott Forrester, PE
Professional Experience: 9 years / 3 years with SGM
Professional License: CO PE: 50652
Telephone: 970.384.9040 / **Location:** Glenwood Springs

Education
MS Biological Systems Engineering, Virginia Tech, 2012

Scott will serve as the **Lead Process Design Engineer**. He brings nine years of experience providing engineering design and management services for cities and municipalities in Colorado and New Jersey. Working predominantly on water and wastewater projects, he is well versed in municipal engineering including, formulation of design drawings and specifications, code and standards reviews, bidding and awarding of contracts, client/contractor management, construction observation and management, and budget administration. Scott is an expert in ArcGIS, having used the program for multiple hydraulic models, and pipeline alignments, as well as for tracking and mapping public utility inventories and infrastructure.

Structural Engineer



John Partch, PE
Professional Experience: 31 years / 10 years with SGM
Professional License: CO PE: 033878
Telephone: 970.384.9035 / **Location:** Glenwood Springs

Education
BS Civil Engineering University of Colorado, Boulder 1992

John will serve as the **Lead Structural Engineer**. He has extensive experience in the structural design and construction of commercial buildings, industrial structures, treatment facilities and basins, bridges, and retaining walls. His hands-on construction experience gives him a unique understanding of design for constructability. John has experience throughout the West and is familiar with the analysis of wind and seismic requirements. He is skilled in the design of wood, steel, concrete, and masonry structures.

Structural Design Engineer



Mindy Nastal, PE
Professional Experience: 19 years / 19 years with SGM
Professional License: CO PE 0042204
Telephone: 970.384.9053 / **Location:** Glenwood Springs

Education
BS Architectural Engineering, University of Colorado, 2001

Mindy will serve the role of **Structural Design Engineer.** Mindy has worked for SGM since 2003 and has experience in structures using wood, steel, and concrete providing details as required for permit and construction. Her project experience ranges from high-end custom residences to municipal structures. In addition to new building design, Mindy also has experience in project bid and construction phases, and structural observations for repairs and renovations.

Electrical Team Lead & Lighting Engineer



Amber Haymes, PE, LC
Professional Experience: 11 years / 3 years with SGM
Professional License: CO PE: 0051258
Telephone: 970.384.9086 / **Location:** Grand Junction

Education
BS Architectural Engineering (Lighting emphasis), CU Boulder, 2004

Amber will serve as the **Electrical Team Lead & Lighting Designer**. Amber is a Professional Electrical Engineer and a Certified Lighting Designer. She has 11 years of design experience including municipal, educational, health care, and parks and trails. Amber holds a degree in lighting engineering from one of the leading academic programs in the nation. She is adept at understanding project-specific lighting requirements and applying cutting-edge calculation tools and fixture technology to develop solutions that are goal-focused and within budget. Amber is a member of the International Dark-Sky Association and has helped numerous facilities achieve excellent nighttime visibility while avoiding negative impacts on neighbors and the environment.

Electrical Engineer



Paul Belcher, PE
Experience: 9 years / 1 year with SGM
Professional License: CO PE: 60380
Contact: 970.384.9044 / **Location:** Glenwood Springs

Education
BS Electrical Engineering, Florida State University, 2012

Paul will serve as the **Electrical Design Engineer**. Paul is a Professional Electrical Engineer with nine years of electrical engineering experience, including municipal buildings, industrial projects, power studies, and PLC control systems. Paul holds a programmer's certificate from Rockwell Automation and spent many years working with industrial control equipment. He brings experience with government practices and design standards, industrial power, control system design and troubleshooting, power studies, arc flash assessments, and building design. Paul is experienced in both plan/spec and design/build arrangements and well-versed in multiple design tools for drafting and photometric analysis. Paul joined SGM in 2022.

Survey



Shawn Binion, PLS
Professional Experience: 22 years / 5 years with SGM
Professional License: CO PLS 38200
Contact: 970.384.9033 / **Location:** Glenwood Springs

Education
BS Recreation and Parks Administration, Business Administration Minor, Illinois State University,1994

Shawn is a licensed, professional land **surveyor** with over 20 years of experience. Shawn's projects include all forms of land surveying: geodetic, cadastral, 3D imaging, ALTA/NSPS land title surveys, construction and GPS surveying, detailed mapping, detailed 3D surfaces, DTM's, and 3D Modeling, coordinate systems, transformations, and projections. Shawn also is proficient in 3D scanning experience: detailed as-built surveys, 3D surface modeling and analysis, structural monitoring, 3D modeling, roadway and airport as-built applications, and tunnel surveys to include two Illegal U.S. border tunnels in conjunction with the United States Army Corps of Engineers (USACE), and the United States Customs and Border Protection (USCBP).

Subconsultant

Geotech

Kumar & Associates, Inc. (K+A) will provide professional and technical services in the areas of geotechnical engineering, engineering geology, and materials testing for this project. The firm was established in 1989 and has a current staff of more than 150 professional engineers and geologists, environmental scientists, engineering technicians, and support personnel. K+A has offices in Denver (HQ), Summit County, Fort Collins, Parker, and Glenwood Springs, Colorado.

K+A's in-house laboratory is validated by the U.S. Army Corps of Engineers (USACE), is accredited, and participates in AASHTO Material Reference Laboratory (AMRL) and Cement and Concrete Reference Laboratory (CCRL) testing. K+A implements a program of maintenance and calibration of equipment and laboratory facilities to confirm accurate testing. K+A technicians, certified by ICC(IBC), ACI, LabCAT, NICET and WAQTC, possess diverse experience and expertise related to virtually any type of geotechnical engineering project.

Technical Expertise & References

Over the last 35 years, SGM has worked on the water facilities of almost every municipal client we have. Though our resume is replete with representative projects, we have selected a handful of projects, located below, to highlight our recent, relevant experience. We welcome you to contact any of the references listed to hear for yourself the level of professionalism we bring to each and every water project.

Hals Hallow Booster Pump Station – Snowmass Village, CO



In 2019/2020, SGM designed and facilitated bidding and construction of the Hals Hollow Booster Pump Station (BPS) for the Snowmass Water and Sanitation District (SWSD). The BPS includes two in-line vertical turbine pumps, two electronically controlled pressure reducing valves, actuated butterfly valves, instrumentation, and controls. The BPS has a firm pumping capacity of 500 gallons per minute (gpm) and is a critical component of the SWSD distribution system. The BPS was designed as a "bunker" style building to functionally integrate it into an adjacent ski slope while allowing easy access for operators. Multiple pressure-reducing valves were incorporated into the design to allow for additional operational flexibility.



Challenges:

- Design a "bunker" style building to integrate BPS with adjacent ski slope
- Incorporate multiple pressure reducing valves to allow for operational flexibility
- Reduced construction schedule due to high demands

Client Benefits:

- Critical component of distribution system allowing for preferred pumping schemes
- Ability to download set quantities of water for fire flows or to increase tank turnover

Year	2019 - 2020
Owner:	Snowmass Water and Sanitation District, 0177 Clubhouse Drive, Snowmass Village, CO 81615
Contact:	Kit Hamby, *District Manager*, 970.923.2056, khamby@swsd.org
Construction Cost:	$695,000

Peak 7 Pump Station – Breckenridge, CO



In 2016, SGM designed and facilitated bidding and construction of the Breckenridge Mountain Resort Peak 7 Water System, including the Booster Pump Station (BPS) for Vail Resorts Development Company. The BPS includes three in-line vertical turbine pumps (2-duty pumps and 1-fire pump), associated piping, appurtenances, electrical, instrumentation, and controls. The BPS has a firm pumping capacity of 540 gallons per minute (gpm). Other project

components included a buried 50,000-gallon potable water tank, Greensand filter skid, Harmsco polishing filter, and sodium hypochlorite storage and feed system. The BPS was designed as a "bunker" style building to functionally integrate it into an adjacent terrain while allowing easy access for operators.



Challenges:

- Design a "bunker" style building to integrate BPS with adjacent ski slope
- Incorporate multiple pressure reducing valves to allow for operational flexibility
- Reduced construction schedule due to ski seasons
- Design, permitting, and construction in the condensed summer season

Client Benefits:

- Critical component of the Peak 7 Lodge operation



Year	2016
Owner:	Vail Resorts Development Company, 137 Benchmark Road, Avon, CO 81620
Contact:	Bill Kennedy, 970.754.2564, bkennedy@vailresorts.com
Construction Cost:	$750,000

Lionsback Lower Booster Pump Station – Moab, UT



In 2020-2021, SGM designed a booster pump station (BPS) owned by the City of Moab, Utah to pump potable water to the Lionsback development. The BPS includes two in-line vertical turbine pumps, pump control valves, a pressure-reducing valve, instrumentation, and controls. The BPS has a firm pumping capacity of 160 gallons per minute (gpm) while pumping against a high total dynamic head of 430 feet. The BPS is located in an area of low pressure within the City of Moab's distribution system; therefore, low-pressure cutoffs were designed into the BPS controls to ensure adequate pressure is maintained. The BPS is complete and reliably pumps water up to the Lionsback development with an operational-friendly design.



Challenges:

- Integrate building into the small site including retaining wall and site grading
- Overcome a high total dynamic head while pumping
- Include low-pressure cutoffs into the design to maintain adequate distribution system pressures

Client Benefits:

- Operator-friendly BPS layout
- Reliably pumps water up to development and potable water storage tank

Year	2020 - 2021
Owner:	City of Moab, 217 East Center Street, Moab, UT 84532
Contact:	Chuck Williams, *City Engineer*, 435.259.4941, cwilliams@moabcity.org
Construction Cost:	$410,000

Project Approach and Schedule

Project Background

Booster Pump Station #2 (BPS #2) is a potable water pump station that pumps water from the adjacent 1.0-million-gallon Oasis Creek Tank to the 150,000-gallon Glenwood Highlands Tank. The Glenwood Highlands Tank provides potable water storage for the Cedar Crest pressure zone and the Sunny Acres pressure zone via the Sunny Acres PRV. As identified in the 2021 Water System Master Plan prepared by SGM, BPS #2 is undersized for the pressure zones it serves. The two existing 5-HP, 50 gallon per minute (gpm) pumps are unable to maintain adequate water levels in the Glenwood Highlands tank during higher demand periods. The third existing pump, a 40-HP, 700 gpm centrifugal pump originally installed for fire flows, is frequently relied upon to help fill the tank. A failure of the 40-HP pump during high-demand periods would likely result in an inability for BPS #2 to fill the Glenwood Highlands Tank.

The City intends to construct a new pump station adjacent to the existing BPS #2 and Oasis Creek Tank to eliminate this issue and improve system resiliency. A “bunker” style facility built into the existing hillside is desired to improve access, eliminate the need for confined space entry, and reduce the possibility of flooding. The new pump station will include three high-service pumps: two duty pumps sized to meet the buildout demands of the Cedar Crest and Sunny Acres pressure zones, and one fire pump sized to provide a determined fire flow quantity into the system. The goal is to keep the existing BPS #2 online until the new pump station is commissioned and brought online.

Scope of Work

The RFP has defined the following project tasks:

- Find a suitable location for the new pump station at the existing BPS #2 site. Preparations must be made so this location and bunker-style pump station can be easily accessed by the City maintenance crews.
- Analysis and design for the connection of the new pump station to the existing suction and discharge piping.
- Ensure continuous ability to pump water under normal conditions throughout design and construction.
- Evaluate the location, placement, and sizing of a diesel-engine generator to operate the pump station as a backup.
- Automatic transfer switch to power pump station off a generator.
- Design a three-pump system, including two duty pumps and one fire pump, to match the required flow and pressure characteristics for this portion of the distribution system. Review and utilize 2021 modeling results and recommendations prepared by SGM in the sizing of the pumps.
- Provide an evaluation for use of variable frequency drives (VFDs) for each pump to allow for reduced pumping and energy consumption during lower demand periods.
- Evaluate the need for an integrated surge valve in the pump station to address water hammer potential.
- Design upgraded electrical and instrumentation components for integration into the City’s SCADA system for modulation of pumps through level sensors at the Glenwood Highlands

Tank.
- External suction and discharge connection points for tie-ins to the City's mobile booster pump unit.
- A monorail or lifting points above each pump.
- Design of required modifications and improvements to connect the City's existing potable water system.
- Landscaping and architectural treatments appropriate for adjacent residences and matching existing City-owned infrastructure.
- Plans for existing structure removal and abandonment of existing infrastructure that will no longer be used.
- Conduits and connectors connecting the new pump station to the Oasis Creek Tank.
- Prepare a Basis of Design Report (BDR) to submit to the Colorado Department of Public Health and Environment (CDPHE) based on the State of Colorado Design Criteria for Potable Water Systems.
- The City has indicated that formal Planning Commission and/or 1041 submittals will not be required for this project. Some minor work is expected in developing progress submittals for various stakeholders during the design.

SGM has placed these individual tasks into project phases that align with our design process.

1. **Preliminary Design**. During this phase, SGM will perform a topographic improvement survey, Subsurface Utility Engineering (SUE) investigation, have a geotechnical investigation conducted, and we will gather and review operational data. Our engineers will analyze the data collected and prepare a Basis of Design memo that outlines the new location and evaluation of the bunker concept, pump station capacity, pump specifications, electrical and control parameters including the VFD evaluation, and foundation structural recommendation for the permanent structure. This will encompass the 30% design level; a construction cost estimate will also be provided for City review.
2. **CDPHE permitting.** The new pump station will require permitting per CDPHE Regulation 11 through an Application for Construction Approval and a Basis of Design Report (BDR). The current review time at CDPHE is approximately 3-4 months.
3. **Final Design**. Construction drawings and specifications will be developed based on the approved Basis of Design. Design review packages will be submitted to the City for review at roughly 30% and 90% design milestones to ensure that we encapsulate all City comments and requirements. Final construction documents will be based on the industry-standard EJCDC documents and will include specific information on construction sequencing and tie-in procedures. The City will be responsible for the bidding process. The construction cost estimate will be updated and included with the final design package submittal.

SGM will perform all civil, survey, structural, electrical, and mechanical engineering work in our Glenwood Springs office. Geotechnical work will be subcontracted to Kumar.

Challenges/Problems/Creative Solutions

Preliminary project challenges and discussion points noted are:

- The existing pump station must remain in service during design and construction. This reduces the usable space on the existing site. The sizing and location of the new pump station

must work with the existing suction and discharge piping. SGM will provide layouts/options for City prior to proceeding with detailed design.

- The bunker style pump station desired by the City must be thoroughly reviewed and designed. The existing hillside adjacent to the Oasis Creek Tank may be a necessary component of the structural integrity for the Tank's foundation. In addition, a bunker-style pump station limits the wall space that can be used for ventilation (louvers, fans, etc.). These challenges can all be overcome through good collaboration between the SGM design teams and City staff.
- A review of the fire flow needs out of the new pump station must be completed to determine proper pump duty points. There may be hydraulic limitations to the flows that can be pumped out of the new pump station.
- What will the public process be? As indicated, formal Planning Commission and/or 1041 submittals will not be required. However, SGM does anticipate the need for submittal packages for site neighbors and other stakeholders during the design process. These might include architectural elevations/renderings, process floor plans, and overall site civil/grading plans.
- Architectural finishes will be similar to recently constructed lift stations. However, landscaping and architectural treatments will need to be acceptable to the adjacent residences.

The basic tenets of the concept are to keep the existing pump station online until ready for a full and permanent switchover to the new pump station, integrate the new building into the existing site to minimize the visual impact and allow for easy access, and design the new pumps to meet buildout demands and desired fire flows for the connected pressure zones.

The site constraints present unique challenges in locating the new pump station. As shown in Figure 1, the location of the existing pump station, the existing suction/discharge piping, and the Oasis Creek Tank limit the available space for a new pump station.



Figure 1. BPS #2 Site Layout

Creative solutions may be required to achieve the ideal location for the new pump station including structural shoring of the tank foundation, re-routing of the existing suction and discharge piping, re-aligning the tank access road, and more.

SGM has successfully designed bunker style booster pump stations for multiple entities including the Snowmass Water and Sanitation District (SWSD) and Breckenridge Mountain Resort (Peak 7). Figure 2 shows a preliminary rendering and as-built image of the SWSD Hals Hollow Pump Station, a critical component of the SWSD distribution system.



Figure 2. SWSD Hals Hollow Pump Station

SGM intends to work closely with the City to ensure the pump station is easy to operate, suitable for current and future conditions, and functionally integrates into the existing site.

Tentative Project Schedule

The City has indicated a desire to have the pump station design completed by the end of 2022 to be ready for bid and construction in the spring of 2023. Based on current CDPHE review times, permitting may not be completed by the end of 2022, but we anticipate it would be completed prior to bidding of the project. We believe the schedule presented below is reasonable and we will strive to meet it. It has been our experience, however, that many outside factors end up influencing the schedule. Efforts will be made to adjust and keep the schedule on track as best we can.

Since project start dates have not yet been defined the schedule has been generalized to months.

Month 1	Project Award; kickoff meeting; schedule survey; schedule Geotech, begin the basis of design memo
Month 2	Submit basis of design memo to City
Month 3	Submit BDR to CDPHE and Submit 30% Design Package to City for Review
Month 4	Start Basis of Design Report (BDR)
Month 5	Submit 90% Design Package to City for Review
Month 6	Submit 100% Design Package to City and CDPHE for final approval.

Bidding would take place in March/April 2023 after CDPHE approval. Equipment lead times will need to closely be monitored to ensure the summer/fall construction season is achievable.

Professional Services Fees

SGM will perform all civil, survey, SUE, structural, and electrical engineering work from our Glenwood Springs office. Geotechnical work will be subcontracted to Kumar. Depending on the complexity of the control system, SGM may elect to hire a reputable controls engineer to ensure smooth integration, although no outside effort is anticipated at this time.

We work on a time and materials basis. We bill monthly for services rendered over the previous period. Our fee estimate for the professional services outlined in this document is **$99,901**. Please note that efforts for individual tasks may vary, but the total value will be adhered to unless significant scope change is authorized by the City.

Our fee proposal is limited to the design and permitting tasks herein outlined. Any additional services requested will be performed at a negotiated price. Examples of services not requested nor required to complete the design of this project as outlined by the City include CDPHE fees, bidding services, landscape architecture, construction services, and startup services.

Proposal for Booster Pump Station #2
City of Glenwood Springs
ENGINEERING/SURVEYING & DESIGN
Professional Services Estimate
12-Apr-22

TASK #	TASK & DESCRIPTION	TOTAL COST BY TASK
1.00	**PRELIMINARY DESIGN**	
1.01	Survey w/ private locates	$5,952
1.02	Subsurface Utility Engineering (SUE)	$11,384
1.03	Geotechnical Investigation	$3,650
1.04	Evaluate Pump Station siting and bunker concept	$2,114
1.05	Review flow requirements for Pump Station (domestic and fire)	$1,488
1.06	Prepare Process Layout and Details	$1,680
1.07	Prepare Site Plan, Piping and Grading plans, Easements	$5,624
1.08	Prepare Opinion of Probable Construction Cost	$1,568
1.09	Basis of Design memo	$3,318
1.10	Prepare Mechanical HVAC plans	$4,008
1.11	Prepare Structural recommendation (foundation and slab)	$6,584
1.12	Prepare Electrical Plans (Power & Controls)	$3,640
1.13	Project Execution	$2,744
1.14	Internal meetings	$1,108
1.15	Client meetings	$1,290
	TOTAL MH	**354**
	TOTAL COST PER POSITION	**$56,152**
2.00	**CDPHE PERMITTING**	
2.01	Application for Construction	$4,370
2.02	CDPHE Coordination	$140
2.03	APEN Permitting	$420
	TOTAL MH	**34**
	TOTAL COST PER POSITION	**$4,930**
3.00	**PUBLIC PROCESS**	
3.01	Meetings with client at Planning Dept.	$504
3.02	prepare support documents	$280
	TOTAL MH	**5**
	TOTAL COST PER POSITION	**$784**
4.00	**FINAL DESIGN**	
4.01	Final Process Layout and Details	$5,572
4.02	Final Site Plan, Grading, Drainage & Erosion Control plans	$4,482
4.03	Final Opinion of Probable Construction Cost	$826
4.04	Final Mechanical HVAC Plans	$2,505
4.05	Final Structural Plans (foundation and slab)	$7,940
4.06	Final Electrical Plans (Power & Controls)	$5,460
4.07	Project Manual (Specifications, Bid Schedule & Front Documents)	$4,816
4.08	QA/QC	$1,374
4.09	Project Execution	$2,380
4.10	Internal meetings	$1,390
4.11	Client meetings	$1,290
	TOTAL MH	**240**
	TOTAL COST PER POSITION	**$38,035**
	TOTAL MANHOURS	**633**
	TOTAL MANHOUR COST BY POSITION	**$99,901**
	REIMBURSIBLES (milage, printing, postage, etc.)	
	PROJECT TOTAL	**$99,901**

Acord Certificate of Insurance

SGMINC0-01 SARAHT

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 1/3/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Mountain West Insurance - Glenwood 201 Centennial St 4th Floor Glenwood Springs, CO 81601	CONTACT NAME: Sarah Forsberg Tripp PHONE (A/C, No, Ext): (303) 590-9585 FAX (A/C, No): (303) 762-1733 E-MAIL ADDRESS: sarahf@mtnwst.com
INSURED Schmueser Gordon Meyer, Inc dba SGM, Inc. 118 West 6th Street, Suite 200 Glenwood Springs, CO 81601	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Travelers Property Casualty Company of America — 25674 INSURER B : Pinnacol Assurance — 41190 INSURER C : USAIG INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER: 1** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X $14M Per Proj Agg Ca GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:			6809H736866	5/1/2021	5/1/2022	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 1,000,000 $ 10,000 $ 2,000,000 $ 4,000,000 $ 4,000,000
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY			BA7R216206	5/1/2021	5/1/2022	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000			CUP7525X138	5/1/2021	5/1/2022	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A		4182378	5/1/2021	5/1/2022	X PER STATUTE X OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
A	Prof Liability			107197700	12/31/2021	12/31/2022	Per Claim/Aggregate	2,000,000
C	Drone Liability			SIHL1F765	5/1/2021	5/1/2022	Per Occurrence	1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER	CANCELLATION
INSURED'S COPY FOR INFORMATION ONLY	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE Sarah Forsberg Tripp

ACORD 25 (2016/03)

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GLENWOOD SPRINGS
118 West Sixth Street, Suite 200
Glenwood Springs, CO 81601
970.945.1004

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Airport Board Appointment

Action Requested: Airport Board Appointment

Department: City Administration

Presented By: Sara Weigel

Strategic Goals: Provide Efficient and Responsive City Government

Background Info:

Councilor Stepp Recommendation
Appoint Joe Mueller to an alternate seat on the Airport Board with a term expiring March 2024.

Composition of the Airport Board
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.

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.

Vacancies
Current Vacancies:

- One alternate seat with a term expiring March 2024.

Applicants

- Joe Mueller, a resident within the 81601 zip code, was interviewed by Councilor Stepp. Joe was deemed eligible for appointment to the vacant alternate seat. The Airport Board does allow for one member who may reside outside of the city limits but within the 81601 zip code area or own real property or a business within the City, a qualifier not applicable to any current board members.

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 our 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)

Respondent

6 | Anonymous

18:38
Time to complete

Airport Board Application

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

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

- 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.

Personal Information

1. Membership Qualifications *

You must qualify with one of the options below to be eligible to serve on the Airport Commission. Please select the option that applies to you.

- [ ] Resident of Glenwood Springs within city limits.
- [x] 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 *

Joe Mueller

3. Home Address *

1113 Huebinger Drive

4. Mailing Address *

1113 Huebinger Drive Glenwood Springs, CO 81601

5. Home Phone *

970-319-9514

6. Work Phone *

970-230-9353

7. Mobile Phone *

970-319-9514

8. Email Address *

jmueller1113@hotmail.com

9. Occupation *

President, Mueller Construction Services, Inc. - Heavy/Civil Contracor

Personal and Professional Interests

10. Do you have any specific areas of interest relating to the airport? Do you have any particular perspective related to its use or development? *

I am a private pilot and a plane owner with the home base of the plane in Glenwood Springs. My perspective rellated to the airports' use is to keep it as an airport and make improvements to it (develop it as as airport) such that it adds value to our community.

11. What do you view as your role if selected as a member to the Airport Board? *

Advisory to the city staff offerning a pilots perspective on all matters

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

In the past Ihave been on our church parish council and am a past president of the council. I am also a Glenwood Rotary member and past president of that service club. I have also served as a board member to our local home owner's association several time.

13. Do you understand that as a member of the Airport Board you would be serving in an advisory role to City Council regarding airport issues? *

Yes

14. If, as a member of the Airport Board, you had to make a decision that was unpopular with either airport users or residents surrounding the airport, how might you approach that situation? *

Listening to all sides is imperative on sensitive matters, making decisions based on facts and not emotion or personal bias, being truthful and transparent to the public is vital

15. The Airport Board meetings typically occur one morning a month, with other occasional related events, meetings, and email contact. Will you be sufficiently available to participate? *

Yes

16. Do you have any areas of expertise that could be helpful to the Board's decision making? *

As a heavy/civil contractor with over 30 years construction experience I can lend perspective on airport improvements as well as offer insight on the pendeing south bridge and tunnel project.

17. Please enter today's date *

4/21/2022

18. Have you previously served on the Airport Board? *

- (•) No
- ( ) Yes

Powers and Duties of the Airport Board

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

(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 City Council on such other matters concerning the Municipal Airport as the Board may deem for the best interests of the City.

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:
March:
Airport 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 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)

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Real Estate and Market Demand Study

Action Requested: This item is associated with the work session regarding the retail overlay. If Council would like to proceed with this market study, staff would ask for direction to enter into a contract with Economics and Planning Systems and to add this to the next supplemental appropriation.

Department: Economic and Community Development

Presented By: Jenn Ooton, Hannah Klausman

Strategic Goals: Generate Sustainable Economic Development

Background Info: Several members of Council indicated that a market study would be beneficial for determining the amount of retail needs within Glenwood Springs, as it relates to the Downtown Design Standards and Retail Uses overlay conversation. Staff contacted the company Economics and Planning Systems out of Denver to get a scope of work for such a market study and an estimated cost. The Market Study Scope of Work has been attached to this report.

Issues: See the work session agenda item on Downtown Design Standards for background.

Fiscal Impact: The proposal for services is $49,650. Additional presentations would be at an additional cost. This item would need to be part of a supplemental appropriation from General Fund and potentially a contribution from the Downtown District Authority, which would require a request to that board.

Legal Review: NA

Staff Recommendation: Staff defers to Council.



Real Estate and Market Demand Study

Prepared for:

GLENWOOD SPRINGS COLORADO

Prepared by:

Economic & Planning Systems, Inc.

May 18, 2022

EPS #223050

PROPOSAL

Project Understanding & Goals

The City of Glenwood Springs is interested in retaining EPS for a study to evaluate existing economic and real estate conditions and identify opportunities for growth and diversification. EPS proposes to start the study with the existing conditions analysis focusing on the economic and demographic characteristics of the population and workforce and trends over the last 10 years. We will also analyze real estate development conditions and trends by land use category including data on the total space, geographic distributions, and performance indicators. Each sector, including retail/commercial, office, industrial, and residential, will be evaluated including their overall inventory, markets served, and performance indicators to identify the strengths, weaknesses, and unique characteristics of the components of the Glenwood Spring's economic base.

With a solid understanding of the current market, we will focus on growth potentials over the next 10 years. This analysis will take into consideration national and global changes, including the impacts of the pandemic, along with the specifics and changing dynamics of the local and regional economy. For instance, with respect to the commercial sector, the growth of online retail has decreased demand for brick-and-mortar space and changed the format of new stores and restaurants. Much of the growth in retail has been in food, beverage, and entertainment formats. Technology is also driving changes in the market at an increasing pace. Remote working, in particular, has changed the demand curve for employment space.

With respect to the residential sector, new construction is not keeping pace with demand, inflating prices and rents, and impacting the ability of the local workforce to live in the community. More workers are needing to commute in from down valley or to rent rather than buy a home. While these trends get a lot of attention, there are still large portions of the residential and commercial markets that live and work in more conventional development formats, such as single family and multifamily housing, business parks, and retail centers. This study will consider the impact of these national and local market conditions on future demand and supportable product types and mixes, in order to make an informed evaluation and not a "crystal ball prediction" of how the Glenwood Springs market can be expected to change over the next decade.

Glenwood Springs is a vibrant community with strengths in multiple markets. It is a tourist destination, an outdoor recreation gateway, and a retail trade and service center for the Roaring Fork Valley and larger western Colorado region. As a result, Glenwood has a diverse economy with a strong base in retail, accommodations, real estate, professional services, and health care. Determining how the local and regional economy may shift and identifying opportunities for development and investments to capitalize on these changes is the focus of the study.

The goals of this study are as follows:

- Document current economic, demographic, and real estate conditions by industry and by location in the local market.
- Provide the City with an understanding of its future market opportunities and needs from well documented research based on sound defensible data.
- Identify opportunities to strengthen and diversify the economy of Glenwood considering national market shifts and local conditions and forecasts.
- Identify land use types and development formats not yet present in Glenwood but likely to be in demand based on national and similar community trends.
- Provide insight into the strengths and opportunities for the major commercial and mixed use areas in the city including Downtown, 6th Street, and Confluence areas.
- Provide direction to City staff on the prioritization and use of economic development incentives to maximize economic grow and diversify the economy.

Scope of Work

EPS proposes to complete the tasks described below to respond to the City's request for a proposal.

Task 1: Project Initiation

EPS will schedule a trip to Glenwood to meet with the City's project manager and other members of the project team. Prior to this meeting, EPS would begin the research and analysis under Tasks 2 and 3 to update our familiarity with Glenwood and to inform a discussion of key issues to be addressed in the study. During this trip we would also plan to meet individually with a select group of area developers and other key stakeholders identified by the City to get local input on real estate conditions and opportunities and constraints.

Task 2: Economic and Demographic Assessment

The economic and demographic assessment will document the baseline conditions and trends over the past 10 years in Glenwood Springs including the following:

- Document and analyze employment trends and conditions including the number of jobs by industry and major employers using data from the Bureau of Labor Statistics (BLS), Bureau of Economic Analysis (BEA), and the Colorado Department of Labor QCEW data.
- Determine the strengths and weaknesses of the existing employment sectors and assess near and long term prospects for growth.
- Analyze trends in population and households, age and income distributions, and race and ethnicity. Data sources will include the U.S. Census and third-party

demographic data providers.

- Inventory the existing housing inventory and categorize by housing type and location. Analyze trends in household size, household type, units in structure, and affordability metrics such as cost burden.

Task 3: Commercial Real Estate Market

The major components of the commercial real estate market are employment-supporting land uses such as retail, office, industrial, and hotel space. Flexible and shared workspace formats are also becoming more popular nationally. Under this task, we will document development trends in the Glenwood Springs market including total inventory, new construction by year, and vacancy and rental rates.

- Compile development data from a variety of sources including building permits, assessor parcel data, the CoStar commercial property database, and local published statistics from brokerage firms.
- Document and analyze development trends and market share by land use type and area of the city and larger regional market area.
- Identify and characterize major submarkets and locations of concentration for each land use type.
- Assess the strengths and weaknesses of each market segment in terms of the City's ability to be competitive for employment, retail, and tourism development that support both economic development and quality of life.

Task 4: Retail Sales and Expenditures

The city's retail sector performance and capture will be an important area of focus. Vibrant downtowns and neighborhood commercial districts are important to quality of life and place, yet the number of potential retailers and other tenant types has diminished with the growth of online retail. In some cases, restaurants and entertainment can fulfill this role. We will need to evaluate the impact of these trends on the most important commercial areas in Glenwood Springs including downtown, Confluence, 6th Street, and West Glenwood.

- EPS will analyze and aggregate individual business sales tax data (to be obtained from the City under a confidentiality agreement) to quantify total retail sales volumes and performance by store category and by location within the city. Based on previously compiled data on the retail inventory from Task 3, we will also estimate sales per square foot by store category and location.
- We will estimate retail expenditures by store category by Glenwood Springs trade area residents based on average household income, total personal income (TPI) for the city, and the percent of TPI spent by store category.
- Using EPS' retail sales inflow-outflow model, we will compare the level and distribution of sales by local businesses with the spending patterns of area

residents. The model will distribute Glenwood retail store sales by consumer segment including sales to residents, inflow from the surrounding regional trade area, and sales to visitors.

- The sales flow model will also estimate the share of area resident expenditures made in local stores and the portion of spending that is outflow (leakage) to other locations.
- Based on the sales flow analysis, we will identify existing unmet demand by store category focusing on grocery stores and other key anchors. We will also estimate the additional sales potential associated with projected growth of households and income over the next 10 years.

Task 5: Residential Real Estate Market

EPS will characterize the City's housing sector including data on the total inventory by product type as well as the change in median and average sale prices and average rents over the last 10 years. Estimates of future demand will be made based on projected population and employment growth.

- EPS will collect and analyze secondary data on the ownership and rental housing inventory and development trends over the last 10 years.
- Working with a local realtor, we will track the annual sales volume and prices for the sales of new housing and resales from the Board of Realtors Multi-List database.
- EPS will document and evaluate sale and rental price trends and compare to wages and household incomes to gauge changes in affordability conditions.
- Based on current on commuting patterns, we will estimate the current housing shortage for rental and for sale housing.

Task 6: Emerging Development Trends

After completing Tasks 2 through 5, EPS will have thoroughly documented market conditions, trends, and gaps in Glenwood Springs. Drawing from data on national and global shifts in economic and real estate demand, as well as our knowledge and experience working in other markets, we will identify other development formats that could be in developed in Glenwood but are not yet supplied. Some major themes could include:

- ***Retail evolution*** – How will online retail continue to effect Glenwood's retail development opportunities? What new concepts could be viable?
- ***Housing market expectations*** – How will regional trends affect the demand for housing products?
- ***Workplace trends*** – How much of Glenwood's workforce is comprised of remote workers? Is the impact of the pandemic temporal or more structural affecting long term demand? Are there any industrial and R&D innovations relevant to Glenwood?

Task 7: Land Demand Forecasts

EPS will prepare space demand forecasts by major development category for a 10 and 20-year forecast period. First, we will develop 20-year population and employment projections, and estimates of visitation growth as underlying drivers. Using the analysis in the previous tasks to inform the assumptions on the land use mix, EPS will:

- Forecast housing demand based on current needs and the growth of households over the next 10 years by unit type and price point.
- Project office and industrial space including data on product type and locational preferences.
- Forecast retail space demand by type of space, location, and consumer market orientation.
- Estimate future lodging demand by number of rooms with additional data on product types and locations.

Task 8: Key Development Locations

Based on the space and land development forecasts, EPS will provide input on the supportable amount and mix of development at key development and redevelopment locations including downtown, 6th Street and Confluence. We will estimate the supportable product types and price points for each location and provide input on the need for an appropriate use of economic development incentives.

Task 9: Draft and Final Reports

EPS will prepare a draft report to document the key information and analyses and input from stakeholders described in this draft work plan. EPS will make the report reader-friendly by avoiding technical jargon and relying primarily on charts, figures, and maps. EPS will complete a final report within two weeks receipt of edits and comments on the draft report. If a second trip to present the final report is needed or desired, it will be billed as an additional cost item.

Budget and Schedule

EPS agrees to complete the above scope of work within approximately four months on a time and materials basis not to exceed $49,650 without prior approval of the City. The approximate level of effort by staff level and task is shown in **Table 1** below.

Table 1. Level of Effort by Task and Staff Level

	Principal	Associate	Production/ Research	Total
Billing Rate	$250	$140	$110	
Labor Cost				
Task 1: Project Initiation	16	16	4	$6,680
Task 2: Economic and Demographic Assessment	8	24	8	$6,240
Task 3: Commercial Real Estate Market	8	16	8	$5,120
Task 4: Retail Sales and Expenditures	8	16	16	$6,000
Task 5: Residential Real Estate Market	8	24	18	$7,120
Task 6: Emerging Development Trends	8	16	12	$5,560
Task 7: Land Demand Forecasts	4	12	4	$3,120
Task 8: Key Development Locations	4	8	8	$3,000
Task 9: Draft and Final Reports	12	12	8	$5,560
Total Labor	**76**	**144**	**84**	**$48,400**
as % of total staff hours	*25%*	*47%*	*28%*	
Direct Costs				
Travel Costs (1 two-person trips)				$750
Economic and Real Estate Data				$500
Total Direct Costs				**$1,250**
Total Budget				**$49,650**

Source: Economic & Planning Systems, Inc.

303 623 3557

epsys.com

Denver | Los Angeles | Oakland | Sacramento



About Economic & Planning Systems

Economic & Planning Systems, Inc. (EPS) is a land economics consulting firm experienced in the full spectrum of services related to real estate development, the financing of public infrastructure and government services, land use and conservation planning, and government organization.

EPS was founded on the principle that real estate development and land use-related public policy should be built on realistic assessment of market forces and economic trends, feasible implementation measures, and recognition of public policy objectives, including provisions for required public facilities and services.

AREAS OF EXPERTISE

- Real Estate Economics
- Public Finance
- Land Use & Transportation
- Economic Development & Revitalization
- Fiscal and Economic Impact Analysis
- Housing Policy
- Public-Private Partnership (P3)
- Parks and Open Space Economics

Clients Served

Since 1983 EPS has provided consulting services to hundreds of public- and private-sector clients in Colorado and throughout the United States. Clients include cities, counties, special districts, multi-jurisdictional authorities, property owners, developers, financial institutions, and land use attorneys.

Staff Capabilities

The professional staff includes specialists in public finance, real estate development, land use and transportation planning, government organization, and computer applications. The firm excels in preparing concise analyses that disclose risks and impacts, support decision making, and provide solutions to real estate development and land use-related problems.

Retail Development Analysis



EPS prepares retail supply and demand studies ("leakage" analysis) as well as highly-tailored strategies for retail districts. In our retail work, we strive to fully recognize the range of assets and challenges central to devising a successful retail strategy, including the location-specific attributes of the neighborhood and the dynamics of the community. Our combination of analytics and locational competiveness assessment provides EPS clients with highly effective strategies for retail sustainability and enhancement. As a central part of its consulting practice, EPS has consulted on all aspects of retail development including retail development strategies, project feasibility analyses, financing programs, and impact analyses as described below.

- **Project Feasibility** – EPS prepares real estate market and feasibility analysis for retail stores, shopping centers, and mixed-use retail and entertainment projects. Market research often includes household surveys of expenditure patterns and detailed analysis of sales tax data to accurately portray current inflows and outflows and specific store opportunities.

- **Retail Development Strategies** – EPS assists cities with larger community-wide and project specific strategies to attract desirable retail tenants and retail centers based on market research, tenant contacts, financing strategies, and incentive packages.

- **Revitalization and Redevelopment Plans** – EPS collaborates with planners and urban designers to develop overall development and revitalization plans and programs for downtowns and other existing commercial districts.

- **Public/Private Financing** – EPS assesses the required levels of public support to attract developer interest or to complete the financing program for a proposed project. The includes identifying and forecasting potential funding sources; allocating capital costs among participating entities; and public finance negotiations.

- **Tax Increment Financing** – EPS prepares detailed, market analysis-based tax increment forecasts and evaluation of historical assessed value growth and allocation of tax increment receipts.

- **Developer Negotiations** – EPS conducts feasibility studies and economic analyses to support real estate and infrastructure negotiations often resulting in development agreements, owner participation agreements and participation and disposition agreements.

- **Impact Studies** – EPS analyzes the positive and negative effects of new retail development projects including impacts on existing retailers, net sales tax revenues, and justification for retail incentives.

Project Profiles

Sixth Street Corridor Master Plan
Glenwood Springs, Colorado



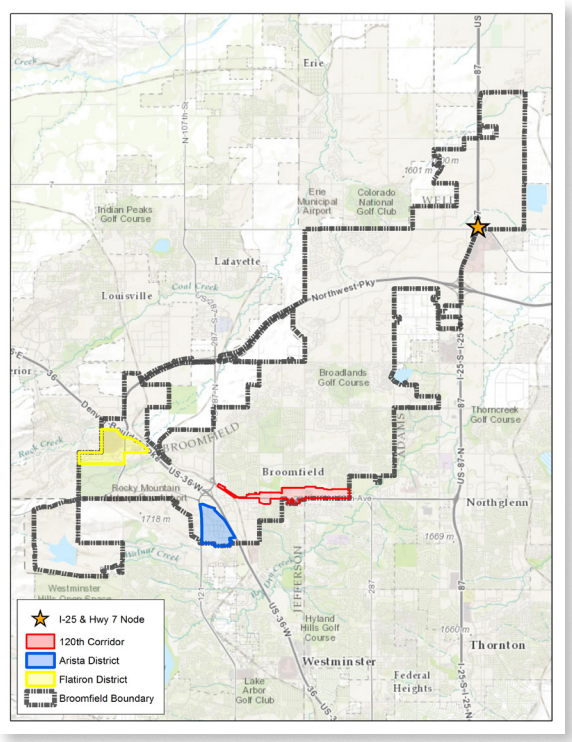
Located on Colorado's western slope of the Rocky Mountains, the City of Glenwood Springs is a vibrant community known to guests for its hot springs and also recognized as a regional hub for locals that supports a number of resort communities in the immediate region. As a result of a multi-million dollar Colorado Department of Transportation (CDOT) project to demolish and realign the Grand Avenue/ State Highway 82 bridge over the Colorado River, the 6th Street Commercial Corridor was expected to change dramatically. To ensure the vitality of this corridor, the City sought to create a master plan for the roughly 3/4 mile-long portion of 6th Street on the north side of the river.

EPS provided the market and economic analysis for the Corridor Plan. The study focused on the sites that were underperforming for potential redevelopment, with an emphasis on linking redevelopment concepts with infrastructure improvements. The team addressed ways to alleviate traffic volumes on 6th Street by linking redevelopment sites with better pedestrian connections and incorporating a transit shuttle linking corridor hotels with the historic hot springs, the cavern gondola base, and a recently developed set of hot springs. EPS then completed an evaluation of alternative financing districts for generating revenues for the recommended improvements including; a general improvement district, business improvement district, special improvement district, and downtown development authority area expansion. Each mechanism is described, along with formation requirements, revenue sources and potentials, governance structure, and relative strengths and weaknesses for application to the project context.

Broomfield Retail Study
Broomfield, Colorado

The City and County of Broomfield experienced robust retail development and sales increases between 1990 and 2007 including of development of Flatirons Crossing Mall, as well as numerous neighborhood and community retail centers serving residential growth. However, during and after the 2008 to 2010 recession, the retail sector dramatically slowed due to the growth of on-line sales and related declines in bricks and mortar retail sales, as well as increasing competition for major one-in the market retailers in neighboring jurisdictions. Growing the City's revenue base through retail development, recruitment, and expansion nevertheless remains an economic development priority and a focus for City Council.

The City retained EPS to evaluate retail conditions and potentials citywide with a focus on four districts including: the Flatirons District including the Mall and its surrounding ancillary retail and accommodation uses; the Arista Entertainment District including the 1stBank Event Center; the 120th Avenue Corridor; and the I-25 Corridor and State Hwy 7 interchange. The study was grounded on a comprehensive analysis of existing retail conditions, including retail buying power, existing sales performance, and retail and expenditure sales flows and estimates of capture and leakage. It also included a retail survey of 1,200 households regarding existing spending patterns and preferences for new shopping and entertainment options. Assets and barriers and development opportunities were provided for the four districts including additional retail potentials by store category and key target tenants for recruitment and attraction. The report also provided a retail development and revitalization strategies for the city as a whole and for the four focus districts.



Development and Land Demand Forecasts
Bozeman, Montana

EPS was retained by the City of Bozeman to provide economic and demographic data analysis and to identify future land use needs over the next 25 years. The purpose of this analysis was to support the City's update of its comprehensive plan and to identify what land area and land characteristics are needed for the continued economic and physical growth of the city.



To provide staff and the Planning Board with the framework necessary to fully understand the factors that influence growth in the city, EPS completed a comprehensive summary of economic and demographic trends and conditions in and around the city. This information was used to provide the framework and inputs necessary to develop the final land demand forecasts.

EPS developed an employment-based land demand model to estimate the total demand for commercial and residential space. Based on anticipated employment growth in Bozeman, EPS estimated the annual demand for varying commercial space types (i.e. office, retail, and industrial) as well as the demand for residential housing types (i.e. single family, townhome, and multifamily) over the next 25 years. These estimates were used to provide policy and strategy recommendations

to the City after discussions with the City Planning Board and City staff. These recommendations were included in a final report along with an interim and final presentation to the City's Planning Board.

Downtown on the Rio Design and Action Plan
Alamosa, CO

The City of Alamosa is the county seat of Alamosa County and a regional commercial hub for the greater San Luis Valley in southern Colorado. The City of Alamosa is a tourism destination due to this proximity to the Great Sand Dunes National Park and other outdoor attractions in the area. Alamosa's downtown has been the center for commerce for several decades, but has been an experiencing a decline in its role a retail center as large, big-box retailers have located on the edge of the City and long-time retailers have closed in downtown. Despite the struggles of retailers, the downtown area does serve as the restaurant and services destination for many tourist and is home to Adams State University. The City of Alamosa identified improving the downtown areas a major goal within their 2017 Comprehensive Plan and commissioned a design and action plan for the downtown area to identify short and long term actions the City can take to help improve the appeal and condition of downtown.



EPS, as part of large consulting team, was engaged to develop the Downtown Design and Action Plan. EPS completed a market analysis for the Downtown area to identify supportable uses in the downtown area. The feasibility of preferred development types, specifically a hotel and multifamily residential, was tested to understand the barriers and gaps to attracting these uses downtown. EPS develop strategic plan for organization of the business community in downtown and the formation of a tax-increment district to help fund improvements identified in the plan. The City is currently working to decide between the formation of urban renewal area or downtown development authority depending on the desired involvement from area businesses and property owners. EPS provided guidance on the pros and cons of each approach and suggested a path forward for the community using urban renewal as the most appropriate tool given the lack of an existing downtown business group to lead the creation of DDA Lastly, EPS lead the development of a developer resource and opportunities toolkit and retail store-front activation toolkit for use by the City to support downtown efforts.

McCaslin Parcel O Redevelopment Study
Louisville, Colorado



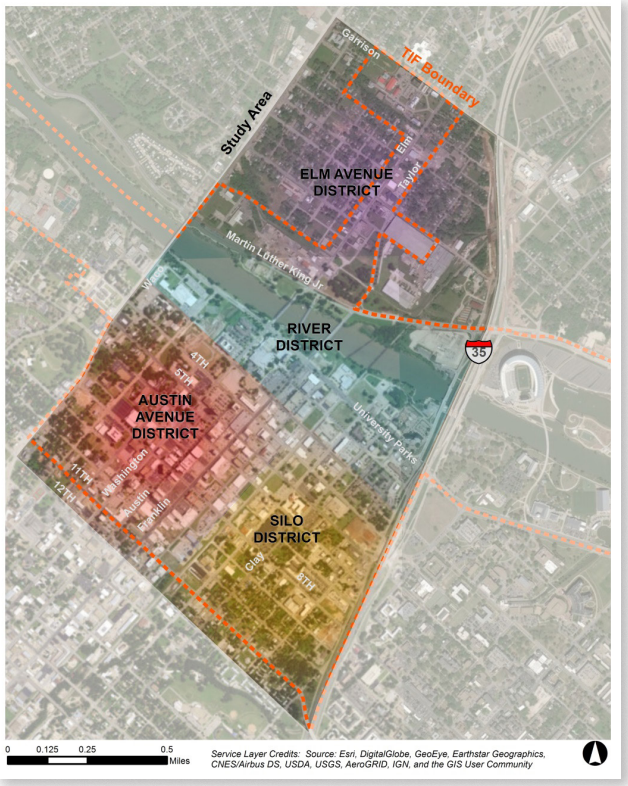
The McCaslin Boulevard corridor in Louisville was on the first areas to attract regionally oriented retail uses along US-36 corridor in the early 1990's. As the communities along the US-36 corridor have grown and matured, other cities and towns have captured large regional retail centers including the FlatIron Crossing in Broomfield and Superior Marketplace in Superior. As a result, the McCaslin corridor's role in the region has shifted, which has led to the loss of some retailers, most notably Sam's Club in 2009 with Kohl's also expected to leave in 2019. The McCaslin corridor and the retailers along it are a vital component of the City of Louisville's fiscal health due to the retail sales tax dollars generated there. Unfortunately, the Sam's Club vacant building has remained largely vacant since 2009 except for some transitional uses. As retail conditions and trends have shifted more locally and nationally, the City is at risk of losing additional major, regional retailers. The City of Louisville wanted to explore the potential for the introducing non-retail uses to the corridor that fit with the community needs and character and also still generate a positive fiscal impact to the City.

The City retained EPS and Trestle Strategy Group to evaluate retail conditions and potentials along the McCaslin corridor to understand the market realities and competitive position in the region. EPS was tasked with identifying the market demand for non-retail uses that could support the existing retail centers. A market analysis for retail, office, residential, and hotel uses was performed to identify market opportunities. Community support for new uses was gauged through outreach efforts. Potential redevelopment scenarios were developed to test the market and financial feasibility, community support, and fiscal impact of changes to existing retail centers, specifically the Sam's Club and Kohl's parcels. The analysis will result in an action strategy for the City to use to proactively address needed regulatory and development plan changes to allow for desired redevelopment and repurposing projects to move forward.

Downtown Market Study and TIF Investment Strategy
Waco, Texas

Downtown Waco is the historic center of the City of Waco as well as the county seat for McLennan County. Like many cities of a similar size, the Downtown area experienced a noticeable decline when regional and community serving retail uses began to move to planned shopping centers at suburban locations in the 1960s and 1970s. The retail and commercial sectors languished in Downtown resulting in several vacant store fronts and buildings. Despite the decline in retail and office uses, Downtown remained an important government center. The City of Waco completed a number of plans for Downtown revitalization over the last 30 years

with some modest successes. Recently, the City made several investments in major civic/public space projects, downtown housing projects, and building rehabilitation and historic preservation projects. These investments have generated renewed interest and activity in Downtown and increased the amount of people living and working in the area. The Waco Downtown Tax Increment Financing (TIF) District has been the most impactful implementation tool for funding these downtown efforts. The Downtown TIF District expires 2032 and loses the increment contribution from the Waco Independent School District in 2023, which accounts for approximately 50 percent of increment generated in the district.



The City of Waco and TIF Board sought the development of a strategic plan to maximize return on investments made in Downtown over the remainder of the TIF District life. EPS was hired to complete a Market Study and TIF Investment Strategy. EPS assessed market conditions and opportunities within the TIF District boundary that includes the downtown core as well as the larger Brazos River front zone and the edge of the TIF District bordering the Baylor University campus. The market study included development potentials over a 10-year period for a full range of downtown uses by property classification including retail, entertainment, office, residential, and lodging. The intent of the market study was to compile a well-grounded assessment of development opportunities and potentials to inform the TIF Investment Strategy. The TIF strategy provided a strategic plan for use of remaining TIF resources plus the anticipated revenues to be collected over the remaining years of the TIF District. EPS developed a prioritized list of projects and investments the TIF Board and the City of Waco should implement to address market gaps and attract additional private investment.

Downtown Retail Strategy
Steamboat Springs, Colorado

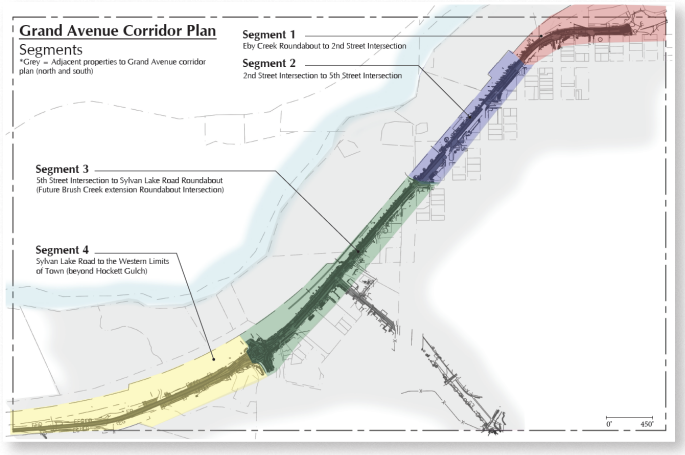


Steamboat Springs has one of the strongest mountain downtowns in Colorado, however there are several areas where the customer and visitor experience could be improved. EPS was hired by Main Street Steamboat Springs and the Steamboat Springs Chamber and Resort Association to prepare an assessment of downtown retail strengths and weaknesses and to develop a strategy for addressing challenges.

First, the evolution of retail is affecting retail development and tenanting opportunities in all market settings, from urban to resort and rural. EPS prepared a summary of the major retail trends and its evolution coming from the growth of online shopping and the proliferation of mass merchandising "big box" stores. These retail trends, coupled with interest in marketing to younger demographics, indicated that Steamboat should focus on locally produced goods and other unique items and experiences that build on the Steamboat brand and "story".

While downtown Steamboat has the bones for a vibrant pedestrian environment with its historic building stock and street grid, there is a lack of basic pedestrian/customer amenities. Many initiatives are underway to add basic features such as benches, shade, water fountains, and public restrooms. This study highlighted the importance of these needs to Main Street Steamboat to continue to work with the City and private businesses on improving downtown amenities. There are also several buildings and sites in Downtown that could better contribute economically and aesthetically to Downtown. EPS identified key sites to pursue redevelopment or re-use, with a focus on the eastern and western gateways to downtown.

Grand Avenue Corridor Plan
Eagle, Colorado



The Town of Eagle received control of a portion of Grand Avenue (Highway 6) from the Colorado Department of Transportation (CDOT) that extends from Eby Creek roundabout on the east to the western edge of the town boundary. The Town of Eagle is now responsible for the roadway improvements and maintenance, which prefaced the Grand Avenue Corridor Plan. The Corridor Plan aims to improve mobility, establish a strong sense of place and identity, and direct future development along the corridor such that it creates connectivity between major destinations and enables walkability and biking along the corridor and to the downtown commercial core.

EPS is responsible for the economic analysis of redevelopment opportunities along the corridor. This includes an in-depth market analysis of the demand and supply metrics of the Town and market area. EPS held business and property owner stakeholder groups to integrate findings with data analysis and identify opportunities to catalyze development. EPS is identifying value capture and public financing strategies for the Grand Avenue corridor and providing an evaluation matrix and revenue estimates to enable the Town to identify best-fit options to include in a final set of recommendations. EPS will workshop with Town staff to define, evaluate, and rank the options. An implementation strategy and timeline for improvements will be created by EPS to identify aggregate proceeds (sources) and total project costs (uses) that address capital improvements by phase.



Education

M.A., Urban Geography, University of Colorado

B.A., Political Science, University of Colorado

Employment History

21 Years with EPS

35+ Years Experience

Previous Employment

1999-present
Principal
Economic & Planning Systems, Inc.

1997-1999
Principal, In Motion, Inc.

1993-1997
Vice President, BRW Inc.

1978-1992
Vice President, Hammer Siler, George Associates

1976-1978
Planner, Jefferson County Planning Department

Affiliations

American Planning Association

Urban Land Institute

International Downtown Association

Denver Planning Board, 1992 to 2005

ICSC Colorado Alliance

Economic & Planning Systems, Inc.
The Economics of Land Use
www.epsys.com

Daniel R. Guimond

Senior Principal

Daniel Guimond is an economist and planner with over 35 years' experience in market and financial analysis. He has specialized in retail feasibility analysis, including market studies for shopping and mixed use town centers, department stores, discounters, and grocery stores. For the public sector, he has conducted citywide and district specific retail development strategies. Dan has extensive project experience with redevelopment projects including commercial corridors, outmoded malls and centers, and infill and transit-oriented development sites.

SELECTED PROJECT MANAGEMENT EXPERIENCE

- **DENVER RETAIL CONDITIONS AND OPPORTUNITIES STUDY DENVER, CO**
  Analysis of retail conditions and sales flows for the City and nine sub-districts identifying gaps by category and location. Also evaluated the incentives programs of peer cities and recommended an expanded tool box of business assistance and financial incentives.

- **MARKET HALL FEASIBILITY STUDY | BOULDER, CO**
  Market analysis and development strategy for a year-round public market hall within the Civic Center Area Plan. Identified comparable markets, interviewed existing farmers market vendors, and conducted community meetings with a stakeholder advisory group. Defined a recommended project program in terms of tenant mix, types and sizes of spaces needed, lease parameters, and total square footage. Identified supportable market rents, CAM charges, and other operational characteristics for use in the financial analysis.

- **UNIVERSITY HILL MARKET AND FEASIBILITY STUDY | BOULDER, CO**
  Completed analysis of market potentials for non-student oriented uses within the University Hill commercial district. Analyzed feasibility of market rate and affordable housing and commercial and office uses to understand barriers to development and identified financial tools to help address feasibility gaps.

- **MCCASLIN CORRIDOR REDEVELOPMENT STUDY | LOUISVILLE, CO**
  Market and feasibility analysis for reuse or redevelopment of two large format stores in the McCaslin retail corridor.

- **BROOMFIELD RETAIL STUDY | BROOMFIELD , CO**
  Citywide retail conditions and potentials with a focus on four key districts. Analysis included existing retail conditions, retail buying power, existing sales performance, and sales flows, captures and leakage.

- **DOWNTOWN RETAIL STRATEGY | STEAMBOAT SPRINGS, CO**
  Market assessment of downtown retail sectors' strengths and weaknesses in light of current challenges of competition from e-commerce and big box stores. Retail/development and tenanting

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strategy to maintain unique mountain community character and appeal to new target demographic segments.

- **LOWENSTEIN THEATRE FEASIBILITY ANALYSIS | DENVER, CO**
  Market analysis and public financing for infill retail project including Tattered Cover bookstore, Twist and Shout music store, and an independent cinema.

- **DENVER UNION STATION MARKET ANALYSIS AND DEVELOPER SELECTION | DENVER, CO**
  Market analysis of development and tenanting options for historic terminal building and economic and financial analysis support on developer selection, evaluation and negotiation of lease terms.

- **OKLAHOMA CITY RETAIL PLAN OKLAHOMA CITY, OK**
  Citywide retail development plan including analysis of citywide and subarea sales flows, identification and categorization of retail nodes, centers and corridors, performance evaluations, and development and revitalization policies and strategies.

- **MIDTOWN CORRIDOR REDEVELOPMENT STUDY | FORT COLLINS, CO**
  Commercial corridor redevelopment plan including Foothills Mall redevelopment options, infill development potentials, opportunity site feasibility analysis, and public-private financing strategies and partnerships.

- **DIAGONAL PLAZA FEASIBILITY ANALYSIS BOULDER, CO**
  Evaluation of the market and financial feasibility of redevelopment options for an aging community shopping center.

- **WINROCK TOWN CENTER REDEVELOPMENT ALBUQUERQUE, NM**
  Market analysis, financial feasibility, public financing and fiscal impacts for the redevelopment of the former Winrock Mall as a mixed use town center.

- **TAMARAC DDR MARKET STUDY | DENVER, CO**
  Identified redevelopment market potentials for the outmoded Tamarac Square Mall in south Denver. Market analysis of residential, retail and office development potentials and financial feasibility analysis of alternative supportable development programs.

- **COSTCO IMPACT ANALYSIS | OKLAHOMA CITY, OK**
  Economic impact analysis of first Costco store in the city including: a profile of Costco compared to its major competitors; future sales levels; projected new sales tax inflow to Oklahoma City, estimated sales transfers from existing Oklahoma City stores, and net new sales tax revenue to the City.

- **FLATIRON MARKETPLACE REDEVELOPMENT IMPACTS | BROOMFIELD, CO**
  Fiscal and land use impact analysis of proposed redevelopment of 435,000 square foot power center to a mixed use lifestyle district including 860 apartments and 30,000 square feet of restaurant and entertainment retail.

- **DOWNTOWN MARKET STUDY | PARKER, CO**
  Market and feasibility analysis for four Town-owned parcels in downtown that are planned to be available for private development by the P3, the Parker URA.

- **DOWNTOWN MARKET STUDY | WACO, TX**
  Market analysis for retail, office, housing, and arts and culture sectors. TIF investment strategy for investing approximately $100 million in remaining funds in the downtown TIF District over the 2018-2033 time period.

- **MAIN STREET RETAIL STRATEGY STEAMBOAT SPRINGS, CO**
  Market assessment of downtown retail sector's strengths and weaknesses in light of current challenges of competition from e-commerce and big box stores. Retail development and tenanting strategy to maintain unique mountain community character and appeal to new target demographic segments.



Education

Masters of Urban and Regional Planning at the University of Colorado Denver

BS in Community, Environment, and Development; Minors in Economics and Communication Arts and Sciences—The Pennsylvania State University, 2015

Employment History

7 Years Experience

4 Years with EPS

Affiliations

Urban Land Institute

Sarah Dunmire

Associate

Sarah joined EPS in 2017, bringing her academic and professional experience in planning and economics. Prior to EPS, Sarah worked in the public sector as a Regional Planner gaining experience in regional planning, growth management, and community development. Additionally, through her time as an Economic Analysis Program Assistant for Penn State Extension, Community and Economic Development she learned skills of economic development, strategic planning, and facilitation. She has a passion for community and economic development, affordable housing, and sustainability.

SELECTED PROJECT EXPERIENCE

- **DOWNTOWN MARKET STUDY | PARKER, CO**
  Market analysis for residential, office, retail, and hospitality development in downtown. Market feasibility and potential for each development type were identified within a range of short, mid, and long time frames using both a top-down demand forecast and bottom-up financial analysis for individual projects.

- **GRAND AVENUE CORRIDOR PLAN | EAGLE, CO**
  Currently providing an in-depth market assessment of demand and supply metrics of the Town and market area to identify redevelopment opportunities that will have traction with local market conditions. Identifying and evaluating value capture and public financing strategies relevant to the Town based on criteria matrix and revenue estimates. Creating an implementation strategy and timeline with an integrated set of sources and uses that address capital improvements by phase.

- **DOWNTOWN DESIGN PLAN | ALAMOSA, CO**
  Real estate and economics lead on a new Downtown Plan that will define catalyst projects, and infrastructure and design strategies to energize Downtown Alamosa.

- **THREE SPRINGS METROPOLITAN DISTRICT MARKET STUDY DURANGO, CO**
  Currently working on a market study to support metro district bonds and forecast revenue for commercial and residential developments. The study will provide an overview of current demographic and economic conditions, estimated property values, and absorption estimates.

- **REDTAIL RIDGE MARKET ANALYSIS | LOUISVILLE, CO**
  Market analysis for 400 acre corporate business park and mixed use development on prominent site of the former StorageTek Corporation in the US-36 corridor south of Boulder.

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The Economics of Land Use
www.epsys.com

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sdunmire@epsdenver.com

- **STROH AND CHAMBERS NEIGHBORHOOD CENTER MARKET ANALYSIS | PARKER, CO**
  Completed a market analysis for a proposed neighborhood commercial node in south Parker. Demand for commercial space (sq. ft.) and retail sales potential were estimated based on a retail expenditure model and forecasted household growth.

- **MESA COUNTY 29 ROAD INTERCHANGE PEL MARKET AND ECONOMIC IMPACT STUDY**
  Completed a Planning and Environmental Linkage Study for Mesa County and the City of Grand Junction for a proposed 29 Road interchange on I-70 for the Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA). Analyzed the economic development benefits that could occur to the City and region if the proposed transportation project was determined to be needed and completed.

- **WEST VAIL MASTER PLAN | VAIL, CO**
  Market analysis and evaluation of funding sources for to be leveraged for key infrastructure and redevelopment projects for a more vibrant neighborhood. Currently working on an economic impact analysis of existing commercial uses, market trends, needs for future commercial uses, redevelopment of commercial, strategies for public finance mechanisms, and housing analysis for affordable and workforce housing.

- **WEST CENTRAL ROUTE 66 VISITOR CENTER FEASIBILITY EVALUATION | BERNALILLO COUNTY, NM**
  Evaluated the market and financial potentials for a visitor center for Bernalillo County and the City of Albuquerque. The proposed plans included a 21,000 square foot multipurpose center with a banquet/event hall, outdoor performance venue, “lowrider” museum, taproom, gift shop, and drive-in movie theater. Evaluated the reasonableness of the operating plan and provided recommendations for program refinements that could increase utilization and operating revenues.

- **MRA PLAN UPDATE | FARMINGTON, NM**
  Market analysis and development potentials for 500-acre redevelopment area including and surrounding downtown with a focus on implementation steps for a recently funded Outdoor Recreation Industry initiative.

- **SA TOMORROW COMPREHENSIVE PLAN SAN ANTONIO, TX**
  Completed the economic competitiveness, housing, and growth and city form policy components for the City’s comprehensive plan. Developed land use framework for future growth in San Antonio, which is planned around the City’s regional activity centers and multimodal transportation corridors.

- **COMPREHENSIVE PLAN UPDATE SAN MARCOS, TX**
  Creating a detailed land use plan by identifying areas of change and stability through a parcel analysis focused on economic value, desired land uses, and building/community character. Areas identified will have in-depth analysis and planning in the comprehensive plan with profiles identifying character and potential opportunities.

- **MARYLAND PARKWAY TOD CORRIDOR STUDY | LAS VEGAS AND CLARK COUNTY, NV**
  TOD study of the Maryland Parkway corridor in anticipation of high-frequency transit development. Work includes a market analysis of districts and transit stops with the greatest potential for TOD, identifying both the “market readiness” of areas based on a number of real estate and demographic factors, and regulatory opportunities that support development, and a value capture “toolkit” that identifies and evaluates potential value capture tools for use along the corridor.



Education

B.A. in Economics and a minor in Environmental Studies - The University of North Carolina at Chapel Hill

Employment History

2 Year with EPS

Adam Illig

Research Analyst

Adam joined EPS as a Research Analyst in 2020 bringing his academic and professional experience in real estate and economics. Prior to EPS, Adam worked as an analyst for a commercial real estate appraisal firm gaining experience in land economics and commercial real estate valuation and development. His interests include sustainability, community and economic development, affordable housing, and transit policy.

SELECTED PROJECT EXPERIENCE

- **GLENDALE 180 MARKET AND REVENUE STUDY | GLENDALE, CO**
  Completed a study for the proposed 12.5-acre mixed-use development analyzing trends and conditions related to economic and demographic factors, the commercial real estate market, estimated statutory actual values, and supportable sales levels. The study established project valuation, sales levels, and anticipated development timing used to service future bond debt service.

- **PLANNING AND CODE UPDATES ECONOMIC STUDY | EL PASO, TX**
  Currently assisting the City of El Paso on a unified economic analysis for the Uptown/Downtown Area Plan and the Alameda Corridor TOD Framework Vision and Plan. EPS will provide a market assessment, development feasibility component, and conduct a soft parcel analysis to identify sites with the highest potential for redevelopment.

- **ECONOMIC DEVELOPMENT PLANNING SUPPORT | BOZEMAN, MT**
  Provided data and metrics for Bozeman's Economic Development Strategy (EDS), including a detailed analysis of traded and local industry sectors and targeted recommendations for economic growth. Additional data on socioeconomic and racial equity collected for Bozeman and selected peer cities.

- **SANTA FE COUNTY IMPACT FEES STUDY | NEW MEXICO**
  This capital improvements plan study included an analysis of the revenue generation potential implementing impact fees to fund the identified capital and infrastructure project priorities.

- **BRIGHTON FACILITIES SPACE PLANNING | BRIGHTON, CO**
  Ongoing project with the City of Brighton on recommendations for the City's real estate holdings. Project includes a detailed evaluation of key properties for utilization of City's planning and growth efforts.

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aillig@epsdenver.com

- **FOUR CORNERS MARKET AND REVENUE STUDY | ERIE, CO**
  Completed a review of a request for tax increment financing submitted by multiple projects seeking assistance in the Town of Erie's downtown area. Completed an evaluation of each project's financial feasibility using both a static and time series approach. Estimated potential public revenues generated by each project. Worked closely with staff to identify a gap closure strategy that allowed the projects to move forward and provided the Town and URA a reasonable return on investment.

- **SAGE REVITALIZATION STUDY | SAN ANTONIO, TX**
  In the process of developing a report and strategic plan for the San Antonio for Growth on the Eastside (SAGE), community stakeholders, City representatives, and public/private investors that will help guide sustainable and equitable growth on San Antonio's Eastside.

- **365 TOLL ROAD INVESTMENT GRADE T&R SOCIOECONOMIC PROJECTIONS | HIDALGO COUNTY, TX**
  In the process of evaluating land use demand and development growth potentials for construction and operation of a new toll road crossing the US-Mexico border.

- **COLORADO HPTE FLOYD HILL PROJECT FUNDING GAP STUDY**
  In the process of generating macro- and TAZ-specific socioeconomic projections for the I-70 intermountain corridor, adjusting for the impacts of COVID-19, as well as project-specific land use development research, future land use plans, and land availability.

- **LONGMONT STATION INFRASTRUCTURE MASTER PLAN | LONGMONT CO**
  Currently assisting Regional Transportation District and the City of Longmont on a due diligence analysis of the Longmont Station Master Plan (IMP). Providing analysis regarding phasing considerations, land acquisitions, and value capture revenue potential.

- **DENVER UNIVERSITY LINKAGE ANALYSIS DENVER, CO**
  Provided an economic analysis study to quantify the housing and employment related impacts of new campus facilities for Denver University on affordable housing demand in Denver.

- **DIAMOND HILL REDEVELOPMENT MARKET AND FEASIBILITY STUDY | DENVER, CO**
  Diamond Hill is a 10.5-acre office complex located at West 26th Avenue and Alcott in the Jefferson Park neighborhood overlooking I-25 and downtown Denver. EPS is evaluating a number of redevelopment alternatives for the developer of the site including a market analysis for a range of commercial uses, including office, retail, restaurant and hospitality, and multifamily residential uses to be considered for the site. The study will determine the amount and type of space supportable by use and achievable sales prices and lease rates by use.

- **PERFORMING ARTS RFP EVALUATION ALBUQUERQUE NM**
  Reviewed three development proposals for a new performing arts center, including the development program, financial proforma, and other supporting information with regard to funding and construction, utilization levels, and associated operating costs and revenues. EPS also reviewed comparable existing performing arts centers. Identified strengths and weaknesses for each proposal.

- **NAVONA MARKET STUDY | AURORA, CO**
  Provided market research for the development of a mixed-use development project on a 65-acre site on the southeast Aurora. Documented current development conditions and values and to estimate potential absorption by product type. Based on this research, EPS provided input to refining the land use plan and data to support the request for public financing.

- **HOUSING AFFORDABILITY MARKET STUDY OKLAHOMA CITY, OK**
  In the process of analyzing housing impediments, affordability, and overall housing market conditions for Oklahoma City.

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Airspace Study - Options for Enhancing Airport Safety

Action Requested: Staff requests a decision from the Council on how to address the obstructions identified in the airspace study.

Department: Parks & Recreation

Presented By: Terri Partch, Brian Smith

Strategic Goals: Ensure Public Safety

Background Info: An airspace study was performed by Jacobs Engineering for the South Bridge Project to determine whether the airport runway could be shifted north to eliminate the cost of the tunnel in the overall project.

The airspace study specifically looked at the runway shift to the north. Many obstructions were identified in the study, both trees and existing structures. Since the study, the Council has decided to keep the runway in its current configuration. In discussions with the airspace study engineer, in the existing configuration of the runway, the obstructions are worse/greater in that they intrude further into the airspace flight approaches.

Since the airport is not FAA regulated, the city has a number of options regarding the analysis and the identification of the hazard. These options are:

- No action. Allow the hazard to exist, as is.
- Publish the hazard condition in the guide for the State's airports.
- Partially clear the hazards on lands that the city controls (Sullivan Park and the airport itself)
- Adopt the study and begin a process with the planning department to first remove the public hazards, and then remove private hazards over time.

Staff has asked the city's airport insurance company about its responsibility/ liability to remove the trees/obstructions. Their response was that if the city became legally liable to a third party due to the trees, the policy would be obligated to defend us. (We can be held liable for the trees/obstuctions).

Issues: The current obstruction study only reflects the idea of moving the runway to the north. Redoing the study to the current condition would cost about $5,000. It is anticipated that the obstructions in the existing condition are greater/worse.

Fiscal Impact: Removing trees was estimated at $10,500 for roughly 60 trees on City property. If trees were removed they would be replaced with lower stature trees to preserve the city's character and its status as a Tree City.

Legal Review: NA

Staff Recommendation: Staff defers to City Council.

GWS Airspace Analysis

Scope of Work

- The team acquired high resolution Lidar data for the project area.
  - Total distance off each runway end is 11,000 FT with a distance of 3,750 FT off each side of the runway for the obstruction evaluation.
- The aerial survey and obstruction analysis covered conceptual airspace surfaces as defined by the FAA.
- Custom Obstruction Data Reports including location, height, distance above each obstructed surface were identified along with the associated land parcel data.

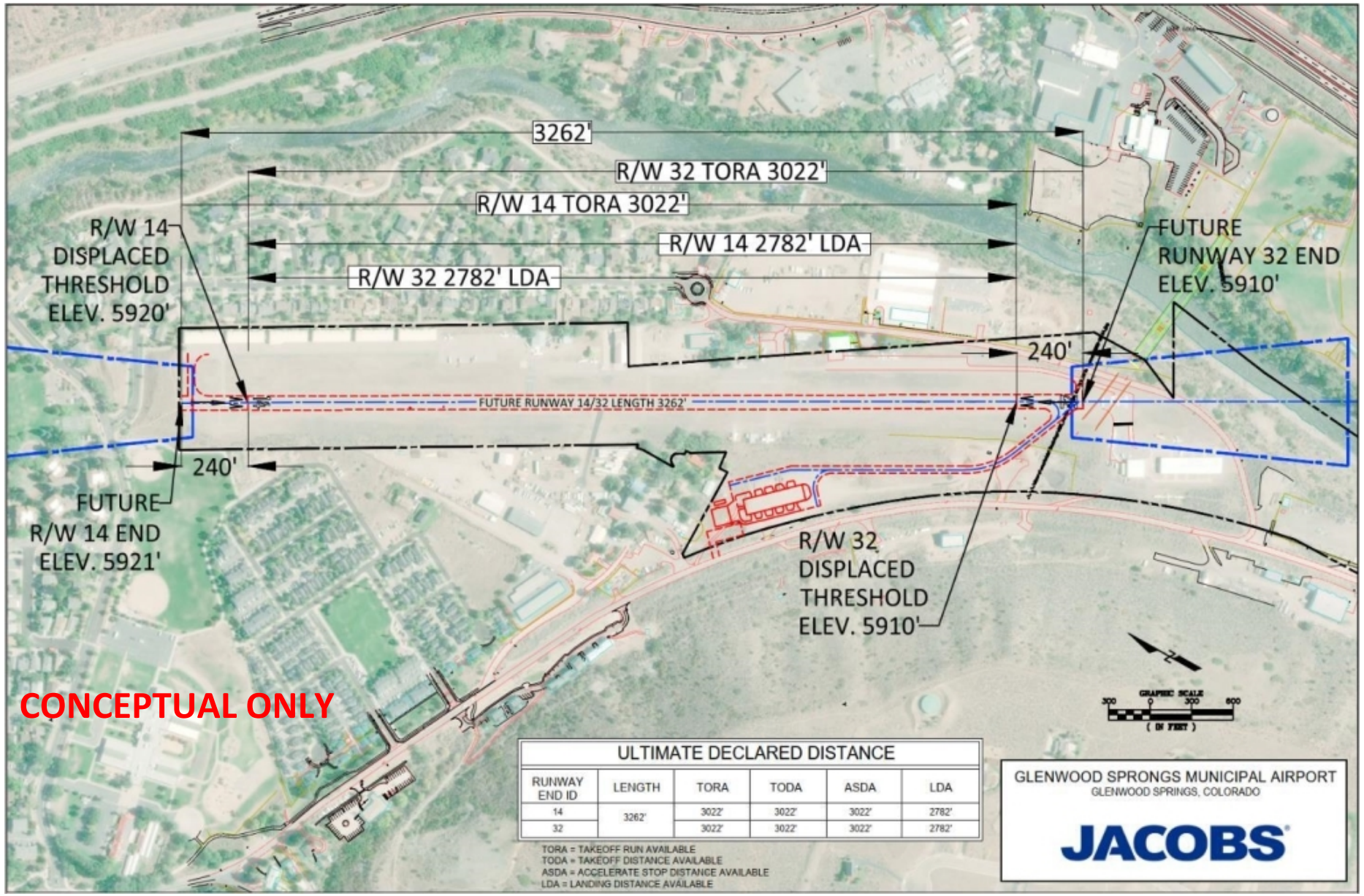
Scope of Work

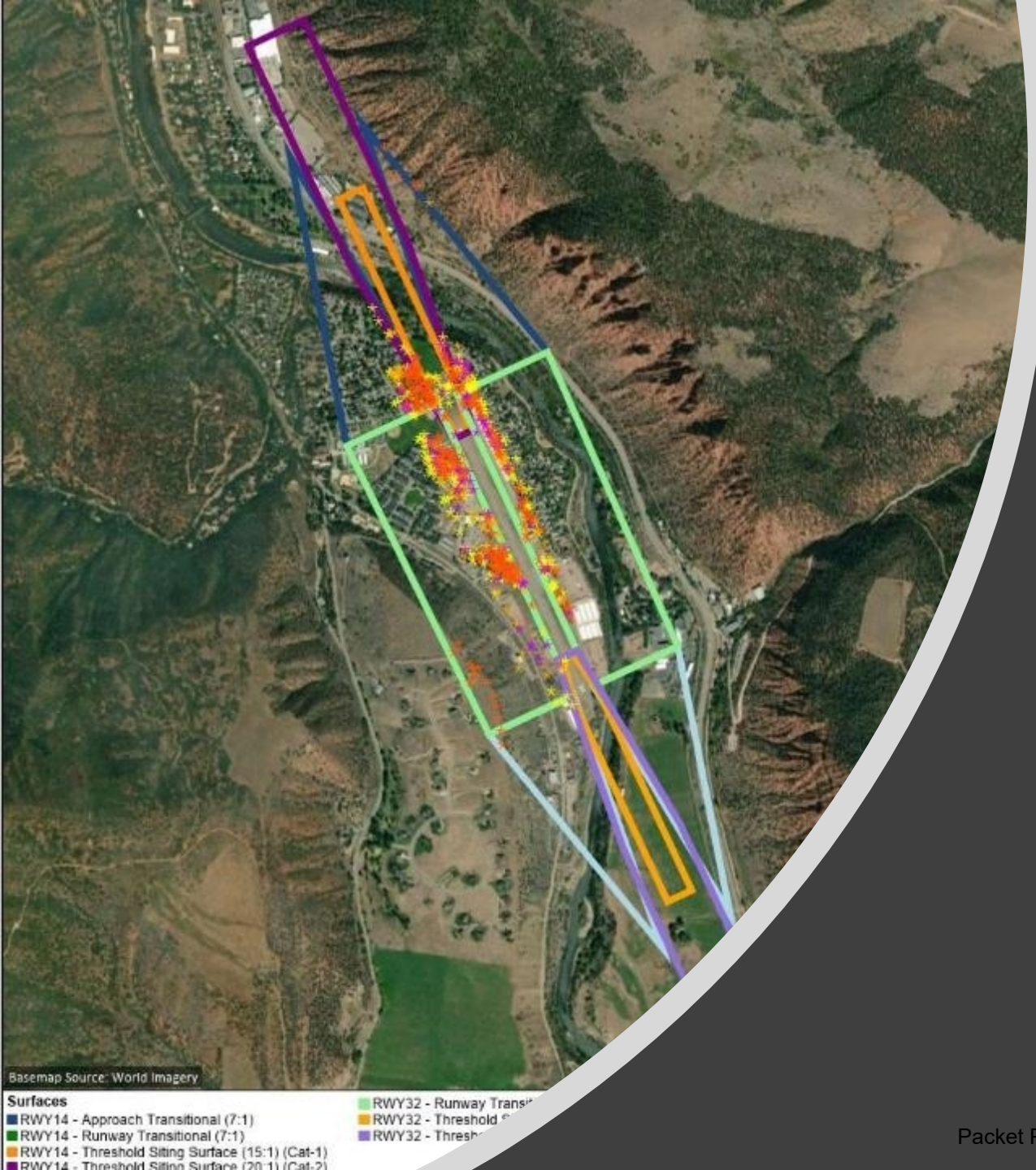
The data acquired can be utilized to evaluate both existing and future runway lengths/shifts.



Scope of Work

Concept evaluated in this scope (No Tunnel)





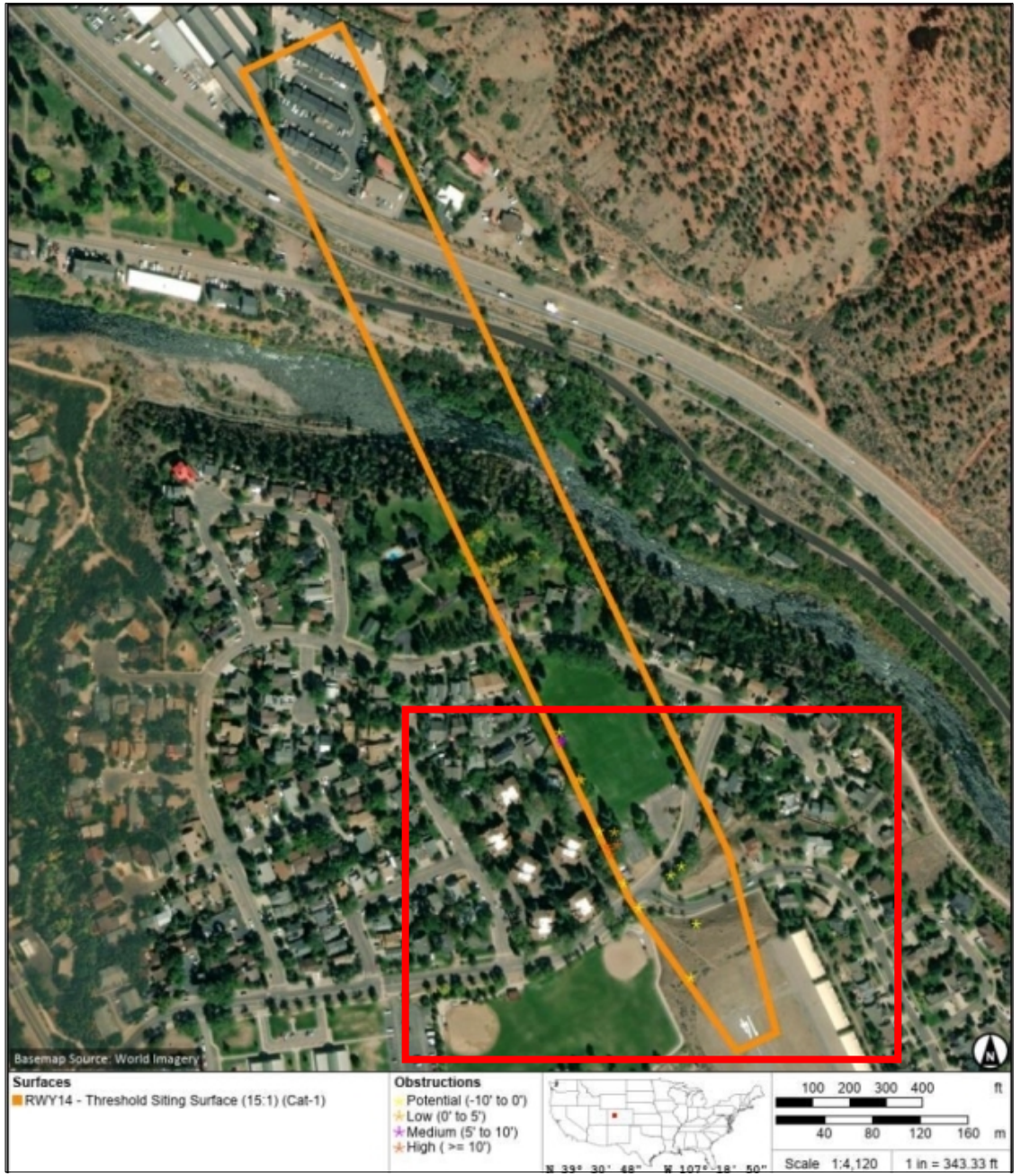
Summary of Findings

Summary of Findings

15:1 Threshold Siting Surface (14 End)

Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or less. (Visual Only Day/Night)



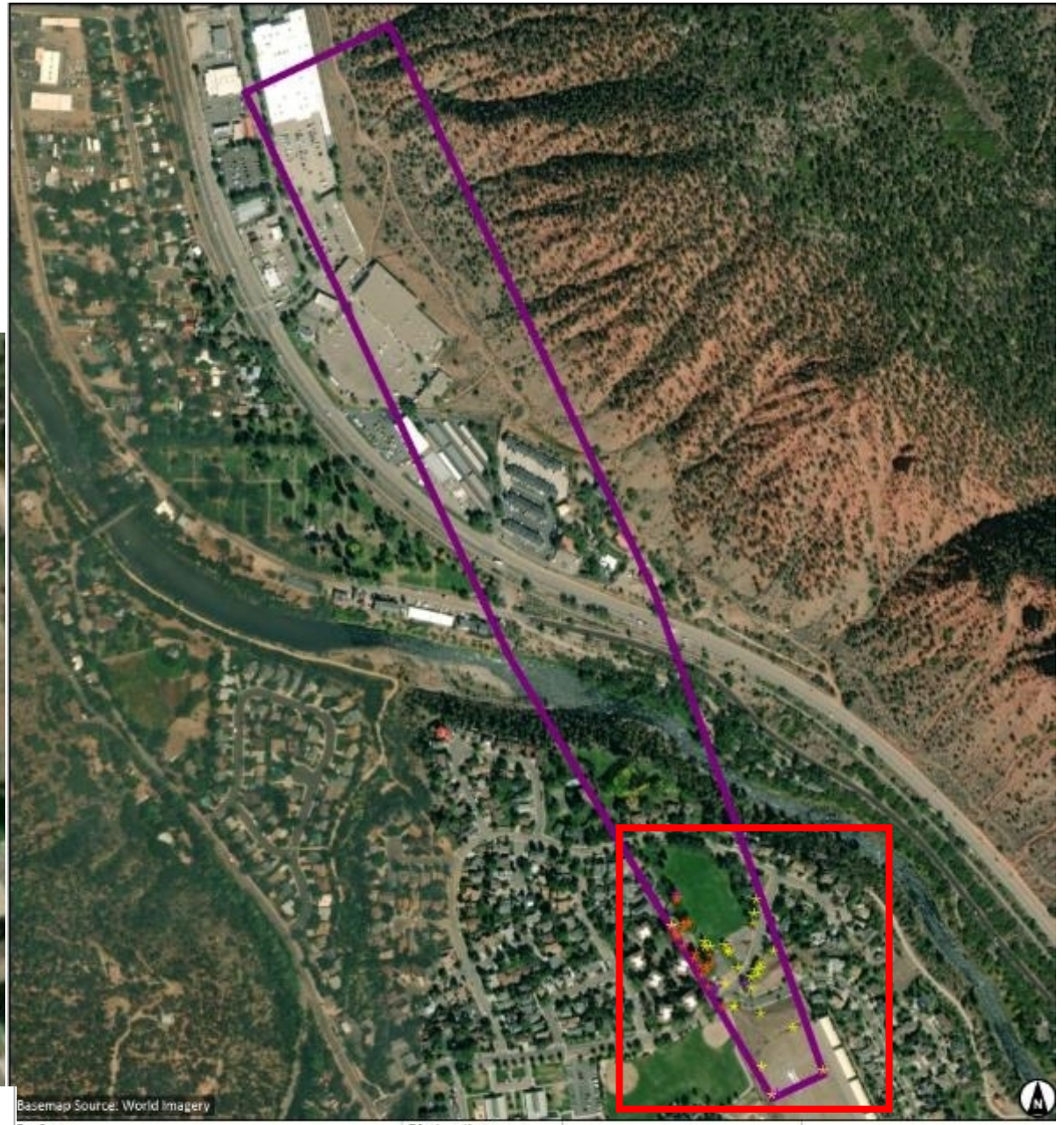


Summary of Findings

20:1 Threshold Siting Surface (14 End)

Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual Only Day/Night)



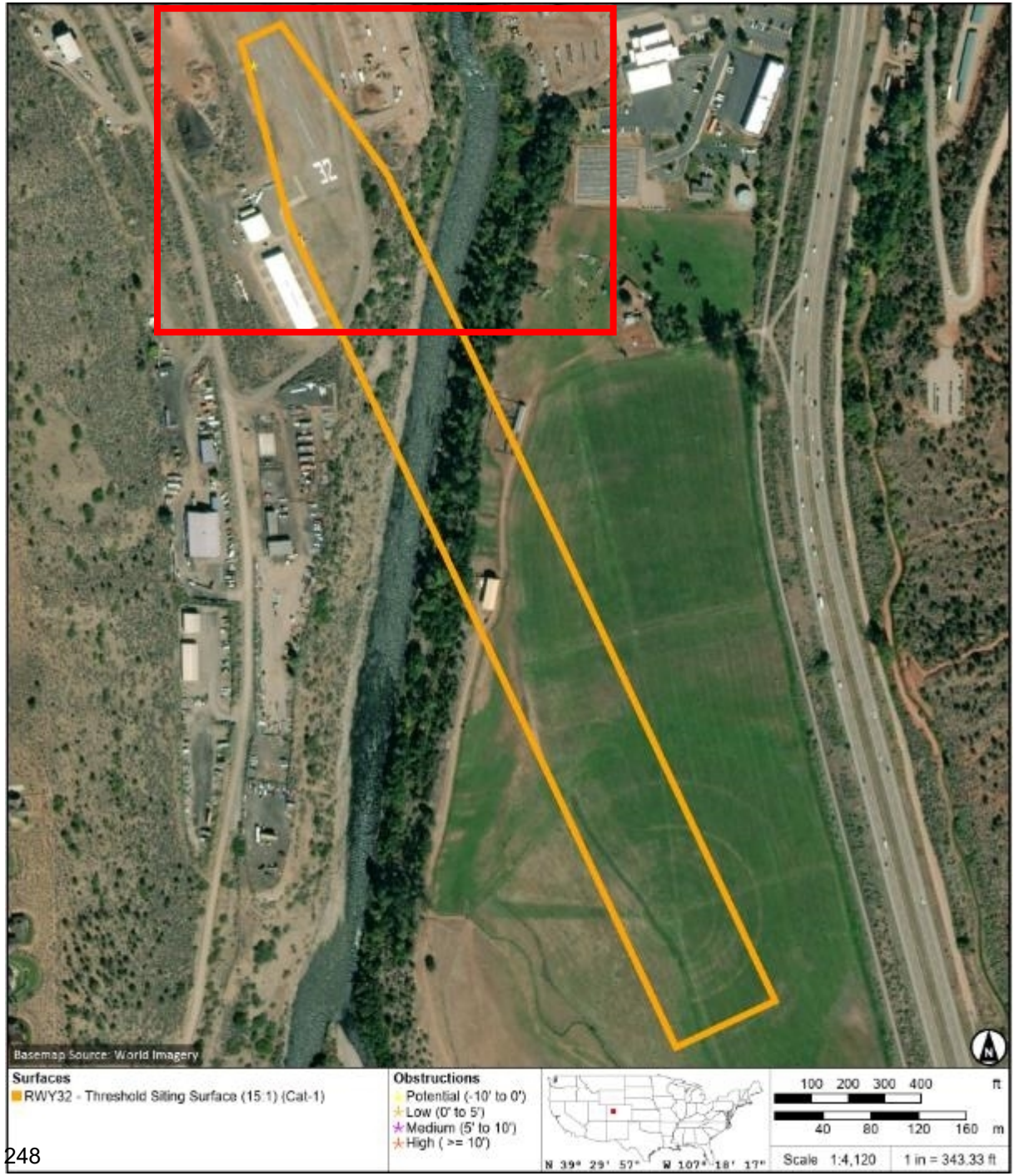


Summary of Findings

15:1 Threshold Siting Surface (32 End)

Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or less. (Visual Only Day/Night)



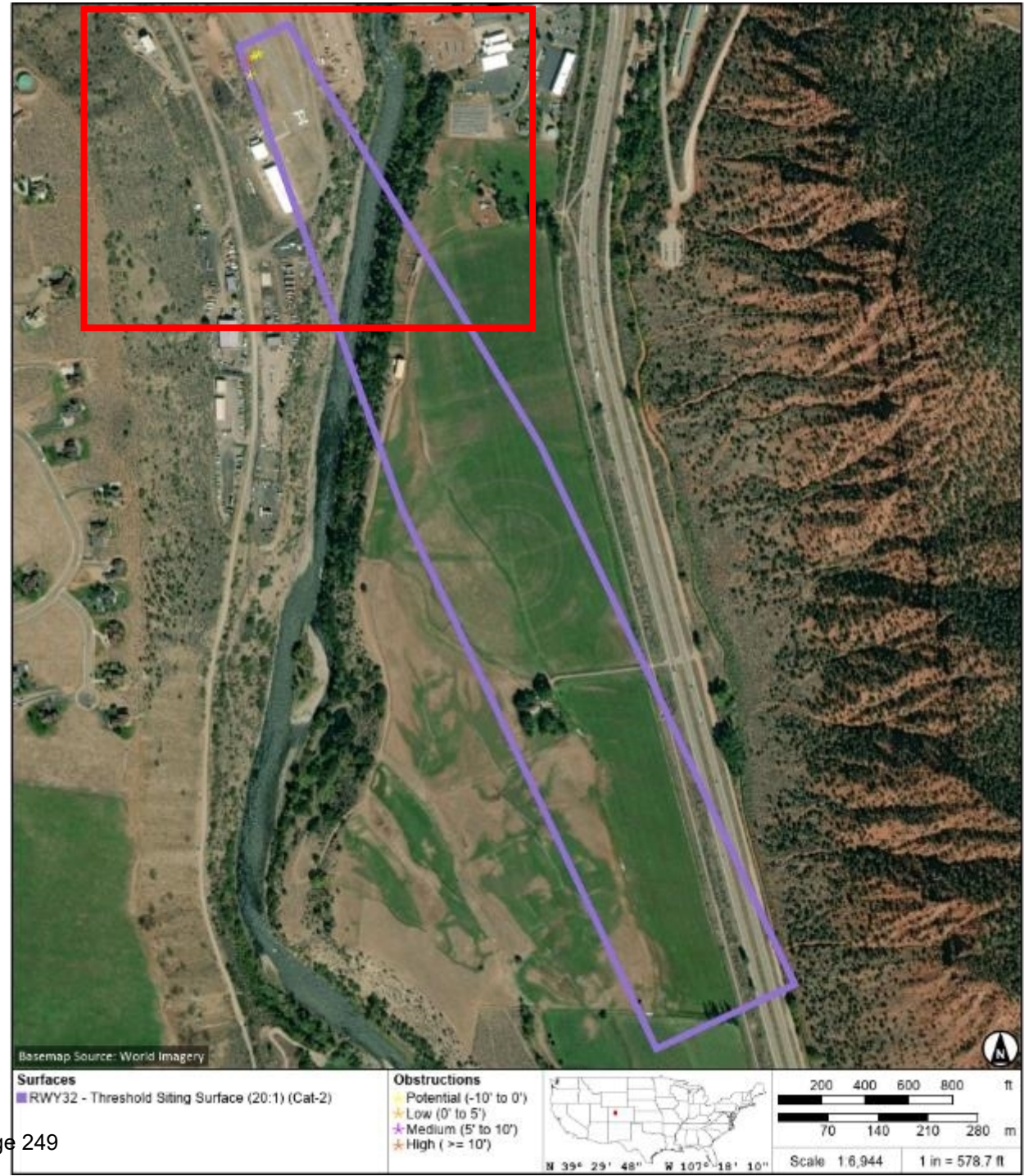


Summary of Findings

20:1 Threshold Siting Surface (32 End)

Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual Only Day/Night)







Part 77 Transitional Surface Results

Summary of Findings

- **Part 77 – 7:1 Transitional Surface**
- Part 77 Establishes Potential Obstruction Notification Requirements
- Two questions –
  - Is the structure an obstruction?
  - If so, does the structure create a significant adverse effect?
    - E.g., - Change to minimum altitude requirements? - Change to IFR/VFR procedures? - Affect useable length of a runway?



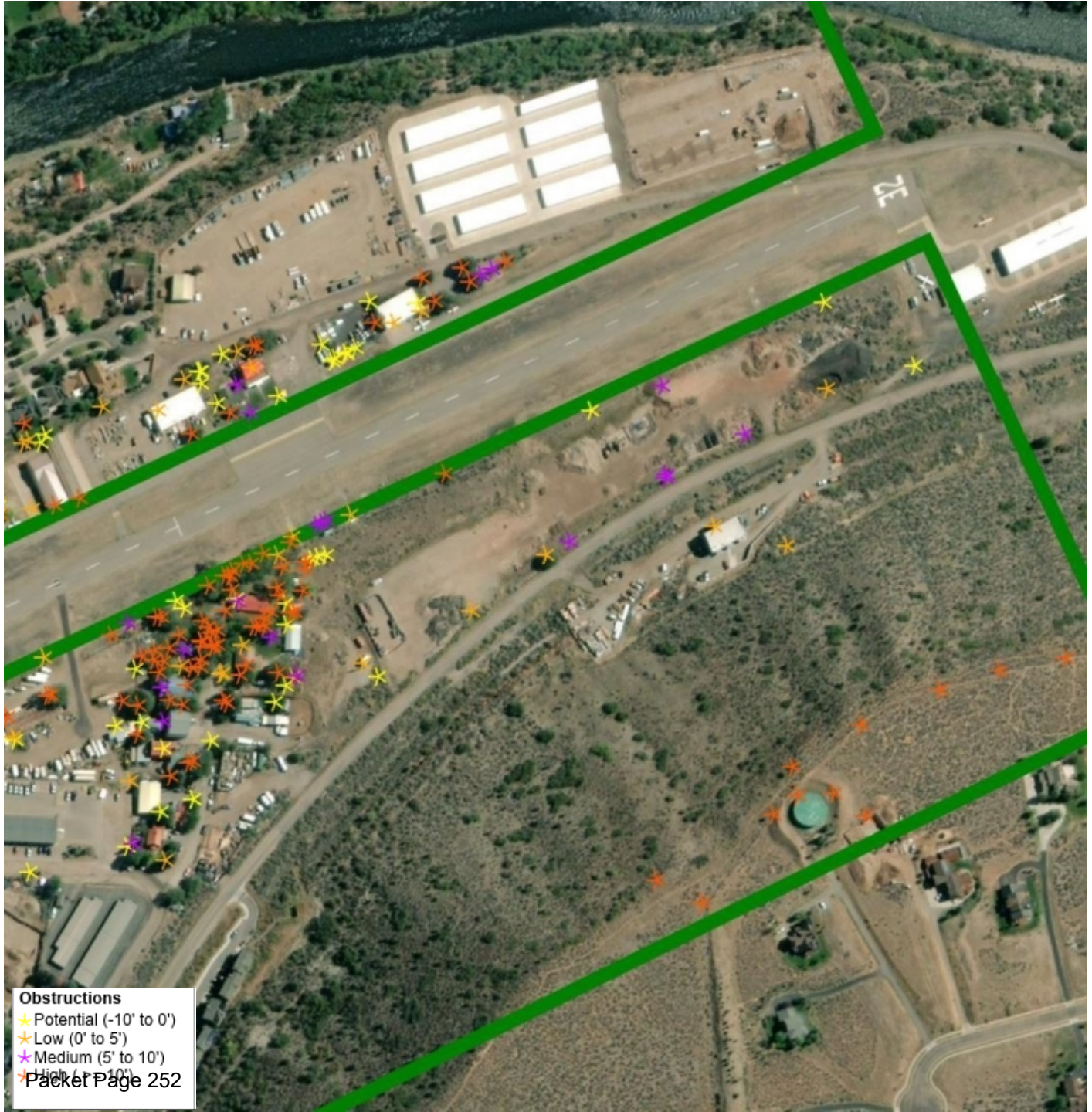
Summary of Findings

- **Part 77 – 7:1 Transitional Surface**

- FAA Determinations have no legal effect.

- IF the Airport is FAA-Funded, it can impact the ability to receive FAA Funds

- Airports must rely on local zoning rules to prevent potential hazards. If sponsor is not the zoning authority, it must take “appropriate action, to the extent reasonable”.



Conclusion

- Within the visual Threshold Siting Surfaces for the Runway Concept identified in this study, the vast majority of identified obstructions were either Vegetation or NAVAIDS that are fixed-by-function.

- The City should work toward developing a compatible land use plan that mitigates future encroachment to airport operations.

- The City may choose to work with local land owners, whose properties contain potential tree obstructions, on developing a plan to remove the obstructions and in turn enhance airport safety.

KGWS Obstruction Analysis Report

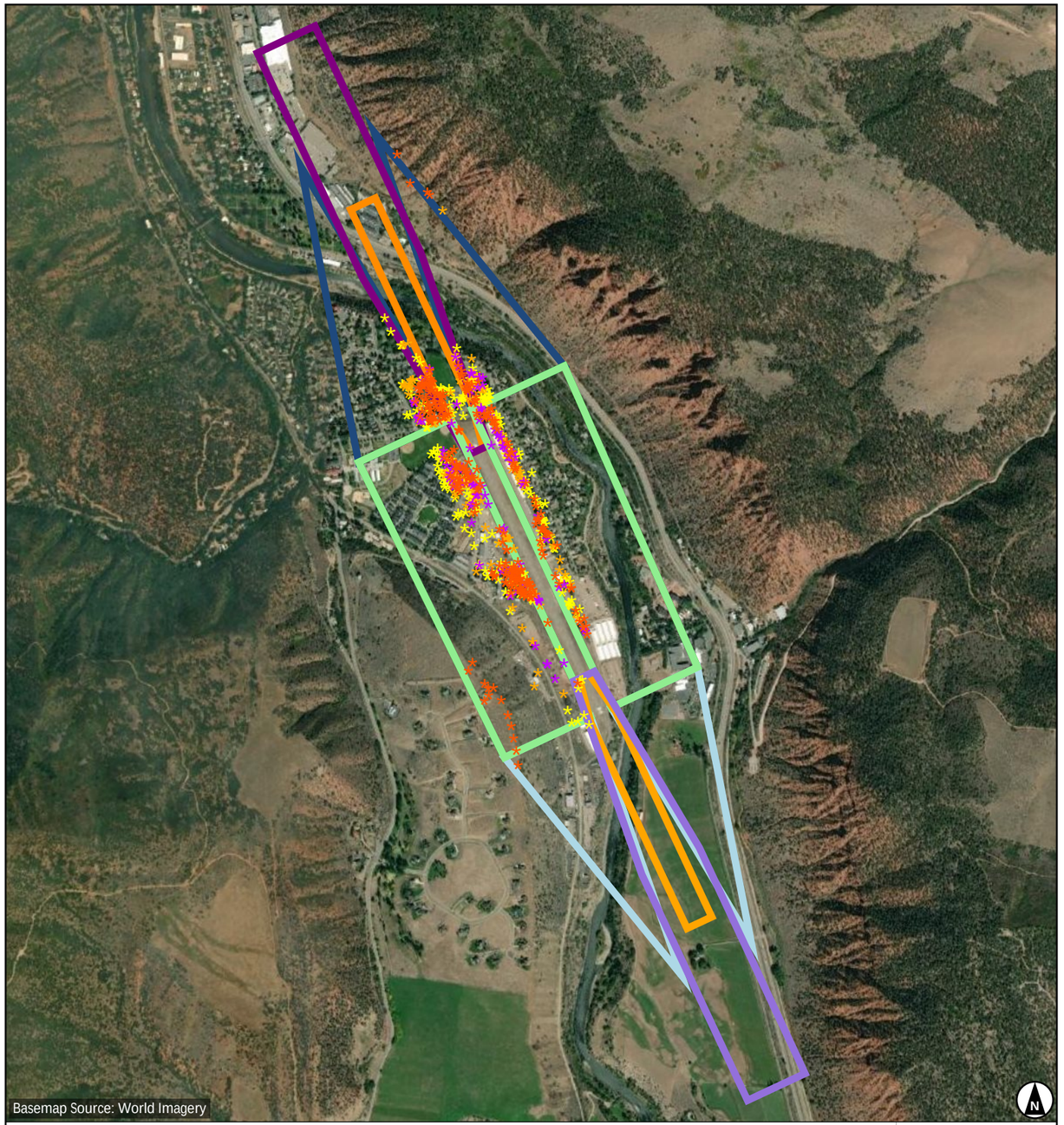
NV5 GEOSPATIAL powered by QUANTUM SPATIAL

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



Images are for display purposes only and
should not be used for any decision making purposes.

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Lexington, Kentucky 40503-1394

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 STEPNIEWSKI	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



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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
DUEHRSSEN, 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

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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

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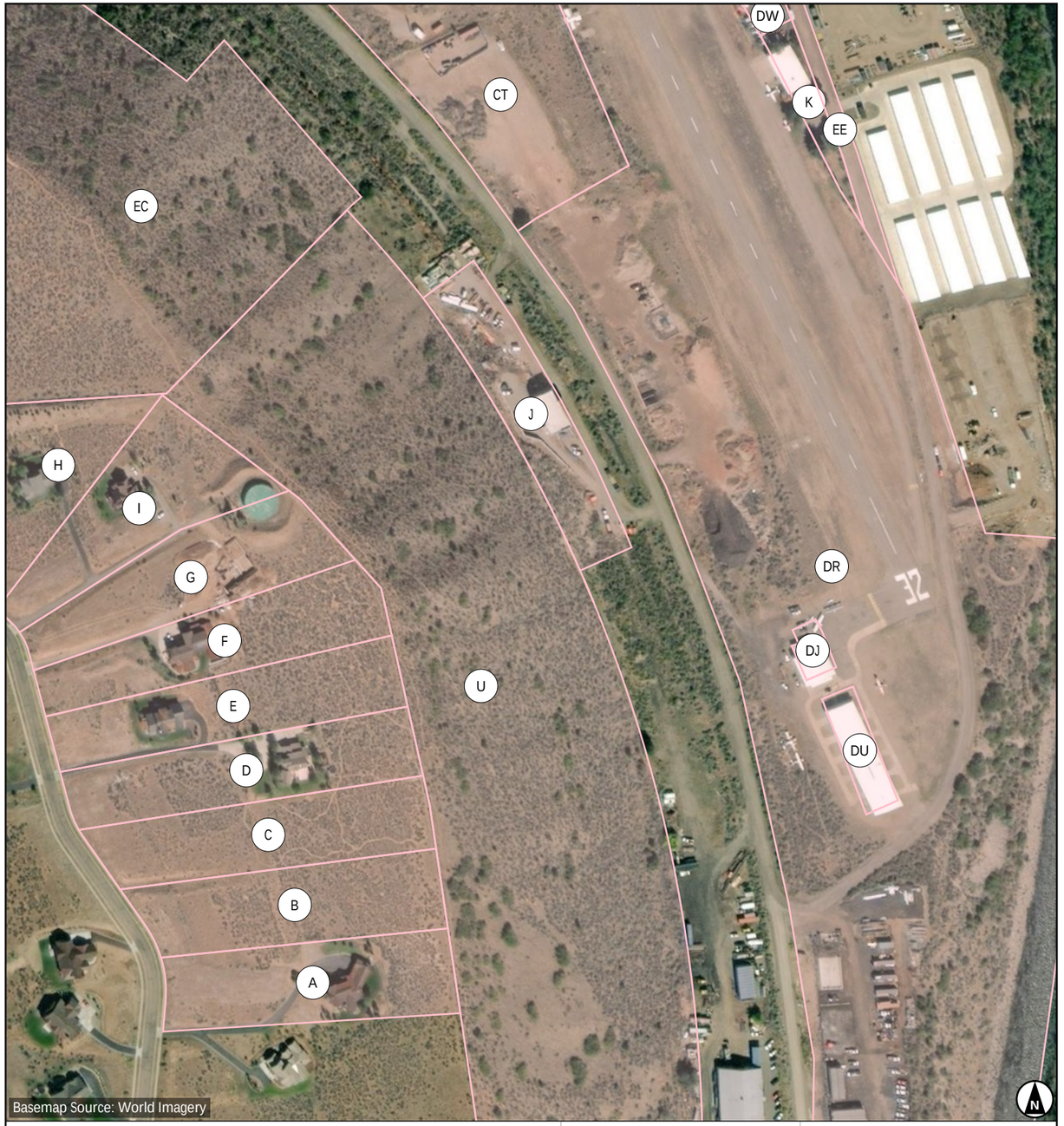
Parcel Results - Runway 32

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 STEPNIEWSKI	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



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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
DUEHRSSEN, 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

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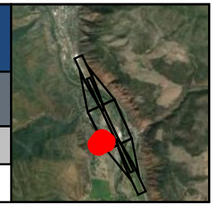
Parcel Obstructions for 218527316036



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -596.0
Offset: 1295.2 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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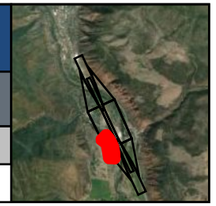
Parcel Obstructions for 218527400049



KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

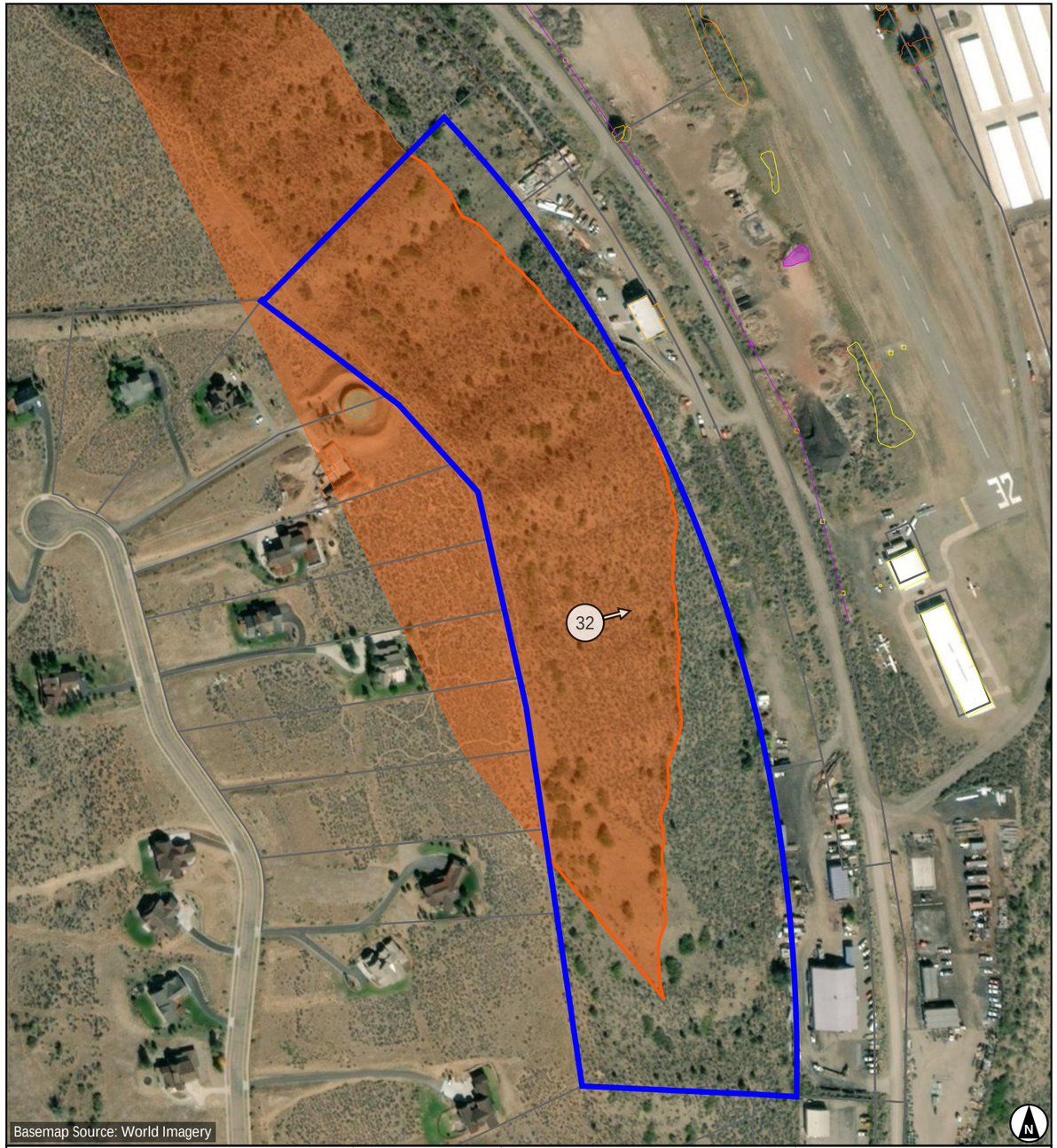
See accompanying summary table on page 160 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32

Distance: 63.9
Offset: 852.9 (L)
Map Scale 1 : 3,156

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

100 200 300 400 ft
30 60 90 120 m
Scale 1:3,156 | 1 in = 262.97 ft

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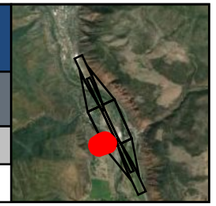
Parcel Obstructions for 218527416035



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -432.5
Offset: 1259.6 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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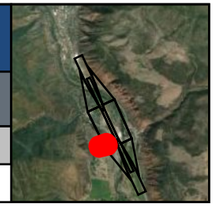
Parcel Obstructions for 218527416034

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -293.6
Offset: 1252.3 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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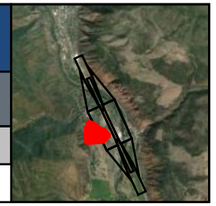
Parcel Obstructions for 218527235007

KGWS - GLENWOOD SPRINGS MUNI — Runway 14 / 32

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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1767.0
Offset: 1468.0 (R)
Map Scale 1 : 2,721

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

90 180 270 360 ft
30 60 90 120 m
Scale 1:2,721 | 1 in = 226.76 ft

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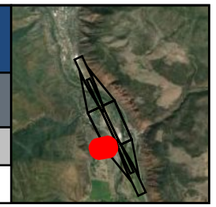
Parcel Obstructions for 218527416033

KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

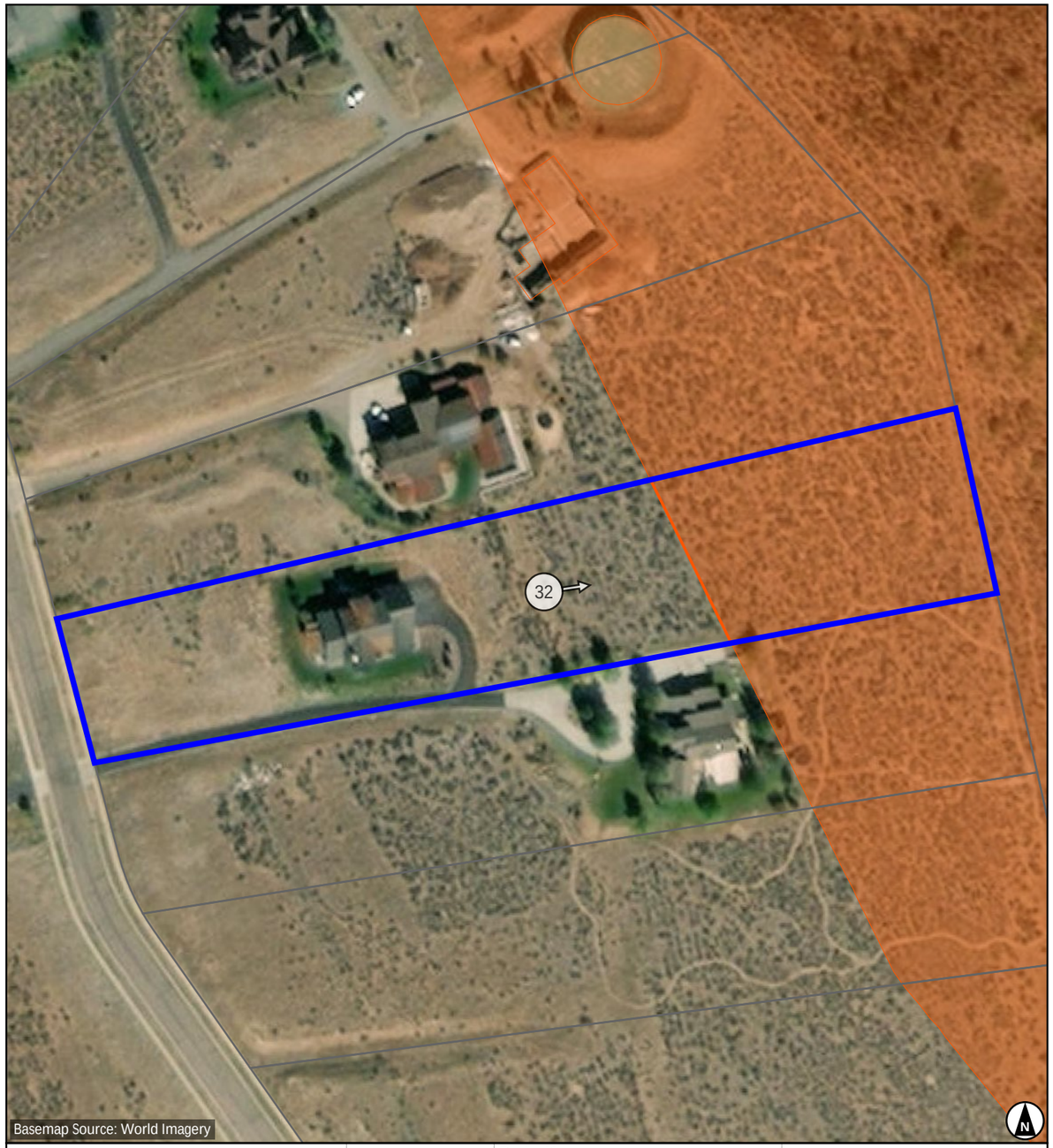
See accompanying summary table on page 168 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -171.3
Offset: 1291.3 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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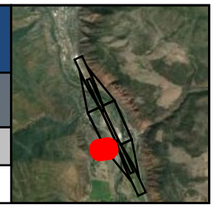
Parcel Obstructions for 218527416032



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -47.8
Offset: 1320.9 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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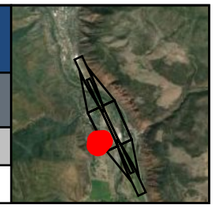
Parcel Obstructions for 218527316037

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -731.2
Offset: 1461.1 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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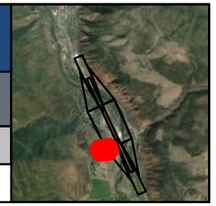
Parcel Obstructions for 218527416031



KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

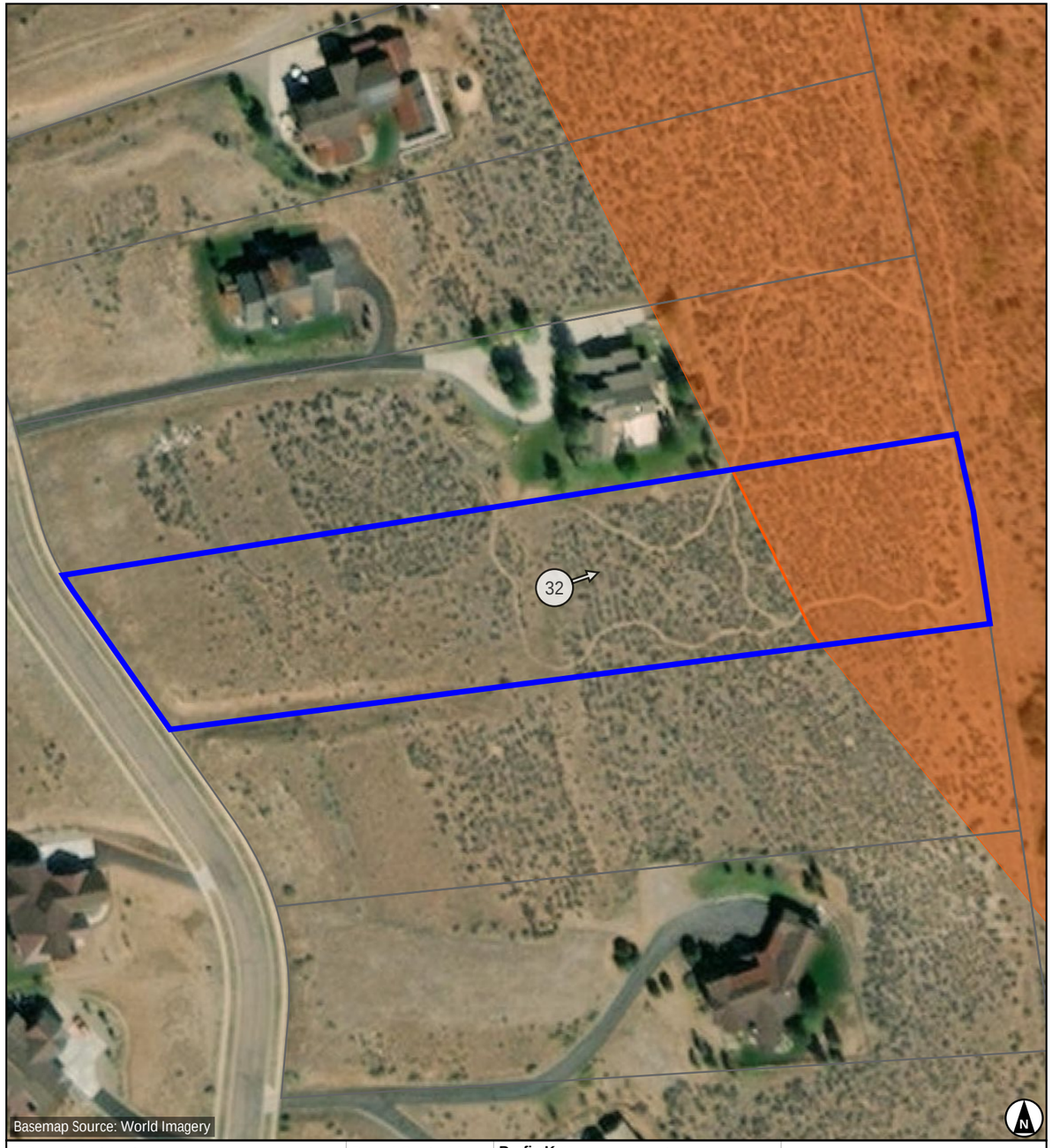
See accompanying summary table on page 174 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: 83.6
Offset: 1335.5 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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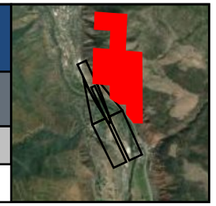
Parcel Obstructions for 218522100965



KGWS - GLENWOOD SPRINGS MUNI — Runway 14

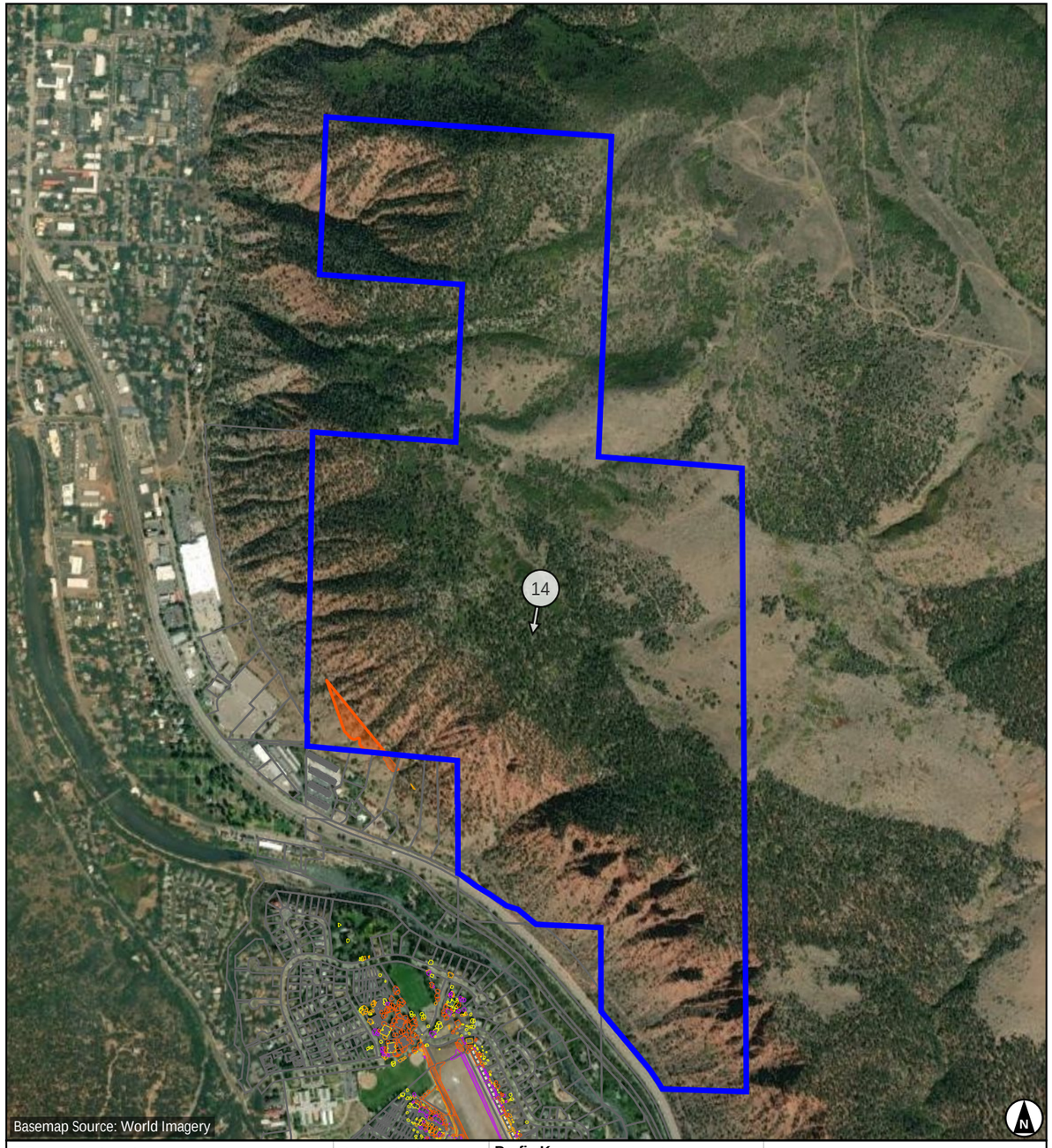
Key	Land Owner	Address
DX	BUREAU OF LAND MANAGEMENT	Not available GLENWOOD SPRINGS, CO 81601

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 3350.6
Offset: 2459.7 (L)

Map Scale 1 : 13,869

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

500 1000 1500 2000 ft
100 200 300 400 m

Scale 1:13,869 | 1 in = 1155.71 ft

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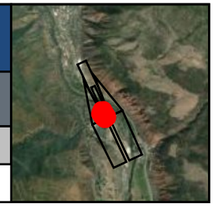
Parcel Obstructions for 218522310011



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 515.8
Offset: 163.6 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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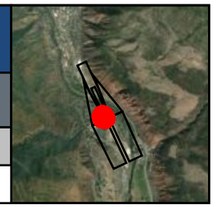
Parcel Obstructions for 218522307009

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 427.0
Offset: 237.6 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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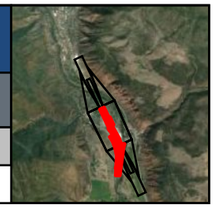
Parcel Obstructions for 218527100050

KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

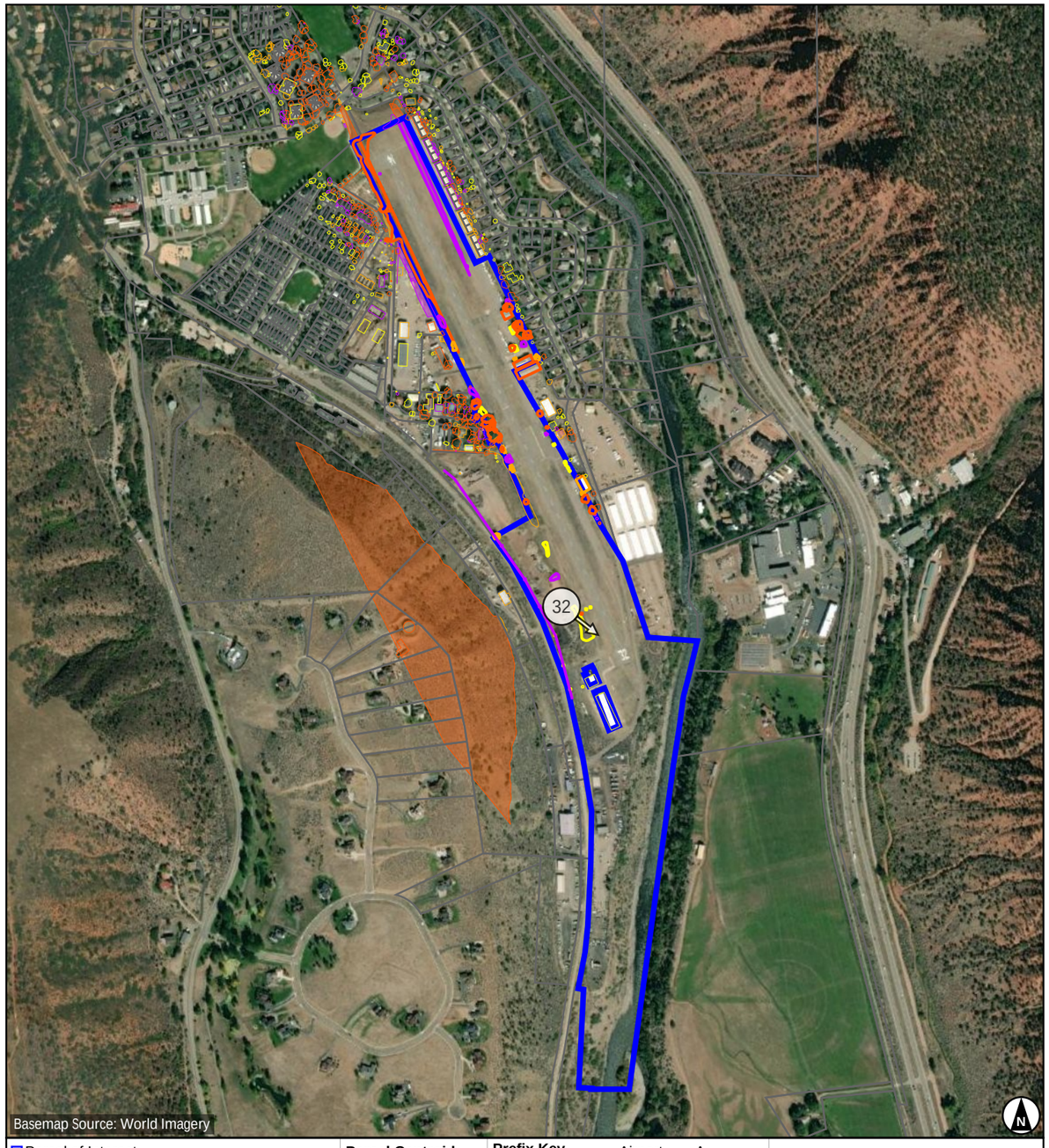
See accompanying summary table on page 179 for 61 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -237.2
Offset: 210.9 (L)
Map Scale 1 : 9,406

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

300 600 900 1200 ft
100 200 300 400 m
Scale 1:9,406 | 1 in = 783.87 ft

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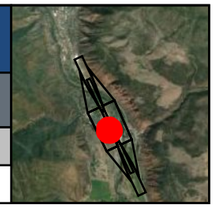
Parcel Obstructions for 218527107006

KGWS - GLENWOOD SPRINGS MUNI — Runway 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†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -1322.9
Offset: 226.1 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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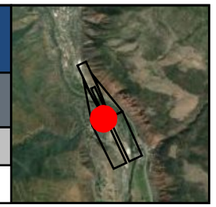
Parcel Obstructions for 218522305009



KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-	-

See accompanying summary table on page 183 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 304.4
Offset: 270.5 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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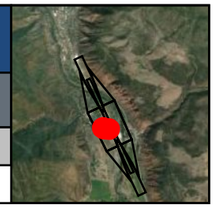
Parcel Obstructions for KGWS_ROW12

KGWS - GLENWOOD SPRINGS MUNI — Runway 14 / 32

Key	Land Owner	Address
EN	DARROW ST	Not available



Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1670.1
Offset: 432.8 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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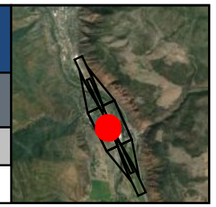
Parcel Obstructions for 218527106005



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1691.5
Offset: 219.1 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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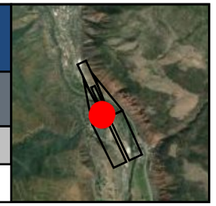
Parcel Obstructions for 218522310010

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 555.7
Offset: 285.2 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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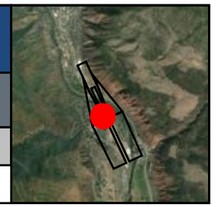
Parcel Obstructions for 218522307006

KGWS - GLENWOOD SPRINGS MUNI — Runway 14

Key	Land Owner	Address
EV	BROWN, VIRGINIA I	1300 MOUNT SOPRIS DR BLDG 5 #5-F GLENWOOD SPRINGS, CO 81601

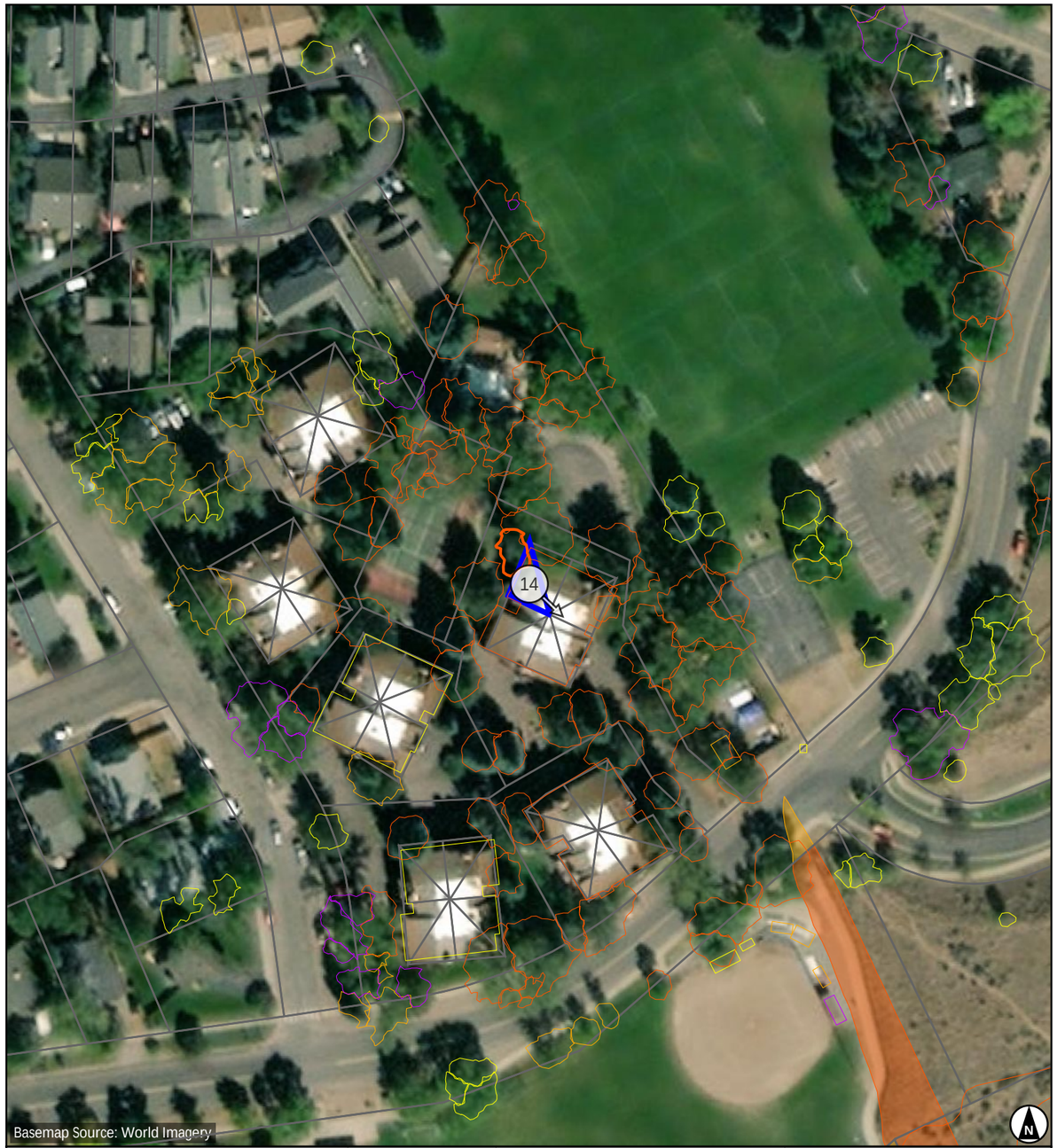


Runway 14 Obstruction Details (all units in feet)

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 490.2
Offset: 236.8 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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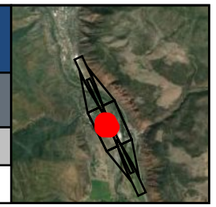
Parcel Obstructions for 218527100052

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1421.9
Offset: 256.4 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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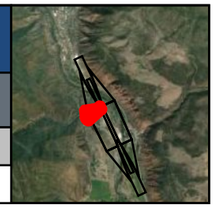
Parcel Obstructions for 218527208003



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 28.4
Offset: 962.9 (R)
Map Scale 1 : 2,243

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

70 140 210 280 ft
20 40 60 80 m
Scale 1:2,243 | 1 in = 186.95 ft

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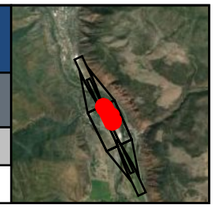
Parcel Obstructions for 218522415086

KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

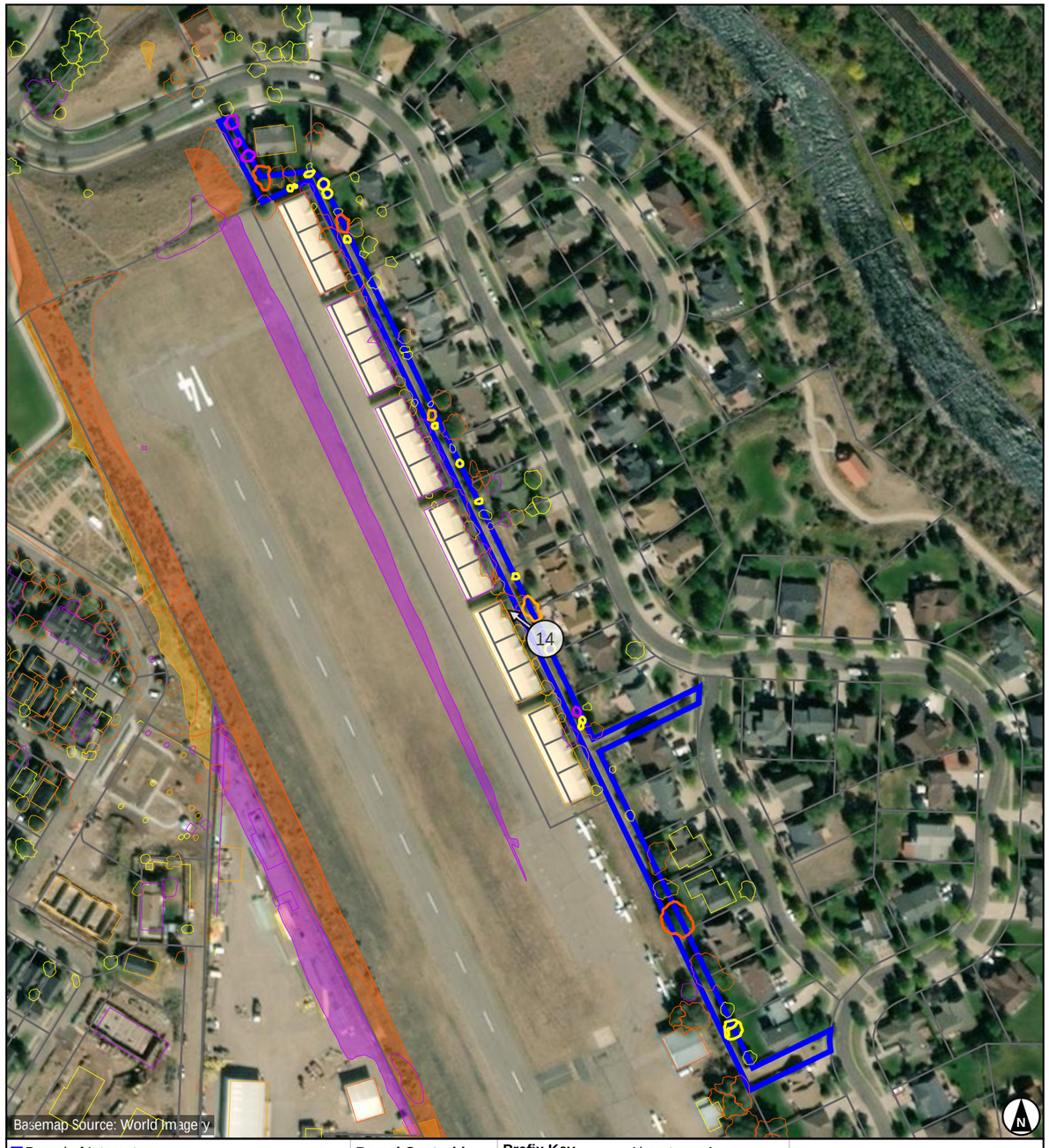
See accompanying summary table on page 194 for 4 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -710.3
Offset: 290.0 (L)
Map Scale 1 : 2,208

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

70 140 210 280 ft
20 40 60 80 m
Scale 1:2,208 | 1 in = 183.99 ft

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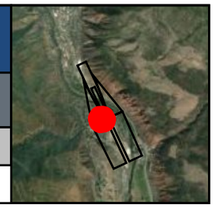
Parcel Obstructions for 218522306009

KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-	-

See accompanying summary table on page 196 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 308.3
Offset: 397.3 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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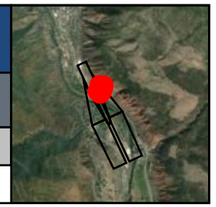
Parcel Obstructions for 218522300020

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 2421.4
Offset: 480.4 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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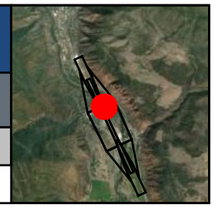
Parcel Obstructions for 218522415061

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 73.0
Offset: 248.5 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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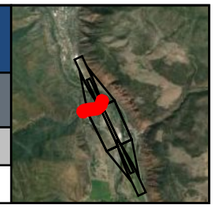
Parcel Obstructions for KGWS_ROW06



KGWS - GLENWOOD SPRINGS MUNI — Runway 14 / 32

Key	Land Owner	Address
EI	MT SOPRIS DR	Not available

Runway 14 Obstruction Details (all units in feet)

Aviation Surface	Total Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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	-	-	-

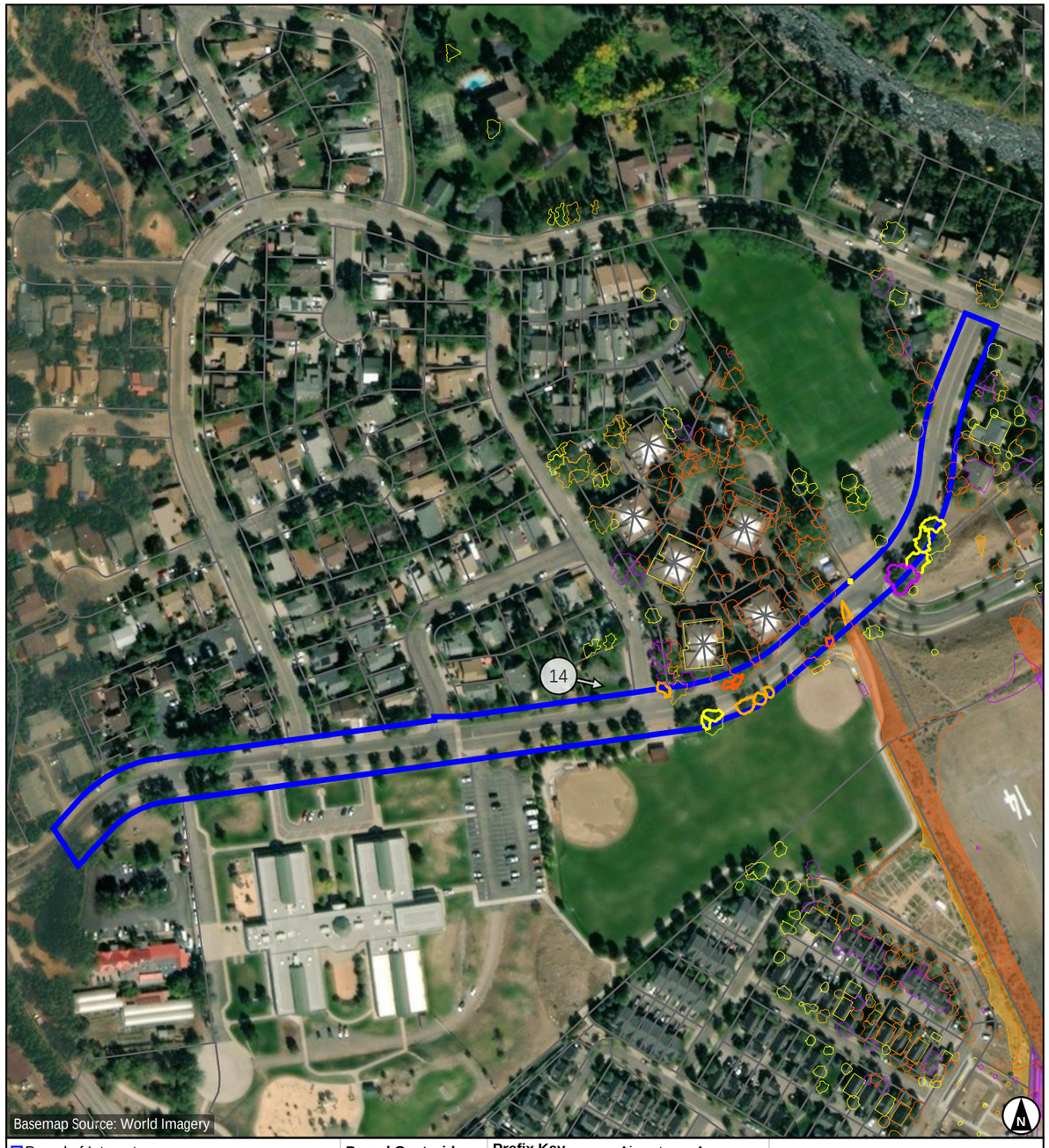
See accompanying summary table on page 200 for 5 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

Runway 32 Obstruction Details (all units in feet)

Aviation Surface	Total Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† TSS2
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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 361.0
Offset: 649.6 (R)
Map Scale 1 : 2,869

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

100 200 300 400 ft
30 60 90 120 m
Scale 1:2,869 | 1 in = 239.1 ft

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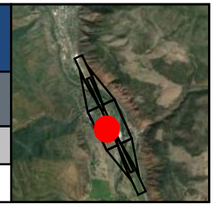
Parcel Obstructions for 218527107003

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -1418.1
Offset: 403.9 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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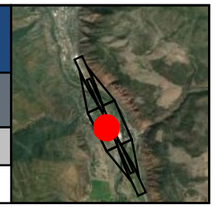
Parcel Obstructions for 218527106003

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1613.7
Offset: 360.1 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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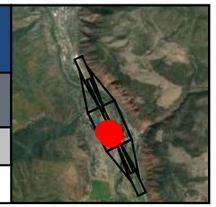
Parcel Obstructions for 218527100045

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -1071.3
Offset: 319.5 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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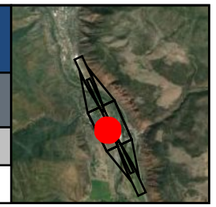
Parcel Obstructions for 218527107005

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -1375.8
Offset: 327.8 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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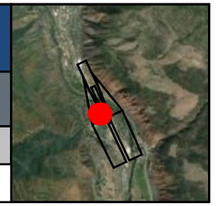
Parcel Obstructions for 218522309009

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 675.0
Offset: 360.0 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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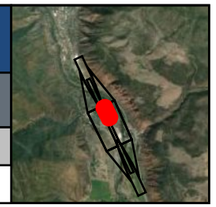
Parcel Obstructions for 218527116019

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -474.1
Offset: 225.4 (L)
Map Scale 1 : 1,471

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

50 100 150 200 ft
10 20 30 40 m
Scale 1:1,471 | 1 in = 122.6 ft

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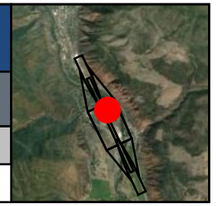
Parcel Obstructions for 218522415054



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -374.4
Offset: 340.2 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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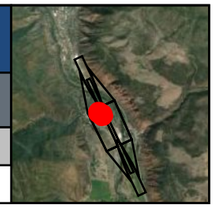
Parcel Obstructions for KGWS_ROW15

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -341.3
Offset: 285.1 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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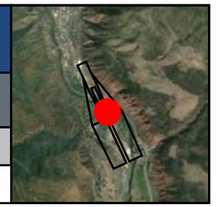
Parcel Obstructions for 218522302118



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 643.3
Offset: 207.0 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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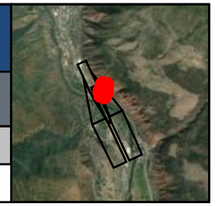
Parcel Obstructions for 218522300039



KGWS - GLENWOOD SPRINGS MUNI — Runway 14

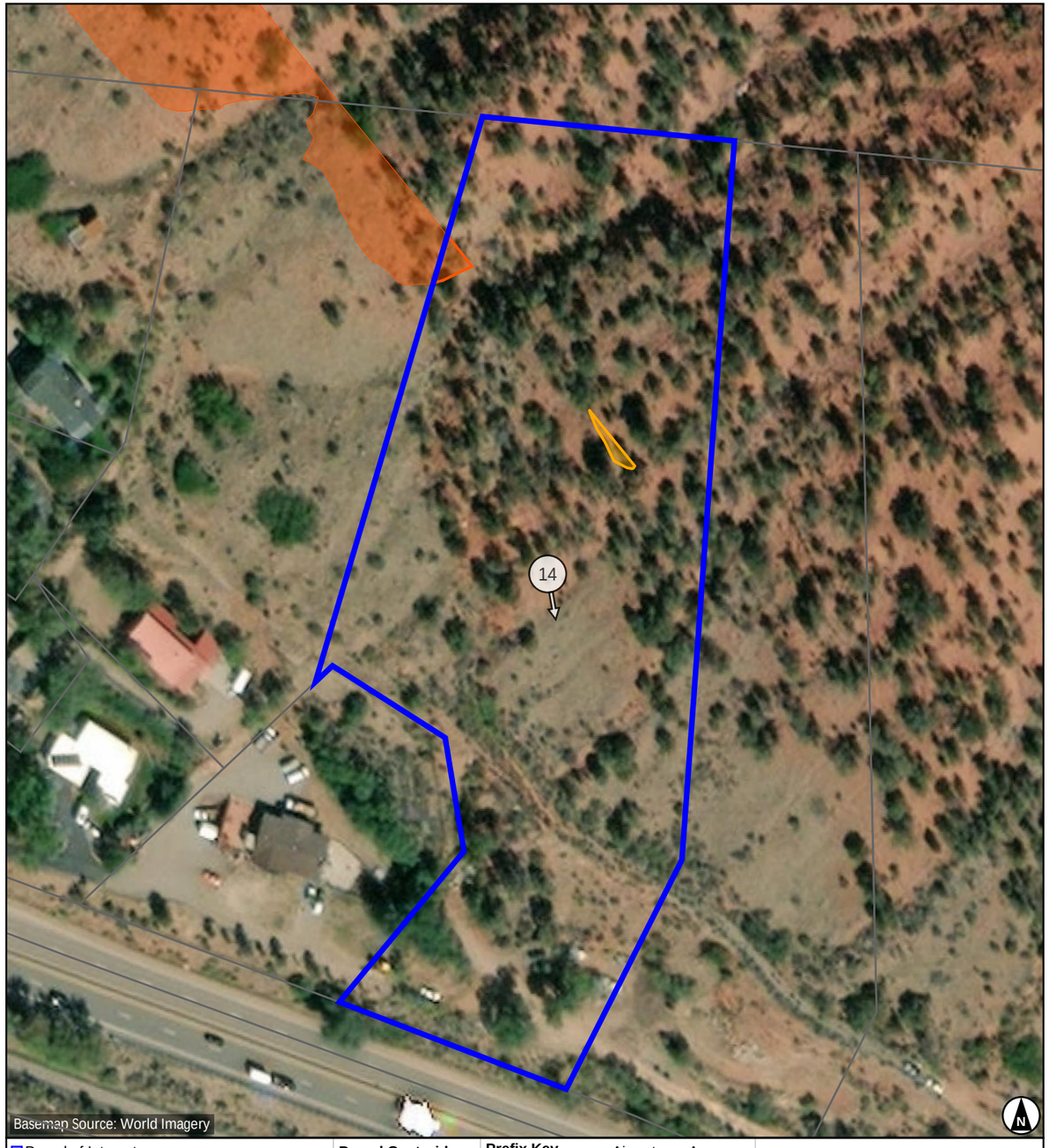
Key	Land Owner	Address
DS	WATERS, ROBIN	Not available GLENWOOD SPRINGS, CO 81601

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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 2187.4
Offset: 637.1 (L)
Map Scale 1 : 1,351

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

50 100 150 200 ft
10 20 30 40 m
Scale 1:1,351 | 1 in = 112.56 ft

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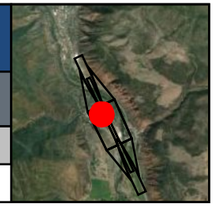
Parcel Obstructions for 218527221005

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -509.3
Offset: 261.4 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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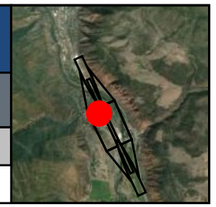
Parcel Obstructions for 218527222002

KGWS - GLENWOOD SPRINGS MUNI — Runway 14 / 32



Key	Land Owner	Address
DD	SPR TRUST-FBO ALEX STEPNIEWSKI	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	-	-

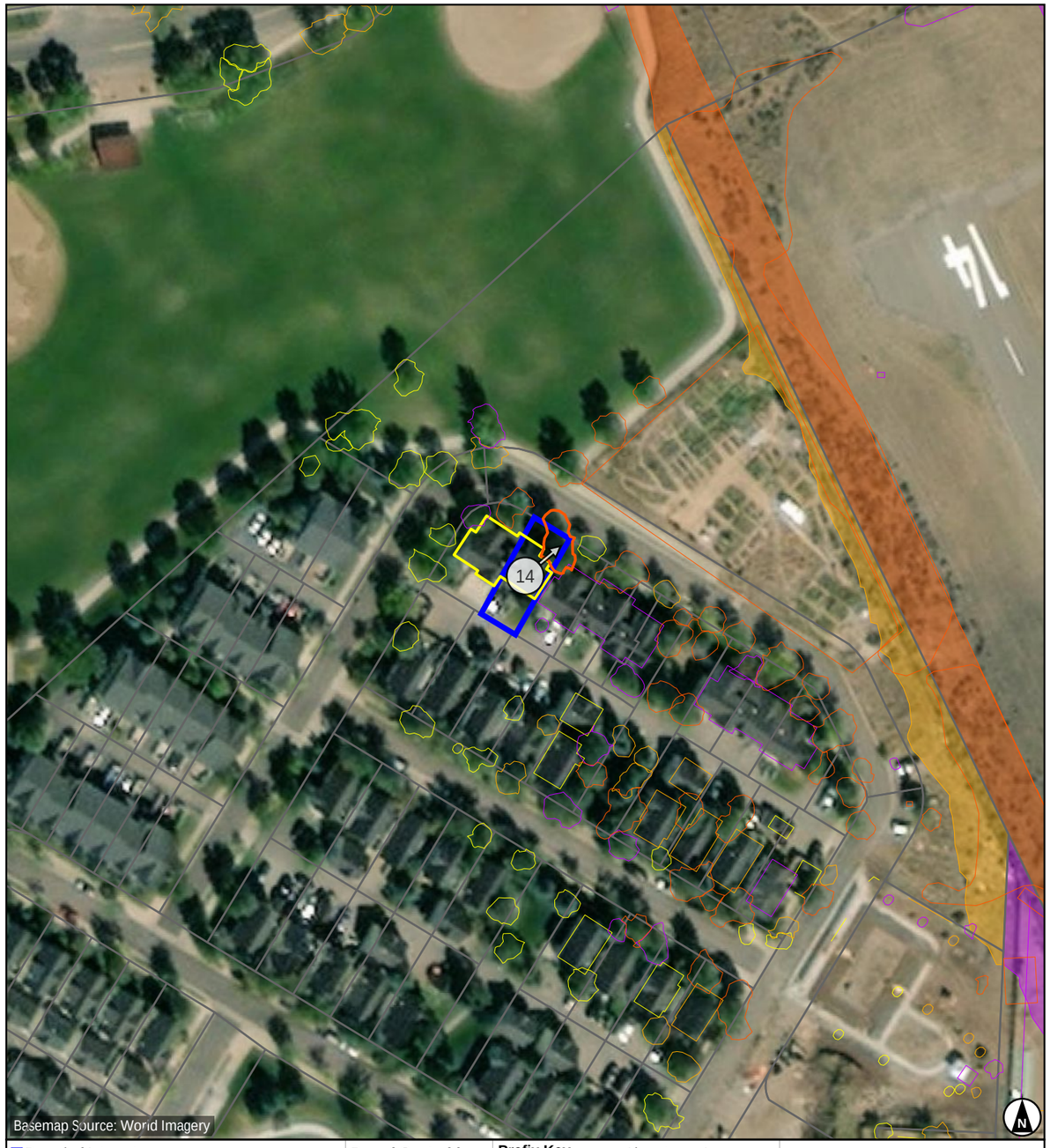
See accompanying summary table on page 221 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -260.7
Offset: 404.6 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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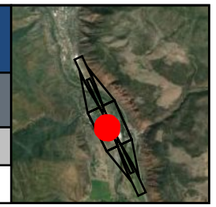
Parcel Obstructions for 218527106004

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1648.8
Offset: 295.3 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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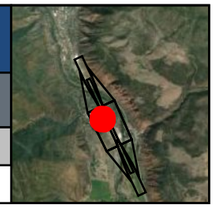
Parcel Obstructions for 218527205002

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -821.3
Offset: 328.9 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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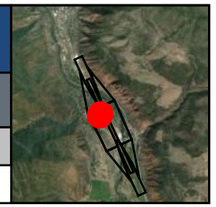
Parcel Obstructions for 218527218031

KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

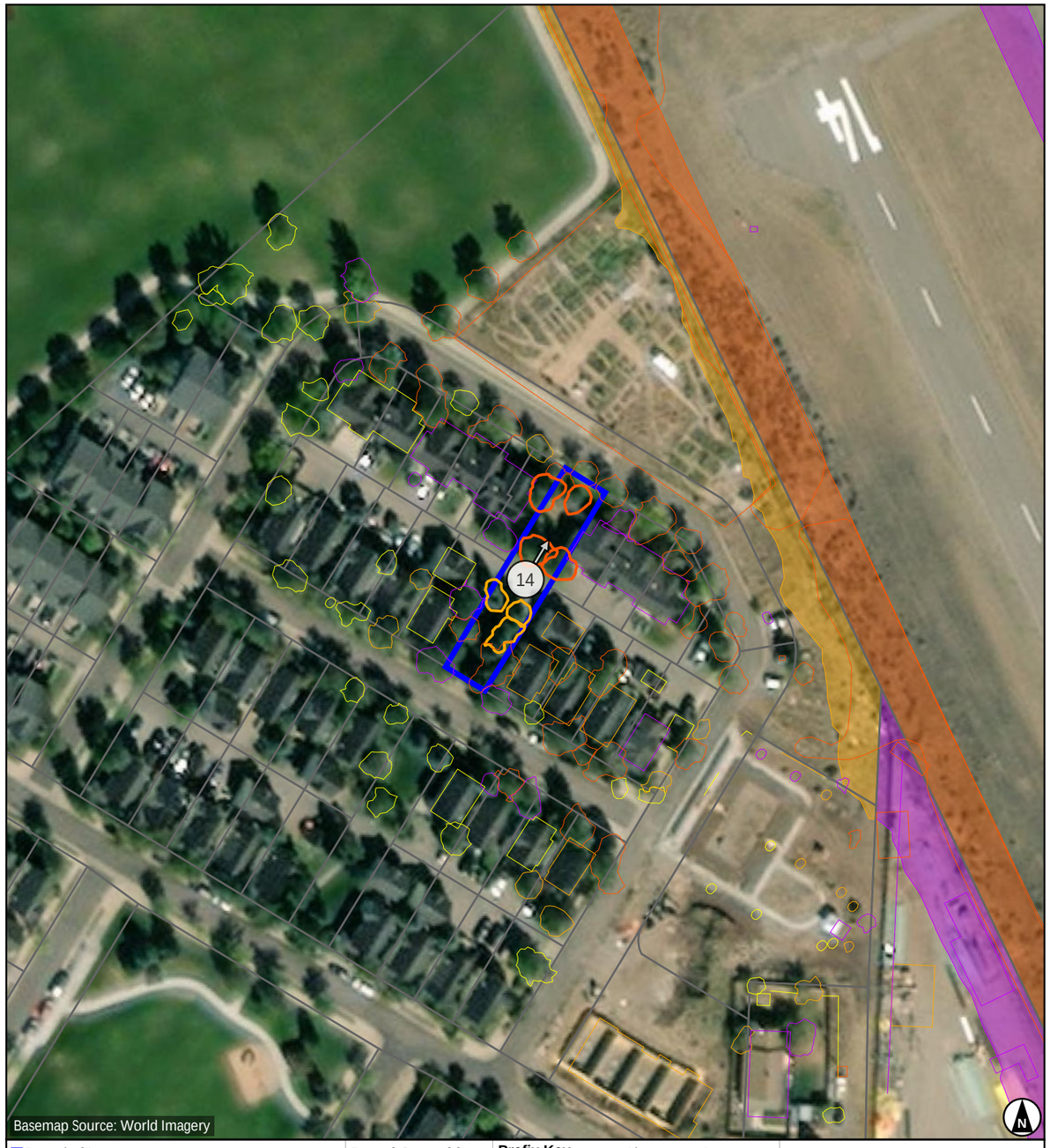
See accompanying summary table on page 227 for 2 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -402.3
Offset: 365.5 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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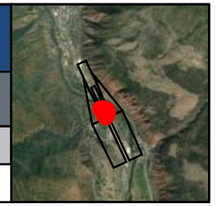
Parcel Obstructions for 218522302130



KGWS - GLENWOOD SPRINGS MUNI — Runway 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

See accompanying summary table on page 229 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 656.5
Offset: 6.1 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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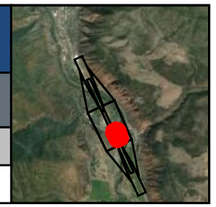
Parcel Obstructions for 218527100009

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32

Distance: -758.8
Offset: 217.2 (R)

Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m

Scale 1:1,200 | 1 in = 100 ft

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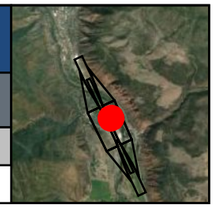
Parcel Obstructions for 218527115021



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1052.2
Offset: 349.3 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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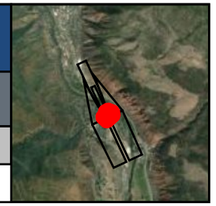
Parcel Obstructions for 218522302122

KGWS - GLENWOOD SPRINGS MUNI — Runway 14

Key	Land Owner	Address
AT	BARBER, JOSEPH R & LAURIE B	1503 MOUNT SOPRIS DR GLENWOOD SPRINGS, CO 81601

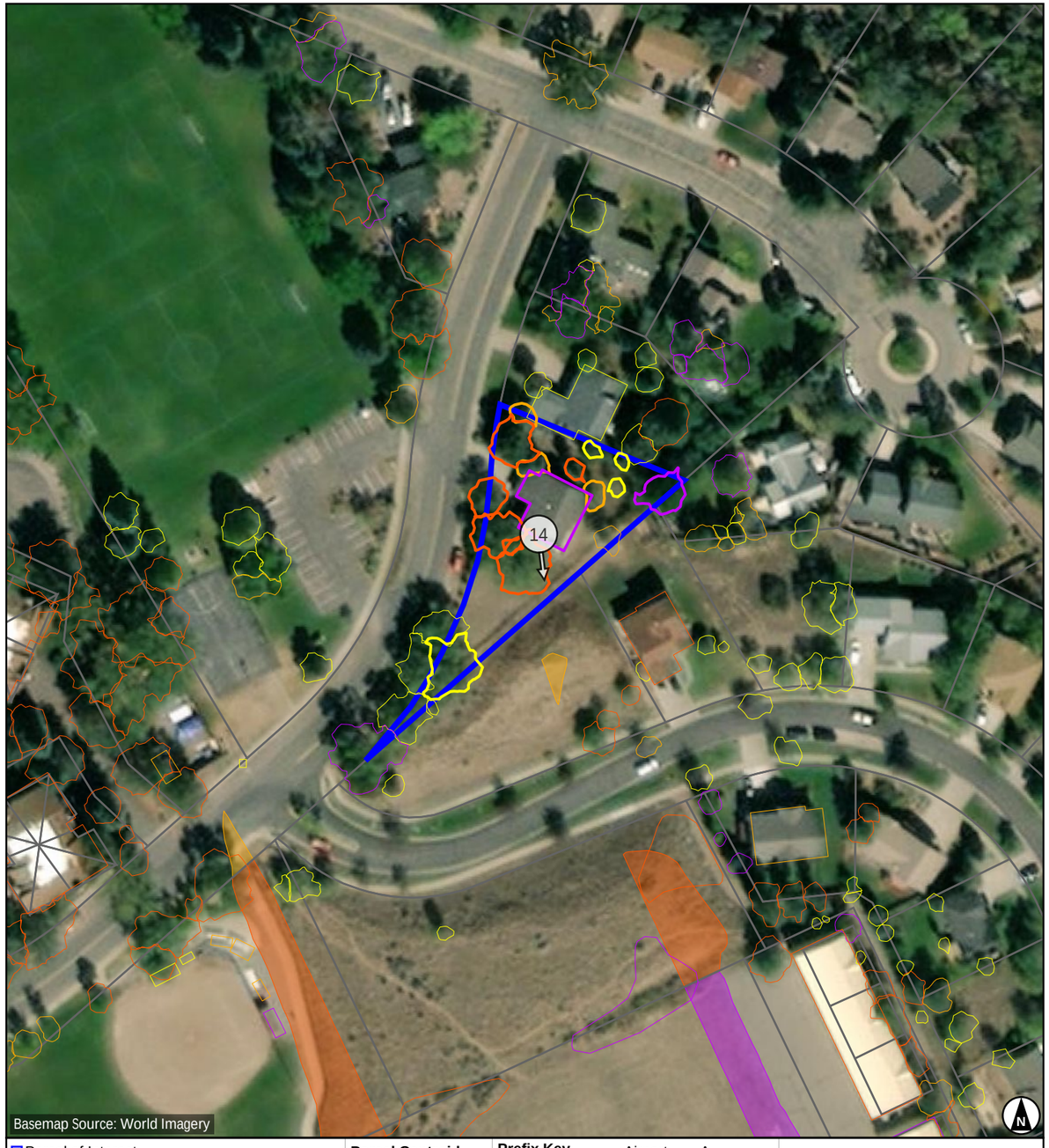


Runway 14 Obstruction Details (all units in feet)

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	-	-	-

See accompanying summary table on page 234 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 354.4
Offset: 169.8 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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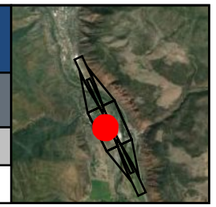
Parcel Obstructions for 218527106002

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1577.1
Offset: 426.6 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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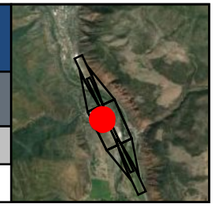
Parcel Obstructions for 218527219001

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -900.6
Offset: 393.6 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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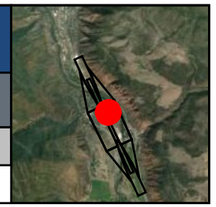
Parcel Obstructions for 218527115052

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -504.5
Offset: 342.1 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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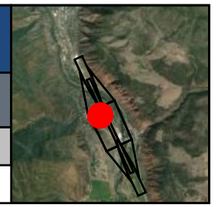
Parcel Obstructions for 218527218024

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -457.4
Offset: 378.7 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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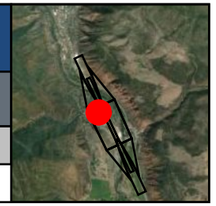
Parcel Obstructions for 218527222001



KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

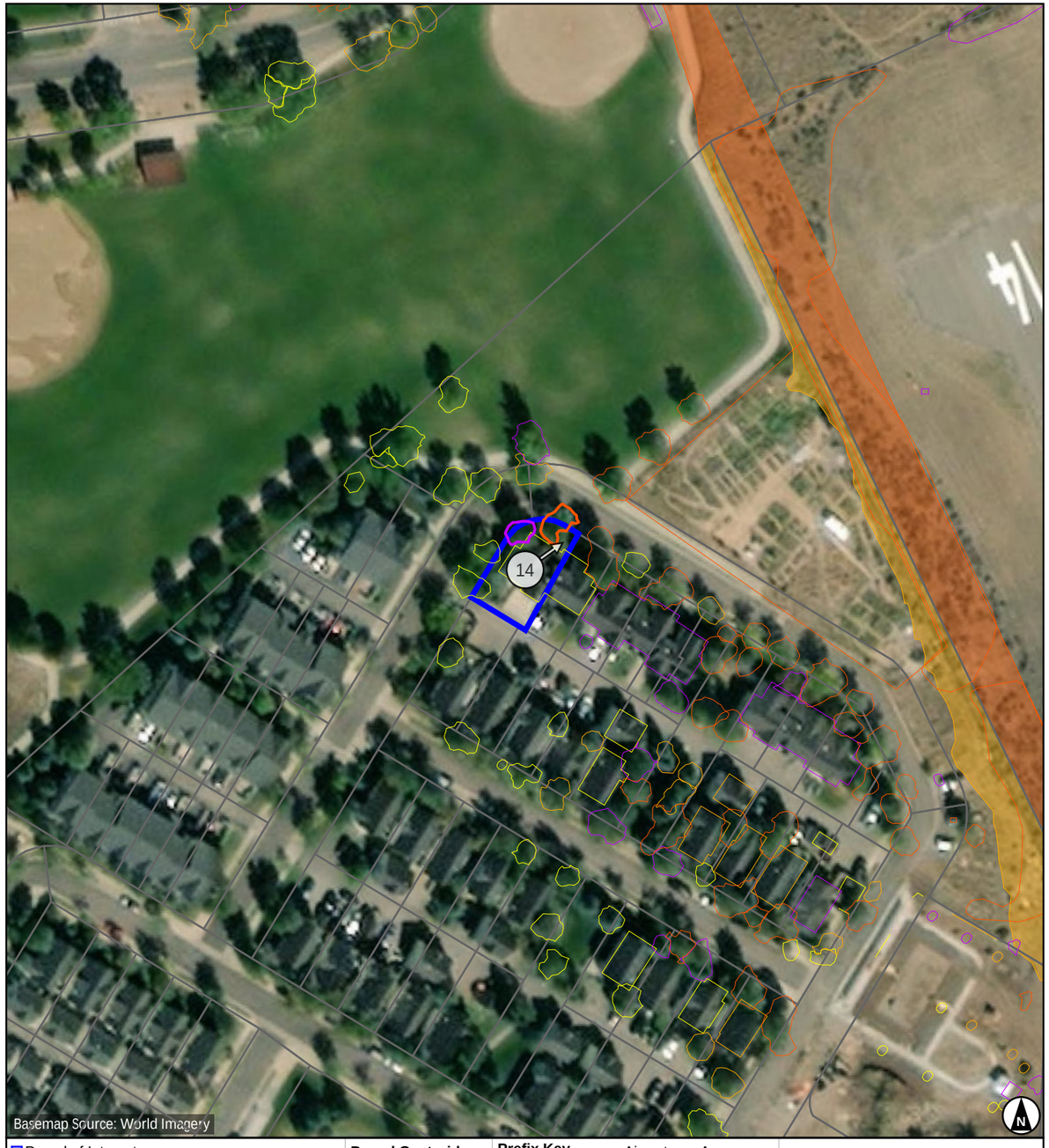
See accompanying summary table on page 243 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -231.3
Offset: 427.6 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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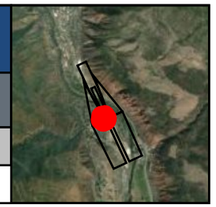
Parcel Obstructions for 218522305008

KGWS - GLENWOOD SPRINGS MUNI — Runway 14

Key	Land Owner	Address
CZ	KILROY, TARA	1300 MOUNT SOPRIS DR BLDG 6 #6-H GLENWOOD SPRINGS, CO 81601

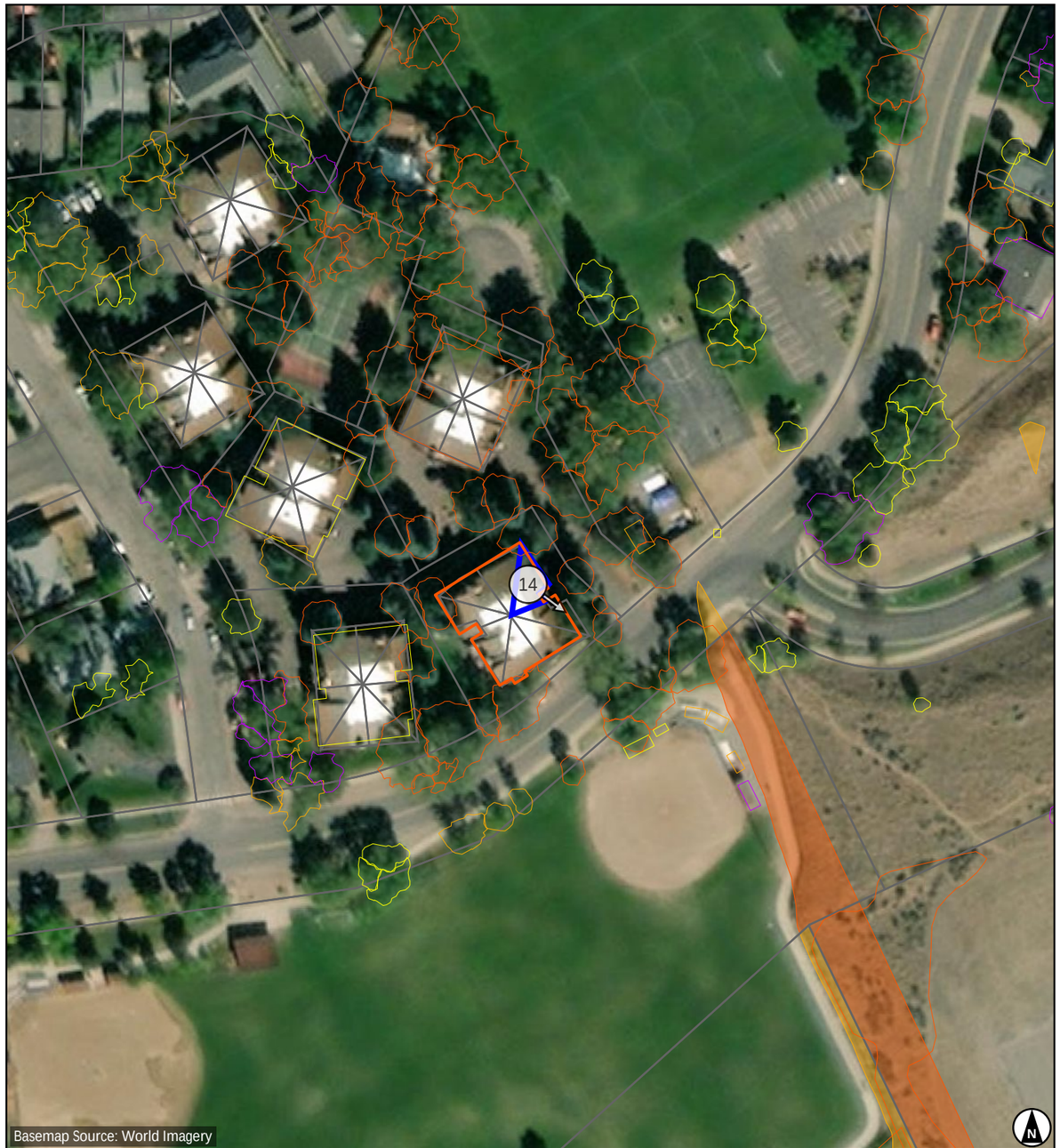


Runway 14 Obstruction Details (all units in feet)

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 317.9
Offset: 247.2 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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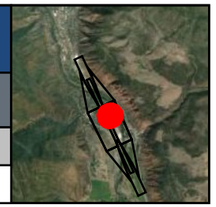
Parcel Obstructions for 218527115047

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -831.1
Offset: 367.2 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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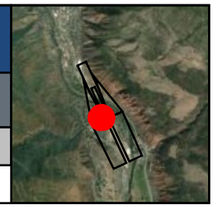
Parcel Obstructions for 218522308009

KGWS - GLENWOOD SPRINGS MUNI — Runway 14



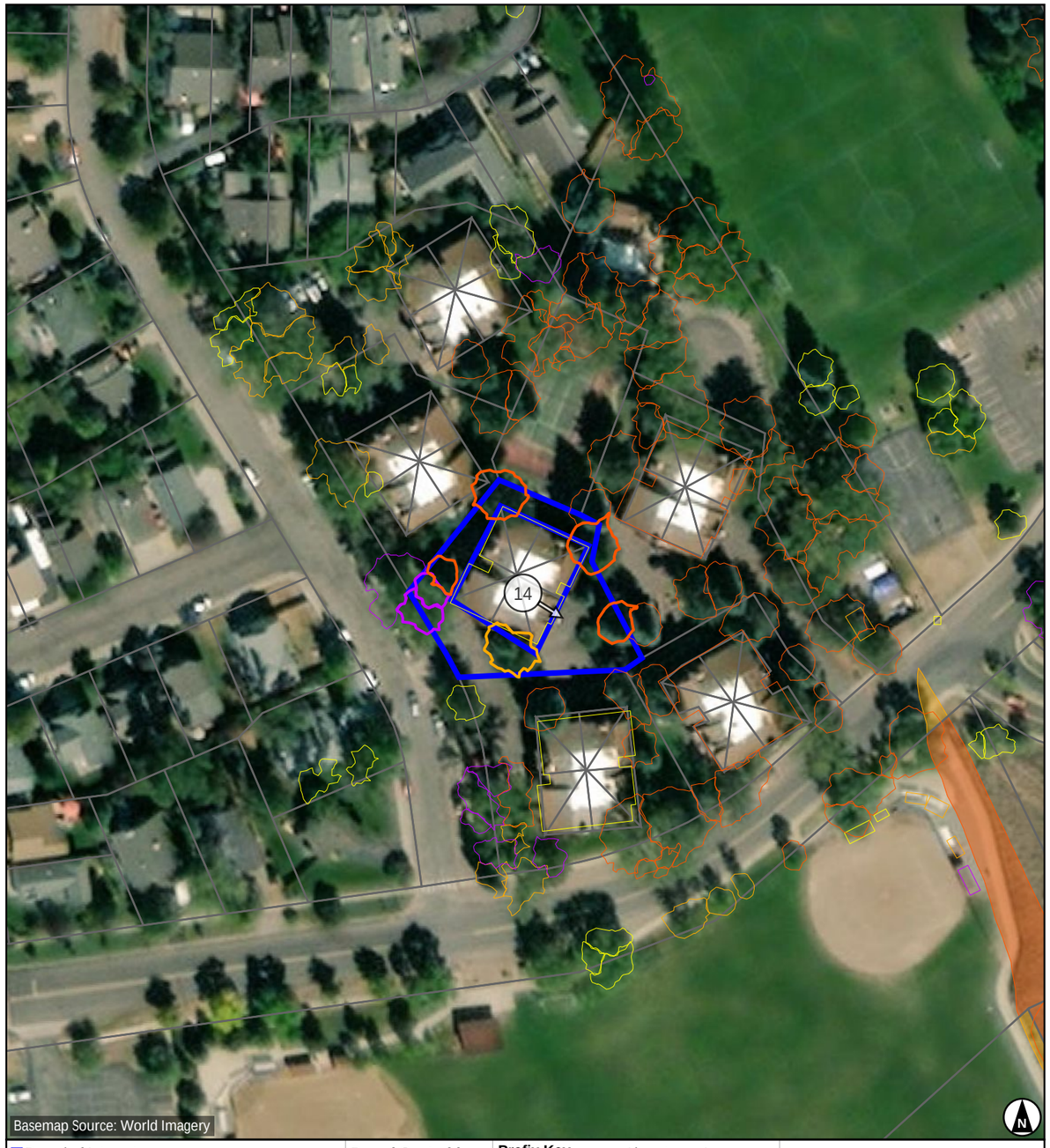
Key	Land Owner	Address
DQ	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601

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	-	-	-

See accompanying summary table on page 248 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 443.0
Offset: 376.4 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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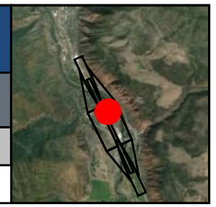
Parcel Obstructions for 218527115053



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -439.5
Offset: 341.2 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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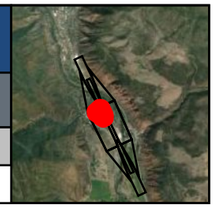
Parcel Obstructions for 218527219002

KGWS - GLENWOOD SPRINGS MUNI — Runway 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		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	-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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -232.6
Offset: 257.7 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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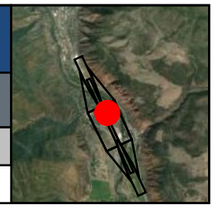
Parcel Obstructions for 218527116009

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -505.5
Offset: 241.9 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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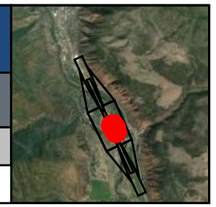
Parcel Obstructions for 218527100010

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -1308.9
Offset: 219.6 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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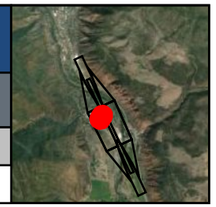
Parcel Obstructions for KGWS_ROW13



KGWS - GLENWOOD SPRINGS MUNI — Runway 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†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -631.0
Offset: 369.2 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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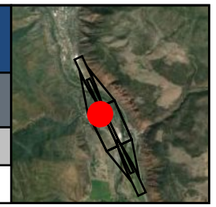
Parcel Obstructions for 218527221003

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -351.3
Offset: 345.4 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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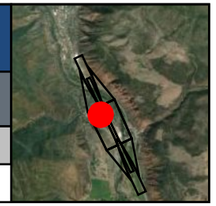
Parcel Obstructions for 218527218025

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -488.4
Offset: 357.9 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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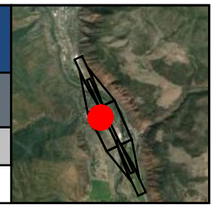
Parcel Obstructions for 218527218010

KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

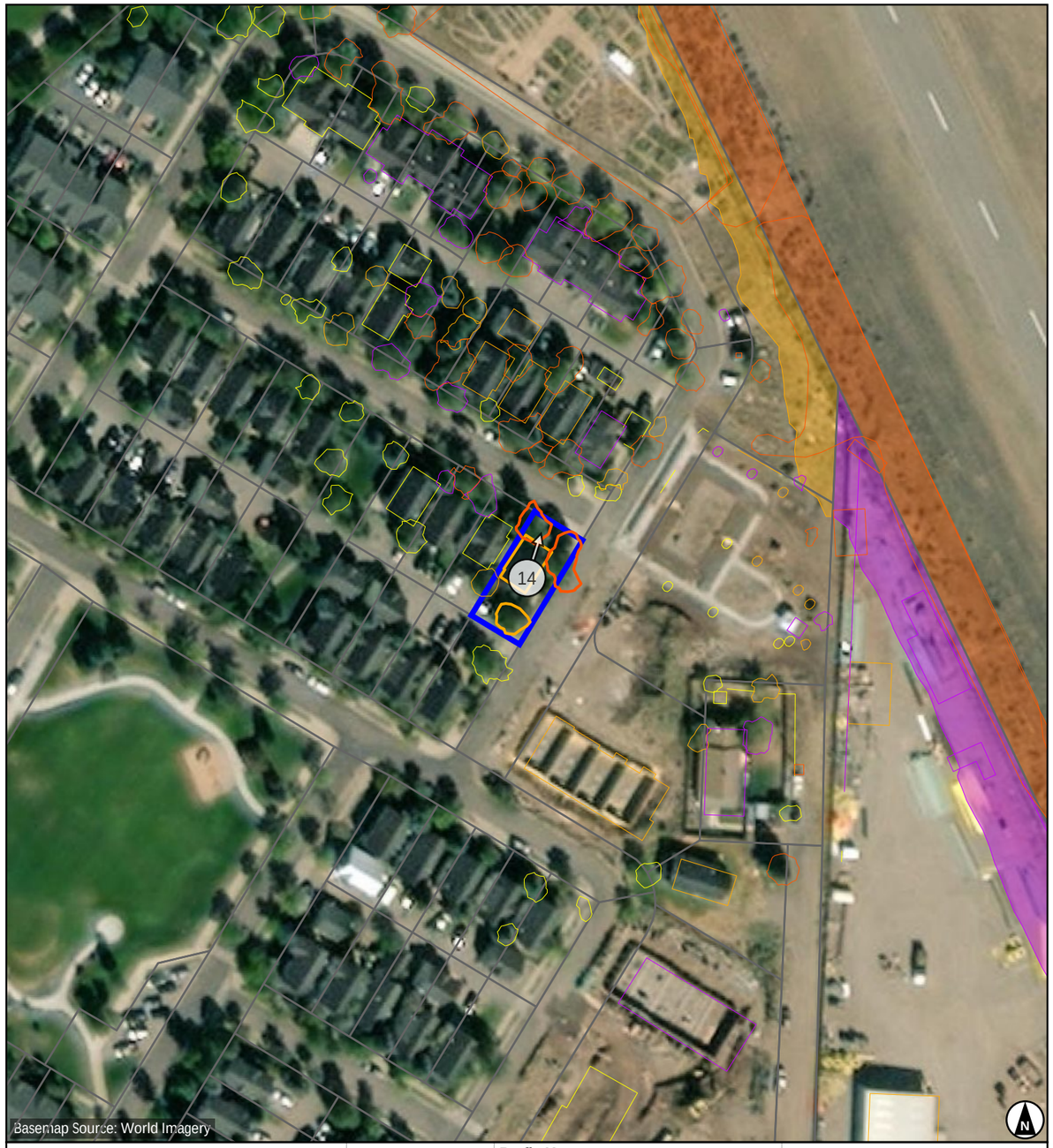
See accompanying summary table on page 263 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -620.9
Offset: 430.1 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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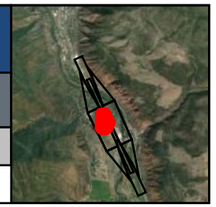
Parcel Obstructions for 218527100051

KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

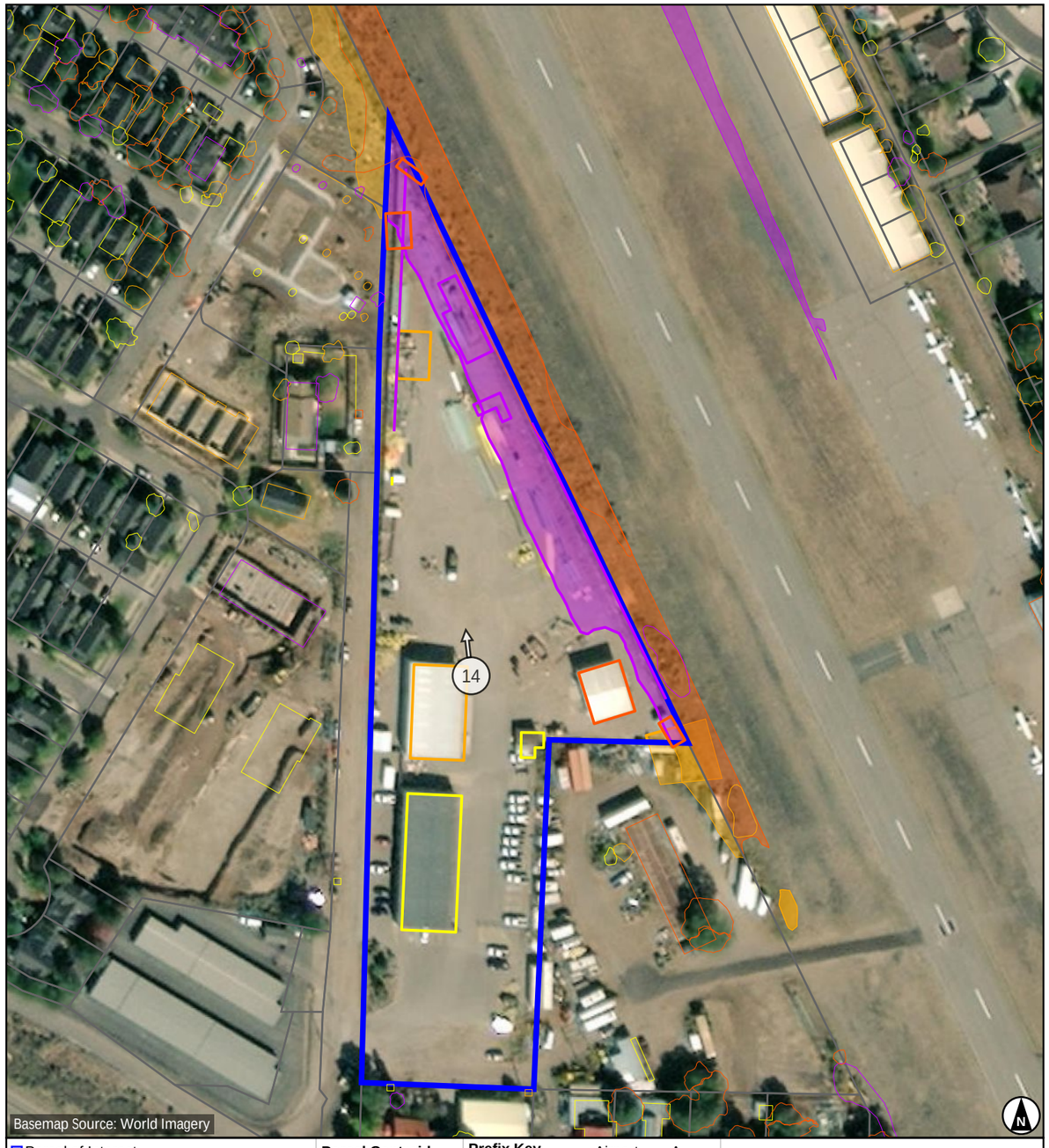
See accompanying summary table on page 265 for 7 additional records, as well as potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1111.8
Offset: 315.9 (R)
Map Scale 1 : 1,546

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

50 100 150 200 ft
20 40 60 80 m
Scale 1:1,546 | 1 in = 128.83 ft

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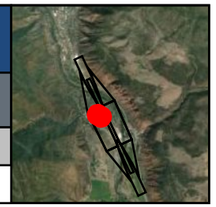
Parcel Obstructions for KGWS_ROW08



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -448.3
Offset: 464.9 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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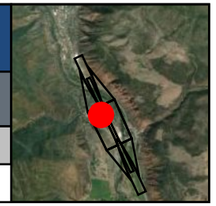
Parcel Obstructions for 218527218026



KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

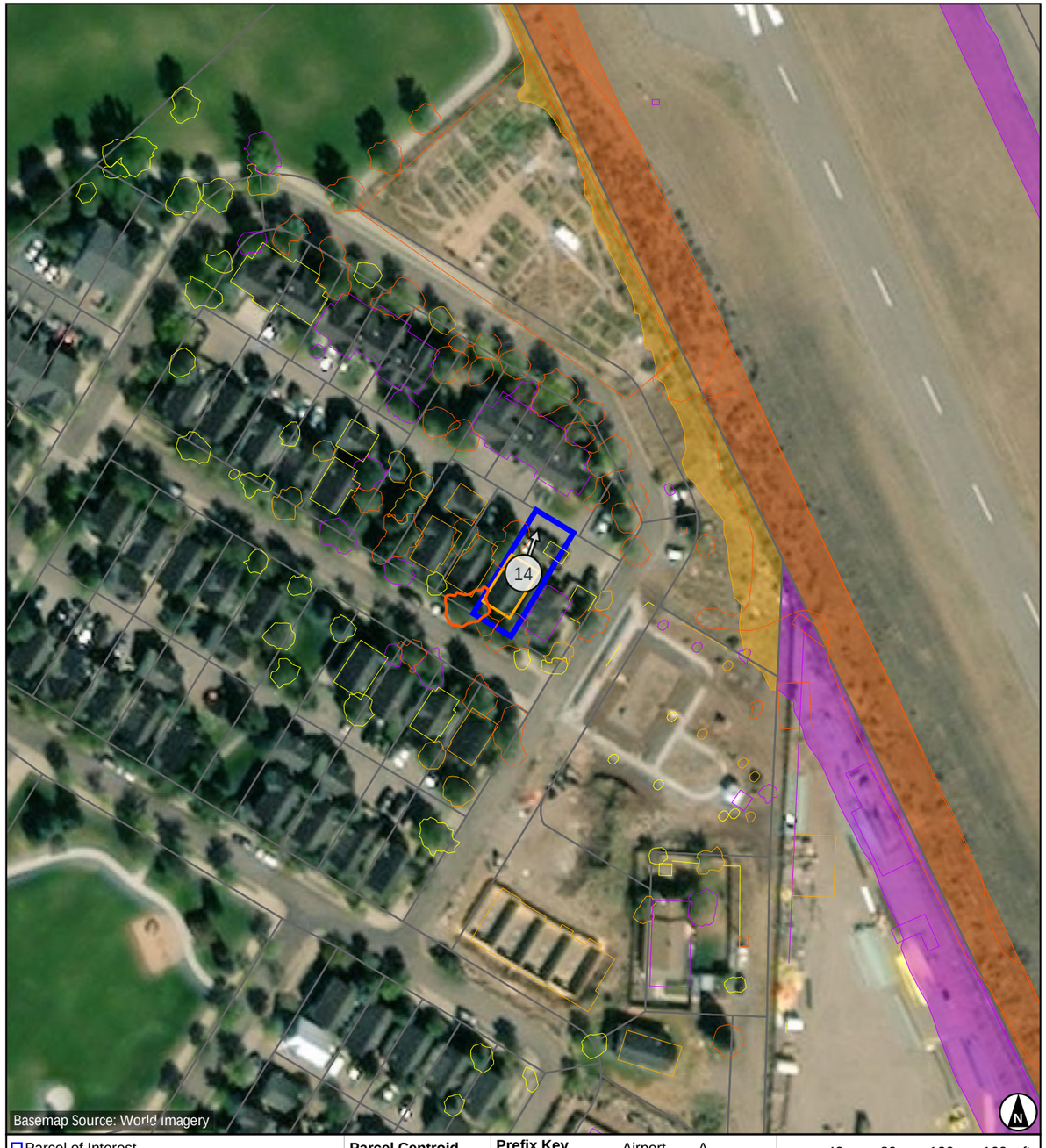
See accompanying summary table on page 269 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -516.0
Offset: 339.6 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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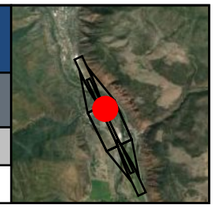
Parcel Obstructions for 218522416016



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -125.2
Offset: 239.2 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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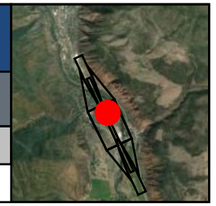
Parcel Obstructions for 218527116007

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -595.3
Offset: 242.9 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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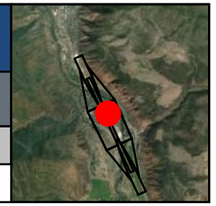
Parcel Obstructions for 218527116006

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -662.7
Offset: 244.6 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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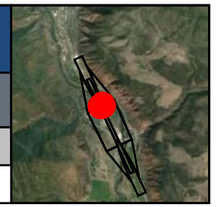
Parcel Obstructions for 218522315085

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 240.3
Offset: 95.8 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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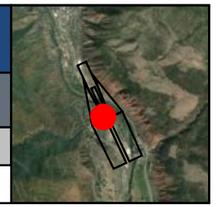
Parcel Obstructions for 218522307002

KGWS - GLENWOOD SPRINGS MUNI — Runway 14

Key	Land Owner	Address
DA	MORRISON, ALLYSON WATTERS & ANGUS WRAY	1300 MOUNT SOPRIS DR BLDG 5 #5-B GLENWOOD SPRINGS, CO 81601

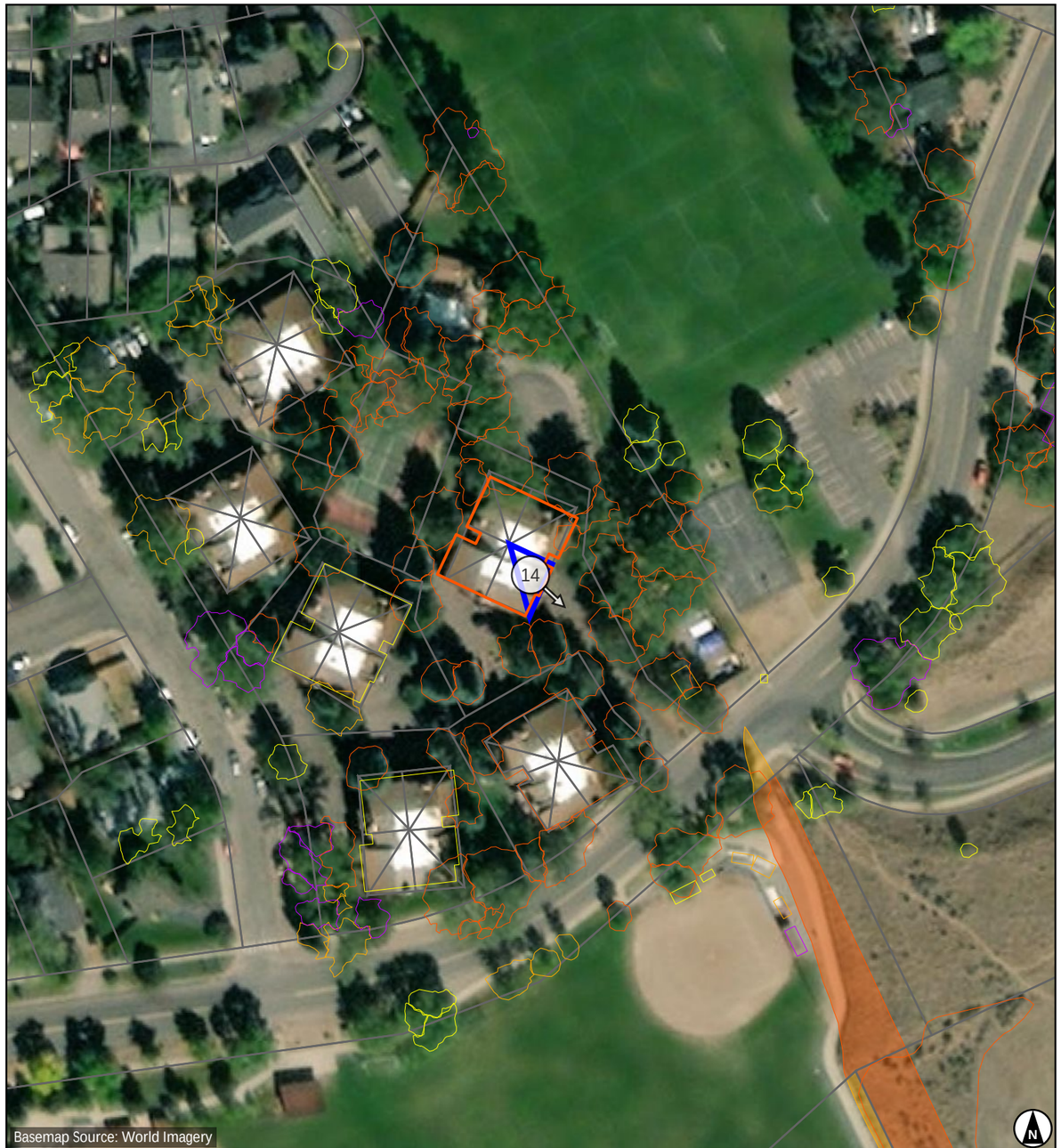


Runway 14 Obstruction Details (all units in feet)

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 435.8
Offset: 228.2 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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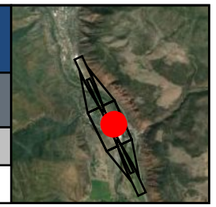
Parcel Obstructions for 218527115013

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1613.1
Offset: 343.5 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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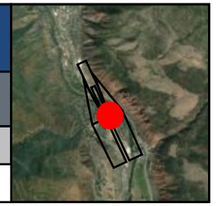
Parcel Obstructions for 218522415069

KGWS - GLENWOOD SPRINGS MUNI — Runway 14

Key	Land Owner	Address
BD	KAPPELI, KYLE C & MEGAN S	3950 SKY RANCH DR GLENWOOD SPRINGS, CO 81601

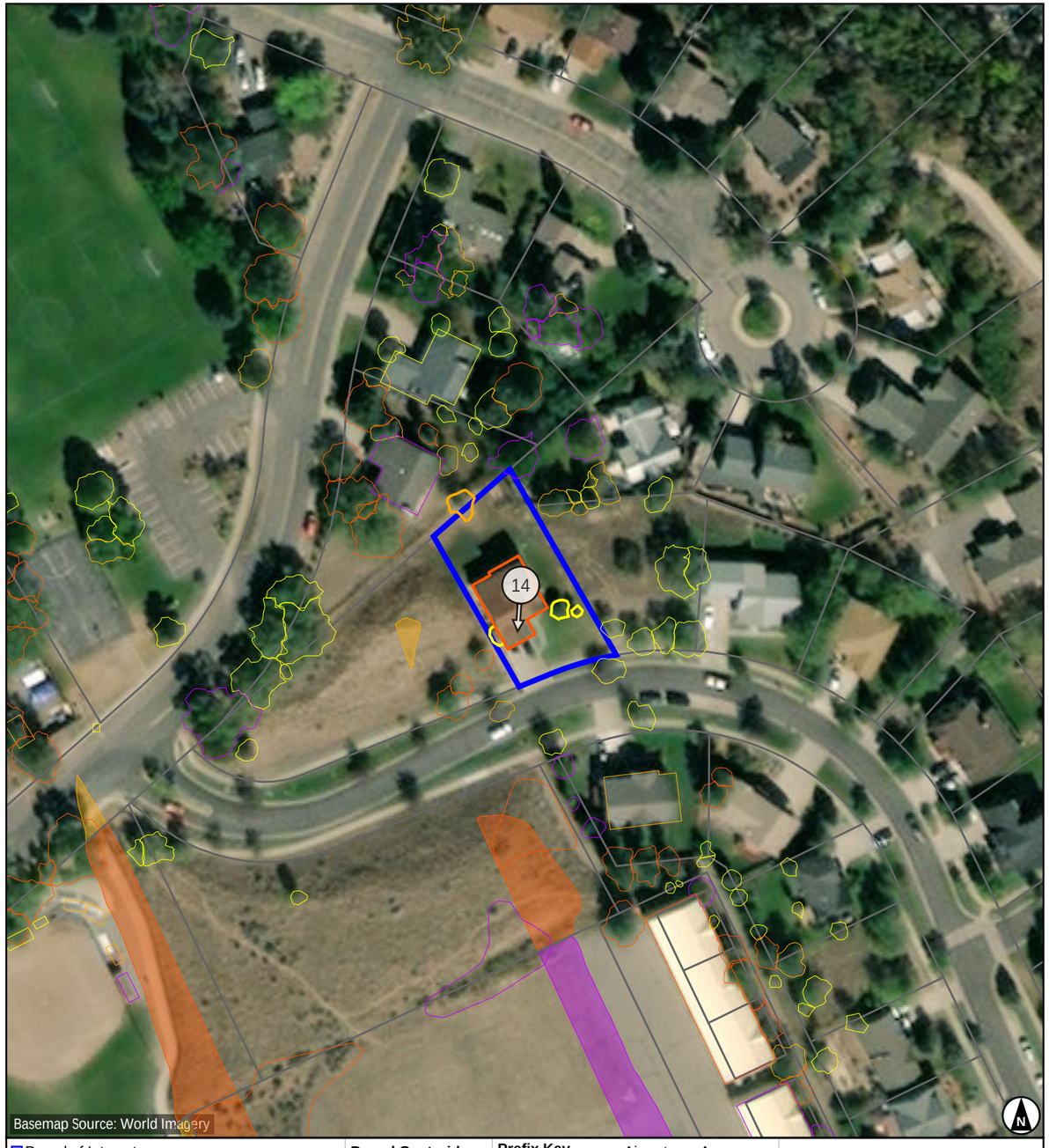


Runway 14 Obstruction Details (all units in feet)

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 254.7
Offset: 229.6 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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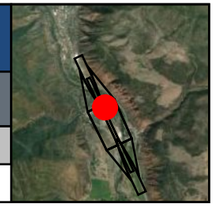
Parcel Obstructions for 218522416017

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -80.4
Offset: 238.6 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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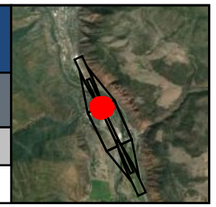
Parcel Obstructions for 218522315084

KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

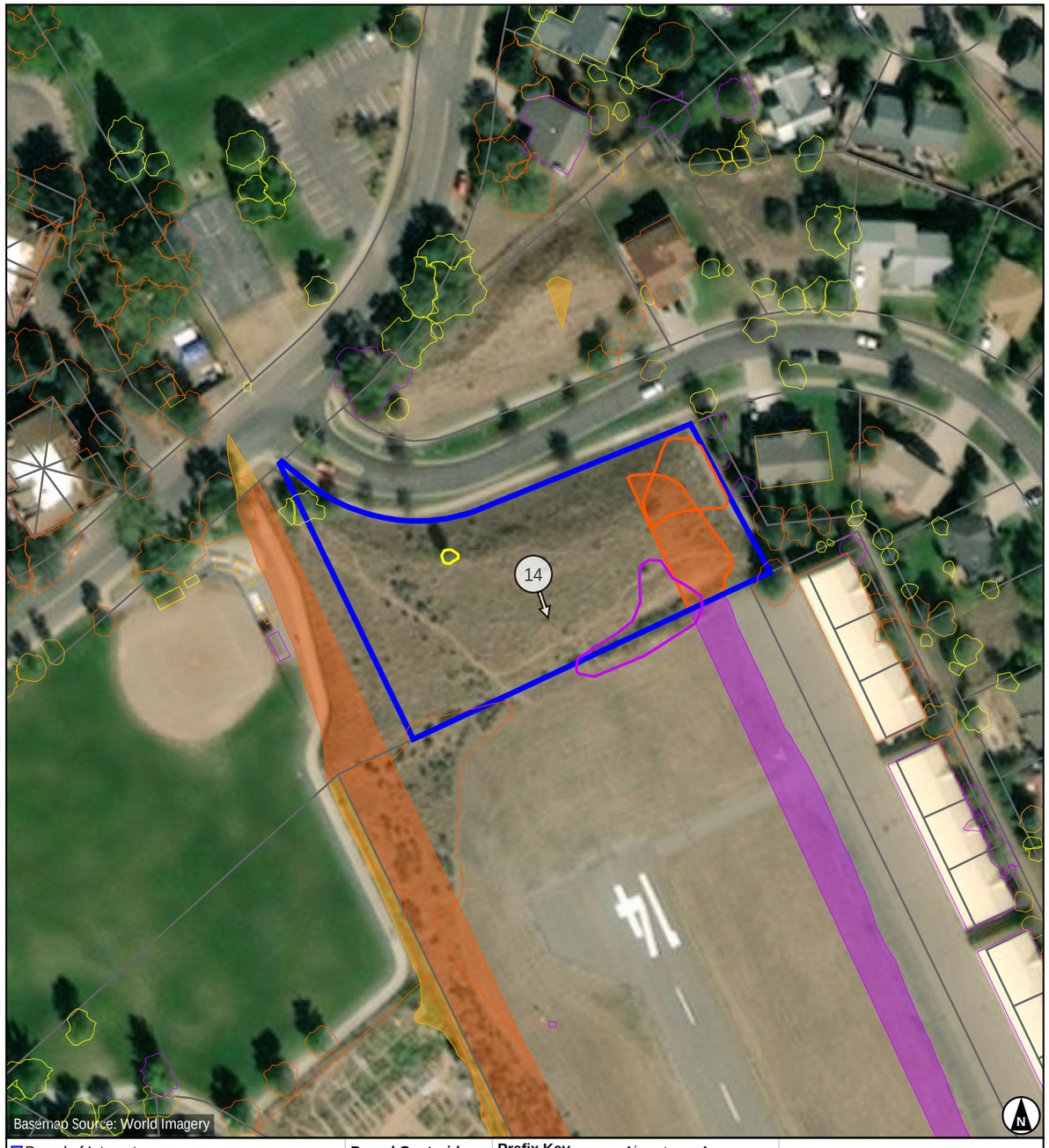
See accompanying summary table on page 285 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 74.6
Offset: 30.8 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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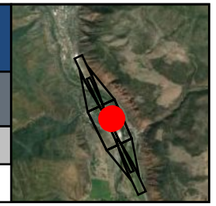
Parcel Obstructions for 218527115019

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1191.7
Offset: 351.4 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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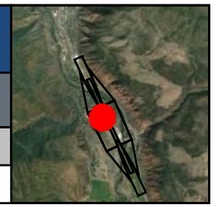
Parcel Obstructions for 218527237001

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -688.2
Offset: 296.2 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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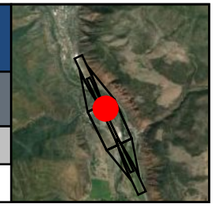
Parcel Obstructions for 218522416015

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -191.7
Offset: 238.9 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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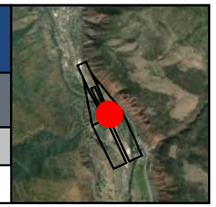
Parcel Obstructions for 218522302121



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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 430.2
Offset: 263.1 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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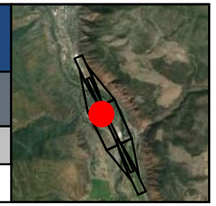
Parcel Obstructions for 218527222008

KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

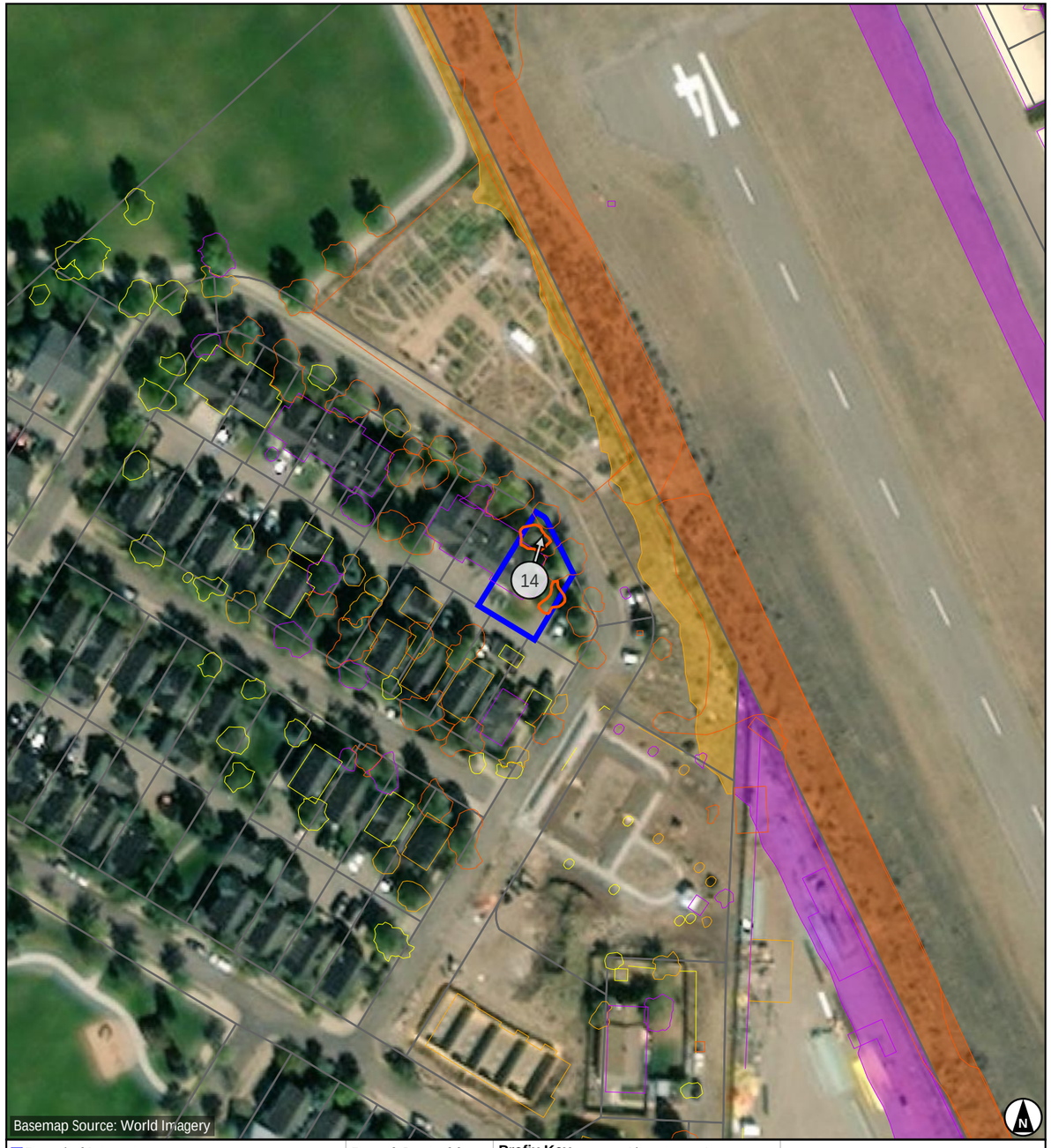
See accompanying summary table on page 294 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -466.5
Offset: 274.2 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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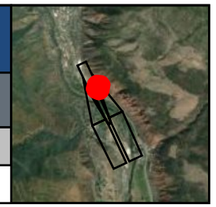
Parcel Obstructions for 218522300037

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 2615.2
Offset: 371.8 (L)

Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m

Scale 1:1,200 | 1 in = 100 ft

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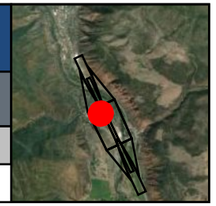
Parcel Obstructions for 218527222006



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -404.2
Offset: 309.2 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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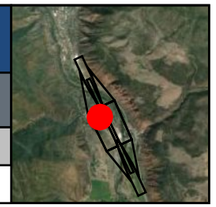
Parcel Obstructions for 218527218012

KGWS - GLENWOOD SPRINGS MUNI — Runway 14 / 32



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	-	-

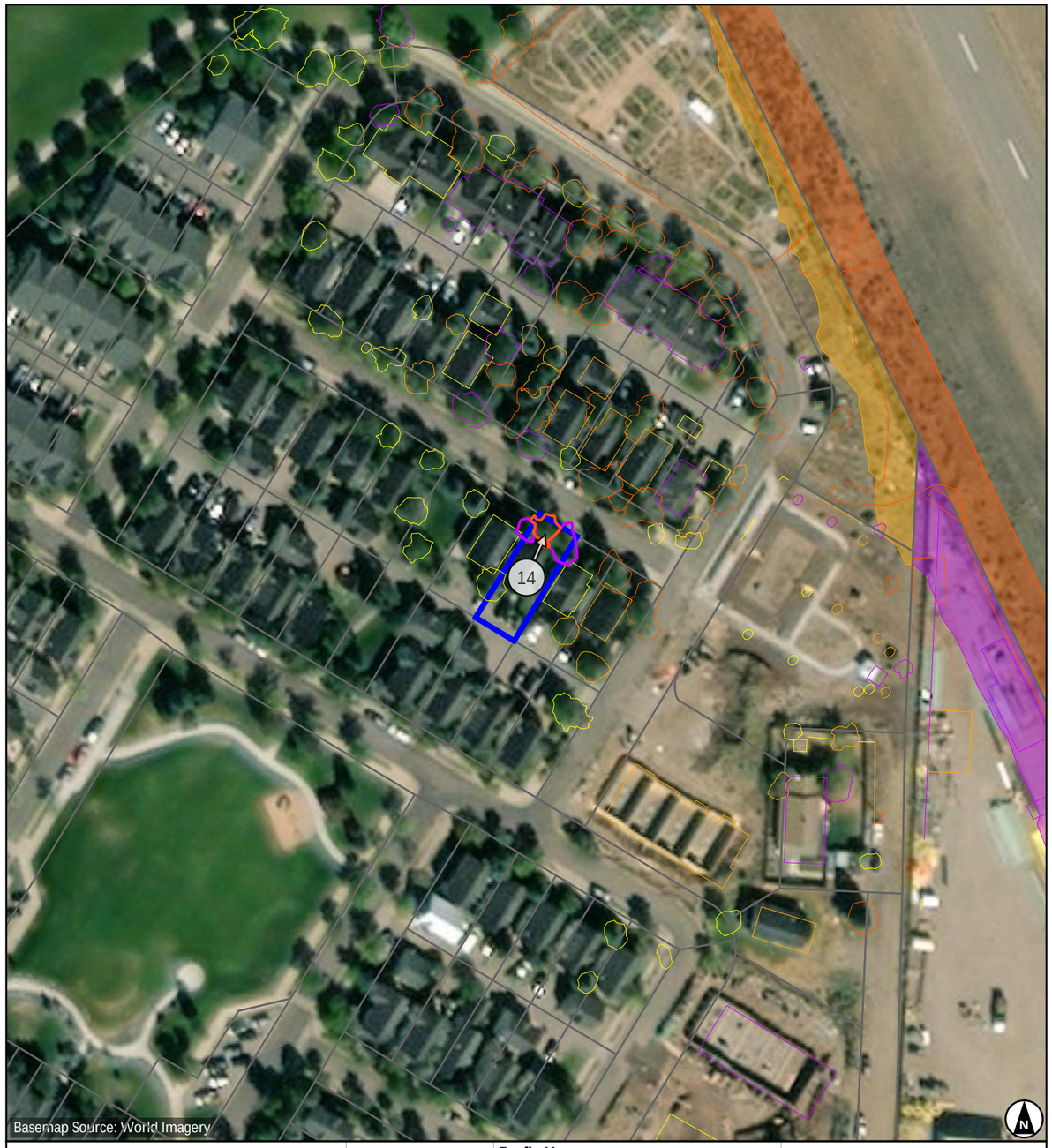
See accompanying summary table on page 299 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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†			
				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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -562.4
Offset: 469.3 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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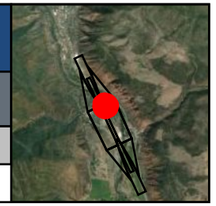
Parcel Obstructions for 218522415060



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 24.5
Offset: 325.3 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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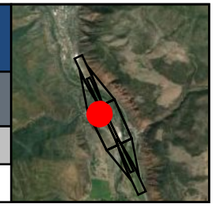
Parcel Obstructions for 218527218023

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -393.3
Offset: 421.4 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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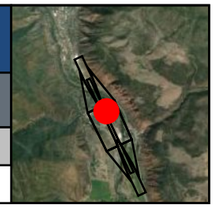
Parcel Obstructions for 218527116012

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -348.2
Offset: 240.0 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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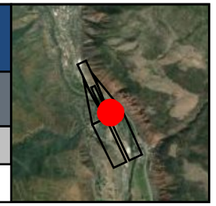
Parcel Obstructions for 218522402120

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 432.7
Offset: 377.0 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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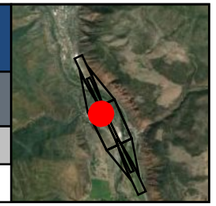
Parcel Obstructions for 218527222007

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -431.0
Offset: 292.1 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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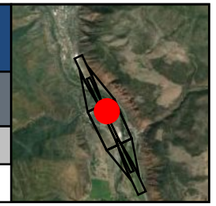
Parcel Obstructions for 218527116010



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -438.1
Offset: 240.9 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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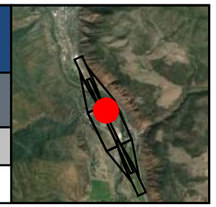
Parcel Obstructions for 218522416013

KGWS - GLENWOOD SPRINGS MUNI — Runway 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†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -281.5
Offset: 239.9 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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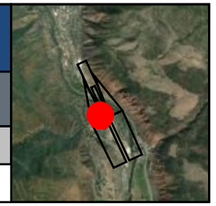
Parcel Obstructions for 218522310009



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 577.3
Offset: 411.4 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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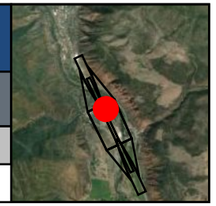
Parcel Obstructions for 218522416014

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -236.8
Offset: 239.2 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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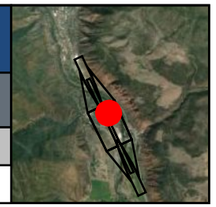
Parcel Obstructions for 218527115051

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -569.7
Offset: 343.2 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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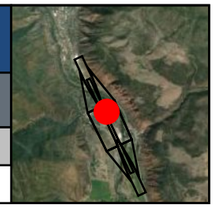
Parcel Obstructions for 218527116011

KGWS - GLENWOOD SPRINGS MUNI — Runway 14 / 32



Key	Land Owner	Address
CI	DUEHRSSEN, 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†			
				X	Y	ATRNS	RTRNS	TSS1	TSS2
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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -393.3
Offset: 240.3 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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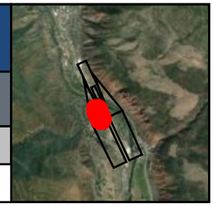
Parcel Obstructions for KGWS_ROW04



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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 669.0
Offset: 491.1 (R)
Map Scale 1 : 1,247

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,247 | 1 in = 103.95 ft

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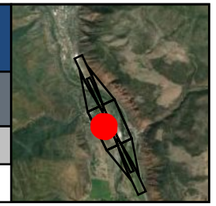
Parcel Obstructions for 218527106001

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1516.5
Offset: 523.3 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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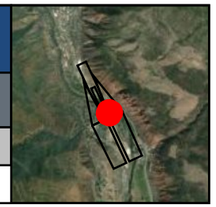
Parcel Obstructions for 218522302119



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 524.0
Offset: 319.4 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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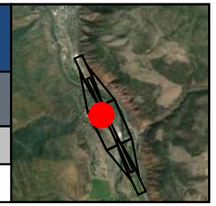
Parcel Obstructions for 218527218027

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -546.8
Offset: 318.9 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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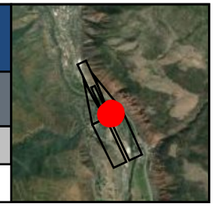
Parcel Obstructions for 218522415067



KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-	-

See accompanying summary table on page 327 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 323.7
Offset: 357.5 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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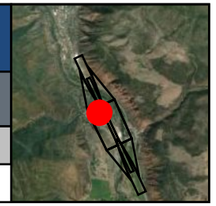
Parcel Obstructions for 218527222003



KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

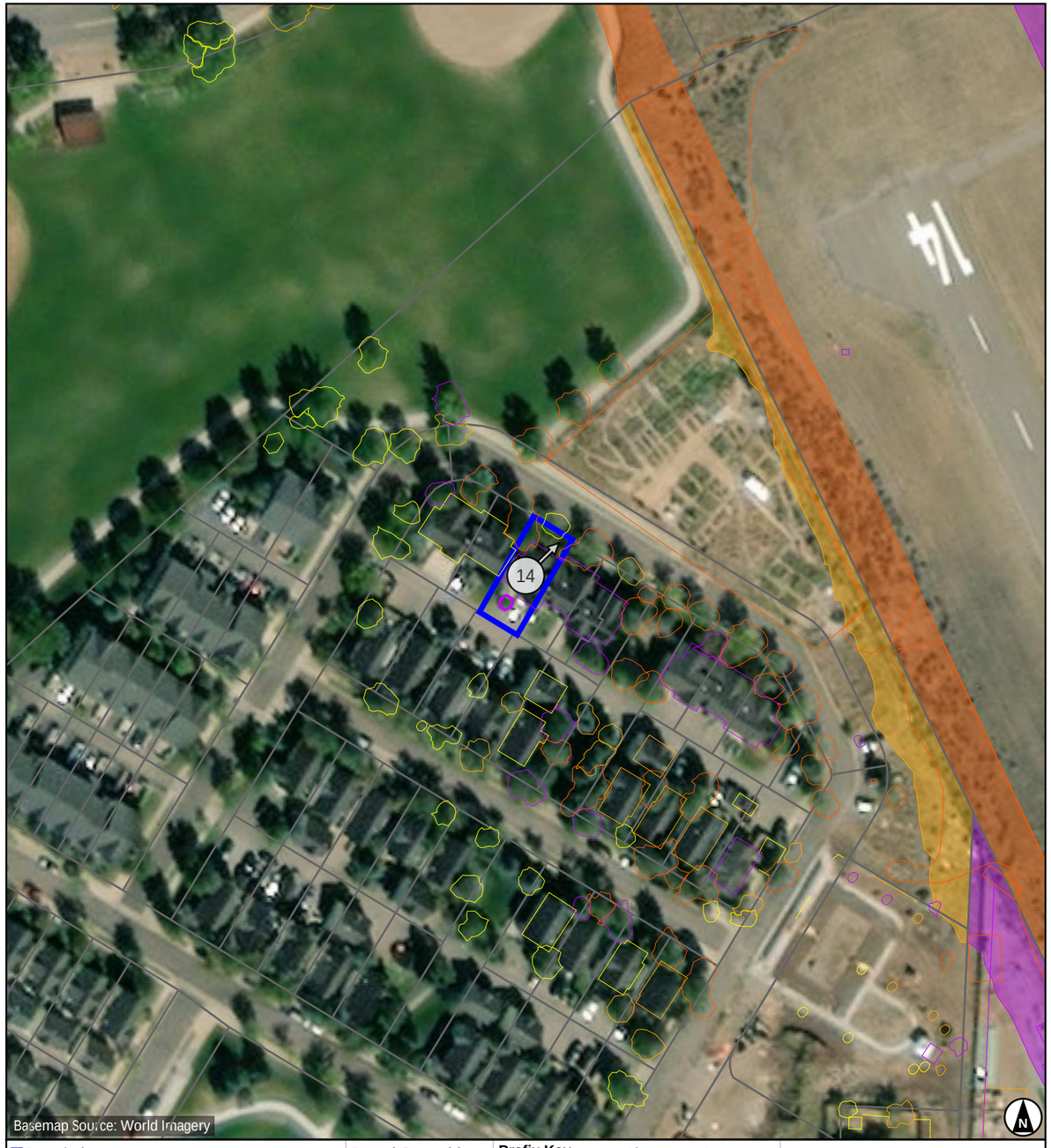
See accompanying summary table on page 328 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -287.4
Offset: 386.9 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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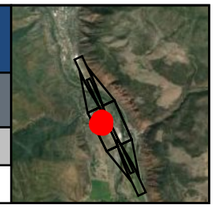
Parcel Obstructions for 218527237003

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1081.8
Offset: 558.1 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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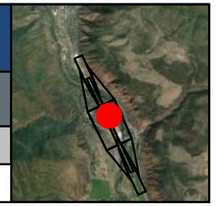
Parcel Obstructions for 218527116002

KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

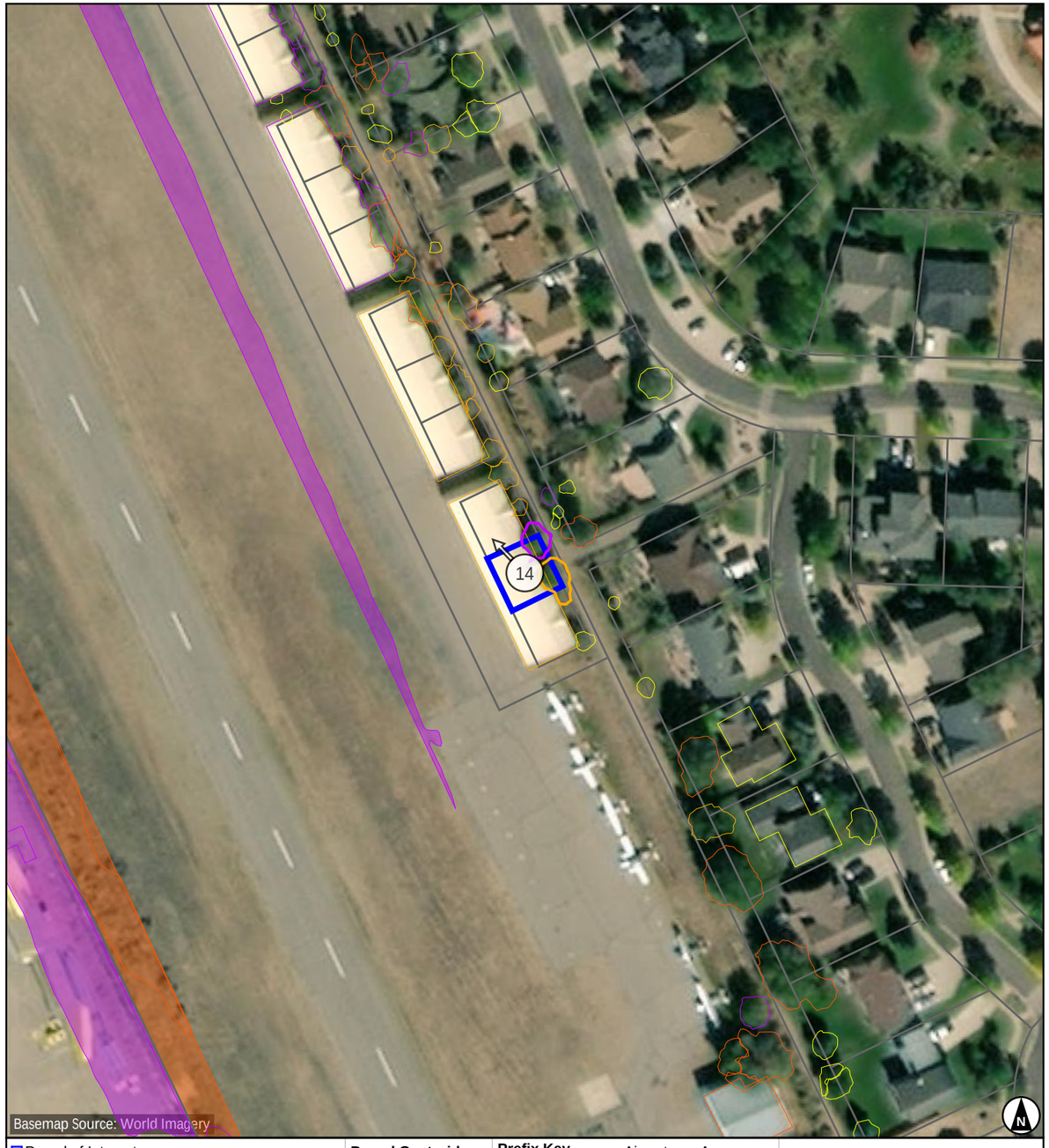
See accompanying summary table on page 332 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -864.3
Offset: 247.1 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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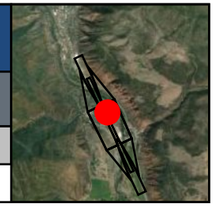
Parcel Obstructions for 218527116008



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -550.6
Offset: 242.2 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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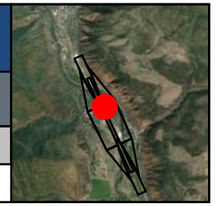
Parcel Obstructions for 218522416018



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -35.3
Offset: 238.3 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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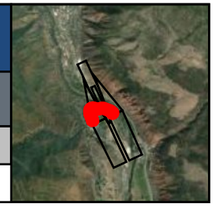
Parcel Obstructions for KGWS_ROW05



KGWS - GLENWOOD SPRINGS MUNI — Runway 14

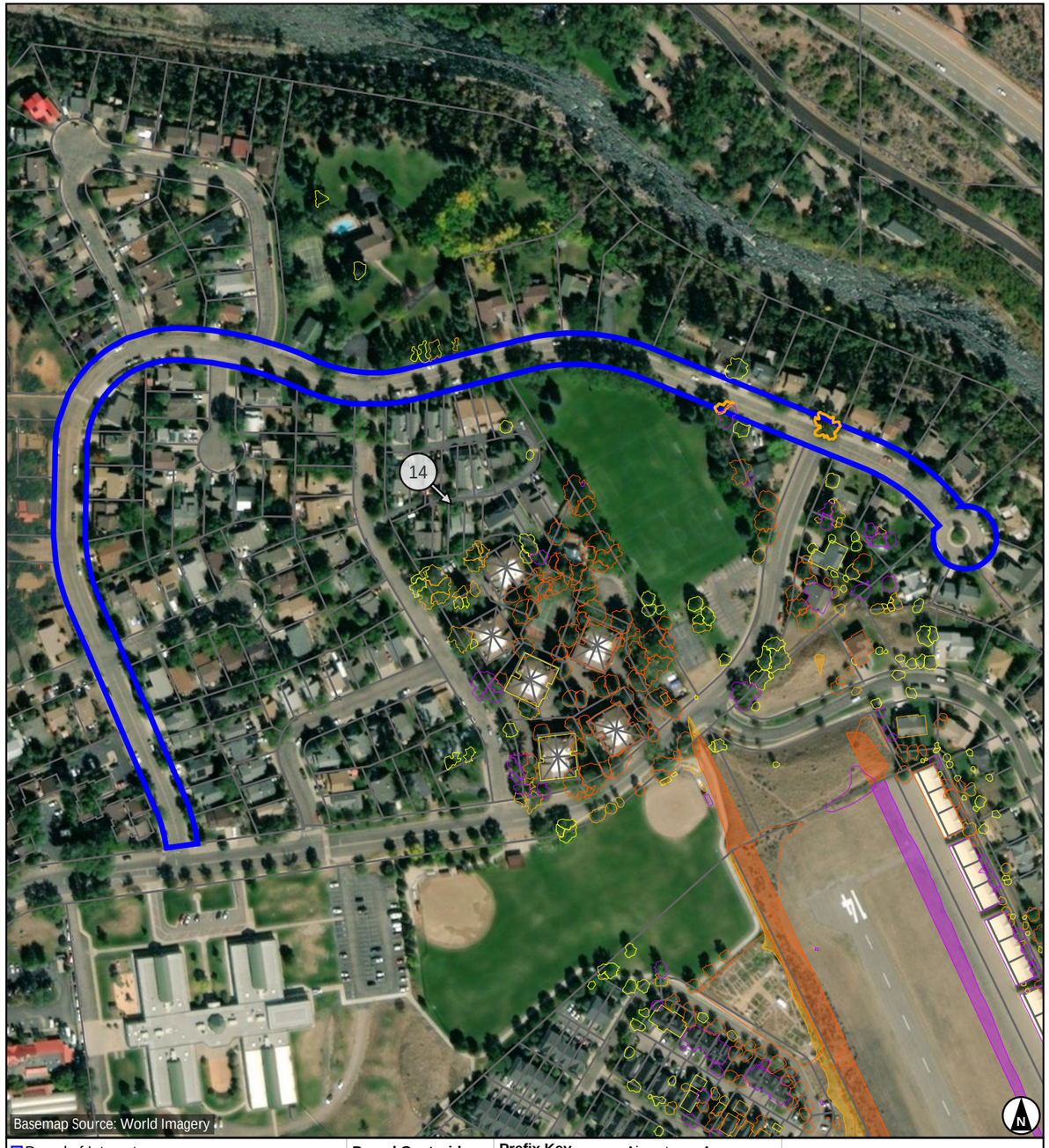
Key	Land Owner	Address
EH	MOUNTAIN DR	Not available

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 905.0
Offset: 400.8 (R)
Map Scale 1 : 3,042

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

100 200 300 400 ft
30 60 90 120 m
Scale 1:3,042 | 1 in = 253.46 ft

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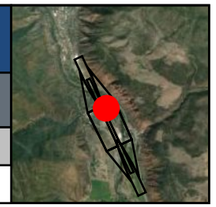
Parcel Obstructions for 218522415058

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -114.1
Offset: 336.3 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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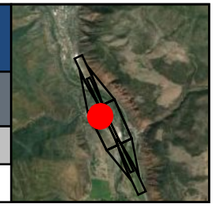
Parcel Obstructions for 218527218011



KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

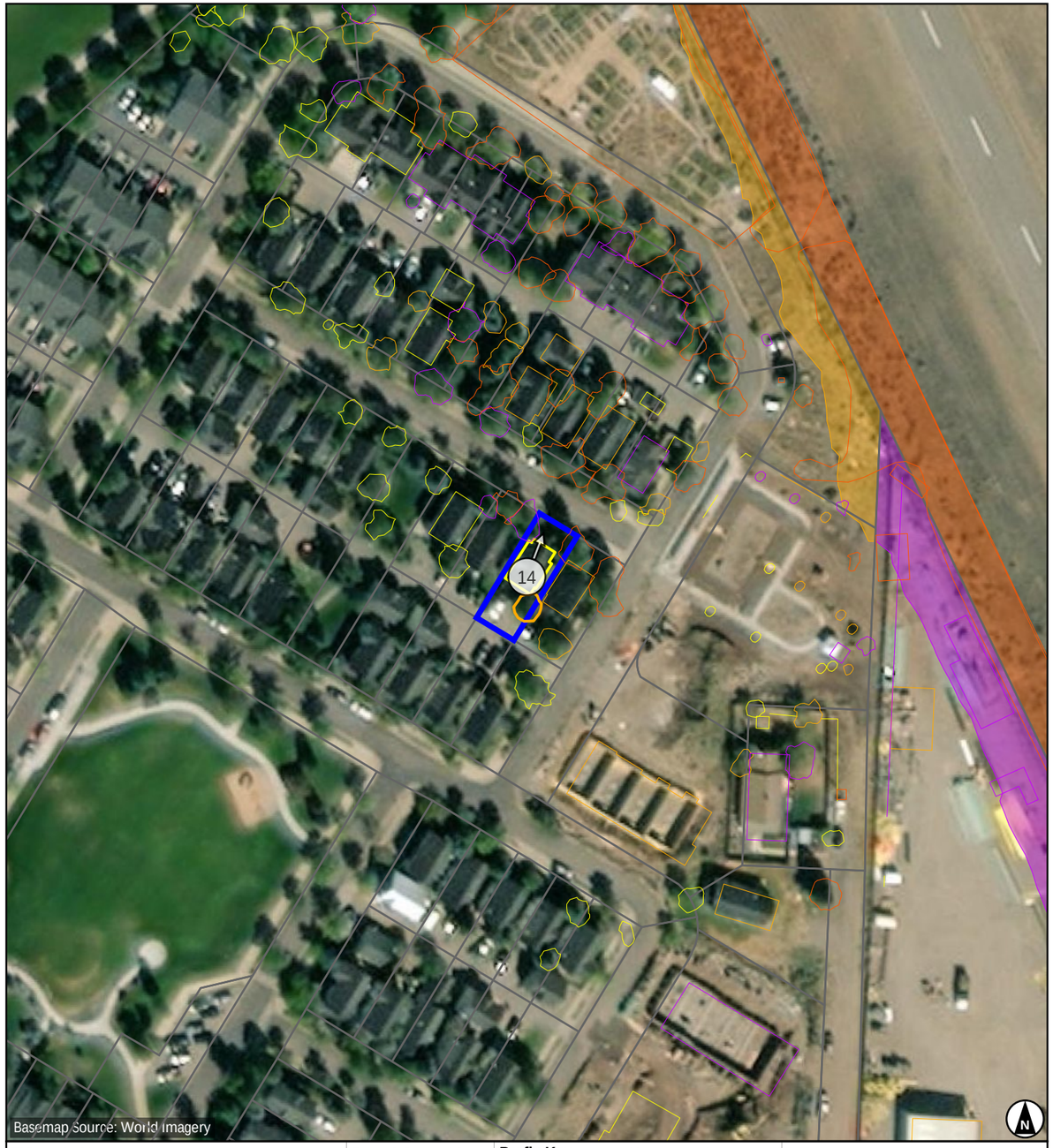
See accompanying summary table on page 341 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -589.7
Offset: 450.7 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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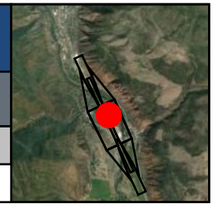
Parcel Obstructions for 218527116003

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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	-	-

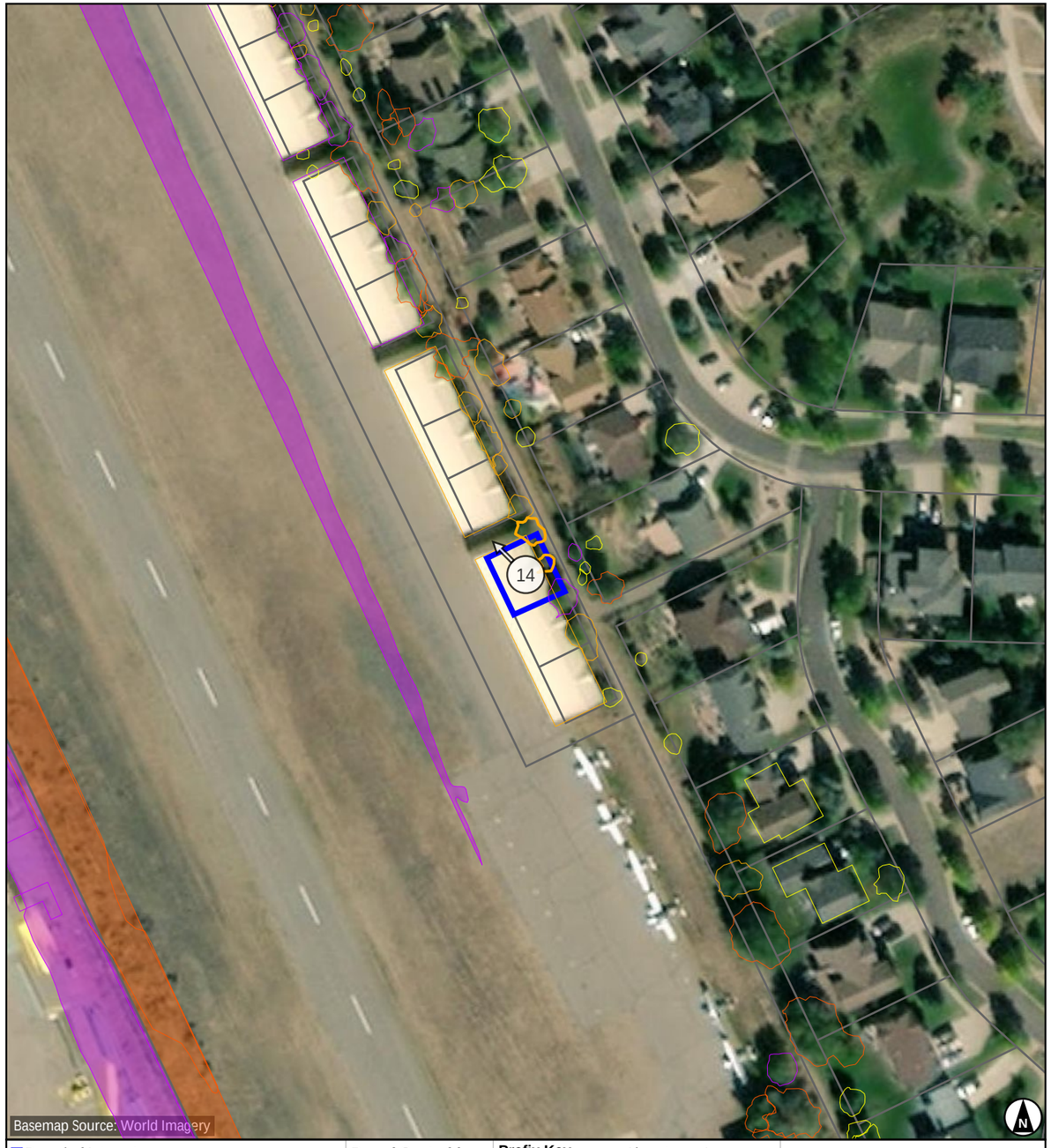
See accompanying summary table on page 343 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

Runway 32 Obstruction Details (all units in feet)

Aviation Surface	Total Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -819.3
Offset: 246.8 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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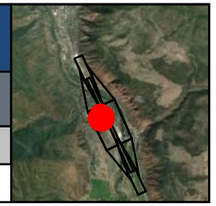
Parcel Obstructions for 218527237002

KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

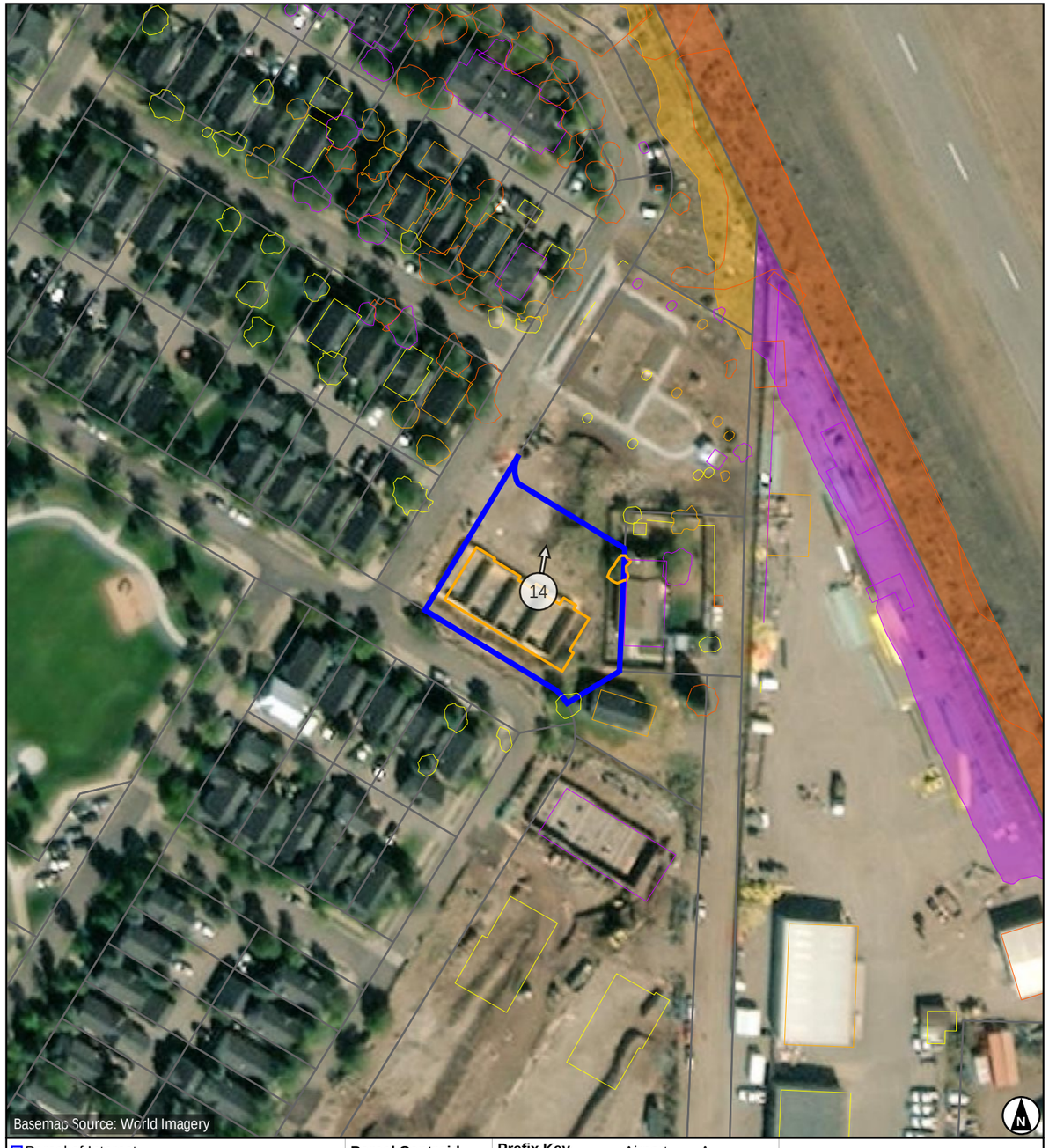
See accompanying summary table on page 345 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -773.4
Offset: 426.1 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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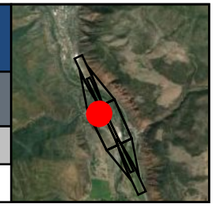
Parcel Obstructions for 218527218022

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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	-	-

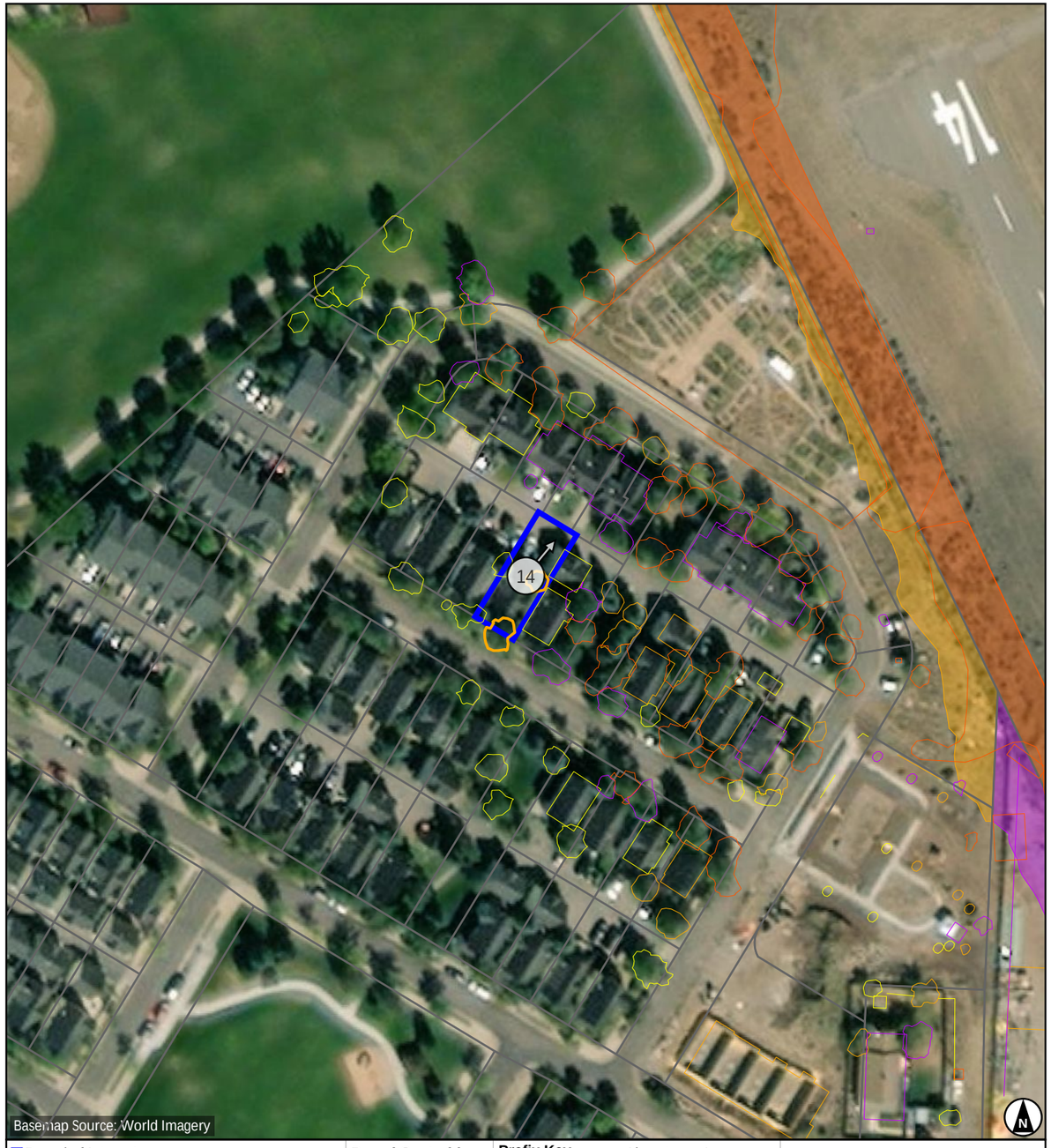
See accompanying summary table on page 347 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

Runway 32 Obstruction Details (all units in feet)

Aviation Surface	Total Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -361.8
Offset: 442.1 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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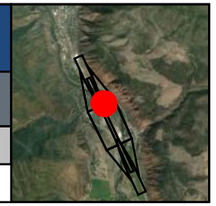
Parcel Obstructions for 218522415068

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 231.6
Offset: 313.6 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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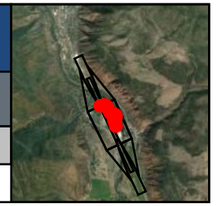
Parcel Obstructions for KGWS_ROW03



KGWS - GLENWOOD SPRINGS MUNI — Runway 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	-	-

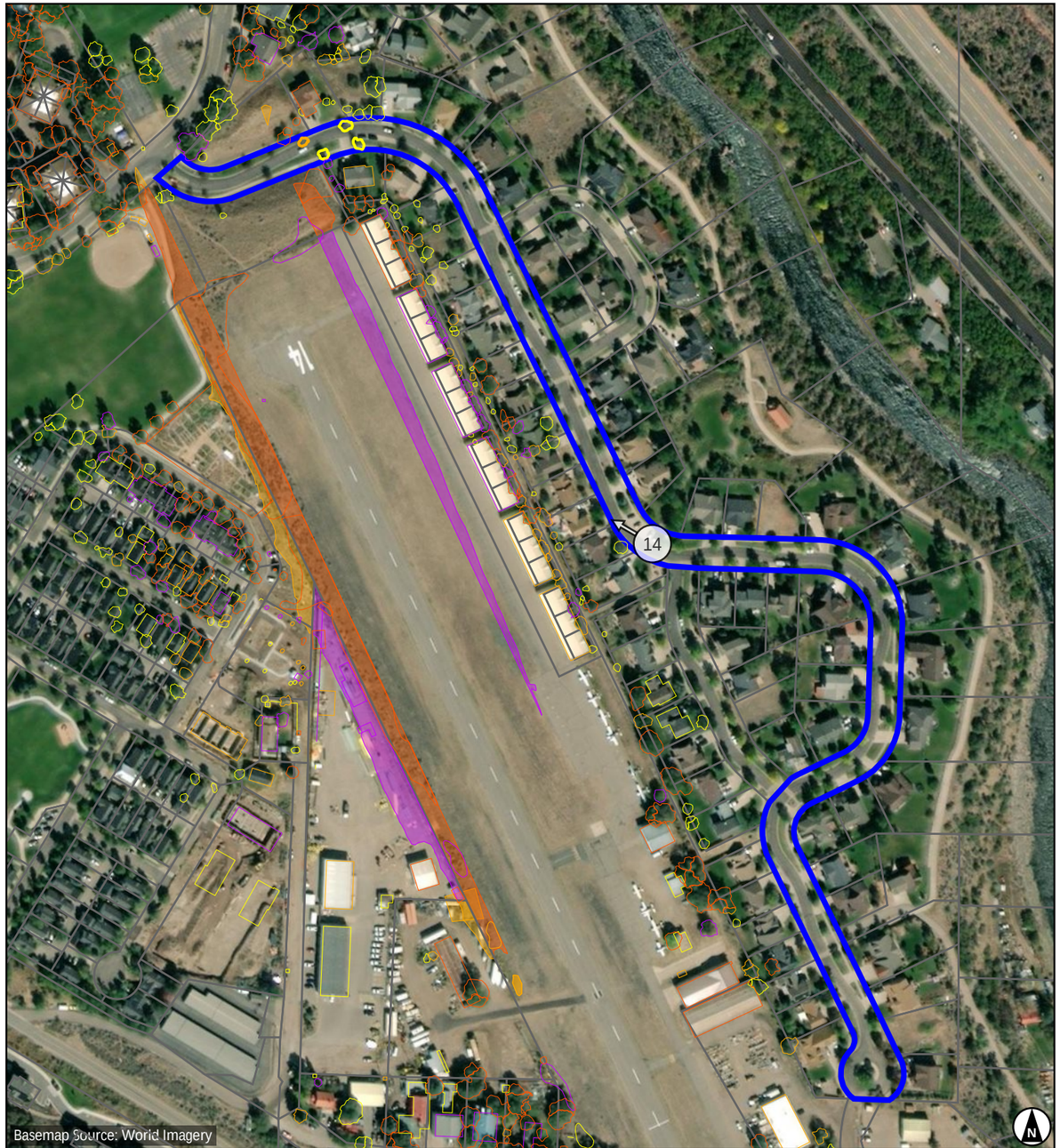
See accompanying summary table on page 351 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -796.2
Offset: 453.4 (L)
Map Scale 1 : 3,069

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

100 200 300 400 ft
30 60 90 120 m
Scale 1:3,069 | 1 in = 255.72 ft

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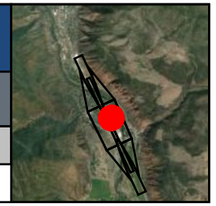
Parcel Obstructions for 218527115020

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1121.9
Offset: 350.3 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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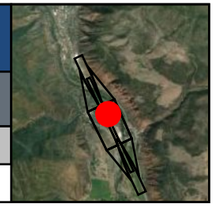
Parcel Obstructions for 218527116005

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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	-	-

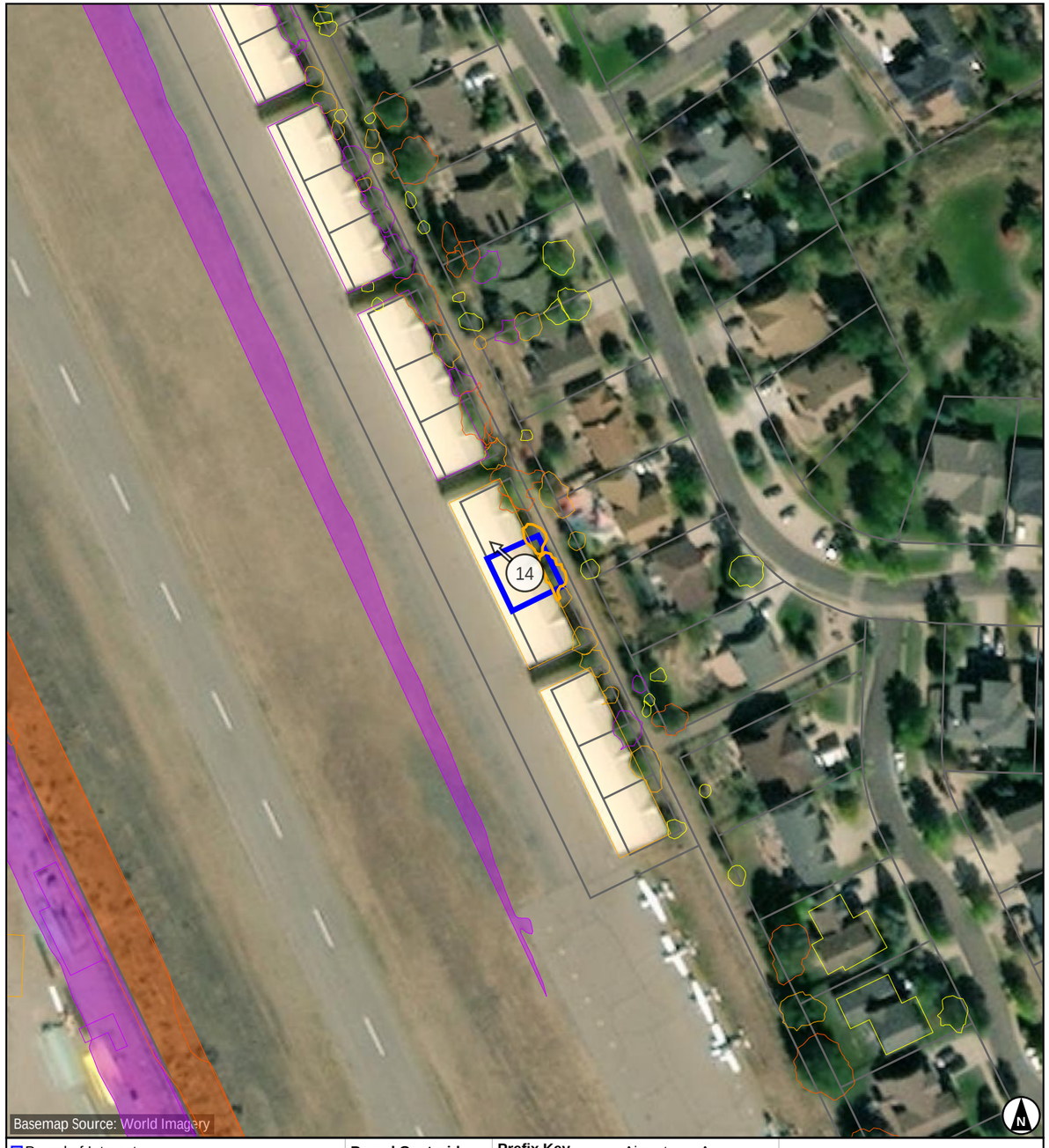
See accompanying summary table on page 355 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

Runway 32 Obstruction Details (all units in feet)

Aviation Surface	Total Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -707.8
Offset: 244.9 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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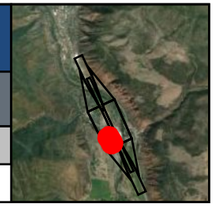
Parcel Obstructions for 218527100054

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32
Distance: -439.6
Offset: 527.6 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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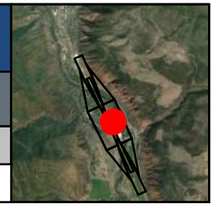
Parcel Obstructions for 218527115015



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1490.6
Offset: 341.9 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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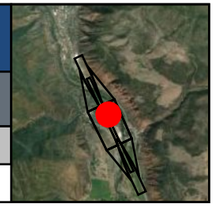
Parcel Obstructions for 218527116004

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 Obs	Total Pot	Tree Obs	Tree Pot	Building Obs	Building Pot	Ground Obs	Ground Pot	Misc Obs	Misc 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* X	State Plane* Y	Height Above† ATRNS	Height Above† RTRNS	Height Above† TSS1	Height Above† 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -752.6
Offset: 245.6 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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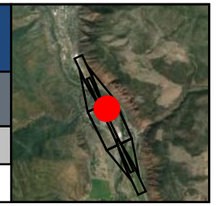
Parcel Obstructions for 218522415056

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -244.3
Offset: 338.3 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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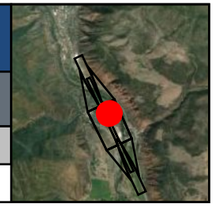
Parcel Obstructions for 218527115049



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -699.7
Offset: 345.2 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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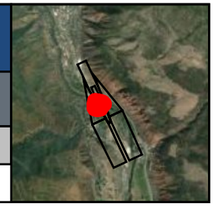
Parcel Obstructions for 218522302128



KGWS - GLENWOOD SPRINGS MUNI — Runway 14

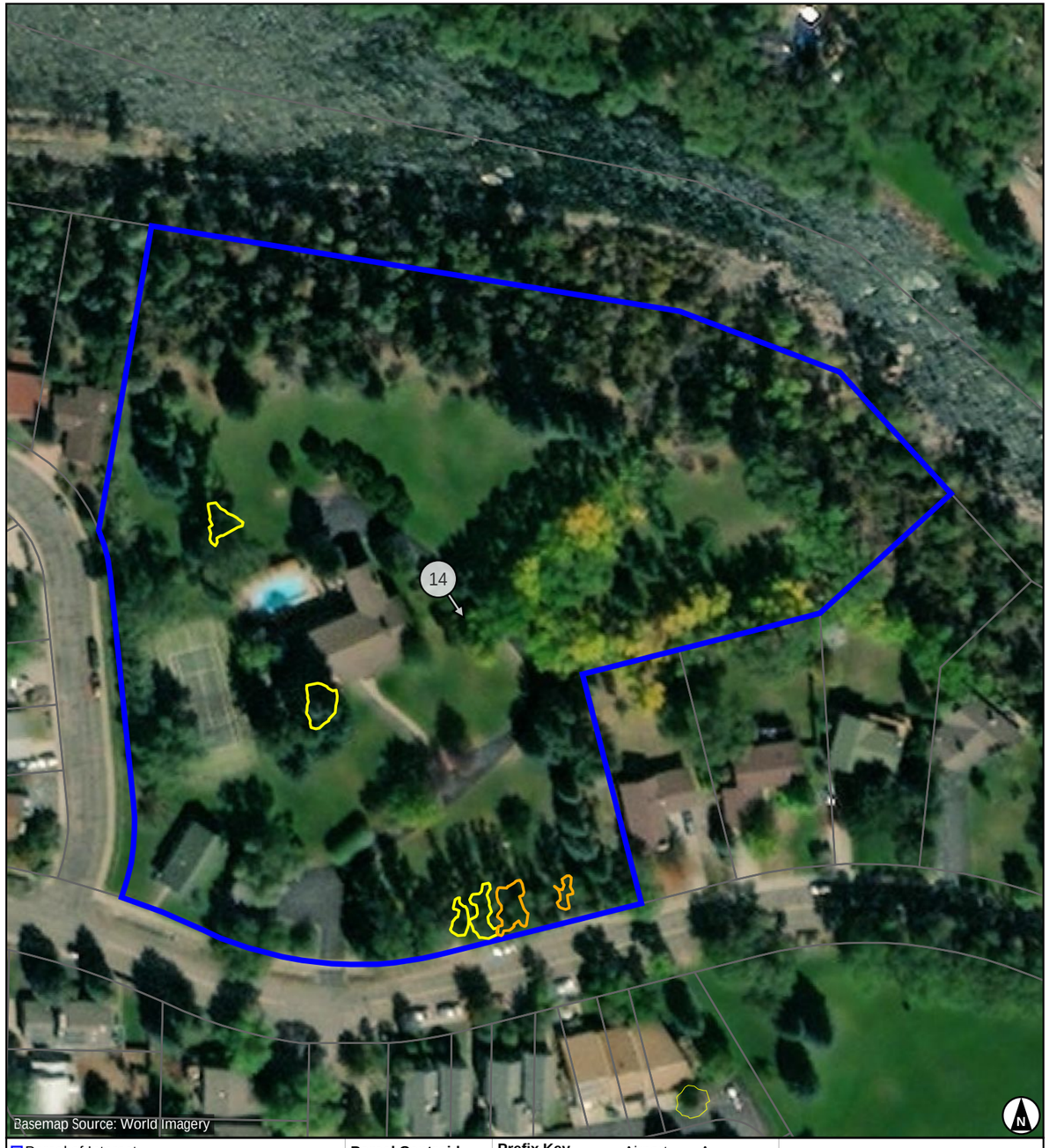
Key	Land Owner	Address
AW	LEWIS, ROBERT W & CONSTANCE M	1200 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601

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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 1347.6
Offset: 219.8 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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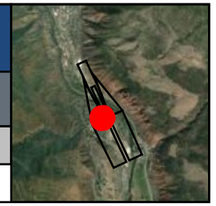
Parcel Obstructions for 218522306004



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 326.4
Offset: 369.6 (R)

Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m

Scale 1:1,200 | 1 in = 100 ft

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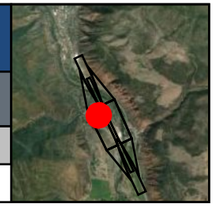
Parcel Obstructions for 218527218014



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -467.0
Offset: 532.7 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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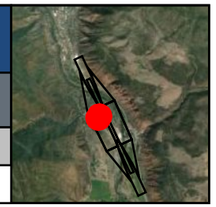
Parcel Obstructions for 218527218030

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -524.3
Offset: 549.4 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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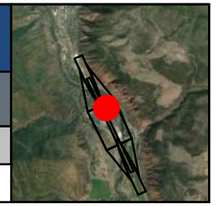
Parcel Obstructions for 218522415057



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: -179.1
Offset: 337.3 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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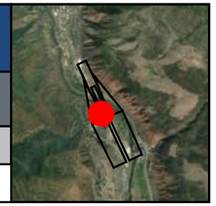
Parcel Obstructions for 218522309008



KGWS - GLENWOOD SPRINGS MUNI — Runway 14

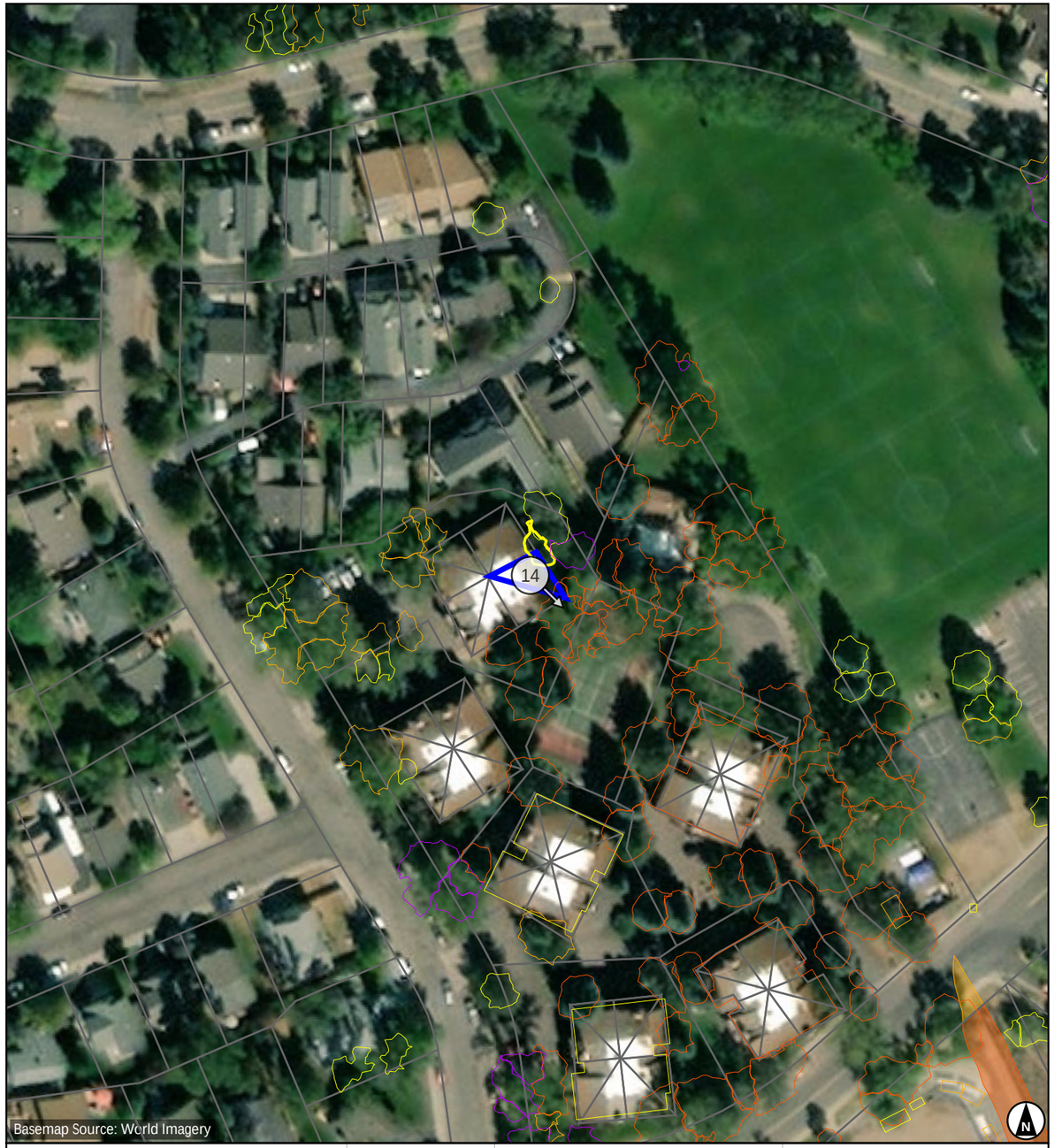
Key	Land Owner	Address
EU	SILLOWAY, LINDA SHAFFER	3800 OLD LODGE RD BLDG 2 #2-H GLENWOOD SPRINGS, CO 81601

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 657.7
Offset: 298.1 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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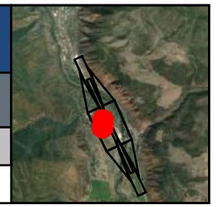
Parcel Obstructions for KGWS_ROW11



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1208.1
Offset: 489.9 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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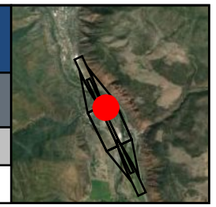
Parcel Obstructions for 218522415059



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -49.4
Offset: 335.1 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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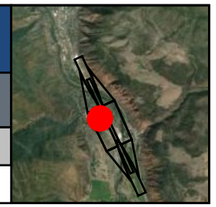
Parcel Obstructions for 218527218009



KGWS - GLENWOOD SPRINGS MUNI — Runway 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

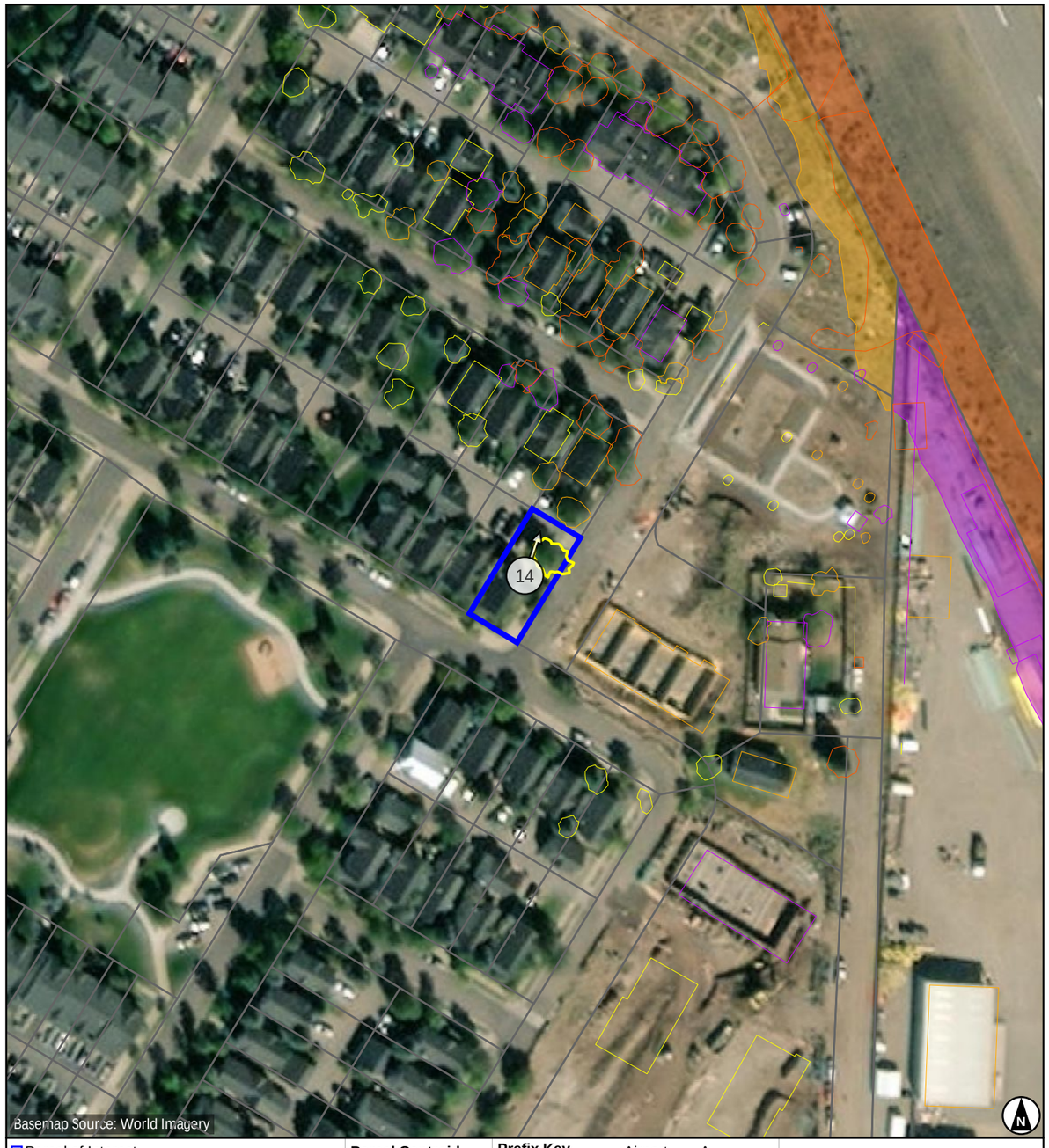
See accompanying summary table on page 380 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -671.6
Offset: 506.0 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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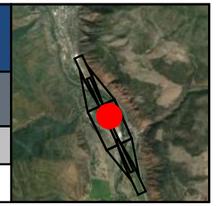
Parcel Obstructions for 218527116001



KGWS - GLENWOOD SPRINGS MUNI — Runway 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

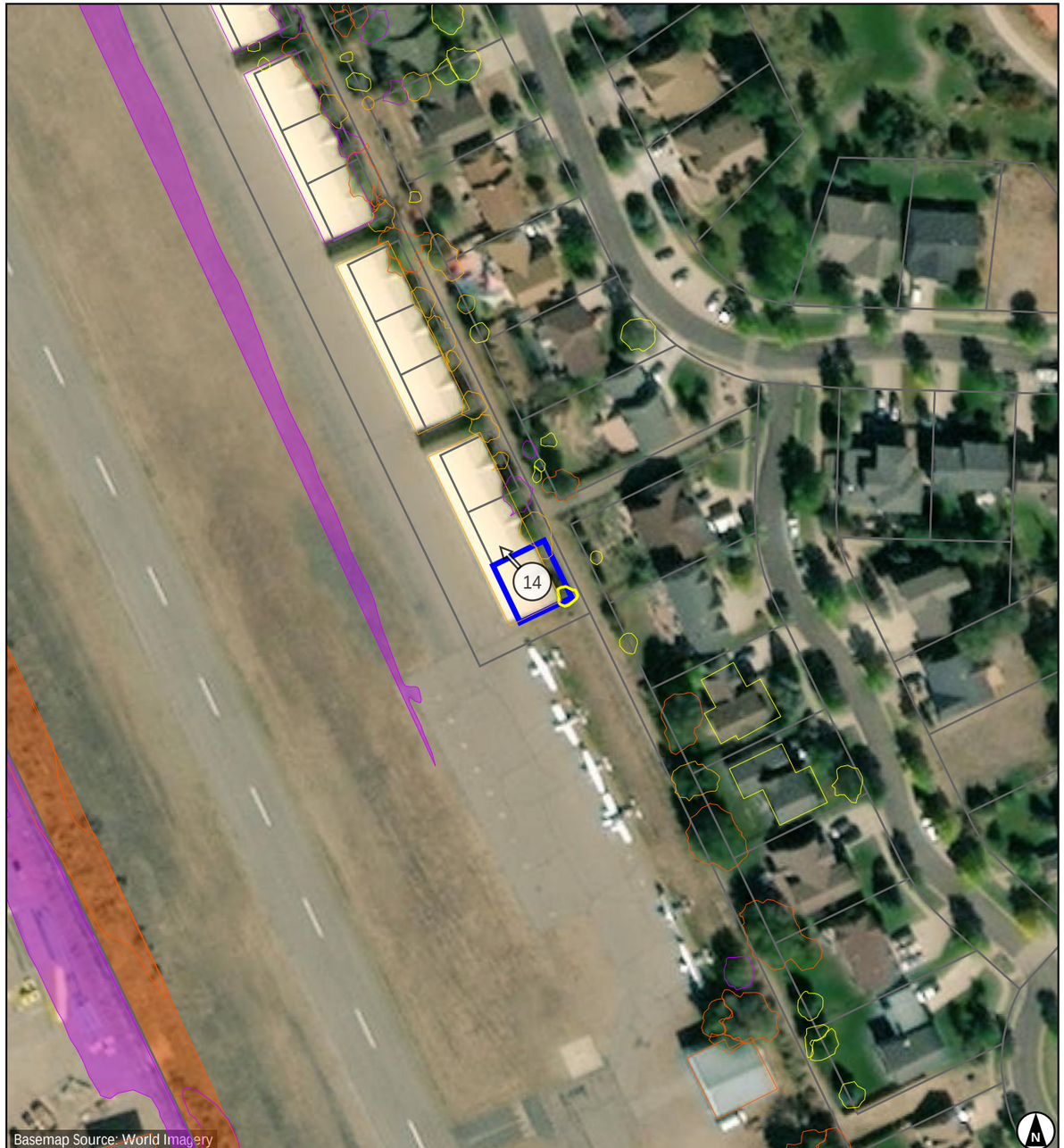
See accompanying summary table on page 382 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -909.1
Offset: 247.7 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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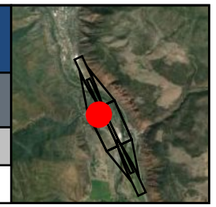
Parcel Obstructions for 218527218021

KGWS - GLENWOOD SPRINGS MUNI — Runway 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

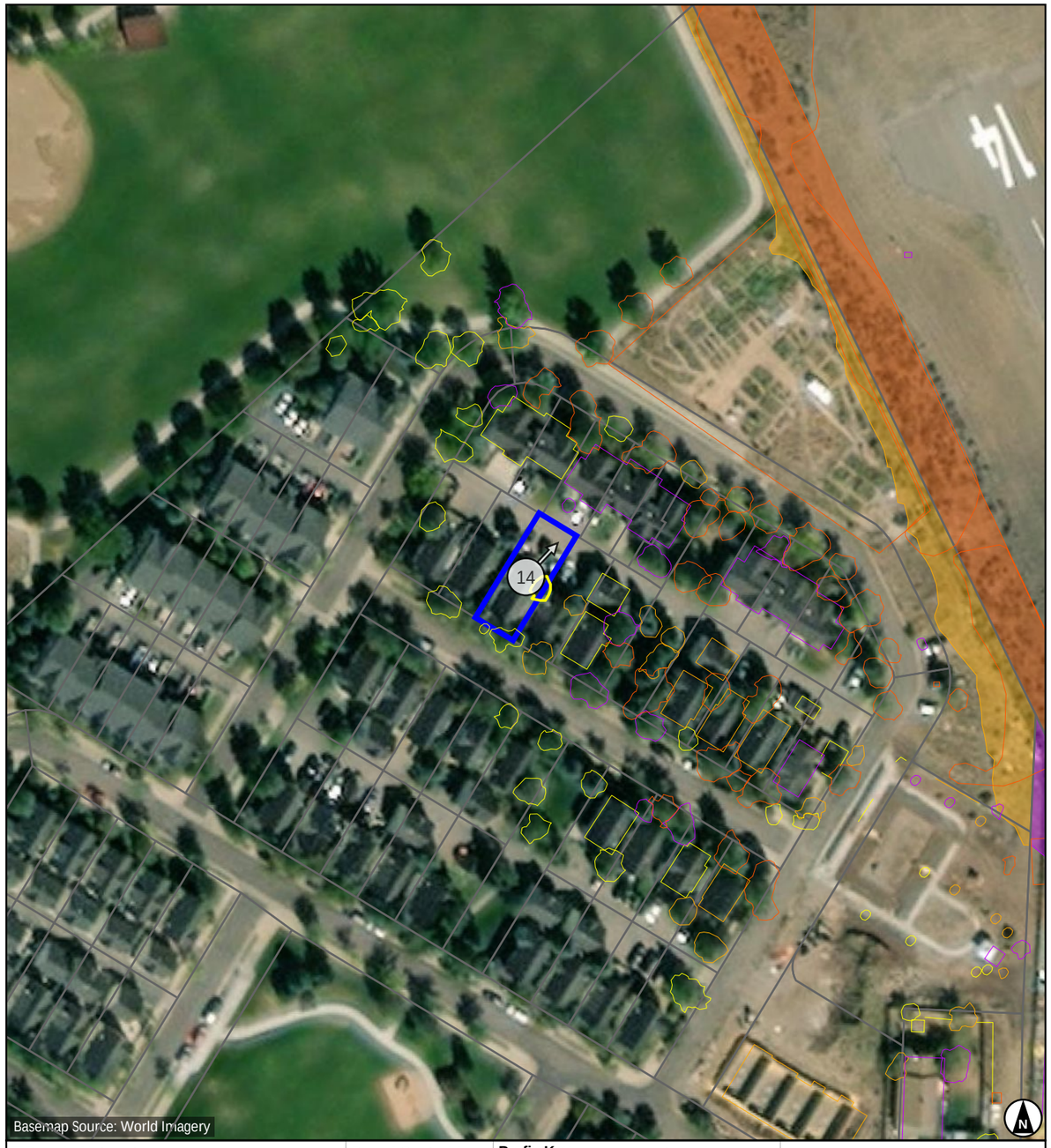
See accompanying summary table on page 384 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -334.2
Offset: 460.5 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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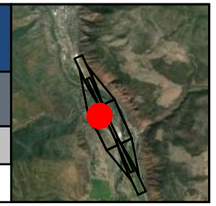
Parcel Obstructions for 218527218013



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -531.1
Offset: 490.0 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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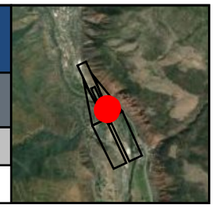
Parcel Obstructions for 218522302111

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 838.8
Offset: 303.2 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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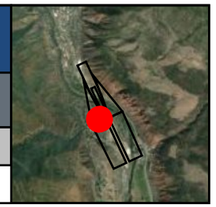
Parcel Obstructions for 218522313001



KGWS - GLENWOOD SPRINGS MUNI — Runway 14

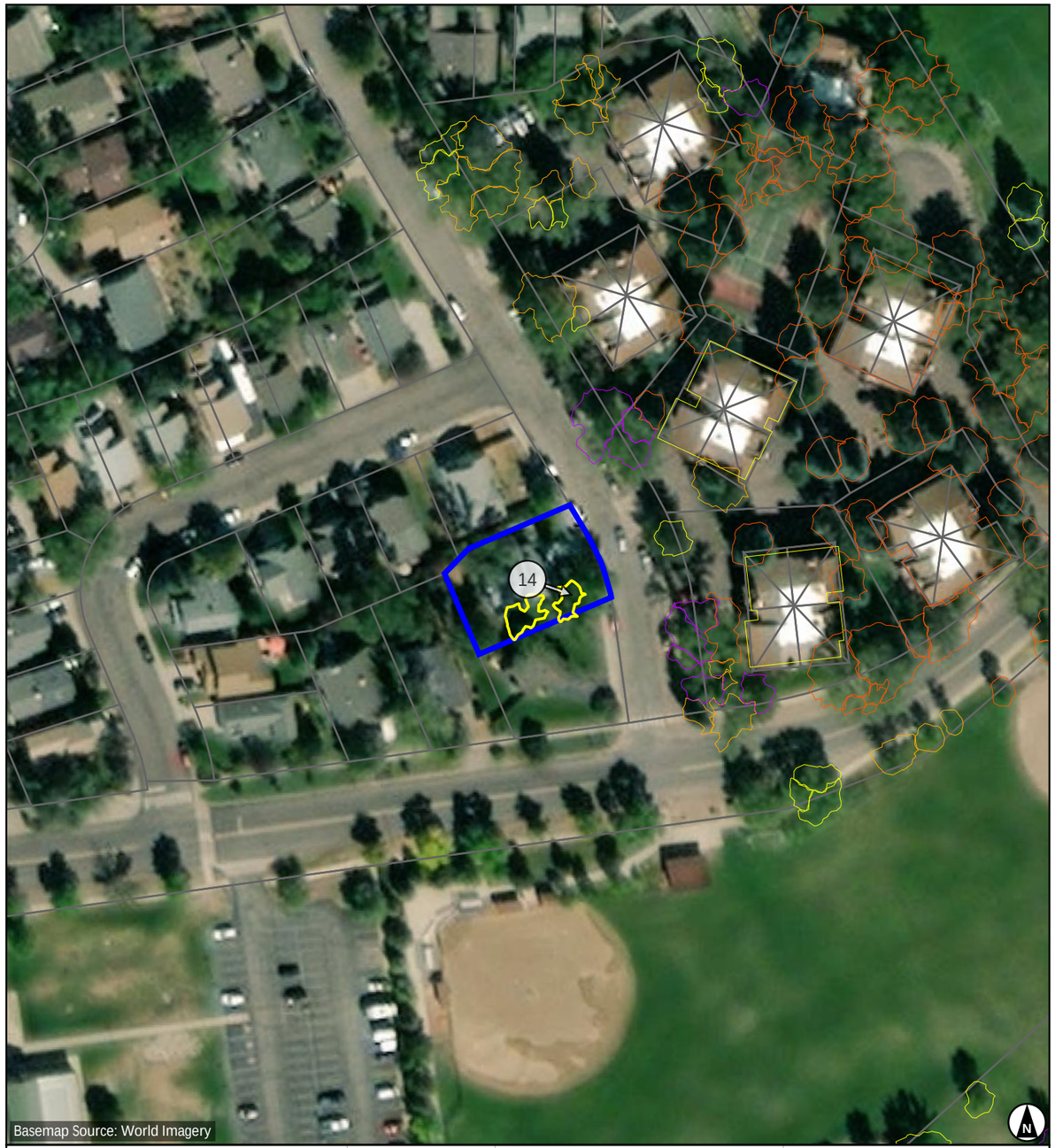
Key	Land Owner	Address
BB	SACHS, BENJAMIN & PRINCE, JENNIFER	3907 OLD LODGE RD GLENWOOD SPRINGS, CO 81601

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 405.0
Offset: 561.5 (R)

Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m

Scale 1:1,200 | 1 in = 100 ft

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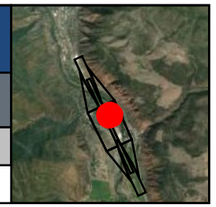
Parcel Obstructions for 218527115048



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -765.4
Offset: 348.9 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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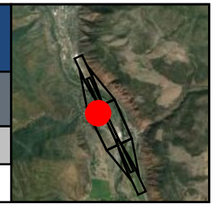
Parcel Obstructions for 218527218019



KGWS - GLENWOOD SPRINGS MUNI — Runway 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

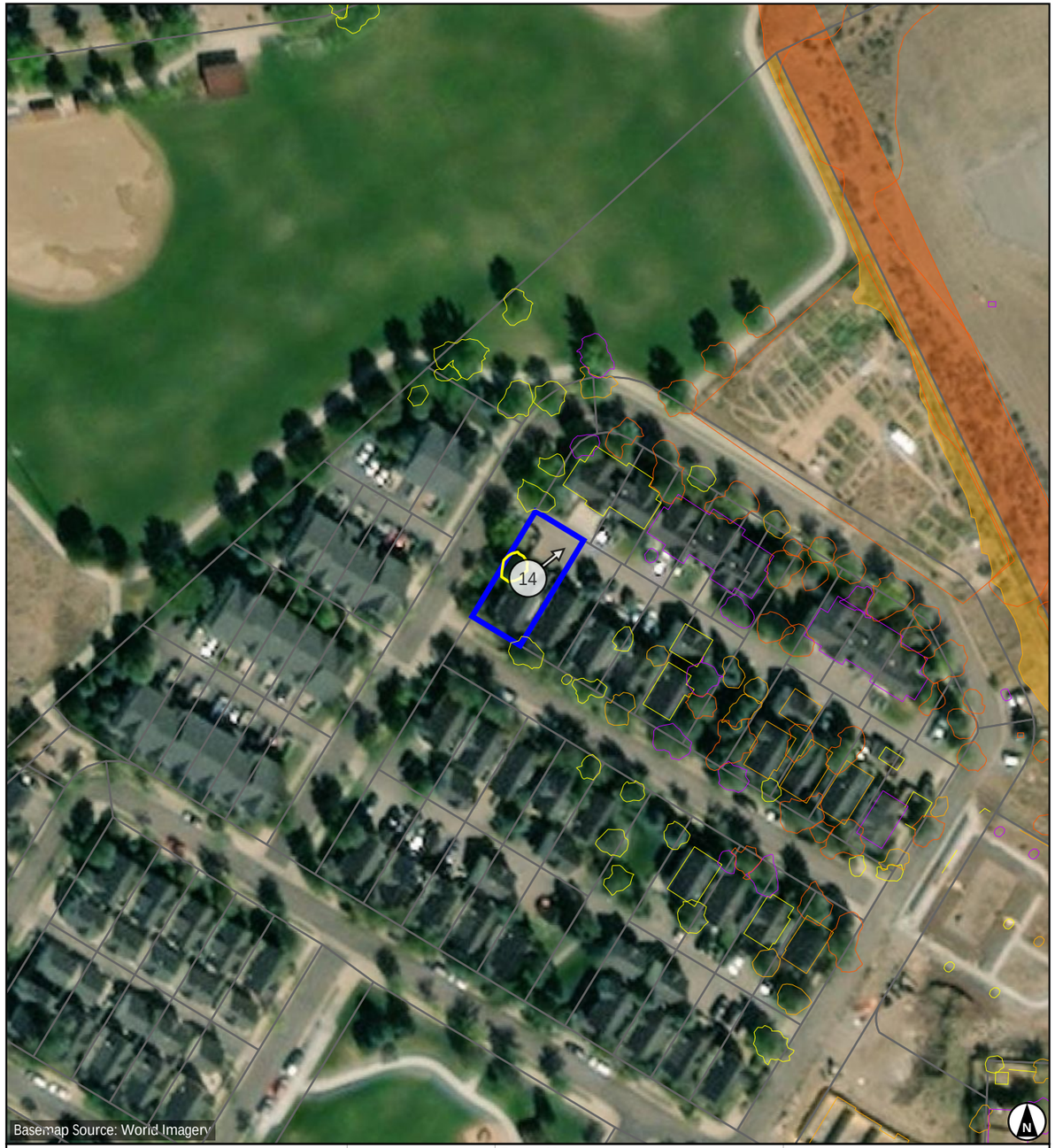
See accompanying summary table on page 392 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -275.7
Offset: 499.4 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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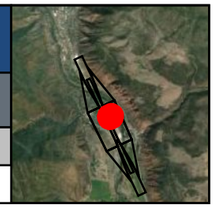
Parcel Obstructions for 218527115023

KGWS - GLENWOOD SPRINGS MUNI — Runway 14 / 32



Key	Land Owner	Address
BU	DELLAPI, ROBERT F & MARILYN L REVOCABLE TRUST	1901 COLOROW RD GLENWOOD SPRINGS, MA 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

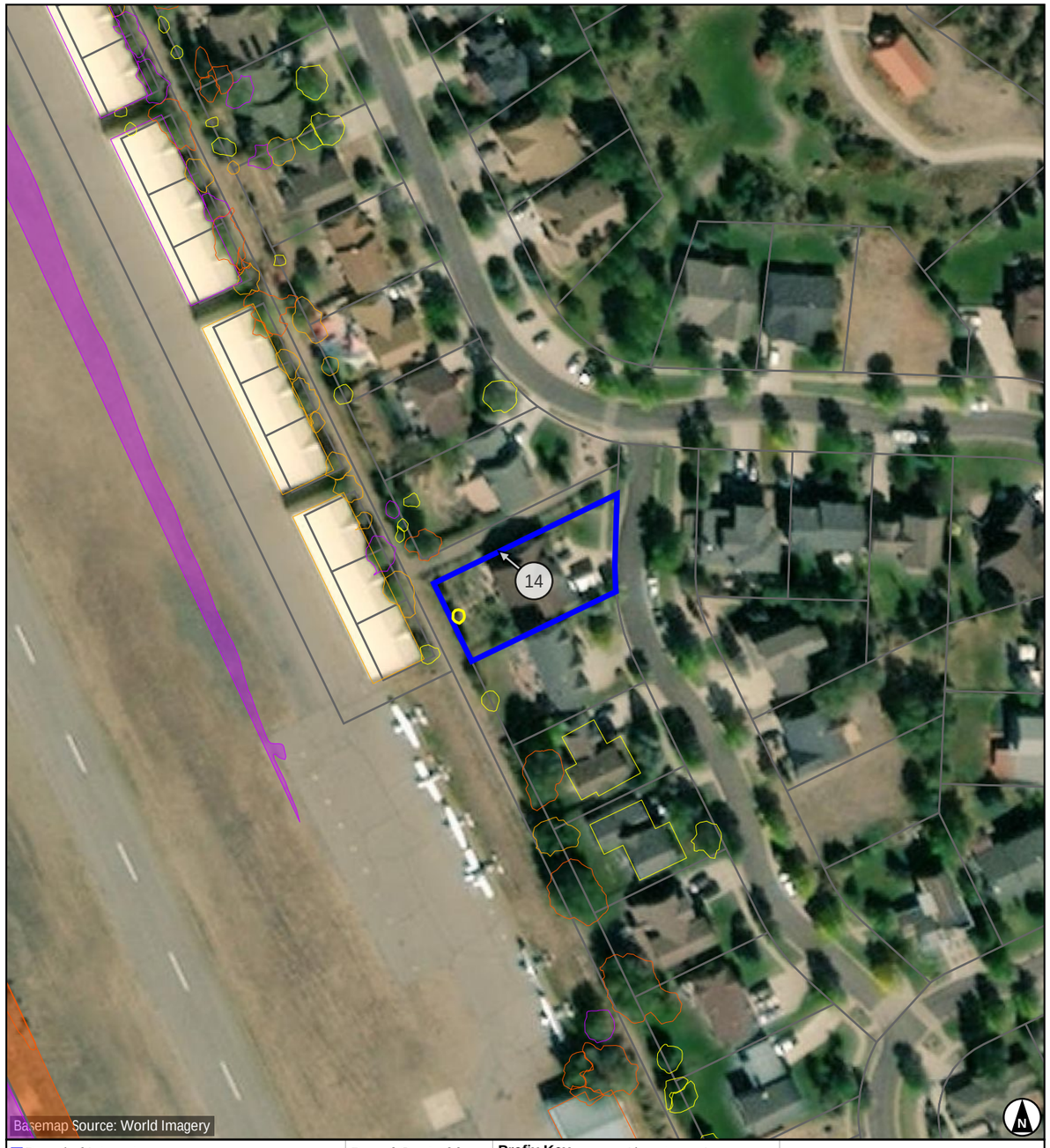
See accompanying summary table on page 394 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: -913.1
Offset: 360.5 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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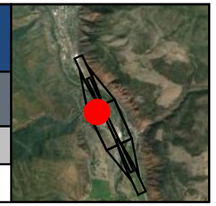
Parcel Obstructions for 218527227001

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -143.0
Offset: 537.7 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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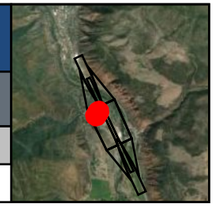
Parcel Obstructions for KGWS_ROW09



KGWS - GLENWOOD SPRINGS MUNI — Runway 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

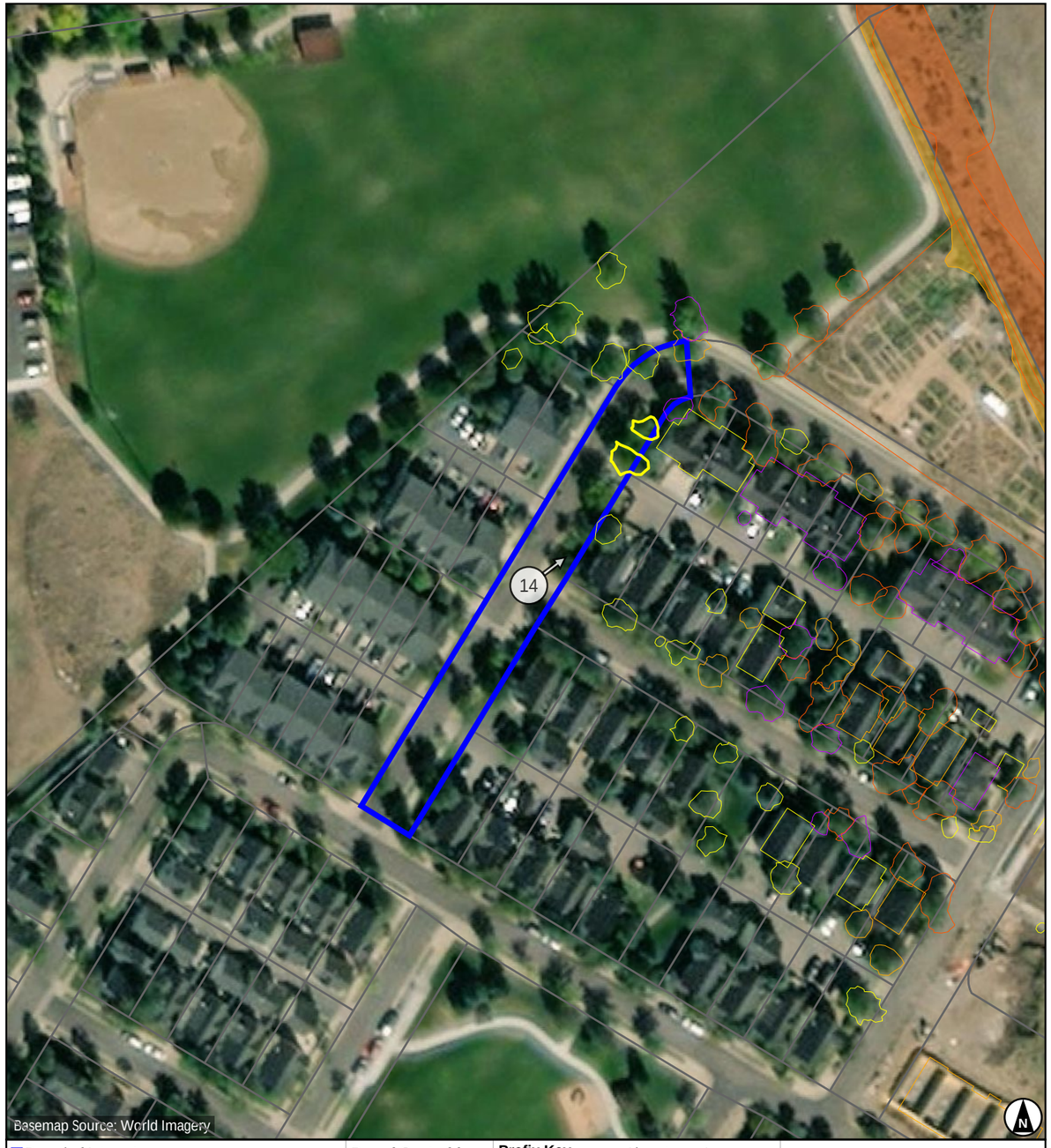
See accompanying summary table on page 398 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: -276.6
Offset: 576.4 (R)

Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m

Scale 1:1,200 | 1 in = 100 ft

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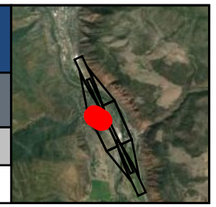
Parcel Obstructions for KGWS_ROW10



KGWS - GLENWOOD SPRINGS MUNI — Runway 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

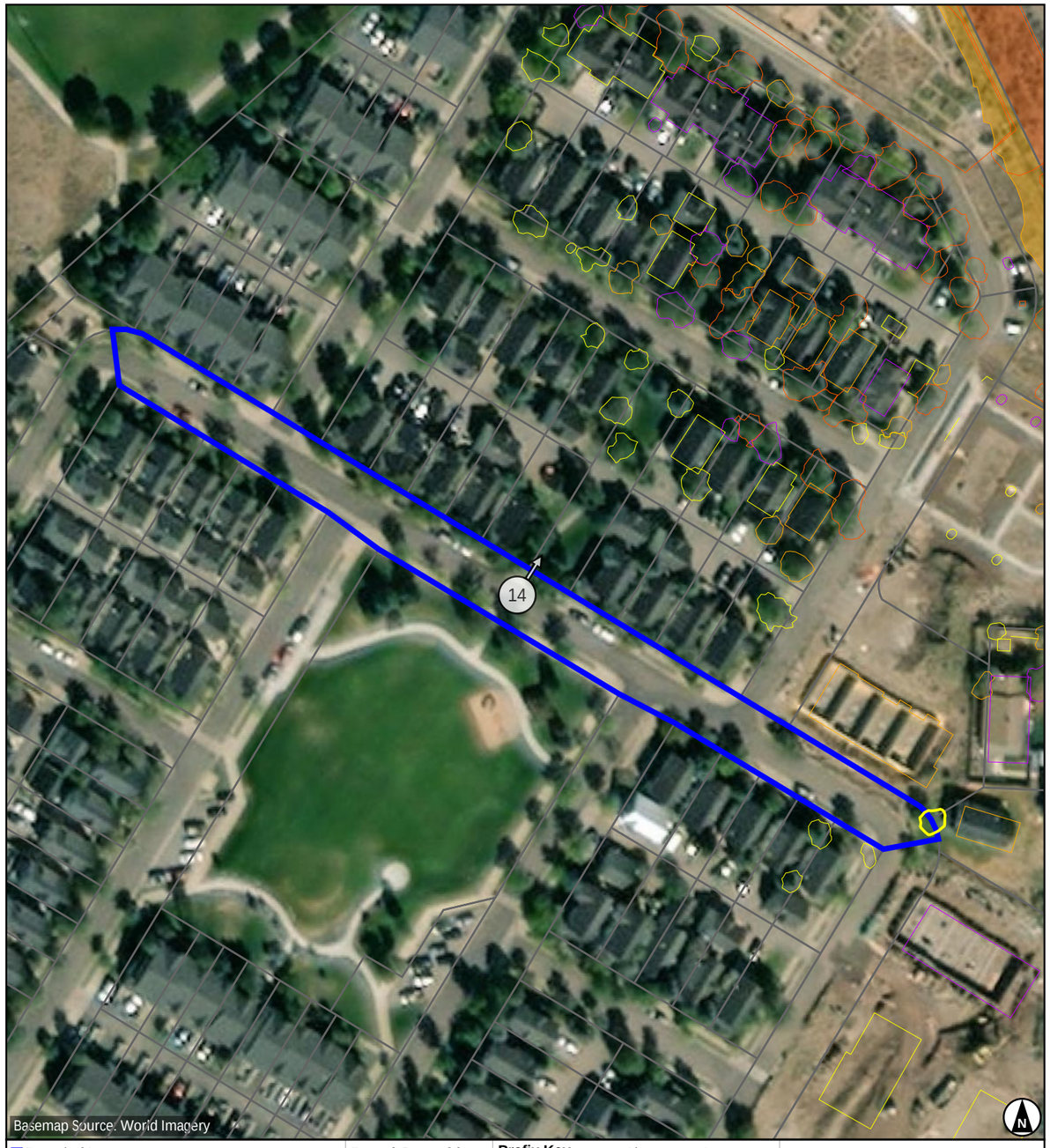
See accompanying summary table on page 400 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -574.6
Offset: 651.7 (R)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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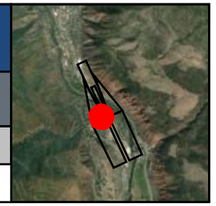
Parcel Obstructions for 218522308005



KGWS - GLENWOOD SPRINGS MUNI — Runway 14

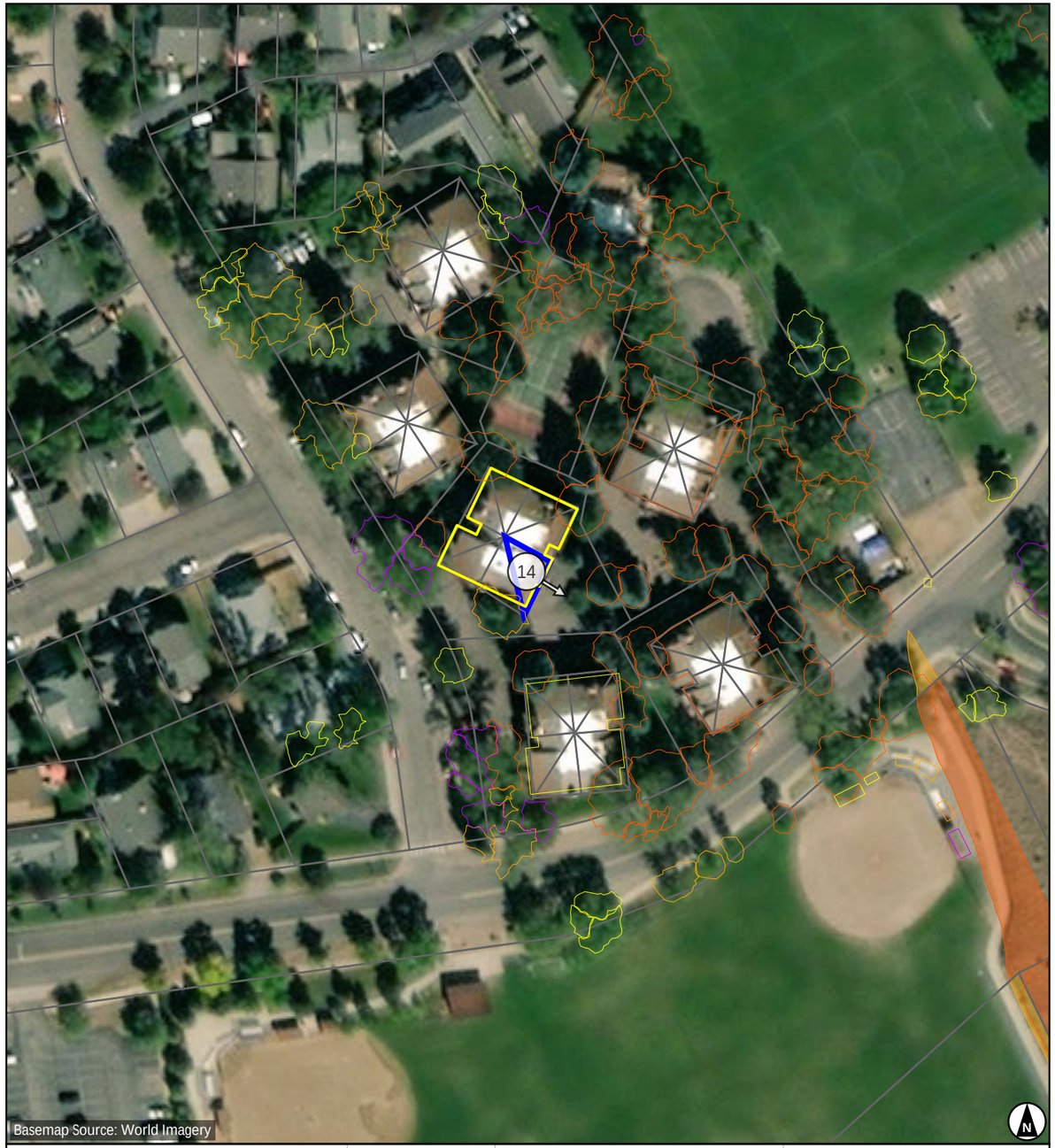
Key	Land Owner	Address
CX	BLACKFORD, MATTHEW & NICOLE	3900 OLD LODGE RD BLDG 3 #3-E GLENWOOD SPRINGS, CO 81601

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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: 427.0
Offset: 371.4 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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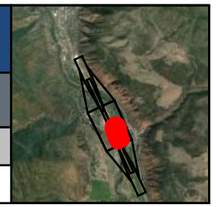
Parcel Obstructions for KGWS_ROW01



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32

Distance: -927.1
Offset: 276.8 (R)

Map Scale 1 : 1,517

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

50 100 150 200 ft
20 40 60 80 m

Scale 1:1,517 | 1 in = 126.43 ft

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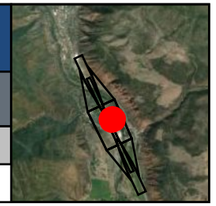
Parcel Obstructions for 218527115018



KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: -1262.6
Offset: 357.2 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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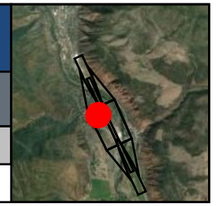
Parcel Obstructions for 218527218015

KGWS - GLENWOOD SPRINGS MUNI — Runway 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

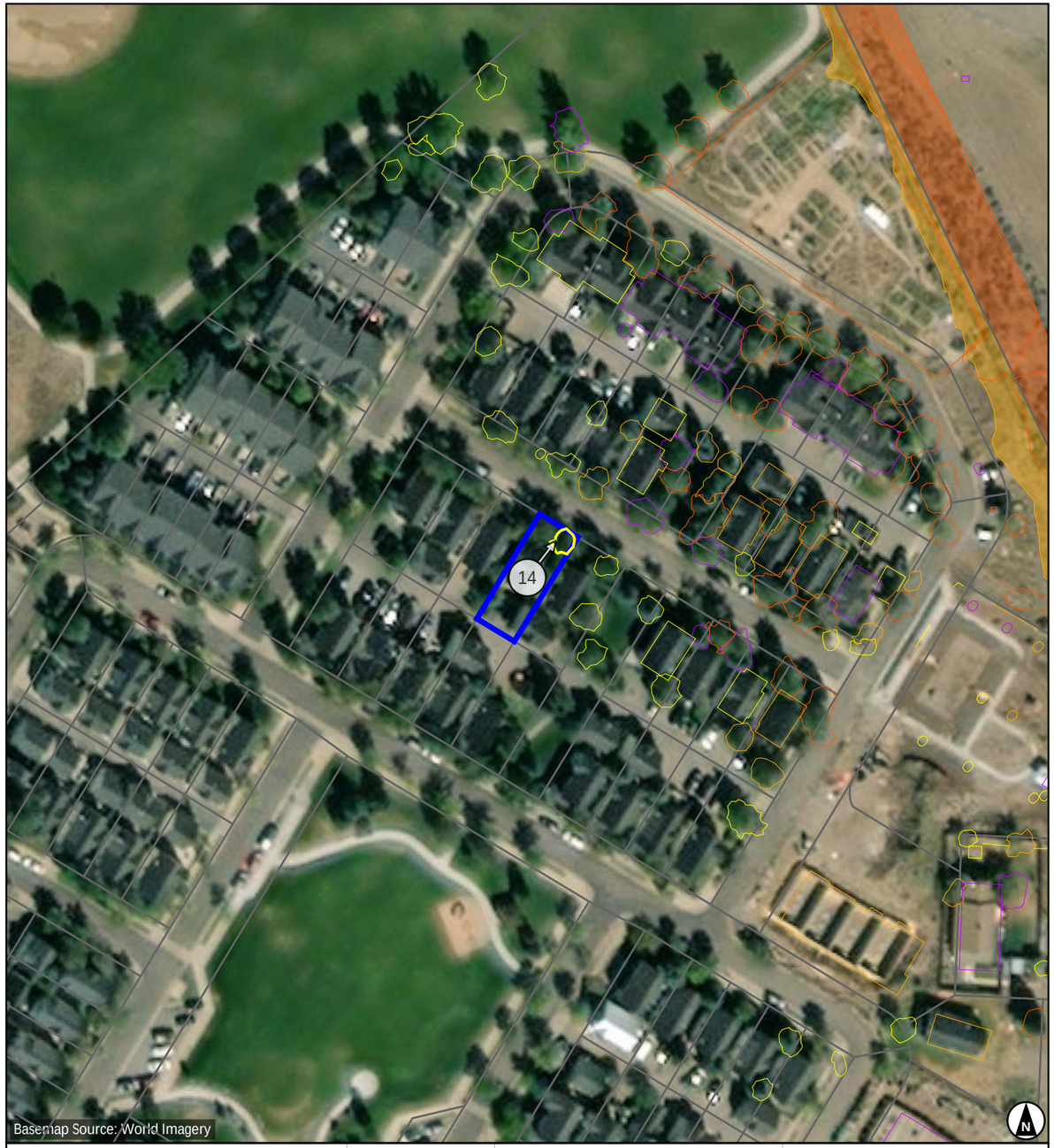
See accompanying summary table on page 407 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: -435.8
Offset: 553.2 (R)

Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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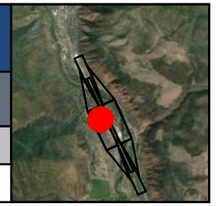
Parcel Obstructions for 218527209002

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -840.4
Offset: 554.3 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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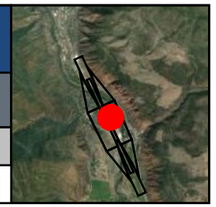
Parcel Obstructions for 218527115022

KGWS - GLENWOOD SPRINGS MUNI — Runway 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

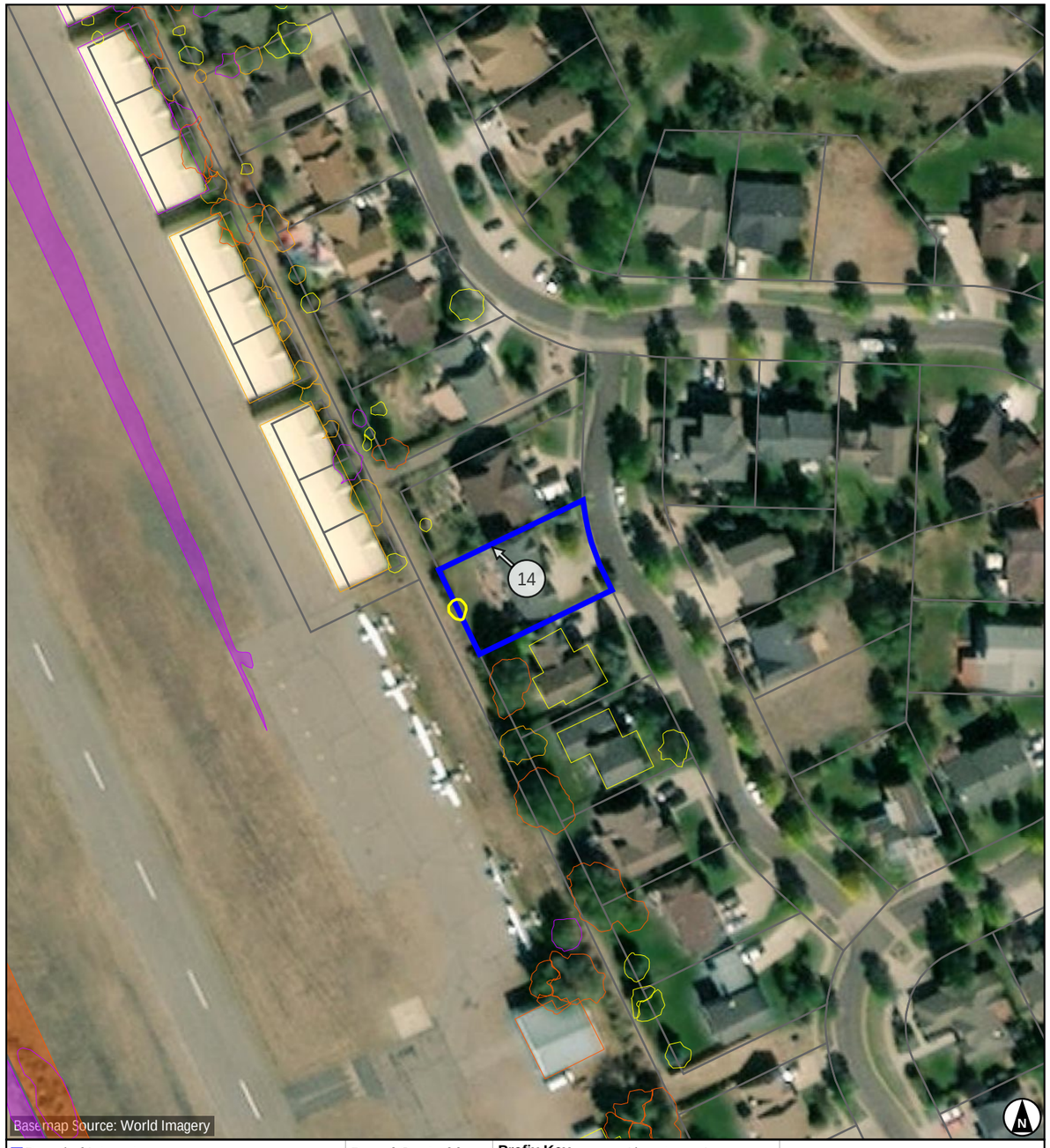
See accompanying summary table on page 411 for potential obstruction records. Negative height above surface values indicate potential obstructions.
* Location of max obstruction point in Colorado Central SP (us ft). | † Max calculated height above surface being analyzed.

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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -981.7
Offset: 349.6 (L)
Map Scale 1 : 1,200

Prefix Key			
Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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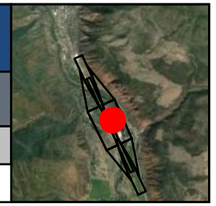
Parcel Obstructions for 218527115017

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
Other Parcels
Potential Obstruction (-10' to 0')
Low Surface Obstruction (0' to 5')
Medium Surface Obstruction (5' to 10')
High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -1330.9
Offset: 366.8 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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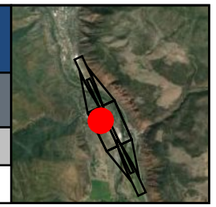
Parcel Obstructions for 218527209001

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14
Distance: -871.3
Offset: 533.5 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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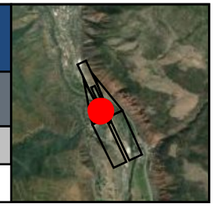
Parcel Obstructions for 218522311007



KGWS - GLENWOOD SPRINGS MUNI — Runway 14

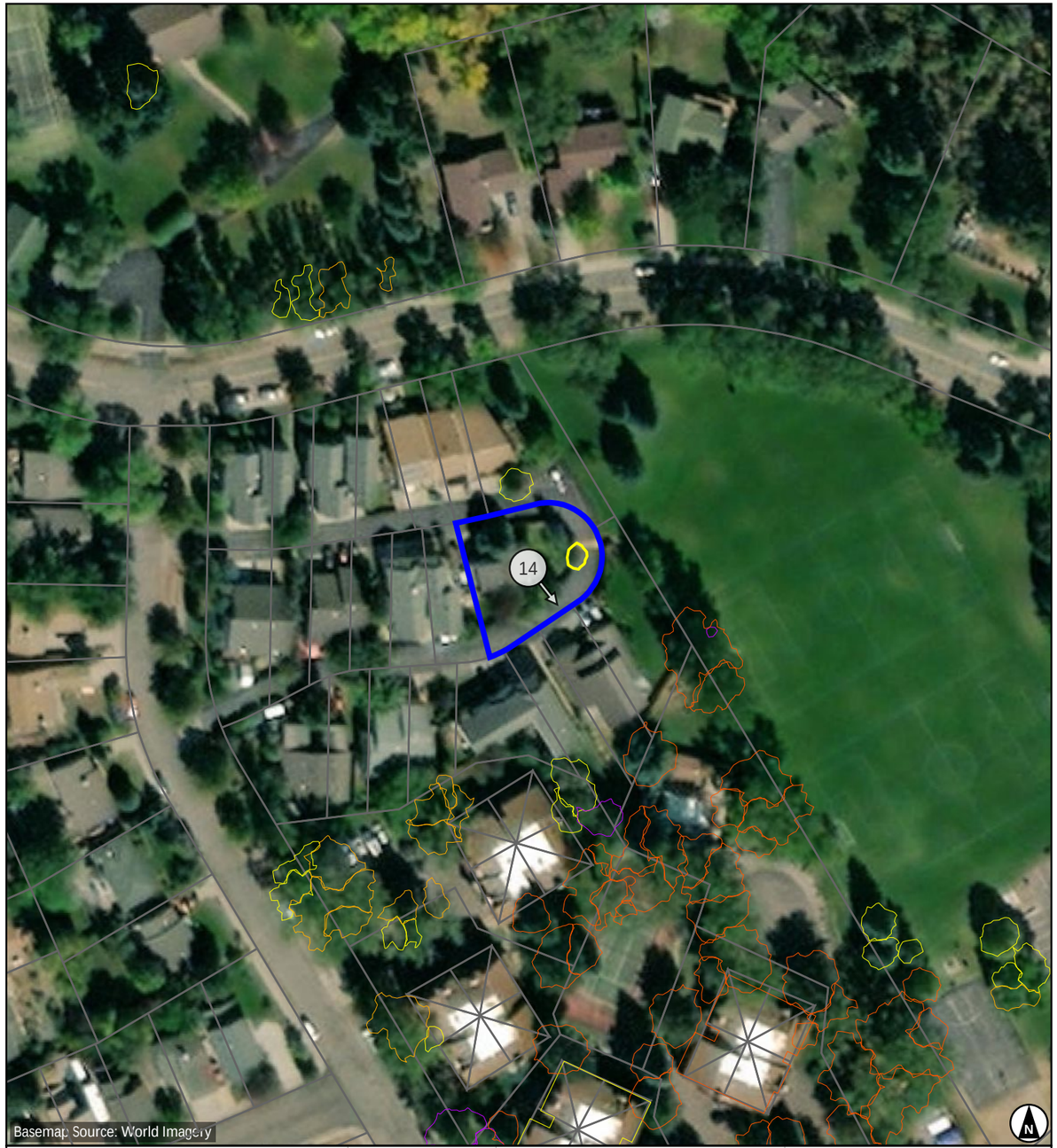
Key	Land Owner	Address
CV	DEMERS, SUSAN M & HILGEFORD, KEVIN	3714 OLD LODGE RD GLENWOOD SPRINGS, CO 81601

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 851.8
Offset: 231.2 (R)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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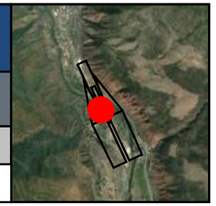
Parcel Obstructions for 218522311032



KGWS - GLENWOOD SPRINGS MUNI — Runway 14

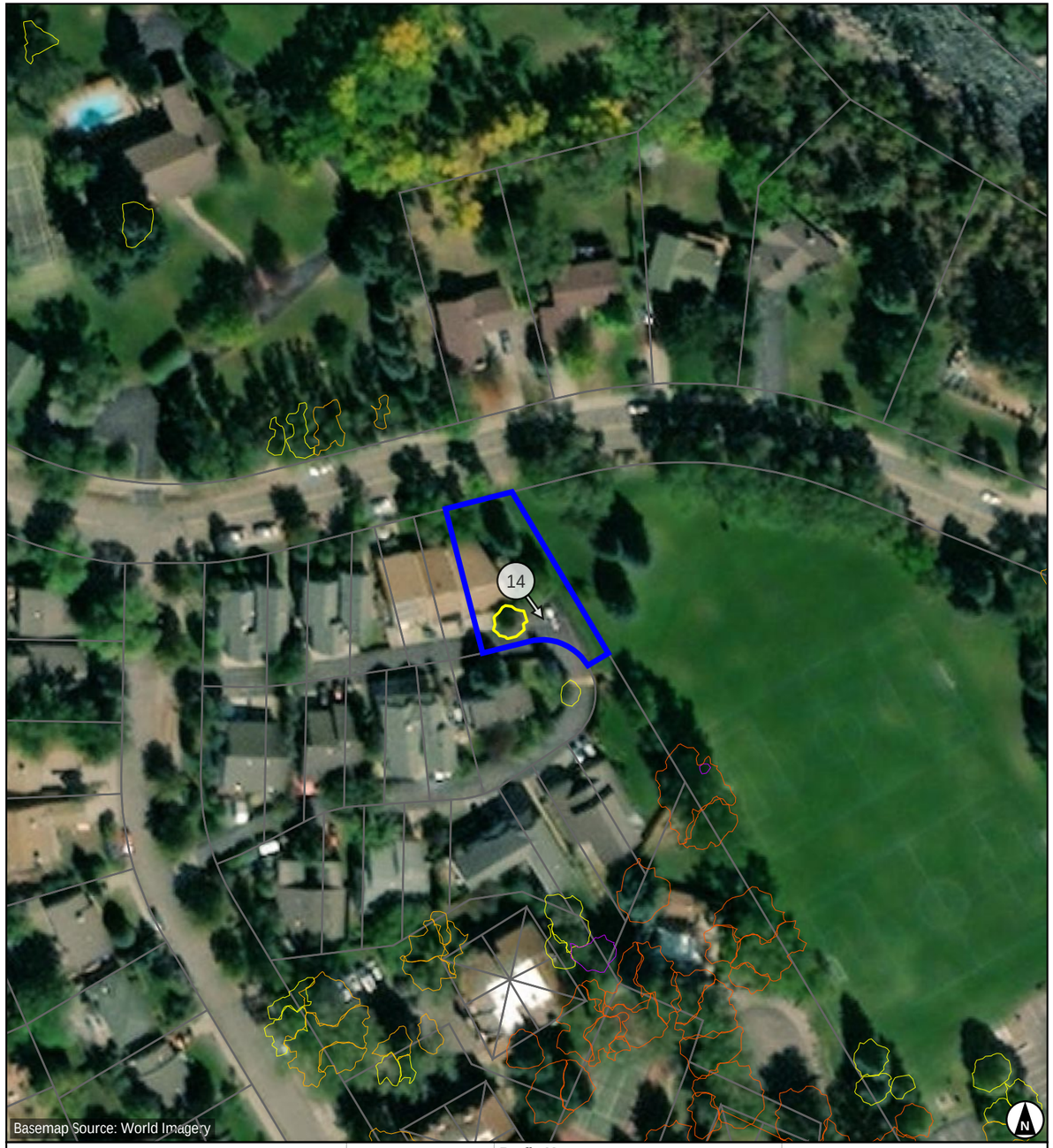
Key	Land Owner	Address
CU	LEE, CATHERINE J	1213 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 14

Distance: 937.7
Offset: 196.1 (R)

Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m

Scale 1:1,200 | 1 in = 100 ft

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Parcel Obstructions for 218527416030



KGWS - GLENWOOD SPRINGS MUNI — Runway 32

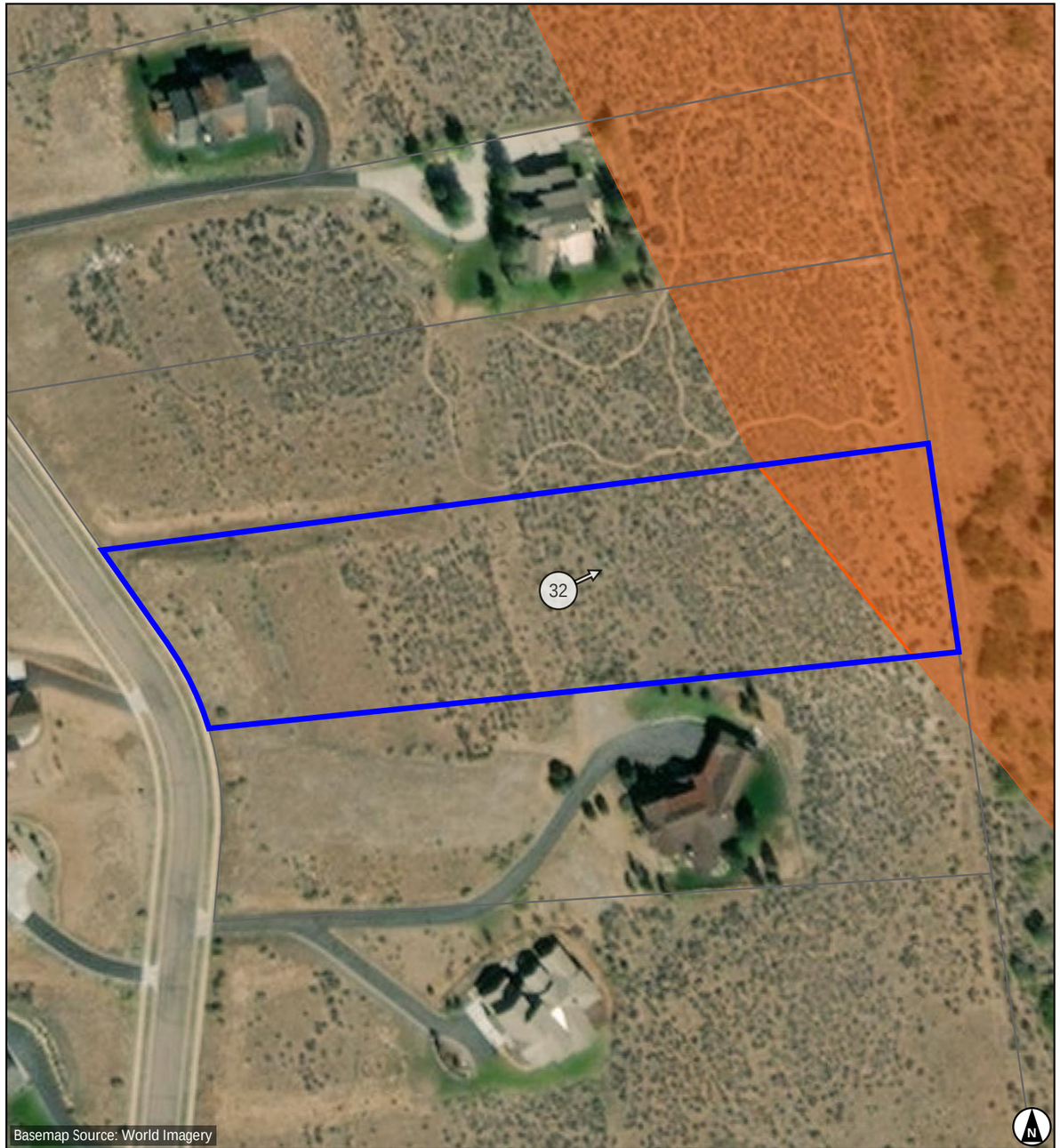
Key	Land Owner	Address
B	ROSE, JENNIFER M	143 MAROON DR GLENWOOD SPRINGS, CO 81601

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32

Distance: 228.5
Offset: 1346.7 (L)

Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m

Scale 1:1,200 | 1 in = 100 ft

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Parcel Obstructions for 218527416029



KGWS - GLENWOOD SPRINGS MUNI — Runway 32

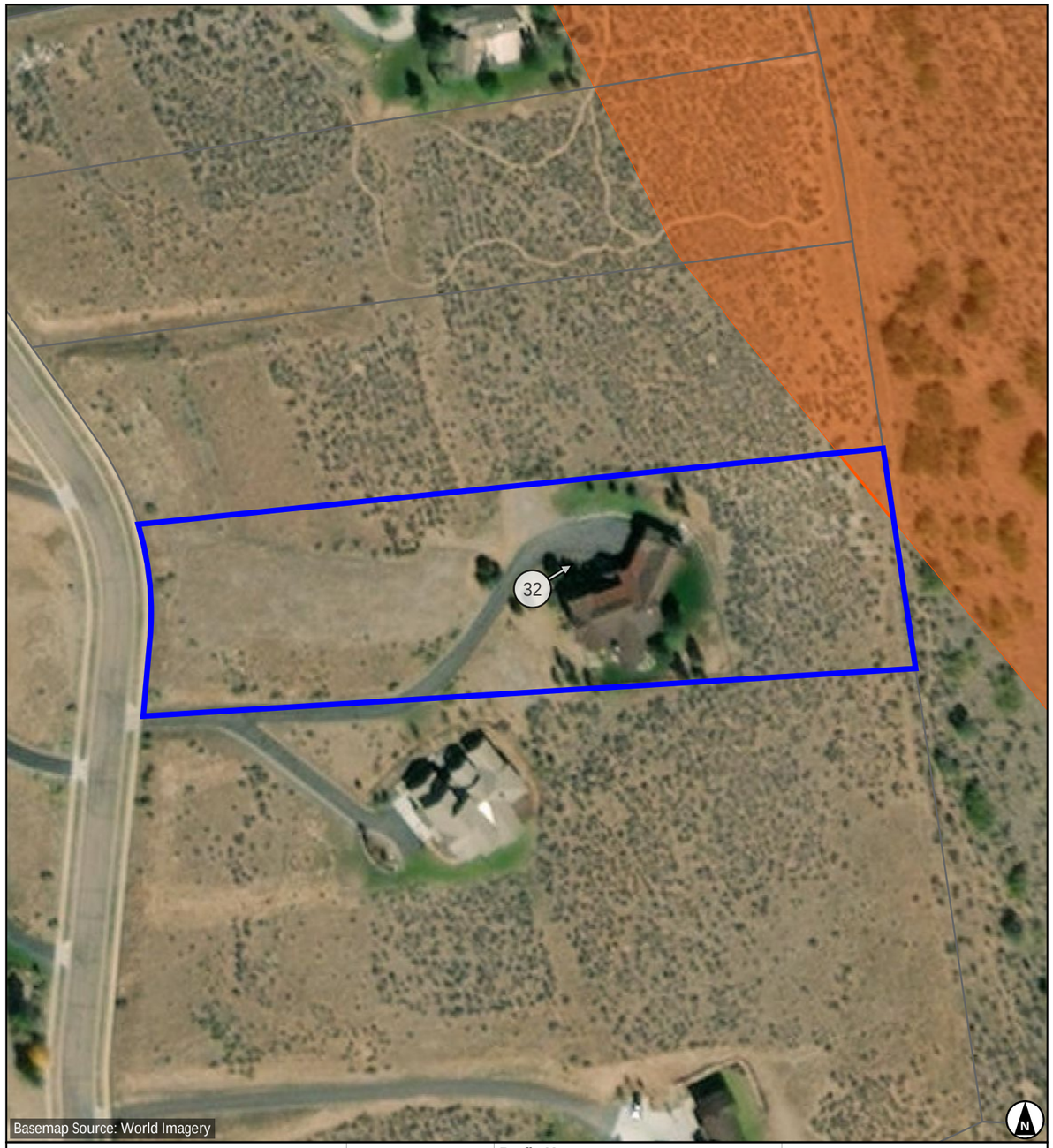
Key	Land Owner	Address
A	KONTOUR, GREGORY L & JODY J	119 MAROON DR GLENWOOD SPRINGS, CO 81601

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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32

Distance: 379.8
Offset: 1378.6 (L)

Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m

Scale 1:1,200 | 1 in = 100 ft

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Parcel Obstructions for 218527400060

KGWS - GLENWOOD SPRINGS MUNI — Runway 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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32

Distance: 207.5
Offset: 227.4 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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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 of Interest
- Other Parcels
- Potential Obstruction (-10' to 0')
- Low Surface Obstruction (0' to 5')
- Medium Surface Obstruction (5' to 10')
- High Surface Obstruction (>= 10')

Parcel Centroid to Runway 32

Distance: 421.9
Offset: 226.5 (L)
Map Scale 1 : 1,200

Prefix Key

Tree	T	Airport	A
Brush	BR	Light	L
Building	B	Overhead	OH
Ground	G	Fence	F
Misc	M		

40 80 120 160 ft
10 20 30 40 m
Scale 1:1,200 | 1 in = 100 ft

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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

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.

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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

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.

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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

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.

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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.

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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

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.

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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

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.

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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

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.

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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

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.

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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.

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Parcel Obstructions for 218527235007 (1-1 of 1) — KGWS - GLENWOOD SPRINGS MUNI - Runway 32

EC	Land Owner	Address	Location
	SILVER SAGE PRESERVE, LLC	116 COUNTY RD GLENWOOD SPRINGS, CO 81601	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.

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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

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.

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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.

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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

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.

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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

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.

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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.

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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

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.

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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

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.

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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

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.

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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.

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Parcel Obstructions for 218522310011 (1-17 of 17)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AY	Land Owner	Address	Location
	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601	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
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.

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Parcel Obstructions for 218522307009 (1-10 of 10)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DP	Land Owner	Address	Location
	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601	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
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.

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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

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	-	-

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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

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.

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Parcel Obstructions for 218527107006 (1-10 of 10) — KGWS - GLENWOOD SPRINGS MUNI - Runway 14

V	Land Owner MORIARTY FAMILY TRUST	Address 197 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
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.

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Parcel Obstructions for 218527107006 (1-10 of 10) — KGWS - GLENWOOD SPRINGS MUNI - Runway 32

V	Land Owner MORIARTY FAMILY TRUST	Address 197 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
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.

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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

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.

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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

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.

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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.

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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

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.

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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

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.

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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

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.

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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.

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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

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.

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Parcel Obstructions for 218527100052 (1-10 of 10)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

S	Land Owner FORCE, DAVE JR.	Address 196 DARROW 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
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.

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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

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

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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

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	-	-

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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

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	-	-

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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

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.

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Parcel Obstructions for 218522306009 (1-11 of 11)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DN	Land Owner	Address	Location
	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601	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
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.

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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.

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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

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.

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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.

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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

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.

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Parcel Obstructions for KGWS_ROW06 (1-6 of 6)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

EI	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.

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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

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.

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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

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	-	-

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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

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.

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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

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.

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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

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	-	-

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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.

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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.

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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

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.

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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.

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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

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.

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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.

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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

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.

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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

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.

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Parcel Obstructions for 218527222002 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DD	Land Owner	Address	Location
	SPR TRUST-FBO ALEX STEPNIEWSKI	1710 STOCTON RD GLENWOOD SPRINGS, CO 81601	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
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.

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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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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.

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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

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.

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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

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.

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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

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.

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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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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.

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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

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.

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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

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.

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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.

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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

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.

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Parcel Obstructions for 218522308009 (1-7 of 7)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DQ	Land Owner	Address	Location
	REDCLIFF CONDOS AT GLENWOOD PARK ASSN	Not available GLENWOOD SPRINGS, CO 81601	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
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.

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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

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.

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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

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.

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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.

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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

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	-	-

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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.

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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.

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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

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.

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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

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.

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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.

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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.

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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.

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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.

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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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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.

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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.

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Parcel Obstructions for 218522416016 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CN	Land Owner	Address	Location
	CARVERCO, LLLP	Not available GLENWOOD SPRINGS, CO 81601	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.

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Parcel Obstructions for 218522416016 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

CN	Land Owner	Address	Location
	CARVERCO, LLLP	Not available GLENWOOD SPRINGS, CO 81601	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	-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.

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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.

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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.

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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.

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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

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.

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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.

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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.

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Parcel Obstructions for 218522307002 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

DA	Land Owner	Address	Location
	MORRISON, ALLYSON WATTERS & ANGUS WRAY	1300 MOUNT SOPRIS DR BLDG 5 #5-B GLENWOOD SPRINGS, CO 81601	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
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.

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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.

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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

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.

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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.

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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

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.

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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

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.

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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

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.

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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.

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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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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Parcel Obstructions for 218522302121 (1-9 of 9)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AU	Land Owner	Address	Location
	GIPPLE, CHRISTOPHER & NOEL, SAMANTHA G	1505 MOUNT SOPRIS DR GLENWOOD SPRINGS, CO 81601	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.

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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

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.

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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

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.

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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.

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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.

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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.

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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

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.

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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

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.

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Parcel Obstructions for 218522415060 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BN	Land Owner	Address	Location
	VALLEY INVESTMENT PROPERTIES PARTNERSHIP LLC	3955 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	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.

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Parcel Obstructions for 218522415060 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BN	Land Owner	Address	Location
	VALLEY INVESTMENT PROPERTIES PARTNERSHIP LLC	3955 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	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.

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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

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.

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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.

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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

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.

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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.

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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.

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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

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.

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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

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.

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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.

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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.

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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.

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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

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.

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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

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.

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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.

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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

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.

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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.

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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.

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Parcel Obstructions for 218527116011 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CI	Land Owner DUEHRSSEN, 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.

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Parcel Obstructions for 218527116011 (1-3 of 3)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

CI	Land Owner DUEHRSSEN, 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.

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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.

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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

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.

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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.

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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.

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Parcel Obstructions for 218527218027 (1-6 of 6) — KGWS - GLENWOOD SPRINGS MUNI - Runway 14

AI	Land Owner	Address	Location
	IVERSON, DAVID E	1585 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	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	-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.

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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.

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Parcel Obstructions for 218522415067 (1-5 of 5) — KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BC	Land Owner	Address	Location
	MCKINNON FAMILY LIVING TRUST	1509 MOUNTAIN DR GLENWOOD SPRINGS, CO 81601	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.

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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.

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Parcel Obstructions for 218527222003 (1-1 of 1) — KGWS - GLENWOOD SPRINGS MUNI - Runway 32

DE	Land Owner	Address	Location
	WALTER, ERIC W & SHARON K	1722 STOCTON RD GLENWOOD SPRINGS, CO 81601	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.

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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

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.

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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

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.

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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.

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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.

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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.

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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.

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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

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.

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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.

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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.

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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

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.

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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

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.

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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.

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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.

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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.

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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.

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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.

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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

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.

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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.

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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

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.

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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.

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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.

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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.

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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

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.

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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

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.

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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

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.

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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.

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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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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.

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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.

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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.

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Parcel Obstructions for 218522306004 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

CY	Land Owner	Address	Location
	MCCORKLE, N JEAN	3900 OLD LODGE RD BLDG 4 #4-D GLENWOOD SPRINGS, CO 81601	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
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.

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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

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.

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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

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.

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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.

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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.

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Parcel Obstructions for 218522415057 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BK	Land Owner	Address	Location
	JOHNSON, PETER & EUGENIE	4001 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	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.

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Parcel Obstructions for 218522415057 (1-2 of 2)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BK	Land Owner	Address	Location
	JOHNSON, PETER & EUGENIE	4001 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	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	-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.

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Parcel Obstructions for 218522309008 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

EU	Land Owner SILLOWAY, LINDA SHAFFER	Address 3800 OLD LODGE RD BLDG 2 #2-H 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
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.

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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.

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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.

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Parcel Obstructions for 218522415059 (1-3 of 3) — KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BM	Land Owner	Address	Location
	KRAUCHANKA, IRYNA	3961 SKY RANCH DR GLENWOOD SPRINGS, CO 81601	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.

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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.

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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

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.

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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

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.

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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.

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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.

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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.

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Parcel Obstructions for 218527218021 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

AP	Land Owner	Address	Location
	ARREOLA, SANTIAGO & DOMINGUEZ, REGINA BLANCO	1521 SHEPHERDS LN GLENWOOD SPRINGS, CO 81601	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.

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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

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.

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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

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.

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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

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.

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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.

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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.

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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

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.

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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

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.

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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.

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Parcel Obstructions for 218527115023 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 14

BU	Land Owner	Address	Location
	DELLAPI, ROBERT F & MARILYN L REVOCABLE TRUST	1901 COLOROW RD GLENWOOD SPRINGS, MA 81601	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.

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Parcel Obstructions for 218527115023 (1-1 of 1)

KGWS - GLENWOOD SPRINGS MUNI - Runway 32

BU	Land Owner	Address	Location
	DELLAPI, ROBERT F & MARILYN L REVOCABLE TRUST	1901 COLOROW RD GLENWOOD SPRINGS, MA 81601	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.

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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.

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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.

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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.

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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.

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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.

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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

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.

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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

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.

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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

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.

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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.

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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

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.

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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

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.

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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.

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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.

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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.

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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

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.

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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.

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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.

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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.

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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.

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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

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.

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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

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.

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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

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.

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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

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.

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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

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.

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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.

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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.

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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

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.

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City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Glenwood Meadows Streets Discussion

Action Requested: None at this time

Department: Public Works

Presented By: Matthew Langhorst, Debra Figueroa

Strategic Goals: Preserve and Improve Infrastructure

Background Info: Back in 2005-2006, the Glenwood Meadows Commercial and Residential development was constructed. With that construction, Wulfsohn Road, East Meadows Road and West Meadows Roads were completed and turned over to the City of Glenwood Springs to maintain. After the construction was completed, the Director of Public Works (DPW) and the developer fought for approximately 5 years on the dedication of the roads to the City due to some construction issues that the DPW had with the roads and infrastructure that was completed. Ultimately, City Council accepted the project as is and the City is responsible for the maintenance of the roads and other Right of Way (ROW) concrete. Staff is proposing a large scale removal and replacement project along most of Wulfsohn Road and all of East-West Meadows Roads. This would include milling and overlaying sections of road, complete asphalt removal along a majority of the roads with a proper roadway section designed by a geotechnical engineer going back in place, removal of a significant portion of the concrete island areas, some sidewalk areas, concreting of all bus pads, removal of some internal decorative islands, installation of two new inlets and piping at low points with no collection system and correction of multiple storm water chases through the internal islands. The attached drawings depict the extent of these removals and replacements along all of the roadways. Staff was considering removing all center island concrete and replacing it with decorative rock, as you will see noted in the plans, but this idea has been eliminated due to cost and maintenance issues.

The current estimate for this scope of work is $3.6 million dollars. This will leave the city with a new roadway section that we believe will hold up better to the heavy bus and truck traffic within the subdivision and will give us a good starting point for crack sealing moving forward. City crews are going to replace the bus stops in 2022 with 8" concrete pads. This work has already been scheduled and budgeted. All other work will need to be bid out for the 2023 construction season.

In 2021 and 2022 we received a total of $2.5 million in stimulus money that we set aside as a reserve in the General Fund for a project like this. The source of the remaining funds will ultimately be determined by Council in the 2023 budget cycle, but staff expects to present a plan that splits the remaining $1.1 million in roughly equal amounts among the General Fund, Capital Projects, Street Tax and Bus Tax funds. This will maintain sufficient reserves in the funds and leave enough in Street Tax to fund to 1 or 2 projects in 2023.

Issues: Paying for the project.

Fiscal Impact: Detailed in Staff Report

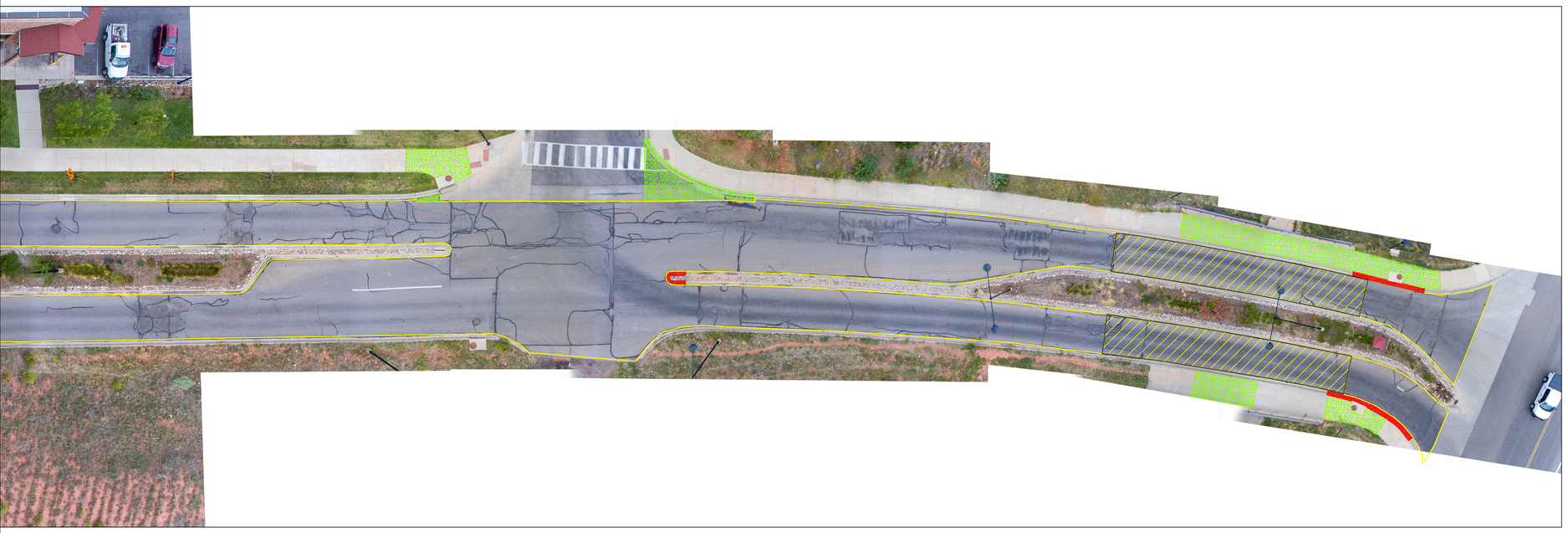
Legal Review: NA

Staff Recommendation: Staff is recommending the City include the reconstruction of the roadway system in the 2023 budget.

PANEL #1



PANEL #2



FULL DEPTH ASPHALT REPLACEMENT

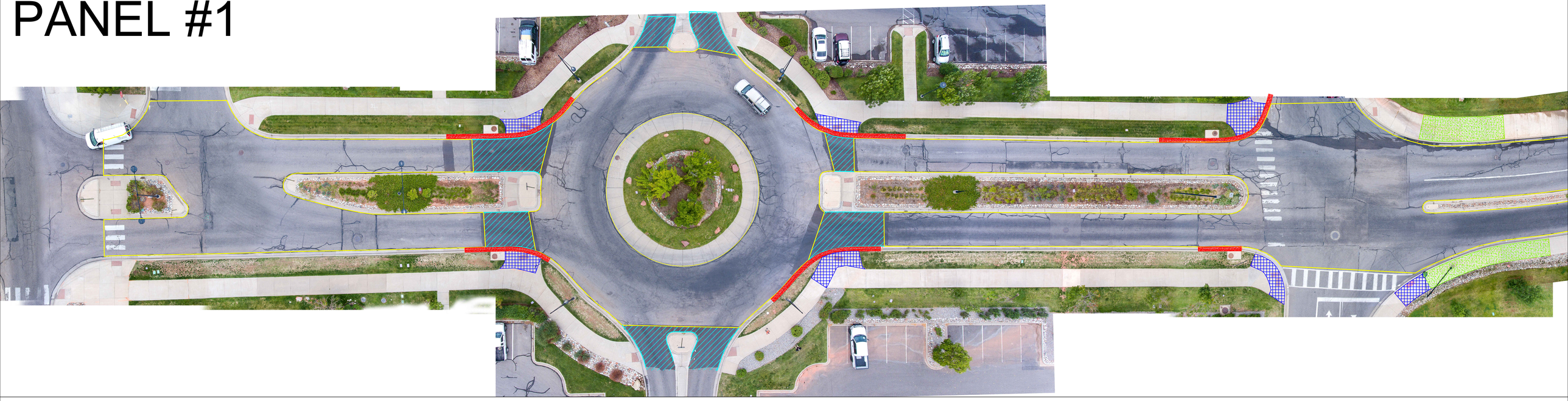
8" BUS PAD OR 4" CONCRETE FLATWORK

HEAVY ASPHALT REPLACEMENT

HANDICAPPED RAMP REPLACEMENT

CURB AND GUTTER REPLACEMENT

PANEL #1



FULL DEPTH ASPHALT REPLACEMENT

8" BUS PAD OR 4" CONCRETE FLATWORK

HEAVY ASPHALT REPLACEMENT

HANDICAPPED RAMP REPLACEMENT

CURB AND GUTTER REPLACEMENT

2" ASPHALT MILL AND OVERLAY

PANEL #2



PANEL #1

PANEL #2

PANEL #3

VALLEY PAN AND
ENTRANCE CONCRETE
REMOVE-REPLACE.

8" CONCRETE BUS
PULLOUTS.

SCUPPER REPLACEMENT

HANDICAPPED RAMP REPLACEMENT

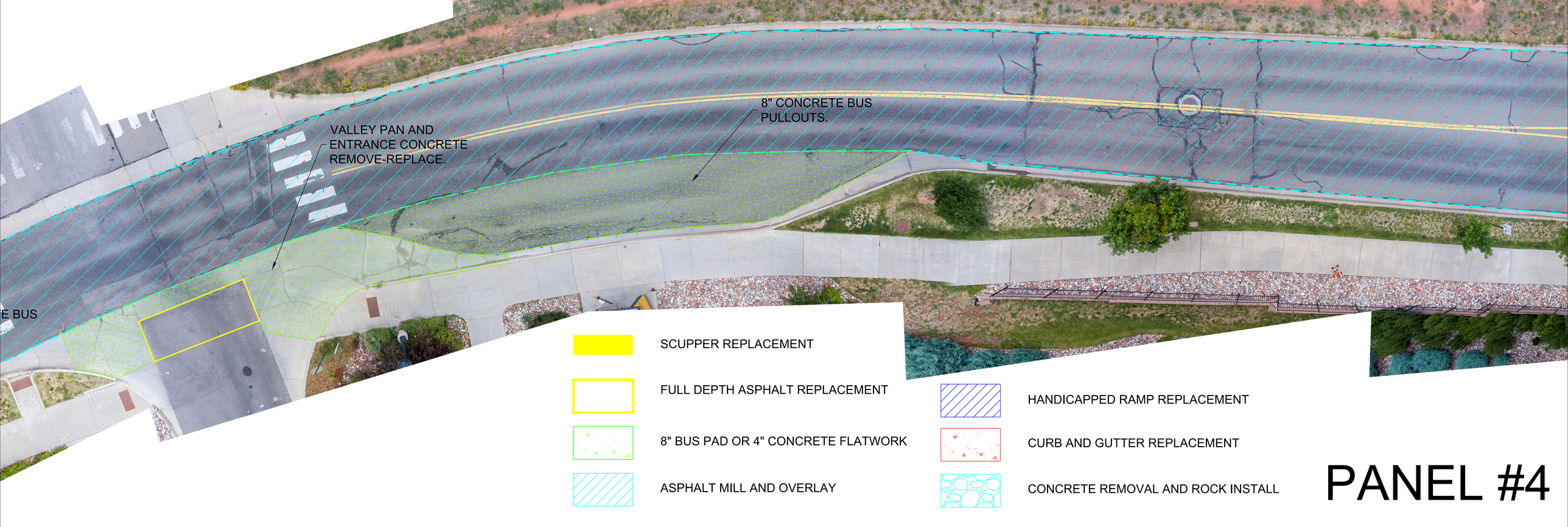
FULL DEPTH ASPHALT REPLACEMENT

CURB AND GUTTER REPLACEMENT

8" BUS PAD OR 4" CONCRETE FLATWORK

CONCRETE REMOVAL AND ROCK INSTALL

ASPHALT MILL AND OVERLAY



SCUPPER REPLACEMENT

FULL DEPTH ASPHALT REPLACEMENT

8" BUS PAD OR 4" CONCRETE FLATWORK

ASPHALT MILL AND OVERLAY

HANDICAPPED RAMP REPLACEMENT

CURB AND GUTTER REPLACEMENT

CONCRETE REMOVAL AND ROCK INSTALL

PANEL #4

PANEL #5





FULL DEPTH ASPHALT REPLACEMENT

HANDICAPPED RAMP REPLACEMENT

PANEL #6

PANEL #7

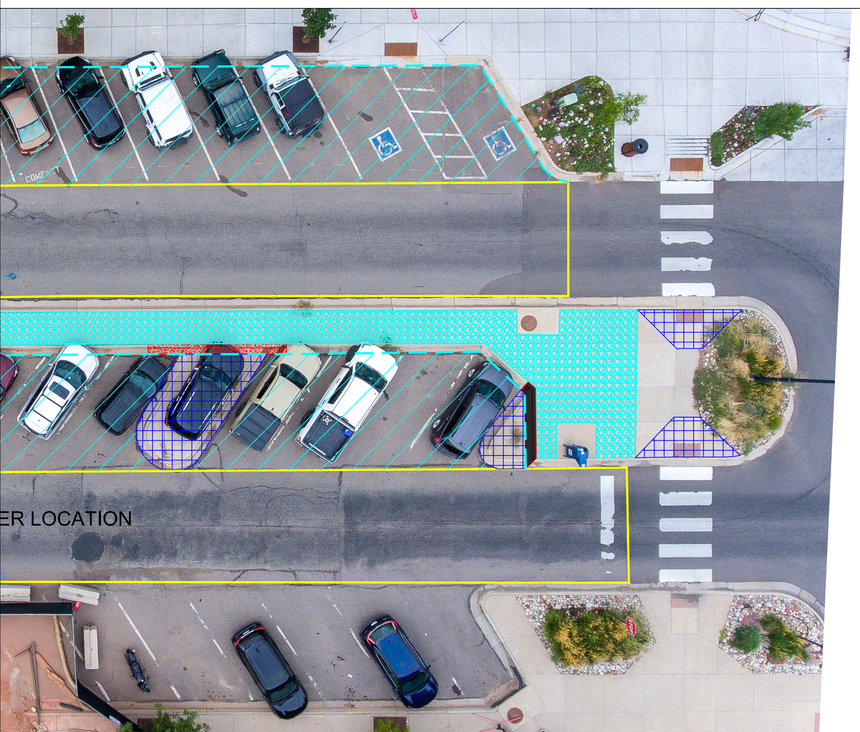
8" BUS PAD OR 4" CONCRETE FLATWORK

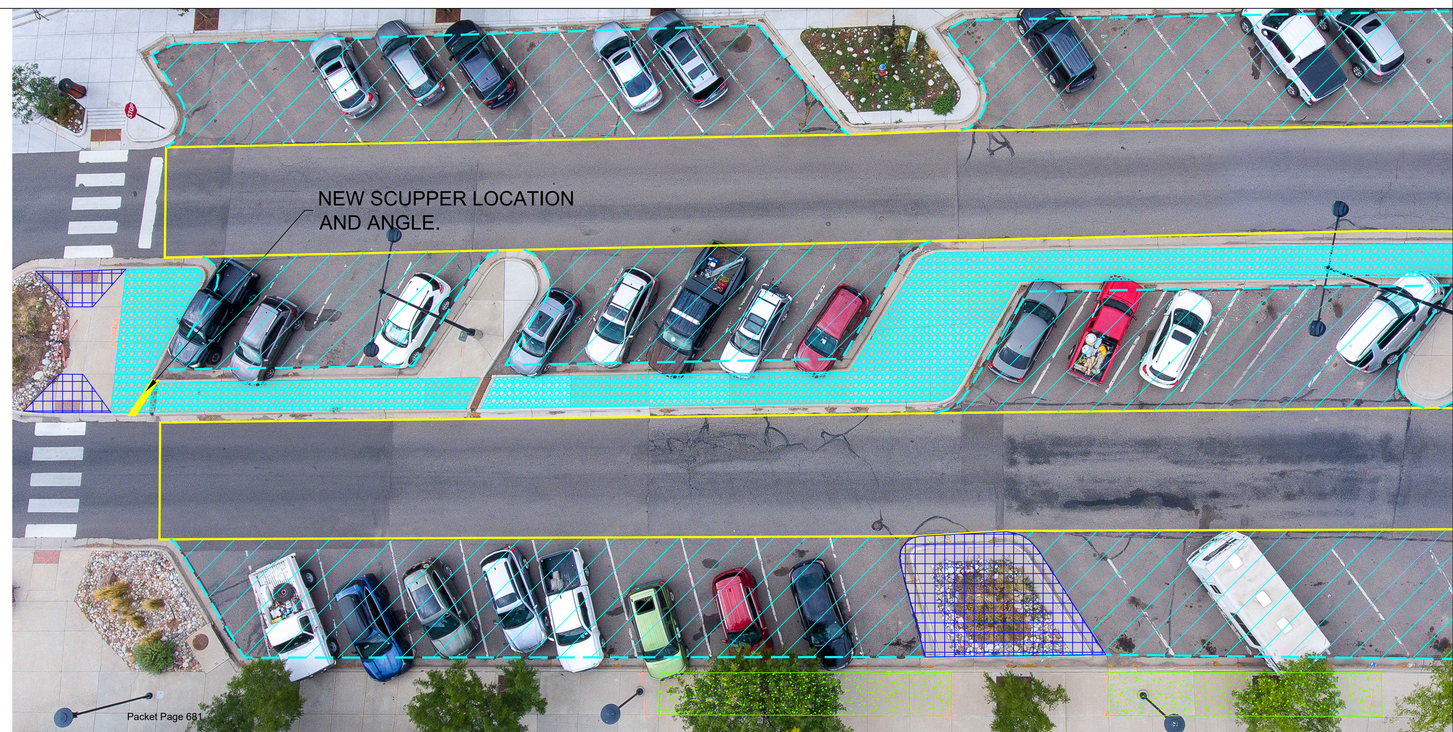
CURB AND GUTTER REPLACEMENT

ASPHALT MILL AND OVERLAY

CONCRETE REMOVAL AND ROCK INSTALL

SCUPPER REPLACEMENT





PANEL #8

8" CONCRETE BUS PULLOUTS.

NEW SCUPPER LOCATION AND ANGLE.

NEW SCUPPER LOCATION AND ANGLE.

8" CONCRETE BUS PULLOUTS.

PANEL #9

R LOCATION

18" ADS PIPE TO EXISTING INLET.

RELOCATE EXISTING LIGHT POLE TO THE WEST SIDE OF INTERSECTION.

INSTALL TWO INLETS MATCHING EXISTING IN SIZE, 48" DEPTH.

GLENWOOD MEADOWS FULL REBUILD - REMOVALS AND CONSTRUCTION PRICING		
Location	Description	
Wulfsohn Road	Cost of Improvmenets per Spreadsheet	$ 1,984,903.07
West Meadows Road	Cost of Improvmenets per Spreadsheet	$ 632,326.25
East Meadows Road	Cost of Improvmenets per Spreadsheet	$ 751,751.79
Soft Cost	Survey Control for Proejct	$ 15,000.00
Soft Cost	Compaction and Concrete Testing	$ 30,000.00
Soft Cost	Onsite Inspection	$ 50,000.00
Soft Cost	Bond (3%)	$ 101,069.43
	Total Estimated Cost of Project:	$ 3,565,050.54

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Update on Sopris View

Action Requested: Provide direction, if needed, on next steps on potential walking trails called Sopris View.

Department: City Administration

Presented By: Debra Figueroa

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 Forenza 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 Rippy 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.

At the April 7 City Council Meeting, City Council approved the following motion: Councilor Kaup moved, seconded by Councilor Stepp, to ask staff to solicit proposals for design.

City staff believes the soonest these proposals could come back to City Council for consideration is the first meeting in August.

At the May 19th meeting, Councilor Kaup let City Council know Commissioner Jankovsky recommended that the City approach the County Commission and request Conservation Trust Funds to help with design and construction costs for a new trail system. City Council requested that this concept be put on the June 2 agenda to consider this course of action. Should City Council want to approach the County Commission, staff recommends asking the BOCC to commit to a maximum amount and then share costs 50/50 once they are known.

Issues: Staff is struggling to determine the length, location, and style of trail. Staff recommends working with the Parks and Recreation Board and doing limited public outreach to help determine the answers to these questions. However this would slow down the process of bringing back an RFP to design a trail system. If City Council would prefer staff make these decisions solely, they will do the best they can to get a RFP response per Council's direction.

Fiscal Impact: General maintenance costs that go out to our partnering organizations outside of Parks Trail Staff time:

RFOV: $5000/yr
Additional RFOV costs for 2022: $5,100 for a contracted week of trail crew work in September(likely on the "Cross Trail"). $2500 for "Conservancy Trail" river access trail restoration.
The cost breakdown per crew member is $32/hr @ 6 crew members.

2022 RFOV Trail Maintenance Totals to be paid out by COGS: ~$13,600

RFMBA: $1000/yr
On average, ~225 hours of crew time worked on COGS single track trails per year.

Cost breakdown per crew member is $30/hr

ECOS:

Encampment Cleanup with Biohazard ~$3,200
Basic Cleanup ~ $900

Cost estimates for contracting out professional trail building companies:

Machine Built; Pro Build: (generally for bike optimized trails) : $6-7 x ft, ~$30,000 x mi

Hand Builds; Rocky Mountain Youth Corp (depending on style of trail preferred, for general multi-use recreation): $9,000 x week x 10 crew members, ~.5 mi x week (terrain dependent)

Example- South Canyon Trail System Phase I: 42,850 Linear Feet; Singlerack Trails, INC. Contract Amount: $244,524.00.

Trail Easement Agreement Payments to Private Property Owners:

~$100 - $1,000

Legal Review: NA

Staff Recommendation: Provide Direction to staff on whether to approach the BOCC for Conservation Trust Funds. In addition, provide direction on how best to pursue the style and location of the trail system.

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Request for Easement Access

Action Requested: Direction from Council

Department: Parks & Recreation

Presented By: Brian Smith

Strategic Goals: Ensure Public Safety
Preserve and Improve Infrastructure

Background Info: In recent years, the City has had increased issues with gate access to the area in South Canyon containing the land leased to the Glenwood Springs Gun Club, the Law Enforcement Training Range, and the East Coal Seam Fire Area.

The Gun Club has previously controlled the locks and keys to the gate accessing the range area. However, every year in the last 4 years, the City has had to close the Gun Range during County Fire Restrictions. Controlling access with a large number of keys available required the City to put on an additional lock.

The Police Department, which manages the Law Enforcement Range, has had issues with unauthorized users vandalizing the structures. Gun Club members would give a key to a non-member to use the range without supervision. This practice, which is not allowed by the Gun Clubs Rules, has led to vandalism, the use of illegal rounds, and safety concerns.

The Colorado Division of Reclamation, Mining and Safety worked with City Staff on fire mitigation projects at the East Coal Seam Fire Area. Several conflicts with gate access and either a gun club member or a DNR staffer being locked in have led to the need for a better access management process.

Commercial hunting on and around City property continues to be an ongoing issue in South Canyon.

The Glenwood City Parks and Recreation Department met with DNR, the Gun Club and Law Enforcement to discuss a better access control process. Review of the Gun Clubs checkout procedures showed that there was little control over who had keys and did not provide a way to hold anyone abusing access or giving away keys accountable. All parties agreed the City should take over the checkout of keys for the South Canyon shooting facilities and Coal Seam areas. This means that keys are no longer available at the Gun Club's previous checkout locations of Factory Outdoors, Big Johns Ace Hardware, BigHorn Toyota and Phil Long Honda.

Starting May 16, 2022 the only place to checkout keys for the gun club gate was at the front desk of the Glenwood Springs Community Center at 100 Wulfsohn Road. Keys may be checked out for a period of 48 hours.

Issues: Mr. Paul Bagley is a caretaker for the Malcom Jolley property that lies between Glen Park Ranch and the Gun Range (Parcel # 218312300022). We've changed the lock and access to keys for the gun range as of Monday May 16, 2022. Paul called wanting a key and access through the gate so that he can access the Jolley property from the West. Paul stated that they have had access to their property since 1935 via this route. In the past the Gun Club has provided Paul with a key to the gate.

The Jolley's do not have any agreements or easements in place to access their property through the

gun range and there is no current legal standing to provide access through City property to the Jolley property. The Jolley's rightful easement access to the property is from Red Mountain.

Parks and Recreation staff would like to keep careful control of who is accessing the gun range and particularly the law enforcement range, as well as enforce no illegal shooting or hunting on city property. If City Council would like to enter into an agreement for the Jolley's to access their property through the gun range, those are the two issues the Department would like to address.

Fiscal Impact: NA

Legal Review: Will approve prior to signing.

Staff Recommendation: Staff defers to Council

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Roaring Fork Transportation Association; Paratransit and Ride Glenwood Agreement. Title VI Program Adoption.

Action Requested: Approval of updated agreements for Ride Glenwood Springs and the city's paratransit service. Adoption of the Ride Glenwood Title VI Program.

Department: Engineering

Presented By: Terri Partch

Strategic Goals: Protect and Preserve our Quality of Life

Background Info: In 2021, the city transit services were audited by the Colorado Department of Transportation (CDOT) Division of Transit and Rail. In the audit, CDOT identified that the city needed to enforce the receipt of various different service reports for both Ride Glenwood Springs and specifically for our paratransit service. Paratransit service is required by Federal law for any publicly funded transit service for the able bodied.

In Glenwood and other areas in the county, the cost of paratransit is paid for by Garfield County and other grants that the county receives during the hours of 8:00 am to 5:00 pm Monday through Friday through a county wide IGA. The city pays RFTA an additional $30,000 each year to extend the paratransit hours to the same hours that Ride Glenwood Springs runs to meet our Federal requirement.

The City and RFTA worked to revise the old transit agreements to reflect the current cost accounting spread sheet and the additional reporting requirements. The agreement apportions costs each year by route with a fixed cost per hour (administrative salaries, materials, some employee housing expenses, some facilities expenses), operating cost per mile (fuel and maintenance) and cost per operating hour (bus driver's salaries). Training costs per hour for all systems and capital costs per mile are also allocated to the Glenwood system.

The total estimated cost for Ride Glenwood Springs Service 2022 is $1,376,583. Costs for Ride Glenwood service in 2021 were $1,145,098. This cost increase is due to additional estimated costs for labor and fuel.

The agreement allows for an annual audit of overall system costs. If the actual costs are 97% of the estimated costs, RFTA will issue a refund to the City. If the actual costs are 103% of the estimated costs, RFTA can bill the city for additional system costs.

Issues: None at this time.

Fiscal Impact: Bus Tax Fund has adequate reserves to cover the additional cost. We'll include $230,000 as a supplemental appropriation to cover the cost increase.

Legal Review: Legal reviewed contract.

Staff Recommendation: Approve the revised Ride Glenwood Springs Transit and Paratransit agreements.and adopt the Ride Glenwood Springs Title VI Program.

2022 GLENWOOD SPRINGS AMERICANS WITH DISABILITIES ACT COMPLEMENTARY PARATRANSIT SERVICE AGREEMENT WITH THE ROARING FORK TRANSPORTATION AUTHORITY

THIS COMPLEMENTARY PARATRANSIT SERVICE AGREEMENT (hereinafter "Agreement') is between the City of Glenwood Springs, Colorado, a Colorado home rule city (hereinafter "Glenwood"), and the Roaring Fork Transportation Authority (hereinafter "RFTA″) a political subdivision of the State of Colorado created pursuant to title 43, article 4, part 6, Colorado Revised Statutes.

WITNESSETH

WHEREAS, the Roaring Fork Transportation Authority (RFTA) provides transportation services to Glenwood pursuant to the 2022 Glenwood Springs Transit Service Agreement made effective as of the 1st day of January 2022, which Agreement is incorporated herein by this reference; and

WHEREAS, Glenwood is desirous of reducing traffic congestion throughout the City of Glenwood Springs by providing year-round public transit services for its inhabitants and visitors; and

WHEREAS, the "Ride Glenwood Springs" fixed-route city bus service was implemented on the 22nd of May 1998 to achieve the public mobility goals of Glenwood; and

WHEREAS, the Americans with Disabilities Act of 1990 (hereinafter the "Act") sets forth the requirement for fixed-route public transit operators to provide ADA Complementary Paratransit Services for people with disabilities who cannot access or navigate the fixed-route system during the days and hours of fixed-route operation; and

WHEREAS, the parties desire to provide ADA Complementary Paratransit Services to people with disabilities on at least a "next day" basis during those hours that the Ride Glenwood Springs fixed-route service is operated: and

WHEREAS, the Traveler service, is managed and operated by RFTA pursuant to an Intergovernmental Agreement (IGA) and a 7-Party Memorandum of Understanding (MOU) between Garfield County and RFTA, which Agreements are incorporated herein by reference; and

WHEREAS, based on the cost allocation methodology set forth in the MOU, RFTA defrays the allocated operating cost of the Traveler service provided to Glenwood on an annual basis; and

WHEREAS, Garfield County has established policies that limit the availability of the Traveler's services to only persons who have undergone an assessment to determine whether they have disabilities that preclude their ability to access or navigate the fixed-route service; and

WHEREAS, only persons in Glenwood Springs who have undergone an assessment and for whom it has been determined that their disabilities preclude their ability to access or navigate the fixed-route service are eligible to utilize the Traveler services (herein after "Clients"); and

WHEREAS, all rides provided in Glenwood Springs by the Traveler are classified as ADA Complementary Paratransit Service; and

WHEREAS, the Traveler service, managed and operated by RFTA, has the necessary equipment, personnel, and expertise to provide such ADA Complementary Paratransit Services for Glenwood Springs during the Traveler's normal hours of operation, i.e., 8:00 a.m. until 5:00 p.m. Monday through Friday, holidays excepted; and

WHEREAS, Glenwood is required by the Act to provide ADA Complementary Paratransit Services during the entire span of its Ride Glenwood Springs fixed-route service, which includes days and hours that the Traveler does not operate; and

WHEREAS, this Agreement contemplates that RFTA will ensure that ADA Complementary Paratransit Services will be provided to eligible Clients that reside in Glenwood Springs during the days and hours of operation of Ride Glenwood Springs service, but will be compensated separately for the services provided outside the normal days and hours of Traveler operations, at the amount set forth in this Agreement; and

WHEREAS, procedures are necessary to manage the ADA Complementary Paratransit Service coordination provided by RFTA and the Traveler for Glenwood; and

WHEREAS, pursuant to title 29, Article 1, Part 2, Colorado Revised Statutes, as amended (the "Intergovernmental Relations Statute"), and Article XIV, Section 18 of the Colorado Constitution, governments may contract with one another to provide any function, service or facility lawfully authorized to each of the contracting units and any such contract may provide for the joint exercise of the function, service, or facility, including the establishment of a separate legal entity to do so; and

WHEREAS, Section 6.02 (b) of the RFTA IGA states "The Authority may enter into contracts with any Member or Person for the provision of transit services in the manner and subject to the terms of the contracts;" and

WHEREAS, Glenwood has requested RFTA to operate its ADA Complementary Paratransit Services on its behalf, and RFTA has agreed to do so pursuant to the terms of this Agreement.

NOW, THEREFORE, in consideration of the mutual benefits to be derived here from, the parties hereto agree as follows:

I.
Statement of Understanding

Glenwood and RFTA understand and agree that ADA Complementary Paratransit Services contemplated by this Agreement are to be provided to eligible Clients within Glenwood Springs during the days and hours of the Ride Glenwood Springs fixed-route operation.

A. The parties also understand that some degree of uncertainty may be involved in forecasting the demand for ADA Complementary Paratransit Services that fall outside of the Traveler's normal days and hours of operation, however RFTA must be prepared at all times to meet such demand, either by utilizing Traveler personnel and vehicles, or by utilizing RFTA personnel and vehicles. In consideration of RFTA's readiness efforts, Glenwood agrees to pay to RFTA the lump sum, as set forth in III. Cost for Service, below, to cover Client trips provided outside of the Travelers' normal days and hours of operation that are the responsibility of Glenwood due to its ADA Complementary Paratransit Service requirement.

B. In recognition of the potential for disputes, the parties hereby agree to cooperate in good faith at all times and to act promptly to identify and resolve any areas of concern that may arise regarding the provision of the ADA Complementary Paratransit Services contemplated by this Agreement.

II.
Scope of Services

A. The parties desire to provide ADA Complementary Paratransit Services to eligible Clients within Glenwood Springs. Because Glenwood is contracting with RFTA to provide the Ride Glenwood Springs fixed-route service, Glenwood will rely on RFTA and the Traveler to coordinate and provide ADA Complementary Paratransit Services to eligible Clients during the days and hours of the Ride Glenwood Springs fixed-route service operation, whether within or outside of the Traveler's normal days and hours of operation. RFTA will make its best efforts to ensure that Glenwood will comply with ADA Complementary Paratransit Service regulations at all times during the days and hours of the Ride Glenwood Springs fixed-route service operation.

B. RFTA, acting on behalf of Glenwood, will be responsible for providing ADA Complementary Paratransit Services to eligible Clients on at least a "next day" basis. During the Traveler's normal days and hours operation, i.e., from 8:00 a.m. until 5:00 p.m., Monday through Friday, holidays excepted, "next day" basis means that when a Client calls the Traveler between 8:00 a.m. and 4:00 p.m.,

Monday through Thursday, with a request for ADA Complementary Paratransit Service between 8:00 a.m. and 5:00 p.m. on the next day or some subsequent weekday, the Traveler will honor the request. If a Client calls the Traveler between 8:00 a.m. and 4:00 p.m. on a Friday with a request for ADA Complementary Paratransit Service between 8:00 a.m. and 5:00 p.m. on the next Monday or some subsequent weekday, the Traveler will honor the request. ADA regulations do not require service to be provided on the "same day."

C. If the Client is requesting ADA Complementary Paratransit Service for days and times that are outside of the Traveler's normal days and hours of operation, but within the days and hours of the Ride Glenwood Springs fixed-route operation, RFTA will arrange for the ADA Complementary Paratransit Service to be provided on a "next day" basis, either by utilizing Traveler personnel and equipment, or by utilizing RFTA personnel and equipment. Glenwood understands that RFTA reserves the option of contracting for service with local cab service providers if the Client's disability does not require a vehicle with a wheelchair lift and if the cost for doing so is lower than other alternatives.

D. Persons requesting ADA Complementary Paratransit Service from the Traveler must be assessed by RFTA personnel to determine whether they are eligible for the service due to their having a disability that precludes them from accessing or navigating the fixed-route service.

E. The RFTA Paratransit Dispatch number (384-4855) will be advertised as the number for Clients to call who desire Complementary ADA Paratransit Services in Glenwood Springs. Clients can call (970) 384-4855 on any day, before 4 p.m., to request service for the following day. On weekends and holidays, clients may leave a voice message with their requests. Messages are checked at 7 a.m. and 4 p.m. each weekend day or holiday, calls are returned if necessary, and next day service is scheduled. Clients receive an automated call at approximately 5:30 p.m. the day before their scheduled trips to confirm them and this also provides Clients an opportunity to cancel their trips if necessary.

III.
Cost for Service

Glenwood agrees to pay RFTA a total of Thirty Thousand dollars ($30,000) for services provided in this Agreement. This rate will remain in effect until January 1st each year, at which time a revised rate may be incorporated as part of this Agreement. RFTA will submit an invoice for services provided by the Traveler pursuant to this Agreement during the first quarter of each year that this Agreement remains in effect.

IV.
Compliance and Reports

A. RFTA shall comply with the most recent updates to Glenwood's FTA/CDOT approved Title VI Program and post specific Glenwood Title VI/ADA notifications, forms and procedures on vehicles, its website and in public viewing areas.

B. RFTA shall provide Glenwood with the following plans, data, and statistics for the Paratransit Services:

i. Ridership - Provided monthly
ii. Cost per trip- Provided yearly after overall Traveler costs are finalized and reallocated to the parties participating in the MOU.
iii. Telephone or reservation performance call logs - Provided monthly
iv. Actual field on time arrival performance logs – Provided monthly
v. Trip completion performance (missed trips) logs – Provided monthly
vi. Approval process and performance lists (including a regularly updated list of the number of clients approved for ADA paratransit service, the type of approvals granted, the number of requests denied and the number of client appeals) – Provided quarterly
vii. ADA Paratransit service plan to include the following:
    a. Policies and procedures for the delivery of service
    b. Client eligibility and certification process
    c. Certification types
    d. Fares or donations
    e. Reservation response times
    f. Service delivery response times
    g. Missed trip definitions
    h. Trip denials and appeals process
    i. Qualifying trip service area
    j. Qualifying trip times of day
viii. ADA paratransit application and guidelines
ix. ADA paratransit sample letters/templates for unconditional, conditional and no eligibility determinations.
x. General ADA requirements and procedures to include the following:
    a. Illustration of conformance with alternative formats
    b. Wheelchair securement
    c. Wheelchair lift weight limit limitations
    d. Service animals
    e. Oxygen
    f. Bus operator training requirements as defined by the FTA and ADA

V.

Financial Statements and Audit

Glenwood shall be entitled to cause a CPA of its choice to audit the books and records of RFTA relating to the provision of ADA Complementary Paratransit Services under this Agreement. Such audit shall be at Glenwood's expense, except for reasonable RFTA personnel costs, and may be conducted at any time upon reasonable notice, and from time to time as Glenwood deems proper or may be required by federal or state regulations.

VI.

Passenger Complaints

Every complaint, concern or suggestion concerning the ADA Complementary Paratransit Services provided by RFTA pursuant this Agreement shall be responded to promptly, as reasonably appropriate. RFTA shall maintain a program providing a reasonable opportunity for Clients of the service to render complaints, suggestions, and comments concerning the ADA Complementary Paratransit Services provided under this Agreement. RFTA will provide Glenwood with copies of any formal written complaints submitted by Clients on a monthly basis.

VII.

Notice of Accidents and Legal Action

A. RFTA shall provide copies to Glenwood of any accidents and incidents concerning ADA Complementary Paratransit Services provided under this Agreement on a monthly basis. RFTA will notify Glenwood regarding accidents that involve personal injuries within 72 hours.

B. RFTA shall give Glenwood prompt notice of any suit or action filed and prompt notice of any claim made against the Traveler, RFTA, or Glenwood arising out of the performance of this Agreement. RFTA shall furnish immediately to Glenwood copies of all pertinent pleadings, demands, and papers received by the Traveler and/ or RFTA, upon request by Glenwood.

VIII.

Term

The term shall be from the effective date of this Agreement until December 31, 2022. This agreement shall be automatically renewed for successive one-year terms on January 1st of each year, provided that funds for financial support and such sums as agreed to by Glenwood and RFTA, as necessary to provide the ADA Complementary Paratransit Services under this Agreement, are appropriated by Glenwood for the year in which the services are to be provided. Any of the parties hereto may terminate this Agreement upon ninety (90) days prior written notice to the other party.

IX.
Insurance

RFTA, acting on behalf of the Traveler agrees to obtain and keep in force during the term of this Agreement the insurance coverage described below:

A. Workers' compensation and/or employers' liability insurance as required under applicable laws, which shall cover all Traveler and RFTA employees.

B. The Traveler will maintain the comprehensive general liability insurance as set forth on that Certificate of Insurance dated April 22, 2022, a copy of which is attached hereto and made a part hereof as Exhibit A. Such comprehensive general liability limits shall remain in force during the term of this Agreement. RFTA agrees to make Glenwood a named insured on all such policies as they pertain to services provided by the Traveler and RFTA under this Agreement. Notwithstanding this provision, RFTA reserves the right to revise its general liability limits from time to time as long as they meet all statutory requirements.

C. Glenwood and RFTA understand that each relies on and does not waive or intend to waive by any provision of this Agreement the monetary limitation (presently $350,000.00 per person and $990,000.00 per occurrence) or any other rights, immunities, and protection provided by the Colorado Governmental Immunity Act § 24-10-101, et seq., C.R.S., as from time to time amended, or otherwise available to RFTA and Glenwood and their officers, agents, or employees.

X.
Miscellaneous Provisions

A. Amendment. This Agreement may only be amended by a written agreement signed by the parties hereto. This Agreement may be amended from time to time by written agreement duly authorized and signed by representatives of the parties hereto.

B. Successors. This Agreement shall be binding upon and shall inure to the benefit of any successors to or assigns of the parties.

C. Severability. Should any part, term, portion or provision of this Agreement be finally decided to be in conflict with any law of the United States or of the State of Colorado, or otherwise be unenforceable or ineffectual, the validity of the remaining parts, terms portions, or provisions shall be deemed severable and shall not be affected thereby, provided such remaining portions or provisions can be construed in substance to constitute the Agreement that the parties intended to enter into in the first instance.

D. Effective Date. This Agreement shall be in full force and effect and be legally binding as of the 1st day of January, 2022.

E. Notices. All notices, demands, statements, and requests required or permitted to be given under this agreement shall be served in writing and shall be deemed to have been properly given or served in any event upon actual receipt, whether received or not, three (3) days following the deposition of the same: in the United States mail, addressed to a party, first class, postage prepaid, by registered or certified mail, return receipt requested, at the address set forth below or at such other address as may be designated by a party to the others in accordance herewith:

TO: City of Glenwood Springs
c/o City Manager
101 West 8th Street
Glenwood Springs, Colorado 81601

TO: Roaring Fork Transportation Authority
c/o Chief Executive Officer
2307 Wulfsohn Road
Glenwood Springs, CO 81601

F. Conformance with Laws. Each party hereto agrees to by and to conform to all applicable laws of the Federal Government, the state, and any body corporate and politic having any jurisdiction over the subject matter of this agreement. Nothing in this section contained, however, shall require any party hereto to comply with any law, the validity or applicability of which shall be contested in good faith and by appropriate legal proceedings.

G. Execution of Documents. This Agreement shall be executed in two (2) counterparts, either of which shall be regarded for all purposes as one original. Each party agrees that it will execute any and all deeds, instruments, documents, and resolutions or ordinances necessary to give effect to the terms of this Agreement.

H. Waiver. No waiver by any party of any term or condition of this Agreement shall be deemed or construed as any waiver of any other term or condition, nor shall a waiver of any breach be deemed to constitute a waiver of any subsequent breach, whether the same or of a different provision of this agreement. Nothing in this agreement shall be construed as a waiver of any defense or limitation available to any of the parties through the Colorado ' Governmental Immunity Act (§ 24-10-101, et seq., C.R.S., as amended).

I. Enforcement. Every obligation assumed by or imposed upon any of the parties by this agreement shall be enforceable by the other parties by appropriate action, suit, or proceeding at law or equity.

J. Captions. The captions of the paragraphs of this agreement are for convenience only and shall not be deemed to be relevant in resolving any question or interpretation or construction of any section of this Agreement.

IN WITNESS WHEREOF, Glenwood, Garfield County and RFTA have caused this agreement to be executed the day and year first above written.

CITY OF GLENWOOD SPRINGS, COLORADO

By: _____
Jonathan Godes, Mayor

ATTEST:

By: _____
Ryan Muse, City Clerk

ROARING FORK TRANSPORTATION AUTHORITY

By: _____
Jeanne McQueeney, Chair

ATTEST:

By: _____
Nicole Schoon, Secretary to the Board of Directors

CITY OF GLENWOOD SPRINGS TRANSIT SERVICE AGREEMENT

THIS TRANIST SERVICE AGREEMENT is entered into between City of Glenwood Springs, Colorado, a Colorado home rule city (hereinafter Glenwood Springs) and the Roaring Fork Transportation Authority, a political subdivision of the State of Colorado created pursuant to title 43, article 4, part 6, Colorado Revised Statutes (hereinafter "RFTA").

RECITALS

WHEREAS, pursuant to title 43, article 4, part 6, Colorado Revised Statutes, as amended, Colorado counties and municipalities are authorized to establish, by contract, rural transportation authorities, which are authorized to finance, construct, operate and maintain rural transportation systems; and

WHEREAS, by Intergovernmental Agreement dated September 12, 2000, the City of Glenwood Springs, Town of Basalt, Town of Carbondale, Eagle County, City of Glenwood Springs, Pitkin County, and the Town of Snowmass Village entered into an Intergovernmental Agreement providing for the creation of the "Roaring Fork Transportation Authority" (RFTA), as a rural transportation authority pursuant to Colorado Rural Transportation Authority Law, Title 43, Article 4, Part 6, C.R.S., as amended, which Agreement was ratified by the electors of the RFTA at the state general election conducted on November 7, 2000 (hereinafter referred to as the "RFTA IGA"); and

WHEREAS, at the State General Election conducted on November 2, 2004, the electors of the Town of New Castle approved a question authorizing the Town to join RFTA; and

WHEREAS, pursuant to title 29, Article 1, Part 2, Colorado Revised Statutes, as amended (the "Intergovernmental Relations Statute"), and Article XIV, Section 18 of the Colorado Constitution, governments may contract with one another to provide any function, service or facility lawfully authorized to each of the contracting units and any such contract may provide for the joint exercise of the function, service, or facility, including the establishment of a separate legal entity to do so; and

WHEREAS, Section 6.02 (b) of the RFTA IGA states "The Authority may enter into contracts with any Member or Person for the provision of transit services in the manner and subject to the terms of the contracts;" and

WHEREAS, Glenwood Springs has requested RFTA to operate the Ride Glenwood Springs bus service on its behalf, and RFTA has agreed to do so pursuant to the terms of this Agreement.

NOW, THEREFORE, for and in consideration of the mutual covenants set forth below, RFTA and Glenwood Springs hereby agree as follows:

I.
Scope of Services

RFTA and Glenwood Springs agree that RFTA will provide municipal transit services (hereinafter "Ride Glenwood Springs") for Glenwood Springs within the boundaries of Glenwood Springs along established routes prescribed by Glenwood Springs. Ride Glenwood Springs shall operate in accordance with the levels of service set forth on the Service Schedule attached hereto and made a part hereof as Exhibit "A-1" and along the routes set forth on the Route Map attached hereto and made a part hereof as Exhibit "A-2." During the term hereof, such Service Schedule and Route Map may be amended by written agreement of the CEO of RFTA and the City Engineer of Glenwood Springs.

II.
Vehicles

A. To provide the Ride Glenwood Springs service, RFTA will generally use the vehicles set forth on Exhibit "B," attached hereto (hereinafter the Glenwood Springs Vehicle Schedule). The vehicles listed on Exhibit "B" have been purchased, titled, and insured by Glenwood Springs, and have been designated as the primary vehicles for use in the provision of Glenwood Springs Municipal Transit Services.

B. Subsequent to this agreement, any new vehicles purchased and paid for by Glenwood Springs for use in the provision of the Ride Glenwood Springs service shall be titled, insured, and licensed by Glenwood, and added to the Glenwood Springs Vehicle Schedule by written agreement of the CEO of RFTA and the City Engineer of Glenwood Springs. In the event, however, that any vehicle listed on the Glenwood Springs Vehicle Schedule reaches the end of its useful life as set forth on the Vehicle Schedule, such vehicle will be removed from the Glenwood Springs Vehicle Schedule by written agreement of the CEO of RFTA and the City Engineer of Glenwood Springs.

C. All vehicles used by RFTA to provide the Ride Glenwood Springs service pursuant to this Agreement shall be regularly maintained and kept in a good quality, attractive, and safe condition at all times. In the event of mechanical breakdown by a vehicle, which results in the removal of a vehicle from service, RFTA shall have a reasonable time during that same day within which to replace the affected vehicle. If necessary, to maintain Ride Glenwood Springs service, RFTA may substitute one of its own vehicles at no cost to Glenwood Springs, other than the normal allocated capital costs associated with route miles included in this agreement. In the event of mechanical issues that prevent Ride Glenwood Springs vehicles from being used in service for more than 7 days, RFTA will notify Glenwood Springs of the reasons why the vehicles are not able to be used in service, as well as the expected time frames for completing the repairs and making the vehicles available for service again.

III.
Costs and Reimbursement for Service

A. For 2022, Glenwood Springs shall reimburse RFTA an estimated amount of $1,376,583, net of fare revenue, for all allocated direct, fixed, training, and capital costs, incurred in providing the Glenwood Springs Municipal Transit Services as set forth on Exhibit “C-1” line 31, column “O” attached hereto and made a part hereof (hereinafter “Budgeted Base Transit Fee”). The Budgeted Cost Estimate for 2022, or any subsequent Transit Year, can also be found on Attachment “B,” attached hereto and made a part hereof.

B. The Budgeted Base Transit Fee for 2022 is estimated to be $1,376,583, net of fare revenue, based on 9,844 estimated route hours and 118,391 estimated route miles (hereinafter "Budgeted Base Service Level Amount"). The Budgeted Base Service Level Amount can be found on Exhibit “C-1,” line “31,” columns “C” and “E.” and can also be found on Attachment “B” (the Budgeted Cost Estimate for 2022 or any subsequent Transit Year).

C. The Budgeted Base Transit Fee for the 2022 Transit Year, or any subsequent Transit Year, shall be derived as follows:

1. By multiplying RFTA’s budgeted a) marginal cost per mile; b) marginal cost per hour; and c) fixed cost per hour (herein after Budgeted Cost Factors) found at the top of Exhibit C-1, columns “D,” “F,” and “H,” respectively, by the Budgeted Base Service Level Amount found on Exhibit “C-1,” line 31, columns “C” and “E.” The products of these calculations will be entered on Exhibit C-1 on line 31, in columns “D,” “F,” and “H.”

2. By prorating the Allocated Training and Other Costs costs found on Exhibit “C-1,” line “32,” column “I,” based on the percentage that the Budgeted Base Service Level Amount "Route Hours" is of total Route Hours (net of Training/Other Hours) for all RFTA services found on Exhibit C-1. Glenwood Springs's Budgeted Total Allocated Training/Other Cost can be found on Exhibit “C-1,” line 31, column “J.”. The Budgeted Total Allocated Training/Other Cost found on Exhibit “C-1” shall be derived from RFTA's approved Final Budget for 2022, or any subsequent Transit Year. This amount will be divided by Total Budgeted Route Hours for all RFTA services, to derive the Budgeted Allocated Training/Other cost per hour (found on Exhibit “C-1,” line 36, column “J.” The Budgeted Allocated Training/Other cost per hour will be multiplied by the Ride Glenwood Springs Route Hours found on Exhibit “C-1,” line

"31," column "E," and the product of the calculation will be entered on line Exhibit "C-1", line "31," column "J."

3. By prorating the Allocated Capital costs found on Exhibit "C-3" based on the percentage that the Budgeted Base Service Level Amount "Route Mileage" is of total Route Mileage (net of Training/Other Mileage) for all RFTA services found on Exhibit C-1. Glenwood Springs's Budgeted Total Allocated Capital Cost can be found on Exhibit "C-1," line 31, column "N.". The Budgeted Total Allocated Capital Cost found on Exhibit "C-3," line "750, column "S" attached hereto and made a part hereof, shall be derived from the Asset List for RFTA 2022 (or any subsequent Transit Year) Service Contract Calculations. This list is updated annually, but for the purposes of cost allocation is two years in arrears. The Total Allocated Capital Cost Amount amount will be divided by total budgeted Route Mileage for all RFTA services, to derive the Budgeted Allocated Capital cost per mile (found on Exhibit "C-1," line 36, column "N." The Budgeted Allocated Capital cost per mile will be multiplied by the Ride Glenwood Springs Route Mileage found on Exhibit "C-1," line "31," column "C," and the product of the calculation will be entered on line Exhibit "C-1", line "31," column "N."

4. Exhibit "C-2a," column "E," attached hereto and made a part hereof, sets forth the RFTA Operating Budget for 2022 or any subsequent year. Column "Q" determines the line items that are included in the Ride Glenwood cost allocation "(GS Y or N)" and column "R" determines the percentage of each line item "(GS %)" that is included in the Ride Glenwood cost allocation. The amounts from which the Budgeted "Fixed Cost Per Hour," "Cost Per Hour," and "Cost Per Mile" Cost Factors are derived for each line item included in the Ride Glenwood cost allocation, can be found in columns "AC," "AD," and "AE," respectively. The Budgeted Cost Factors for Ride Glenwood can be found on Exhibit "C-2b, attached hereto and made a part hereof.

   RFTA Operating Cost Line Items Included in Ride Glenwood Cost Allocation: RFTA recognizes that there is the potential for imprecision related to the allocation of costs. In an attempt to be as equitable to Glenwood Springs as practicable, RFTA has determined that certain of its Budgeted Operating line item costs found on Exhibit "C-2a," should not be included in expenditures from which the Ride Glenwood's Cost Factors are derived. Examples of such expenditures would be those that are related to trails, predominately regional in nature, costs for studies and grants RFTA awards, sales tax collection fees RFTA pays, or services or items paid for by Glenwood Springs, itself, etc. It is recommended, therefore, that RFTA and Glenwood Springs review the C-2a line item budget each year to ensure that line items and the percentage of the amounts included in the Ride Glenwood cost allocation are appropriate.

D. Glenwood Springs shall reimburse the Budgeted Base Transit Fee to RFTA in twelve monthly installments. The amount of each monthly installment shall be calculated on Attachment "D," attached hereto and made a part hereof (hereinafter the "Cumulative Bill").

IV.
Additional Costs & Refunds

A. Following the end of the preceding year, RFTA is required to complete an adjusted billing for all of its service contracts. The actual miles and hours for all RFTA services will be entered on "Exhibit C-1 Adjusted**"** which redistributes the allocated training/other and capital costs based on the percentage that the actual miles and hours for each individual service represents of total RFTA system-wide miles and hours. Within 60 days after the end of the 2022 Transit Year, or any subsequent Transit year, the Budgeted Base Transit Fee shall be retroactively recalculated using the actual number of Route Hours and Route Miles incurred in providing the Ride Glenwood Springs service during the 2022 Transit Year or any subsequent Transit year. The actual number of route hours and route mileage incurred in providing Ride Glenwood Springs service (hereinafter the Actual Base service Level Amount), for the 2022 Transit Year, or any subsequent Transit Year shall be entered into the Ride Glenwood Springs Service Contract Cost Calculations, spreadsheet "C-1 Adjusted" and shall be multiplied by the Budgeted Cost Factors. Actual fares collected during the year, if any, shall also be entered into the spreadsheet "C-1 Adjusted."

The Total Net Operating and Capital Cost found on Exhibit "C-1 Adjusted" for Ride Glenwood Springs (hereinafter Adjusted Base Transit Fee) for the 2022 Transit Year, or any subsequent Transit Year, is the amount owed by Glenwood Springs to RFTA for providing the Actual Base Service Level Amount. The Adjusted Base Transit Fee for the 2022 Transit Year, or any subsequent Transit Year, will be compared to the Cumulative Bill on Attachment "D" in the 2022 Transit Year or any subsequent Transit Year. Any variances in the Adjusted Base Transit Fee and the total amount previously billed in the 2022 Transit Year or any subsequent Transit Year, will either result in an additional charge by RFTA to Glenwood Springs or a refund by RFTA to Glenwood Springs.

A. Subsequent to the audit for the 2022 Transit Year, or any subsequent Transit Year, audited costs for each line item will be entered on Exhibit "C2-a Audited." The Adjusted Base Transit Fee for the 2022 Transit Year, or any subsequent Transit Year, shall be retroactively recalculated using RFTA's audited: a) marginal cost per mile, b) marginal cost per hour, and c) fixed cost per hour (herein after Audited Cost Factors) found at the bottom of Exhibit "C-2b Audited." The Total Net Operating and Capital Cost for Ride Glenwood Springs

found on Exhibit "C-1 Audited" (hereinafter the Audited Base Transit Fee) for 2022, or any subsequent Transit Year, shall then be compared to the Adjusted Base Transit Fee on Attachment "D" for 2022, or any subsequent Transit Year.

B. Glenwood Springs shall pay to RFTA any variance in the Audited Base Transit Fee for 2022, or any subsequent Transit Year, that exceeds 103% of the Adjusted Base Transit Fee for 2022, or any subsequent Transit Year, within 30 days of receiving an invoice from RFTA.

C. Any resulting variance in the Audited Base Transit Fee for 2022, or any subsequent Transit Year, that is less than 97% of the Adjusted Base Transit Fee for 2022, or any subsequent Transit Year, shall be refunded by RFTA to Glenwood Springs within 30 days of the completed audit.

V.
ADA Complementary Paratransit Service

RFTA shall provide ADA Complementary Paratransit Service on behalf of the Glenwood Springs pursuant to the "2022 Glenwood Springs Americans with Disabilities Act Complementary Paratransit Service Agreement" entered into by Glenwood Springs and RFTA effective January 1, 2022 and incorporated herein by reference and made a part hereto.

V.
Collection of Revenue

RFTA and Glenwood Springs agree that, when fares are being charged on Ride Glenwood Springs, the estimated fare revenue for Ride Glenwood Springs will be found on Exhibit "C-1" and it shall be netted to derive the Budgeted Base Transit Fee for 2022, or any subsequent Transit Year. The actual fares collected during the year will be retained by RFTA and netted to derive the Adjusted Base Transit Fee found on Exhibits "C-1 Adjusted" and Attachment "D." Following the RFTA audit for 2022, or any subsequent one-year renewal term, the actual amount of fares collected for Ride Glenwood Springs shall be entered on Exhibit "C-1 Audited." The actual fares collected by RFTA for 2022, or any subsequent one-year renewal term, will be netted to derive the Audited Base Transit Fee for 2022, or any subsequent one-year renewal term, found on Attachment "D."

VI.
Exhibits and Attachments Pertaining to this Agreement

Following is a list of Exhibits and Attachments for the 2022 Transit Year, or any subsequent Transit Year that are incorporated in this Agreement:

1. Exhibit A-1: Glenwood Springs Municipal Transit Services Bus Schedule
2. Exhibit A-1: Ride Glenwood Routes
3. Exhibit B: Glenwood Springs Vehicle Schedule

4. Exhibit C-1: 2022 Projected Cost/Revenue Allocation by Route
5. Exhibit C-2a: 2022 Operating Budget used for Cost Allocation Calculation
6. Exhibit C-2b: 2022 Cost Factor Calculations
7. Exhibit C-3: 2020 Asset List for RFTA 2022 Service Contract Calculations
8. Attachment A:
   - Chart 1: 2022 Monthly Report of Ridership, Driver Hours and Vehicle Miles
   - Chart 2: Glenwood Springs Cost/Revenue Projections Through the End of 365-Day 2022 Year
9. Attachment B: 2022 Budgeted Cost Estimate
10. Attachment C: 2022 Monthly Actual Versus Budgeted Cost Estimate
11. Attachment D: Cumulative Bill from 1/1/2022 – 1/31/2022
12. Attachment E: 2022 Expenditure Invoice
13. Attachment F: 2022 Ride Glenwood Springs Monthly Cost Billing Worksheet
14. Attachment G: Certificate of Insurance
15. Attachment H: Overview of RFTA Service Contract Cost Allocation Methodology

VII.
Reports, Audits, and Procedures

A. During the term of services pursuant to this Agreement, RFTA shall submit reports on a monthly basis to Glenwood Springs indicating the number of passengers that used the Ride Glenwood Service by month and year-to-date. The report will also reflect the amount of fare revenue collected by month and year-to-date, the amount of route hours and mileage incurred by month and year-to-date. The reports will be prepared substantially in the form as set forth on Attachments "A and C", attached hereto and made a part hereof, and will generally be submitted to Glenwood Springs within forty-five (45) days following the month that is being reported. Notwithstanding this provision, RFTA will supply the most current reports of ridership, fare revenue, route hours and mileage connected with Glenwood Springs Municipal Transit Services as rapidly as practicable when requested by the City Engineer or Transportation Manager of Glenwood Springs.

B. RFTA shall provide such other reports to Glenwood Springs as requested by the City Engineer or Transportation Manager to enable Glenwood Springs to adequately monitor the financial and operational performance of Glenwood Springs Municipal Transit Services provided pursuant to this agreement. As soon practicable, RFTA will provide to Glenwood Springs the reports listed below at the frequencies indicated:

   1. Preventative maintenance and episodic repair reports- Monthly
   2. On time performance reports – Monthly
   3. Customer complaint log – Monthly
   4. Customer questions and inquiries – Monthly
   5. Stop data with time stamps – by request

6. Ridership and cost data – Monthly with invoice packet
7. Fare revenue (if any) received – Monthly
8. Budget to actual analysis – Quarterly
9. Rider satisfaction survey results (surveys should be in English and Spanish) – bi-annually

C. Glenwood Springs shall be entitled to cause a CPA of Glenwood Springs's choice to audit RFTA's books and records relating to the provision of Glenwood Springs Municipal Services hereunder at any time, upon reasonable notice, and from time to time as Glenwood Springs deems proper. Such audit shall be at Glenwood Springs's expense, except for reasonable RFTA personnel costs. Glenwood Springs shall provide RFTA with all reports of such CPA arising from such audit within thirty (30) days following receipt by Glenwood Springs. Additionally, RFTA will provide Glenwood Springs with a copy of its annual audit within 30 days of receiving such audit from Pitkin County.

D. The following procedures shall be followed by RFTA with respect to the Ride Glenwood Springs service:

1. If fares are being collected, RFTA will adhere to fare collection, cash control, risk management and pass control procedures.
2. RFTA will maintain a safety and security plan to include bus operator licensing and training requirements, vehicle safety equipment inventory, operator cell phone use requirements, severe weather operating procedures, accident handling and reporting procedures (to include notification to Glenwood Springs within 48 hours for injury accidents).
3. RFTA will provide a service policy/operator manual, rider's guide, passenger behavior policy, and customer complaint receipt and resolution procedures.
4. RFTA will not make changes to bus shelters within the purview of Glenwood Springs without prior coordination and approval.

VIII.
Passenger Complaints

Every complaint, concern or suggestion concerning Glenwood Springs Municipal Transit Service provided by RFTA shall be responded to as promptly as practicable by RFTA. RFTA shall maintain a program providing a reasonable opportunity for users of Glenwood Springs Municipal Transit Services to render complaints, suggestions, and comments concerning the Glenwood Springs Municipal Transit Services under this Agreement. RFTA shall provide Glenwood Springs with copies of all communications received by customers on a monthly basis, within 30 days following the month in which they occurred.

IX.
Notice of Accidents and Legal Action

A. RFTA shall notify Glenwood Springs of any accident concerning the Glenwood Springs Municipal Transit Service provided pursuant to this Agreement within 48 hours of injury accidents.

B. RFTA shall give Glenwood Springs prompt notice of any suit or action filed and prompt notice of any claim made against RFTA or Glenwood Springs arising out of the performance of this Agreement. RFTA shall furnish immediately to Glenwood Springs copies of all pertinent pleadings, demands, and papers received by RFTA, upon request by Glenwood Springs.

X.
Term

The term of this agreement shall be effective as of January 1, 2022 and terminate December 31, 2022. To the extent RFTA and Glenwood Springs desire to extend this agreement, the term shall be automatically renewed for successive one-year terms on the effective date hereof, provided that such sums as RFTA deems necessary to provide the Glenwood Springs Municipal Transit Services are agreed to by RFTA and Glenwood Springs in writing prior to the commencement of each successive one-year term. In such event, the Budgeted Base Transit Fee provided for in Article III, A., and reflected on Attachment "B" shall be modified to reflect the estimated costs for the Glenwood Springs Municipal Transit Services for the applicable renewal term. Additionally, either party can terminate this agreement with 90 days written notice.

XI.
Insurance

Glenwood Springs shall insure the vehicles listed on Exhibit "B," and make RFTA an additional insured on its general liability policy. In the event of an accident involving vehicles listed on Exhibit "B," Glenwood Springs' general liability insurance shall be primary. RFTA also agrees to obtain and keep in force during the period the Glenwood Springs Municipal Transit Services are in operation pursuant to this Agreement the insurance coverage described below:

A. Workers' compensation and/or employers liability insurance as required under applicable laws, which shall cover all of RFTA's employees pertaining to RFTA's performance under this Agreement.

B. For Transit Year 2022, comprehensive general liability limits as set forth on that Certificate of Insurance dated April 22, 2022, a copy of which is attached hereto

and made a part hereof as Attachments "G-1 and G-2." Such comprehensive general liability limits shall remain in force during this Agreement. RFTA agrees to make Glenwood Springs an additional insured on all such policies as such policies pertain to RFTA's performance under this Agreement and RFTA shall, on or before the annual anniversary date of each term hereafter, provide Glenwood Springs with a Certificate of Insurance evidencing such insurance coverage.

C. RFTA and Glenwood Springs understand and agree that each relies on and does not waive or intend to waive by any provision of this Agreement the monetary limitation or any other rights, immunities, and protection provided by the Colorado Governmental Immunity Act § 24-10-101, et seq., C.R.S., as from time to time amended, or otherwise available to Glenwood Springs and the RFTA and their officers, agents, or employees.

D. To the extent permitted by Colorado Law, RFTA and Glenwood Springs shall defend and hold harmless each other from and against any injury, claim or damage to any third party arising out of or in connection with RFTA's operations under this Agreement.

XII.
Miscellaneous Provisions

A. Amendment. This Agreement may only be amended by a written agreement signed by the parties hereto. This Agreement may be amended from time to time by written agreement duly authorized and signed by representatives of the parties hereto.

B. Successors. This Agreement shall be binding upon and shall inure to the benefit of any successors to or assigns of the parties.

C. Severability. Should any part, term, portion or provision of this Agreement be finally decided to be in conflict with any law of the United States or of the State of Colorado, or otherwise be unenforceable or ineffectual, the validity of the remaining parts, terms, portions, or provisions shall be deemed severable and shall not be affected thereby, provided such remaining portions or provisions can be construed in substance to constitute the agreement that the parties intended to enter into in the first instance.

D. Adoption. This Agreement shall be effective on the approval of both the City Council of the City of Glenwood Springs and the Chief Executive Officer of the RFTA.

E. Notices. All notices, demands, statements, and requests required or permitted to be given under this Agreement shall be served in writing and shall be deemed to have been properly given or served in any event upon actual receipt, whether

received or not, three (3) working days following the depositing of the same in the United States mail, addressed to a party, first class, postage prepaid, by registered or certified mail, return receipt requested, at the address set forth below or at such other address as may be designated in accordance herewith:

TO: City of Glenwood Springs
c/o City Engineer
101 West 8th Street
Glenwood Springs, Colorado 81601

FROM: Roaring Fork Transportation Authority
c/o Chief Executive Officer
0051 Service Center Drive
Aspen, Colorado 81611

F. Conformance with Laws. Each party hereto agrees to abide by and to conform to all applicable laws of the Federal Government, the state, and any body corporate and politic having any jurisdiction over the subject matter of this Agreement. Nothing in this section contained, however, shall require any party hereto to comply with any law, the validity or applicability of which shall be contested in good faith and by appropriate legal proceedings.

G. Execution of Documents. This Agreement shall be executed in two (2) counterparts, either of which shall be regarded for all purposes as one original. Each party agrees that it will execute any and all deeds, instruments, documents, and resolutions or ordinances necessary to give effect to the terms of this Agreement.

H. Waiver. No waiver by either party of any term or condition of this Agreement shall be deemed or construed as any waiver of any other term or condition, nor shall a waiver of any breach be deemed to constitute a waiver of any subsequent breach, whether the same or of a different provision of this Agreement. Nothing in this Agreement shall be construed as a waiver of any defense or limitation available to either party through the Colorado Governmental Immunity Act (Colorado Revised Statutes § 24-10-101, et.seq., as amended).

I. Enforcement. Every obligation assumed by or imposed upon either party by this Agreement shall be enforceable by the other party by appropriate action, suit, or proceeding at law or equity.

J. Captions. The captions of the paragraphs of this Agreement are for convenience only and shall not be deemed to be relevant in resolving any question or interpretation or construction of any section of this Agreement.

K. TABOR Compliance Notwithstanding anything to the contrary contained in this Agreement, neither Glenwood Springs nor RFTA shall have any obligations

under this Agreement, nor shall any payments be made in respect of any period after any December 31 of each calendar year during the term of this Agreement, without an appropriation therefore by the RFTA Board or Glenwood Springs City Council in accordance with a budget adopted by the RFTA Board of Directors or Glenwood Springs City Council, whichever is applicable, in compliance with the provisions of the Local Government Budget law (C.R.S. §29-1-101 et seq.), and the TABOR Amendment (Colorado Constitution, Article X, Sec. 20).

IN WITNESS WHEREOF, Glenwood Springs and the RFTA have caused this Agreement to be executed this _____ day of _____, 2022.

CITY OF GLENWOOD SPRINGS:

BY:_____
Jonathan Godes, Mayor

ATTEST:

_____

ROARING FORK TRANSPORTATION AUTHORITY:

BY:_____
Jeanne McQueeney, Chair

ATTEST:

_____

Glenwood Springs Municipal Transit Services

2022 Service Schedule

SOUTHBOUND | UPVALLEY | VIA SUR

	West Glenwood Park & Ride	Glenwood Springs Mall	County Road 135	La Quinta Inn/ Starlight Lodge	9th Street	15th Street	20th Street & Grand	27th Street Park & Ride	Roaring Fork Marketplace
AM	6:06	6:08	6:10	6:16	6:18	6:19	6:20	6:23	6:26
	6:36	6:38	6:40	6:46	6:48	6:49	6:50	6:53	6:56
	6:53	6:54	6:57	7:00	7:04	7:04	7:06	7:08	7:14
	7:23	7:24	7:27	7:30	7:34	7:34	7:36	7:38	7:44
	7:53	7:54	7:57	8:00	8:04	8:04	8:06	8:08	8:14
	8:23	8:24	8:27	8:30	8:34	8:34	8:36	8:38	8:44
	8:53	8:54	8:57	9:00	9:04	9:04	9:06	9:08	9:14
	9:23	9:24	9:27	9:30	9:34	9:34	9:36	9:38	9:44
	9:53	9:54	9:57	10:00	10:04	10:04	10:06	10:08	10:14
	10:23	10:24	10:27	10:30	10:34	10:34	10:36	10:38	10:44
	10:53	10:54	10:57	11:00	11:04	11:04	11:06	11:08	11:14
	11:23	11:24	11:27	11:30	11:34	11:34	11:36	11:38	11:44
	11:53	11:54	11:57	12:00	12:04	12:04	12:06	12:08	12:14
PM	12:23	12:24	12:27	12:30	12:34	12:34	12:36	12:38	12:44
	12:53	12:54	12:57	1:00	1:04	1:04	1:06	1:08	1:14
	1:23	1:24	1:27	1:30	1:34	1:34	1:36	1:38	1:44
	1:53	1:54	1:57	2:00	2:04	2:04	2:06	2:08	2:14
	2:23	2:24	2:27	2:30	2:34	2:34	2:36	2:38	2:44
	2:53	2:54	2:57	3:00	3:04	3:04	3:06	3:08	3:14
	3:23	3:24	3:27	3:30	3:34	3:34	3:36	3:38	3:44
	3:53	3:54	3:57	4:00	4:04	4:04	4:06	4:08	4:14
	4:23	4:24	4:27	4:30	4:34	4:34	4:36	4:38	4:44
	4:53	4:54	4:57	5:00	5:04	5:04	5:06	5:08	5:14
	5:23	5:24	5:27	5:30	5:34	5:34	5:36	5:38	5:44
	5:53	5:54	5:57	6:00	6:04	6:04	6:06	6:08	6:14
	6:23	6:23	6:27	6:30	6:34	6:34	6:36	6:38	6:44
	6:53	6:53	6:57	7:00	7:04	7:04	7:06	7:08	7:14

For more information about Ride Glenwood go to: cogs.us/187/Ride-Glenwood-Springs

NORTHBOUND | DOWNVALLEY | VIA NORTE

	Roaring Fork Marketplace	27th Street Park & Ride	20th Street & Grand	14th Street	9th Street	Elks Lodge	Community Center	Glenwood Meadows	West Glenwood Park & Ride
AM	7:30	7:31	7:32	7:33	7:34	7:39	7:45	7:47	7:51
	8:00	8:01	8:02	8:03	8:04	8:09	8:15	8:17	8:21
	8:30	8:31	8:32	8:33	8:34	8:39	8:45	8:47	8:51
	9:00	9:01	9:02	9:03	9:04	9:09	9:15	9:17	9:21
	9:30	9:31	9:32	9:33	9:34	9:39	9:45	9:47	9:51
	10:00	10:01	10:02	10:03	10:04	10:09	10:15	10:17	10:21
	10:30	10:31	10:32	10:33	10:34	10:39	10:45	10:47	10:51
	11:00	11:01	11:02	11:03	11:04	11:09	11:15	11:17	11:21
	11:30	11:31	11:32	11:33	11:34	11:39	11:45	11:47	11:51
PM	12:00	12:01	12:02	12:03	12:04	12:09	12:15	12:17	12:21
	12:30	12:31	12:32	12:33	12:34	12:39	12:45	12:47	12:51
	1:00	1:01	1:02	1:03	1:04	1:09	1:15	1:17	1:21
	1:30	1:31	1:32	1:33	1:34	1:39	1:45	1:47	1:51
	2:00	2:01	2:02	2:03	2:04	2:09	2:15	2:17	2:21
	2:30	2:31	2:32	2:33	2:34	2:39	2:45	2:47	2:51
	3:00	3:01	3:02	3:03	3:04	3:09	3:15	3:17	3:21
	3:30	3:31	3:32	3:33	3:34	3:39	3:45	3:47	3:51
	4:00	4:01	4:02	4:03	4:04	4:09	4:15	4:17	4:21
	4:30	4:31	4:32	4:33	4:34	4:39	4:45	4:47	4:51
	5:00	5:01	5:02	5:03	5:04	5:09	5:15	5:17	5:21
	5:30	5:31	5:32	5:33	5:34	5:39	5:45	5:47	5:51
	6:00	6:01	6:02	6:03	6:04	6:09	6:15	6:17	6:21
	6:30	6:31	6:30	6:33	6:34	6:39	6:45	6:47	6:51
	7:00*	7:01*	7:02*	7:03*	7:04*	7:09*	7:15*	7:17*	7:21*
	7:30*	7:31*	7:32*	7:33*	7:34*	7:39*	7:45*	7:47*	7:51*

*Last stop is at West Glenwood Park & Ride/*Ultima pa[illegible]

Elks Lodge (northbound/via norte) and County Road 1[illegible] on one side of Hwy 6 & 24 only/Solo éstan en un lado de la Hwy 6 y 24.

Pick-up request available at Valley View Hospital and Gilstrap Court. Call 970-925-8484 / Solicite de recojerlo.

See RFTA.com for additional regional bus services/servicios adicionales de autobuses regionales.

Exhibit A-2

Ride Glenwood Routes



Exhibit B

Glenwood Springs Vehicle Schedule

Ride Glenwood Springs Fleet Roster, as of 03/01/2022

License Plate #	Vehicle #	Year	Make/Model	Seats	V.I.N.	
008-UHC	791	2010	Gillig 40' Low-Floor	39	15GGD2713A1176767	in service; backup
BSH-429	792	2019	Gillig 30' CNG	26	15GGE3117K3093554	in service; regular
	793	2019	Gillig 29" CNG Low-Floor	26	15GGE3119L3093654	in service; regular

Glenwood Springs Municipal Contract
2022 Projected Cost/Revenue Allocation by Route

	ROUTE	TOTAL PSGRS	ROUTE MILEAGE	MARG. COST/MILE $ 2.10	ROUTE HOURS	MARG. COST/HOUR $ 49.90	TOT MARG. COST	FIXED COST\HOUR $ 45.88	SUBTOT OPS COST	ALLCTD TRAINING & OTHER COSTS	TOTAL OPS COST	REVS	NET OPS COST	ALLCTD CAPITAL COST	TOT NET OPS & CAP COST	NET TOT OP COST PSGR	PSGR PER HOUR	PSGR PER MILE	% REV OF TOT COST
	(A)	(B)	(C)	(D)	(E)	(F)	(G)		(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)
1	CEMETERY LANE	62,523	72,643	$ 152,547	7,534	$ 375,936	$ 528,483	$ 345,623	$ 874,105	$ 94,931	$ 969,036	$ -	$ 969,036	$ 37,523	$ 1,006,559	$ 15.50	8.3	0.9	0.0%
2	HUNTER CREEK	187,723	53,063	$ 111,429	7,531	$ 375,779	$ 487,208	$ 345,478	$ 832,686	$ 94,891	$ 927,578	$ -	$ 927,578	$ 27,409	$ 954,986	$ 4.94	24.9	3.5	0.0%
3	MOUNTAIN VALLEY DIAL-A-RIDE	32,781	51,113	$ 107,336	7,596	$ 379,056	$ 486,391	$ 348,491	$ 834,882	$ 95,719	$ 930,601	$ 3,500	$ 927,101	$ 26,402	$ 953,503	$ 28.28	4.3	0.2	0.4%
4	CASTLE/MAROON	324,572	184,055	$ 386,507	17,469	$ 871,678	$ 1,258,185	$ 801,391	$ 2,059,576	$ 220,115	$ 2,279,691	$ -	$ 2,279,691	$ 95,071	$ 2,374,762	$ 7.02	18.6	0.7	0.0%
5	BURLINGAME/HIGHWAY 82	116,477	117,684	$ 247,130	11,633	$ 580,467	$ 827,597	$ 533,662	$ 1,361,258	$ 146,579	$ 1,507,837	$ -	$ 1,507,837	$ 60,788	$ 1,568,625	$ 12.95	10.0	6.1	0.0%
6	ADA	533	6,036	$ 12,676	1,503	$ 75,015	$ 87,691	$ 68,967	$ 156,657	$ 18,943	$ 175,600	$ -	$ 175,600	$ 3,118	$ 178,718	$ 329.46	0.4	0.0	0.0%
7	**SUBTOT. CITY SHUTTLES**	**724,609**	**484,594**	**1,017,623**	**53,266**	**2,657,931**	**3,675,554**	**2,443,611**	**6,119,166**	**671,178**	**6,790,343**	**3,500**	**6,786,843**	**250,309**	**7,037,153**	$ 9.37	**13.6**	**1.5**	**0.1%**
8	GALENA ST SHUTTLE	42,538	19,077	$ 40,061	2,978	$ 148,577	$ 188,638	$ 136,596	$ 325,234	$ 37,518	$ 362,753	$ -	$ 362,753	$ 9,854	$ 372,607	$ 8.53	14.3	2.2	0.0%
9	CROSS TOWN SHUTTLE	19,519	34,594	$ 72,645	4,633	$ 231,205	$ 303,850	$ 212,562	$ 516,411	$ 58,384	$ 574,795	$ -	$ 574,795	$ 17,869	$ 592,664	$ 29.45	4.2	0.6	0.0%
10	MAA CAMPUS	22,658	14,694	$ 30,856	2,147	$ 107,151	$ 138,007	$ 98,511	$ 236,518	$ 27,058	$ 263,576	$ -	$ 263,576	$ 7,590	$ 271,166	$ 11.63	10.6	1.5	0.0%
11	HIGHLANDS DIRECT	38,758	20,357	$ 42,749	1,906	$ 95,101	$ 137,850	$ 87,433	$ 225,283	$ 24,015	$ 249,298	$ -	$ 249,298	$ 10,515	$ 259,813	$ 6.43	20.3	1.9	0.0%
12	**TOTAL DIRECT CITY**	**848,082**	**573,315**	**$ 1,203,934**	**64,930**	**$ 3,239,965**	**$ 4,443,899**	**$ 2,978,714**	**$ 7,422,613**	**$ 818,152**	**$ 8,240,765**	**$ 3,500**	**$ 8,237,265**	**$ 296,545**	**$ 8,533,402**	$ 9.71	**13.1**	**1.5**	**0.0%**
13	HIGHWAY 82 CORRIDOR (BRT)	770,702	2,063,629	$ 4,333,518	78,946	$ 3,939,326	$ 8,272,844	$ 3,621,682	$ 11,894,526	$ 994,754	$ 12,889,280	$ -	$ 12,889,280	$ 1,065,935	$ 13,955,215	$ 16.72	9.8	0.4	0.0%
14	HIGHWAY 82 CORRIDOR (LOCAL)	667,428	1,663,101	$ 3,492,429	76,088	$ 3,796,725	$ 7,289,154	$ 3,490,580	$ 10,779,734	$ 958,744	$ 11,738,478	$ -	$ 11,738,478	$ 859,049	$ 12,597,527	$ 17.59	8.8	0.4	0.0%
15	ASPEN/SMASS DIRECT	83,987	131,853	$ 276,885	10,849	$ 541,378	$ 818,264	$ 497,725	$ 1,315,988	$ 136,708	$ 1,452,697	$ -	$ 1,452,697	$ 68,107	$ 1,520,803	$ 17.30	7.7	0.6	0.0%
16	DV SMASS DIRECT	23,860	130,435	$ 273,908	4,955	$ 247,254	$ 521,162	$ 227,317	$ 748,479	$ 62,436	$ 810,916	$ -	$ 810,916	$ 67,374	$ 878,290	$ 33.99	4.8	0.2	0.0%
17	SMASS/BC-82/SMASS	285,181	128,558	$ 269,966	9,144	$ 456,263	$ 726,229	$ 419,473	$ 1,145,702	$ 115,215	$ 1,260,917	$ -	$ 1,260,917	$ 66,405	$ 1,327,322	$ 4.42	31.2	2.2	0.0%
18	WOODY CREEK	4,289	41,850	$ 87,883	3,310	$ 165,187	$ 253,071	$ 151,868	$ 404,938	$ 41,713	$ 446,651	$ -	$ 446,651	$ 21,617	$ 468,268	$ 104.14	1.3	0.1	0.0%
19	CARBONDALE SHUTTLE	108,316	76,192	$ 159,999	7,364	$ 367,435	$ 527,434	$ 337,807	$ 865,241	$ 92,784	$ 958,025	$ -	$ 958,025	$ 39,356	$ 997,381	$ 8.84	14.7	1.4	0.0%
20	I-70 CORRIDOR	86,215	429,325	$ 901,561	20,902	$ 1,042,975	$ 1,944,536	$ 958,875	$ 2,903,411	$ 263,371	$ 3,166,781	$ -	$ 3,166,781	$ 221,761	$ 3,388,543	$ 36.73	4.1	0.2	0.0%
21	**TOT. REGIONAL SVCS.**	**2,029,978**	**4,664,943**	**$ 9,796,149**	**211,558**	**10,556,544**	**20,352,693**	**9,705,326**	**30,058,020**	**2,665,725**	**32,723,745**	**0**	**32,723,745**	**2,409,604**	**35,133,349**	**240**	**82**	**6**	**0**
22	SKICO - SNOWMASS	271,930	211,608	$ 444,366	15,604	$ 778,616	$ 1,222,982	$ 715,833	$ 1,938,815	$ 196,615	$ 2,135,430	$ -	$ 2,135,430	$ 109,303	$ 2,244,733	$ 7.85	17.4	1.3	0.0%
23	SKICO - BUTTERMILK	57,768	26,567	$ 55,789	2,030	$ 101,275	$ 157,065	$ 93,109	$ 250,174	$ 25,574	$ 275,747	$ -	$ 275,747	$ 13,723	$ 289,470	$ 4.77	28.5	2.2	0.0%
24	SKICO - HIGHLANDS	54,667	22,692	$ 47,652	2,001	$ 99,838	$ 147,490	$ 91,788	$ 239,278	$ 25,211	$ 264,489	$ -	$ 264,489	$ 11,721	$ 276,210	$ 4.84	27.3	2.4	0.0%
25	SKICO- FLYER SHUTTLE	11,059	11,900	$ 24,989	690	$ 34,405	$ 59,395	$ 31,631	$ 91,026	$ 8,688	$ 99,714	$ -	$ 99,714	$ 6,147	$ 105,861	$ 9.02	16.0	0.9	0.0%
26	**TOTAL SKICO**	**395,424**	**272,767**	**$ 572,797**	**20,324**	**$ 1,014,134**	**$ 1,586,932**	**$ 932,361**	**$ 2,519,292**	**$ 256,088**	**$ 2,775,380**	**$ -**	**$ 2,775,380**	**$ 134,747**	**$ 2,916,274**	$ 7.02	**19.5**	**1.4**	**0.0%**
27	MAROON BELLS	229,833	95,017	$ 199,531	7,566	$ 377,550	$ 577,081	$ 347,107	$ 924,188	$ 95,339	$ 1,019,527	$ -	$ 1,019,527	$ 49,080	$ 1,068,606	$ 4.44	30.4	2.4	0.0%
28	BURLINGAME/MAA	29,915	23,847	$ 50,078	1,688	$ 84,232	$ 134,310	$ 77,440	$ 211,750	$ 21,270	$ 233,020	$ 233,020	$ -	$ 12,318	$ 12,318	$ -	17.7	1.3	110.0%
29	CHARTERS	30,191	14,432	$ 30,306	913	$ 45,573	$ 75,880	$ 41,899	$ 117,778	$ 11,508	$ 129,287	$ -	$ 129,287	$ 7,455	$ 136,741	$ 4.28	33.1	2.1	0.0%
30	SENIOR VAN	2,703	12,081	$ 25,371	1,833	$ 91,460	$ 116,830	$ 84,085	$ 200,915	$ 23,095	$ 224,010	$ -	$ 224,010	$ 6,241	$ 230,251	$ 82.87	1.5	0.2	0.0%
31	RIDE GLENWOOD SPRINGS	168,941	118,391	$ 248,615	9,844	$ 491,193	$ 739,808	$ 451,586	$ 1,191,394	$ 124,035	$ 1,315,430	$ -	$ 1,315,430	$ 61,153	$ 1,376,583	$ 7.79	17.2	1.4	0.0%
32	TRAINING/MISC	0	33,000	$ 69,298	41,200	$ 2,055,843	$ 2,125,141	$ 1,890,072	$ 4,015,213	$ (4,015,213)	$ -	$ -	$ -	$ -	$ -	$ -	4.1	5.1	0.0%
33	**TOTAL MISC.**	**461,583**	**296,769**	**$ 623,199**	**63,044**	**$ 3,145,851**	**$ 3,769,050**	**$ 2,892,188**	**$ 6,661,238**	**$ (3,739,965)**	**$ 2,921,273**	**$ 233,020**	**$ 2,688,253**	**$ 136,246**	**$ 2,824,499**	$ 5.82	**0.00**	**0.00**	**3.5%**
34	**GRAND TOTAL**	**3,735,067**	**5,807,794**	**12,196,080**	**359,856**	**17,956,495**	**30,152,575**	**16,508,588**	**46,661,163**	**0**	**46,661,163**	**236,520**	**46,424,643**	2,982,880	**49,407,523**	$ 12.4	**10.4**	**0.6**	**0.5%**
35																			

Performance Indicators	
Projected Gross Cost per Passenger	$ 12.49
Projected Subsidy per Passenger	$ 12.43
Projected Cost per Platform Mile	$ 8.03
Projected Cost per Platform Hour	$ 129.67

Allocated Trng Cost/Hr	$ 12.60

Allocated Cap. Cost/Mile	$ 0.52

Roaring Fork Transportation Authority

2022 Operating Budget used for Cost Allocation Calculation

Department	Line Item		2022 Final Budget	Contract Cost Allocation Codes	% RTA Transit	% RTA Trails	$ RTA Transit	$ RTA Trails	Cost Allocation Assignment? (Y or N) RFTA (Y or N)	RFTA %	GS (Y or N)	GS %	Cost Assignment for RFTA: Fixed Cost Per Hour	Cost per Hours	Cost per Mile	Cost Assignment for Glenwood Transit: Fixed Cost Per Hour	Cost per Hours	Cost per Mile
Housing Revenues																		
	01-01-7350-66670	Carbondale Rental Income	(62,000)	M	100%	0%	(62,000)	-	Y	100%	Y	100%	-	-	(62,000)	-	-	(62,000)
	01-01-7350-66671	Miscellaneous Rental Income - cleaning fees	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-01-7351-66671	Parker House	(156,000)	M	100%	0%	(156,000)	-	N	100%	N	100%	-	-	-	-	-	-
	01-01-7355-66670	Burlingame Rental Income	(200,000)	M	100%	0%	(200,000)	-	Y	100%	Y	100%	-	-	(200,000)	-	-	(200,000)
	01-01-7354-66670	Marolt Hsg Proprty-Rental Income	(100,000)	M	100%	0%	(100,000)	-	Y	100%	Y	100%	-	-	(100,000)	-	-	(100,000)
	01-01-7353-66670	New Castle Rental Income	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-01-7352-66670	Aspen Ski Co Rental Income	(150,000)	M	100%	0%	(150,000)	-	Y	100%	Y	100%	-	-	(150,000)	-	-	(150,000)
	01-01-7356-66670	Roaring Fork Club Income	(50,000)	M	100%	0%	(50,000)	-	Y	100%	Y	100%	-	-	(50,000)	-	-	(50,000)
	01-01-7357-66670	Snowmass Inn Rental Income	(70,000)	M	100%	0%	(70,000)	-	Y	100%	Y	100%	-	-	(70,000)	-	-	(70,000)
		Subtotal Rental Income	(788,000)				(788,000)	-					-	-	(632,000)	-	-	(632,000)
Fuel			-				check figure	-					check figure		-	check figure		-
	01-30-0000-83701	Transit Diesel Fuel	1,691,000	M	100%	0%	1,691,000	-	Y	100%	Y	100%	-	-	1,691,000	-	-	1,691,000
	01-30-0000-83707	Transit Unleaded Fuel	93,000	M	100%	0%	93,000	-	Y	100%	Y	100%	-	-	93,000	-	-	93,000
	01-30-0000-83708	Transit Compressed Natural Gas	500,000	M	100%	0%	500,000	-	Y	100%	Y	100%	-	-	500,000	-	-	500,000
	01-30-0000-83705	Transit Compressed Natural Gas (Traveler's Contr	(8,000)	M	100%	0%	(8,000)	-	Y	100%	Y	100%			(8,000)	-	-	(8,000)
	01-30-0000-83706	CNG Excise Tax Credit	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0000-83709	Electric - Compressors	51,400	M	100%	0%	51,400	-	Y	100%	Y	100%	-	-	51,400	-	-	51,400
	01-30-0000-83710	Trillium O&M	277,700	M	100%	0%	277,700	-	Y	100%	Y	100%	-	-	277,700	-	-	277,700
	01-30-0000-83700	CNG Monitoring of the GMF	12,600	M	100%	0%	12,600	-	Y	100%	Y	100%	-	-	12,600	-	-	12,600
															-			
	01-30-0000-83715	Transit Electric	26,500	M	100%	0%	26,500	-	Y	100%	Y	100%	-	-	26,500	-	-	26,500
	01-30-0000-83021	ABB Service Agreement-Warranty	47,800	M	100%	0%	47,800	-	Y	100%	Y	100%	-	-	47,800	-	-	47,800
			2,692,000				2,692,000	-					-	-	2,692,000	-	-	2,692,000
			-				check figure	-					check figure		-	check figure		-
TRANSIT MAINTENANCE																		
	01-30-0000-20100	Compensation Admin Maint Dept	366,600	F	100%	0%	366,600	-	Y	100%	Y	100%	366,600	-	-	366,600	-	-
													-	-	-	-	-	-
		Mechanics Wages											-	-	-	-	-	-
	01-30-0004-20100	Salaries Shop Foreman Maint D	743,700	M	100%	0%	743,700	-	Y	100%	Y	100%	-	-	743,700	-	-	743,700
	01-30-0005-20100	Salaries Lead Mech Maint D	1,091,200	M	100%	0%	1,091,200	-	Y	100%	Y	100%	-	-	1,091,200	-	-	1,091,200
	01-30-0006-20100	Salaries Transit Tech Maint D	611,000	M	100%	0%	611,000	-	Y	100%	Y	100%	-	-	611,000	-	-	611,000
	01-30-0007-20100	Salaries Transit Svc Tech Mnt	882,400	M	100%	0%	882,400	-	Y	100%	Y	100%	-	-	882,400	-	-	882,400
	01-30-0011-20100	Salaries Transit Collision & Svc Tech Mnt	133,600	M	100%	0%	133,600	-	Y	100%	Y	100%	-	-	133,600	-	-	133,600
	01-30-0015-20100	Electric Vehicle Team Leader, Mech Trainer & Trc	102,200	M	100%	0%	102,200	-	Y	100%	Y	100%	-	-	102,200	-	-	102,200
		Mechanics Other Pay											-	-	-	-	-	-
	01-30-0000-20105	Alternative Activity	18,200	M	100%	0%	18,200	-	Y	100%	Y	100%	-	-	18,200	-	-	18,200
	01-30-0000-20110	Overtime Pay for Maint Dept	300,000	M	100%	0%	300,000	-	Y	100%	Y	100%	-	-	300,000	-	-	300,000
	01-30-0000-20150	Separation Pay	35,000	M	100%	0%	35,000	-	Y	100%	Y	100%	-	-	35,000	-	-	35,000
	01-30-0000-20140	Vacation Buy Back	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0000-20120	Other Bonus	74,000	M	100%	0%	74,000	-	Y	100%	Y	100%	-	-	74,000	-	-	74,000
	01-30-0000-20122	Activity Bonus	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0000-20127	Safety Bonus	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0000-20128	Signing Bonus	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0000-20126	Referral Bonus	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0000-20124	End of Season Bonus	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0000-20123	Attendance Bonus	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0000-20160	Tuition Reimbursement	6,000	M	100%	0%	6,000	-	Y	100%	Y	100%	-	-	6,000	-	-	6,000
	01-30-0000-20130	Shift Pay	210,000	M	100%	0%	210,000	-	Y	100%	Y	100%	-	-	210,000	-	-	210,000
	01-30-0000-20190	Fringe Benefits	869,380	M	100%	0%	869,380	-	Y	100%	Y	100%	-	-	869,380	-	-	869,380
	01-30-0000-20200	Health Insurance	798,900	M	100%	0%	798,900	-	Y	100%	Y	100%	-	-	798,900	-	-	798,900
	01-30-0000-20199	GF Mtn Salary/Benefits Allocation	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
		Service Persons Wages																
	01-30-0008-20100	CDL Service Worker	588,100	M	100%	0%	588,100	-	Y	100%	Y	100%	-	-	588,100	-	-	588,100
	01-30-0009-20100	Non-CDL Service Worker	199,000	M	100%	0%	199,000	-	Y	100%	Y	100%	-	-	199,000	-	-	199,000
	NEW ACCOUNT	Bus Cleaners	349,400	M	100%	0%	349,400	-	Y	100%	Y	100%	-	-	349,400	-	-	349,400
		Service Persons Other Pay					-	-										
	01-30-0402-81950	Overtime Pay	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0402-81962	Separation Pay	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0402-81993	Other Bonus	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
		Materials and Supplies					-	-					-	-	-	-	-	-
	01-30-0000-83215	Freight	49,100	M	100%	0%	49,100	-	Y	100%	Y	100%	-	-	49,100	-	-	49,100
	01-30-0000-83902	Materials & Supplies	226,300	M	100%	0%	226,300	-	Y	100%	Y	100%	-	-	226,300	-	-	226,300
	01-30-0000-83903	Shop Tools & Equipment	51,500	F	100%	0%	51,500	-	Y	100%	Y	100%	51,500	-	-	51,500	-	-
	01-30-0000-83904	Uniforms	33,500	F	100%	0%	33,500	-	Y	100%	Y	100%	33,500	-	-	33,500	-	-
	01-30-0000-88888	Misc Expenses	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
		Non Revenue Vehicles					-	-										
	01-30-0000-83702	Vehicle Parts	20,600	M	100%	0%	20,600	-	Y	100%	Y	100%	-	-	20,600	-	-	20,600
	01-30-0000-83742	Vehicle Tire & Tubes	12,000	M	100%	0%	12,000	-	Y	100%	Y	100%	-	-	12,000	-	-	12,000
	01-30-0000-82712	Vehicle Third Party Repairs	33,400	M	100%	0%	33,400	-	Y	100%	Y	100%	-	-	33,400	-	-	33,400
		Revenue Vehicles					-	-										
	01-30-0000-83703	Bus Parts	1,504,300	M	100%	0%	1,504,300	-	Y	100%	Y	100%	-	-	1,504,300	-	-	1,504,300
	01-30-0000-83741	Bus Tire & Tubes	513,500	M	100%	0%	513,500	-	Y	100%	Y	100%	-	-	513,500	-	-	513,500
	01-30-0000-82713	Bus Third Party Repairs	206,000	M	100%	0%	206,000	-	Y	100%	Y	100%	-	-	206,000	-	-	206,000
		Accidents											-	-	-	-	-	-
	01-30-0000-83750	Accident Bus Parts	17,100	M	100%	0%	17,100	-	Y	100%	Y	100%	-	-	17,100	-	-	17,100
	01-30-0000-83751	Accident Parts	4,200	M	100%	0%	4,200	-	Y	100%	Y	100%	-	-	4,200	-	-	4,200

2022 Operating Budget used for Cost Allocation Calculation

	01-30-0000-83752	Accident Materials & Supplies	22,000	M	100%	0%	22,000	-	Y	100%	Y	100%	-	-	22,000	-	-	22,000
	01-30-0000-83753	Accident Third Party Repairs	100,200	M	100%	0%	100,200	-	Y	100%	Y	100%	-	-	100,200	-	-	100,200
	01-30-0000-83754	Accident Towing	7,600	M	100%	0%	7,600	-	Y	100%	Y	100%	-	-	7,600	-	-	7,600
		Lubricants					-	-										
	01-30-0000-83712	Maintenance Diesel Fuel	3,100	M	100%	0%	3,100	-	Y	100%	Y	100%	-	-	3,100	-	-	3,100
	01-30-0000-83713	Maintenance Unleaded Fuel	28,300	M	100%	0%	28,300	-	Y	100%	Y	100%	-	-	28,300	-	-	28,300
	01-30-0000-83721	Oil, Lubricants, Antifreeze	184,400	M	100%	0%	184,400	-	Y	100%	Y	100%	-	-	184,400	-	-	184,400
		Other					-	-					-	-	-	-	-	-
	01-30-0000-72700	Trails Vehicle Repair & Maintenance	20,000	M	0%	100%	-	20,000	N	100%	N	100%	-	-	-	-	-	-
	01-30-0000-82010	Credit Card Suspense	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0000-82022	Drug & Alcohol Testing	6,000	M	100%	0%	6,000	-	Y	100%	Y	100%	-	-	6,000	-	-	6,000
	01-30-0000-82076	DOT exams	3,000	M	100%	0%	3,000	-	Y	100%	Y	100%	-	-	3,000	-	-	3,000
	01-30-0000-82141	Printing	6,000	M	100%	0%	6,000	-	Y	100%	Y	100%	-	-	6,000	-	-	6,000
	01-30-0000-82800	Repair & Maintenance	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0000-82811	Towing	25,800	M	100%	0%	25,800	-	Y	100%	Y	100%	-	-	25,800	-	-	25,800
	01-30-0000-82375	Cell phone reimbursement	1,600	M	100%	0%	1,600	-	Y	100%	Y	100%	-	-	1,600	-	-	1,600
	01-30-0000-82620	Employee Incentives	3,500	M	100%	0%	3,500	-	Y	100%	Y	100%	-	-	3,500	-	-	3,500
	01-30-0000-82100	Data Processing	88,000	M	100%	0%	88,000	-	Y	100%	Y	100%	-	-	88,000	-	-	88,000
	NEW ACCOUNT	Third Party Services	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
		Special Projects					-	-					-	-	-	-	-	-
	01-30-0000-85104	Specal Project - COVID 19	58,000	M	100%	0%	58,000	-	Y	100%	Y	100%	-	-	58,000	-	-	58,000
	01-30-0426-82000	Purchased Services	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-30-0426-83000	General Supplies	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
		Travel and Training					-	-					-	-	-	-	-	-
	01-30-0000-82600	Staff Development / Training	20,500	F	100%	0%	20,500	-	Y	100%	Y	100%	20,500	-	-	20,500	-	-
	01-30-0000-82660	Travel	10,000	F	100%	0%	10,000	-	Y	100%	Y	100%	10,000	-	-	10,000	-	-
	01-30-0000-89102	Special Rev contra-GAB	-	M	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
		Transit Maintenance Total	10,638,180				10,618,180	20,000					482,100	-	10,136,080	482,100	-	10,136,080
			0				check figure	-					check figure		-	check figure		-
TRANSIT OPERATIONS																		
	01-40-0000-20100	Compensation Admin Operation Dept	909,100	F	100%	0%	909,100	-	Y	100%	Y	100%	909,100	-	-	909,100	-	-
	01-40-0003-20100	Compensation Contract Operation Dept	-	F	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
		Operations Wages					-	-										
	01-40-0004-20100	Salaries - Transportation Dispatchers and Road S	2,228,100	H	100%	0%	2,228,100	-	Y	100%	Y	100%	-	2,228,100	-	-	2,228,100	-
	01-40-0005-20100	Salaries Relief Super Ops Dpt	-	H	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-40-0006-20100	Salaries BO3(FTYR) Ops Dpt	10,424,000	H	100%	0%	10,424,000	-	Y	100%	Y	100%	-	10,424,000	-	-	10,424,000	-
	01-40-0007-20100	Salaries BO2(PTYR) Ops Dpt	-	H	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-40-0008-20100	Salaries BO1(Seas) Ops Dpt	435,200	H	100%	0%	435,200	-	Y	100%	Y	100%	-	435,200	-	-	435,200	-
	01-40-0011-20100	Salaries Non CDL Bus Op	-	H	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-40-0009-20100	Salaries Ops Support Specialist Dpt	210,350	F	100%	0%	210,350	-	Y	100%	Y	100%	210,350	-	-	210,350	-	-
		Operations Other Pay					-	-										
	01-40-0000-20105	Alternative Activity	70,800	F	100%	0%	70,800	-	Y	100%	Y	100%	70,800	-	-	70,800	-	-
	01-40-0000-20110	Overtime Pay	700,000	F	100%	0%	700,000	-	Y	100%	Y	100%	700,000	-	-	700,000	-	-
	01-40-0000-20140	Vacation Buy Back	-	F	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-40-0000-20130	Shift Pay	85,000	F	100%	0%	85,000	-	Y	100%	Y	100%	85,000	-	-	85,000	-	-
	01-40-0000-20150	Seperation Pay	85,500	F	100%	0%	85,500	-	Y	100%	Y	100%	85,500	-	-	85,500	-	-
	01-40-0000-20120	Other Bonuses	20,000	F	100%	0%	20,000	-	Y	100%	Y	100%	20,000	-	-	20,000	-	-
	01-40-0000-20122	Activity Bonus	70,000	F	100%	0%	70,000	-	Y	100%	Y	100%	70,000	-	-	70,000	-	-
	01-40-0000-20127	Safety Bonus	45,000	F	100%	0%	45,000	-	Y	100%	Y	100%	45,000	-	-	45,000	-	-
	01-40-0000-20124	End of Season Bonus	85,000	F	100%	0%	85,000	-	Y	100%	Y	100%	85,000	-	-	85,000	-	-
	01-40-0000-20128	Sign on Bonus	20,000	F	100%	0%	20,000	-	Y	100%	Y	100%	20,000	-	-	20,000	-	-
	01-40-0000-20123	Attendance Bonus	-	F	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-40-0000-20125	Having Prior CDL Bonus	45,000	F	100%	0%	45,000	-	Y	100%	Y	100%	45,000	-	-	45,000	-	-
	01-40-0000-20126	Referral Bonus	5,000	F	100%	0%	5,000	-	Y	100%	Y	100%	5,000	-	-	5,000	-	-
	01-40-0000-20190	Fringe Benefits	2,131,395	H	100%	0%	2,131,395	-	Y	100%	Y	100%	-	2,131,395	-	-	2,131,395	-
	01-40-0000-20200	Health Insurance	2,737,800	H	100%	0%	2,737,800	-	Y	100%	Y	100%	-	2,737,800	-	-	2,737,800	-
	01-40-0000-20199	GF Fac Salary/Benefits Allocation	-	H	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
		Operating Exenditures					-	-										
	01-40-0000-83902	Operating Supplies	6,800	F	100%	0%	6,800	-	Y	100%	Y	100%	6,800	-	-	6,800	-	-
	01-40-0000-88888	Misc Expenses	-	F	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-40-0000-82007	One time, third party services	50,000	F	100%	0%	50,000	-	Y	100%	Y	100%	50,000	-	-	50,000	-	-
	01-40-0000-82010	Credit Card Suspense	-	F	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-40-0000-82020	Drug & Alcohol Testing	23,100	F	100%	0%	23,100	-	Y	100%	Y	100%	23,100	-	-	23,100	-	-
	01-40-0000-82074	DOT exams	15,100	F	100%	0%	15,100	-	Y	100%	Y	100%	15,100	-	-	15,100	-	-
	01-40-0000-82201	Recruiting	-	F	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-40-0000-82375	Cell phone reimbursement	2,000	F	100%	0%	2,000	-	Y	100%	Y	100%	2,000	-	-	2,000	-	-
	01-40-0000-82402	Security / Loss Prevention	220,000	F	100%	0%	220,000	-	Y	100%	Y	100%	220,000	-	-	220,000	-	-
	01-40-0000-82908	Purchased Transportation	-	F	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-40-0000-82680	Admin Employee Incentives	500	F	100%	0%	500	-	Y	100%	Y	100%	500	-	-	500	-	-
	01-40-0000-82620	Employee Incentives	500	F	100%	0%	500	-	Y	100%	Y	100%	500	-	-	500	-	-
		Travel and Training					-	-					-	-	-	-	-	-
	01-40-0000-82600	Staff Development / Training	15,600	F	100%	0%	15,600	-	Y	100%	Y	100%	15,600	-	-	15,600	-	-
	01-40-0000-82660	Travel	10,100	F	100%	0%	10,100	-	Y	100%	Y	100%	10,100	-	-	10,100	-	-
	01-40-0000-89102	Special Rev contra-GAB	-	H	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
		Operations total	20,650,945				20,650,945	-					2,694,450	17,956,495	-	2,694,450	17,956,495	-
			-				check figure	-					check figure		-	check figure		-
CEO																		
	01-12-0000-20100	Compensation CEO Dept	1,532,200	F	92%	8%	1,409,624	122,576	Y	100%	Y	100%	1,409,624	-	-	1,409,624	-	-
	01-12-0000-20105	Alternative Activity	3,400	F	92%	8%	3,128	272	Y	100%	Y	100%	3,128	-	-	3,128	-	-
	01-12-0000-20110	Overtime Pay	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-12-0000-20120	Bonus	9,000	F	92%	8%	8,280	720	Y	100%	Y	100%	8,280	-	-	8,280	-	-
	01-12-0209-81800	Payroll Adjustment	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-12-0000-20140	Vacation Buy Back	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-12-0000-20150	Seperation Pay	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-

2022 Operating Budget used for Cost Allocation Calculation

01-12-0000-20190	Fringe Benefits	205,060	F	92%	8%	188,655	16,405	Y	100%	Y	100%	188,655	-	-	188,655	-	-
01-12-0000-20200	Health Insurance	192,300	F	92%	8%	176,916	15,384	Y	100%	Y	100%	176,916	-	-	176,916	-	-
	Operating Expenditures					-	-										
01-12-0000-82000	One time, third party services	5,000	F	92%	8%	4,600	400	Y	100%	Y	100%	4,600	-	-	4,600	-	-
01-12-0000-82001	Third party meeting expense	2,000	F	92%	8%	1,840	160	Y	100%	Y	100%	1,840	-	-	1,840	-	-
01-12-0000-82100	We Cycle contribution	190,000	F	92%	8%	174,800	15,200	Y	100%	N	100%	174,800	-	-	-	-	-
01-12-0000-82101	RTCC Contribution	4,000	F	92%	8%	3,680	320	Y	100%	N	100%	3,680	-	-	-	-	-
01-12-0000-82010	Credit Card Suspense	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-12-0000-82400	GCE Contribution	30,000	F	92%	8%	27,600	2,400	Y	100%	N	100%	27,600	-	-	-	-	-
01-12-0000-82401	LoVa Trails Group Contribution	5,000	F	92%	8%	4,600	400	Y	100%	N	100%	4,600	-	-	-	-	-
01-12-0000-82011	Integrated Mobility System Analysis	-	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-12-0000-82375	Cell phone reimbursement	1,300	F	92%	8%	1,196	104	Y	100%	Y	100%	1,196	-	-	1,196	-	-
01-12-0000-83000	Operating Supplies	2,500	F	92%	8%	2,300	200	Y	100%	Y	100%	2,300	-	-	2,300	-	-
01-12-0000-82116	Public Notices	26,700	F	92%	8%	24,564	2,136	Y	100%	Y	100%	24,564	-	-	24,564	-	-
01-12-0000-88888	Misc Expenses	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-12-0000-83004	first aid boxes	-	F	92%	8%	-	-					-	-	-	-	-	-
01-12-0000-83005	S&T safety supplies	26,000	F	92%	8%	23,920	2,080	Y	100%	Y	100%	23,920	-	-	23,920	-	-
01-12-0000-83006	safety training materials	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-12-0000-82410	TB Shots	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-12-0000-82670	Dues, Memberships, & Subscriptions	85,000	F	92%	8%	78,200	6,800	Y	100%	Y	100%	78,200	-	-	78,200	-	-
01-12-0000-82671	S & T dues and memberships	2,500	F	92%	8%	2,300	200	Y	100%	Y	100%	2,300	-	-	2,300	-	-
01-12-0000-82672	Procurement Dues, Memberships & Subscription:	16,500	F	92%	8%	15,180	1,320	Y	100%	Y	100%	15,180	-	-	15,180	-	-
01-12-0000-82620	Employee Incentives	15,000	F	92%	8%	13,800	1,200	Y	100%	Y	100%	13,800	-	-	13,800	-	-
	Travel and Training					-	-										
01-12-0000-82661	S & T Travel	13,000	F	92%	8%	11,960	1,040	Y	100%	Y	100%	11,960	-	-	11,960	-	-
01-12-0000-82601	S & T Training	26,200	F	92%	8%	24,104	2,096	Y	100%	Y	100%	24,104	-	-	24,104	-	-
01-12-0000-82662	Procurement Travel	5,300	F	92%	8%	4,876	424	Y	100%	Y	100%	4,876	-	-	4,876	-	-
01-12-0000-82602	Procurement Training	2,400	F	92%	8%	2,208	192	Y	100%	Y	100%	2,208	-	-	2,208	-	-
01-12-0000-82600	Staff Development / Training	4,900	F	92%	8%	4,508	392	Y	100%	Y	100%	4,508	-	-	4,508	-	-
01-12-0000-82660	Travel /	10,200	F	92%	8%	9,384	816	Y	100%	Y	100%	9,384	-	-	9,384	-	-
	CEO PS & Operating Total	2,415,460				2,222,223	193,237					2,222,223	-	-	2,011,543	-	-
		-				check figure	-					check figure	-		check figure	-	

Finance

01-14-0000-20100	Compensation Finance Dept	793,100	F	98%	2%	777,238	15,862	Y	100%	Y	100%	777,238	-	-	777,238	-	-
01-14-0000-81800	Payroll Adjustments	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-14-0000-20105	Alternative Activity	3,800	F	98%	2%	3,724	76	Y	100%	Y	100%	3,724	-	-	3,724	-	-
01-14-0000-20110	Overtime Pay	10,000	F	98%	2%	9,800	200	Y	100%	Y	100%	9,800	-	-	9,800	-	-
01-14-0000-20140	Vacation Buy Back	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-14-0000-20120	Other Bonuses	4,500	F	98%	2%	4,410	90	Y	100%	Y	100%	4,410	-	-	4,410	-	-
01-14-0000-20150	Seperation Pay	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-14-0000-20190	Fringe Benefits	120,045	F	98%	2%	117,644	2,401	Y	100%	Y	100%	117,644	-	-	117,644	-	-
01-14-0000-20200	Health Insurance	128,000	F	98%	2%	125,440	2,560	Y	100%	Y	100%	125,440	-	-	125,440	-	-
	Operating Expenditures					-	-										
01-14-0000-82000	One time, third party services	3,000	F	98%	2%	2,940	60	Y	100%	Y	100%	2,940	-	-	2,940	-	-
01-14-0000-82007	Retirement Plan Fees	35,000	F	98%	2%	34,300	700	Y	100%	Y	100%	34,300	-	-	34,300	-	-
01-14-0000-82006	Retirement Plan Fees-Non reocurring Fees	30,000	F	98%	2%	29,400	600	Y	100%	Y	100%	29,400	-	-	29,400	-	-
01-14-0000-82011	Financial Advisory Services	20,000	F	98%	2%	19,600	400	Y	100%	Y	100%	19,600	-	-	19,600	-	-
01-14-0000-82012	Sales & Use Tax Collection Fees	69,000	F	98%	2%	67,620	1,380	Y	100%	N	100%	67,620	-	-	-	-	-
01-14-0000-82009	SUTA Expense	77,800	F	98%	2%	76,244	1,556	Y	100%	Y	100%	76,244	-	-	76,244	-	-
01-14-0000-82050	Employee Home Ownership Program	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-14-0000-82014	Continuing Disclosure Services	3,000	F	100%	0%	3,000	-	Y	100%	N	100%	3,000	-	-	-	-	-
01-14-0000-82013	Vehicle Registration	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-14-0000-82120	Election Expenditures	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-14-0000-82832	Office Equipment Rental/Repair	66,800	F	92%	8%	61,456	5,344	Y	100%	Y	100%	61,456	-	-	61,456	-	-
01-14-0000-85860	TOSV Regional Service Contract	471,629	F	100%	0%	471,629	-	Y	100%	N	100%	471,629	-	-	-	-	-
01-14-0000-88888	Misc Expenses	-	F	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-14-0000-83200	Postage	3,750	F	98%	2%	3,675	75	Y	100%	Y	100%	3,675	-	-	3,675	-	-
01-14-0000-82670	Dues, Memberships, & Subscriptions	3,500	F	98%	2%	3,430	70	Y	100%	Y	100%	3,430	-	-	3,430	-	-
01-14-0000-82210	Legislative Contract	42,000	F	98%	2%	41,160	840	Y	100%	Y	100%	41,160	-	-	41,160	-	-
01-14-0000-82220	Cleer grant	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-14-0000-82375	Cell phone reimbursement	700	F	98%	2%	686	14	Y	100%	Y	100%	686	-	-	686	-	-
01-14-0000-85000	Admin Exp(Pitkin Debt refinancing)	-	F	98%	2%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-14-0000-82010	Credit Card Suspense	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-14-0000-82038	Accounting Contract / Caselle	21,000	F	98%	2%	20,580	420	Y	100%	Y	100%	20,580	-	-	20,580	-	-
01-14-0000-82005	Rounding	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-14-0000-82141	Printing - Schedules / Maroon Bells Tickets	30,000	F	100%	0%	30,000	-	Y	100%	N	100%	30,000	-	-	-	-	-
01-14-0000-82913	Mobile Ticketing CC Fee & Svcs	100,000	F	100%	0%	100,000	-	Y	100%	N	100%	100,000	-	-	-	-	-
01-14-0000-82914	Banking / Credit Card Fees & Services	40,000	F	98%	2%	39,200	800	Y	100%	N	100%	39,200	-	-	-	-	-
01-14-0000-82915	Property Tax Collection Fees	539,000	F	98%	2%	528,220	10,780	N	100%	N	100%	-	-	-	-	-	-
01-14-0000-82918	Late Charges	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-14-0000-89200	Bad Debt Expense	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-14-0000-83000	Office Supplies	16,000	F	98%	2%	15,680	320	Y	100%	Y	100%	15,680	-	-	15,680	-	-
01-14-0000-83902	Kitchen Supplies	18,500	F	98%	2%	18,130	370	Y	100%	Y	100%	18,130	-	-	18,130	-	-
01-14-0000-83903	Coffee Reimbursement(Contra)	(9,500)	F	98%	2%	(9,310)	(190)	Y	100%	Y	100%	(9,310)	-	-	(9,310)	-	-
01-14-0000-82620	Employee Incentives	5,000	F	98%	2%	4,900	100	Y	100%	Y	100%	4,900	-	-	4,900	-	-
01-14-0000-88888	Misc Expenses	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-14-0000-88889	Suspense Acct for Budget Changes with Comm	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	Travel and Training					-	-										
01-14-0000-82600	Staff Development / Training	5,000	F	98%	2%	4,900	100	Y	100%	Y	100%	4,900	-	-	4,900	-	-
01-14-0000-82660	Travel	5,000	F	98%	2%	4,900	100	Y	100%	Y	100%	4,900	-	-	4,900	-	-
	Finance Total	2,655,624				2,610,596	45,028					2,082,376	-	-	1,370,927	-	-
		-				check figure	(0)					check figure	-		check figure	-	

Roaring Fork Transportation Authority

2022 Operating Budget used for Cost Allocation Calculation

Planning																		
	01-18-0000-20100	Compensation Planning Dept	230,400	F	92%	8%	211,968	18,432	Y	100%	Y	100%	211,968	-	-	211,968	-	-
	01-18-0004-20100	Compensation Marketing	161,800	F	92%	8%	148,856	12,944	Y	100%	Y	100%	148,856	-	-	148,856	-	-
	01-18-0000-20140	Vacation Buy Back	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-18-0000-20105	Alternative Activity	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-18-0000-20150	Separation Pay	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-18-0000-20120	Other Bonuses	2,000	F	92%	8%	1,840	160	Y	100%	Y	100%	1,840	-	-	1,840	-	-
	01-18-0000-20190	Fringe Benefits	62,100	F	92%	8%	57,132	4,968	Y	100%	Y	100%	57,132	-	-	57,132	-	-
	01-18-1000-20190	Fringe Benefits - Marketing	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-18-0000-20200	Health Insurance	58,100	F	92%	8%	53,452	4,648	Y	100%	Y	100%	53,452	-	-	53,452	-	-
	01-18-1000-20200	Health Insurance - Marketing	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
		Operating Expenditures					-	-					-	-	-	-	-	-
	01-18-0000-82000	One time, third party services	1,500	F	92%	8%	1,380	120	Y	100%	Y	100%	1,380	-	-	1,380	-	-
	01-18-0000-82010	Credit Card Suspense	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-18-0000-82020	Grant Assistance Services	30,000	F	92%	8%	27,600	2,400	Y	100%	Y	100%	27,600	-	-	27,600	-	-
	01-18-0000-82021	Outreach Services	30,000	F	92%	8%	27,600	2,400	Y	100%	Y	100%	27,600	-	-	27,600	-	-
	01-18-0000-82375	Cell phone reimbursement	360	F	92%	8%	331	29	Y	100%	Y	100%	331	-	-	331	-	-
	01-18-0000-82017	Upper Valley Transit Enhancement Study	-	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	01-18-0000-82031	Bike-Ped Master Plan	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-18-0000-82377	TOD Assessment - CDOT 5304 Grant	-	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	01-18-0000-82378	5304 Grant - Rifle Circulator	-	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	01-18-0000-82379	5304 Grant - Mid Valley Circulator	-	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	01-18-0000-82380	Intergrated Transportation Plan	-	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	01-18-0000-82381	Ballot pre-work	-	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	01-18-0000-82382	Upper Valley Mobility Study	-	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	01-18-0000-82015	Maroon Creek Corridor Study (USFS)	7,000	F	92%	8%	6,440	560	Y	100%	N	100%	6,440	-	-	-	-	-
	01-18-0000-82016	GOCO: Rio Grande ArtWalk	-	F	0%	100%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	01-18-0000-82141	Printing	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-18-0000-83000	Operating Supplies	500	F	92%	8%	460	40	Y	100%	Y	100%	460	-	-	460	-	-
	01-18-0000-82670	Dues, Memberships, & Subscriptions	1,750	F	92%	8%	1,610	140	Y	100%	Y	100%	1,610	-	-	1,610	-	-
	01-18-0000-82680	Admin Employee Incentives	900	F	92%	8%	828	72	Y	100%	Y	100%	828	-	-	828	-	-
	01-18-0000-88888	Misc Expenses	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
		Marketing Expenditures																
	01-18-0000-82110	Advertising & Promotions	37,000	F	92%	8%	34,040	2,960	Y	100%	N	100%	34,040	-	-	-	-	-
	01-18-0000-82112	Transit Program Information	10,000	F	100%	0%	10,000	-	Y	100%	N	100%	10,000	-	-	-	-	-
	01-18-0000-82113	Trails Program Information	5,000	F	0%	100%	-	5,000	Y	100%	N	100%	-	-	-	-	-	-
	01-18-0000-82114	Trail Event	5,000	F	0%	100%	-	5,000	Y	100%	N	100%	-	-	-	-	-	-
	01-18-0000-82115	Intranet Services	20,000	F	92%	8%	18,400	1,600	Y	100%	N	100%	18,400	-	-	-	-	-
	01-18-0000-82116	Public Notices	12,000	F	92%	8%	11,040	960	Y	100%	Y	100%	11,040	-	-	11,040	-	-
	01-18-0000-82117	On-Call Communications Support	40,000	F	92%	8%	36,800	3,200	Y	100%	N	100%	36,800	-	-	-	-	-
		Travel and Training					-	-										
	01-18-0000-82600	Staff Development / Training	2,000	F	92%	8%	1,840	160	Y	100%	Y	100%	1,840	-	-	1,840	-	-
	01-18-0000-82660	Travel	3,000	F	92%	8%	2,760	240	Y	100%	Y	100%	2,760	-	-	2,760	-	-
	01-18-0000-82601	Staff Development / Training-Marketing	2,000	F	92%	8%	1,840	160	Y	100%	Y	100%	1,840	-	-	1,840	-	-
	01-18-0000-82661	Travel -Marketing	3,000	F	92%	8%	2,760	240	Y	100%	Y	100%	2,760	-	-	2,760	-	-
	Planning Operating Total		725,410				658,977	66,433					658,977	-	-	553,297	-	-
			-				check figure	-					check figure		-	check figure		(4,600)
Human Resources & Risk Management																		
	01-16-0000-20100	Compensation HR Dept	516,200	F	98%	2%	505,876	10,324	Y	100%	Y	100%	505,876	-	-	505,876	-	-
	01-16-0000-20105	Alternative Activity	1,700	F	98%	2%	1,666	34	Y	100%	Y	100%	1,666	-	-	1,666	-	-
	01-16-0000-20110	Overtime Pay	2,100	F	98%	2%	2,058	42	Y	100%	Y	100%	2,058	-	-	2,058	-	-
	01-16-0000-20120	Other Bonuses	5,000	F	98%	2%	4,900	100	Y	100%	Y	100%	4,900	-	-	4,900	-	-
	01-16-0000-20140	Vacation Buy Back	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-16-0000-20190	Fringe Benefits	81,920	F	98%	2%	80,282	1,638	Y	100%	Y	100%	80,282	-	-	80,282	-	-
	01-16-0000-20200	Health Insurance	63,500	F	98%	2%	62,230	1,270	Y	100%	Y	100%	62,230	-	-	62,230	-	-
		Pinnacol		F	98%	2%	-	-	Y	100%	Y	100%						
	01-16-0000-82200	WC Premiums	282,000	F	98%	2%	276,360	5,640	Y	100%	Y	100%	276,360	-	-	276,360	-	-
	01-16-0000-82205	WC Claims	75,000	F	98%	2%	73,500	1,500	Y	100%	Y	100%	73,500	-	-	73,500	-	-
	01-16-0000-82206	WC Dividend (Contra)	(60,000)	F	98%	2%	(58,800)	(1,200)	Y	100%	Y	100%	(58,800)	-	-	(58,800)	-	-
		CCMSI					-	-										
	01-16-0000-82210	CCMSI Admin & Mgmt Fees	-	F	98%	2%	-	-	Y	100%	Y	42%	-	-	-	-	-	-
	01-16-0000-82214	General Liability Claims	360,000	F	98%	2%	352,800	7,200	Y	100%	Y	42%	352,800	-	-	148,176	-	-
	01-16-0000-82215	General Liability (Contra)	(60,600)	F	98%	2%	(59,388)	(1,212)	Y	100%	Y	42%	(59,388)	-	-	(24,943)	-	-
	01-16-0000-82216	General Liability Small Claims	10,000	F	98%	2%	9,800	200	Y	100%	Y	42%	9,800	-	-	4,116	-	-
	01-16-0000-82218	CCMSI Workers' Comp Claims	60,000	F	98%	2%	58,800	1,200	Y	100%	Y	100%	58,800	-	-	58,800	-	-
	01-16-0000-82219	CCMSI Workers' Comp Claims (Reimb-Contra)	(60,000)	F	98%	2%	(58,800)	(1,200)	Y	100%	Y	100%	(58,800)	-	-	(58,800)	-	-
		Employee Benefits					-	-										
	01-16-0000-82400	Medical Insurance(CHP)	5,073,820	F	98%	2%	4,972,344	101,476	Y	100%	Y	100%	4,972,344	-	-	4,972,344	-	-
	01-16-0000-82401	Medical Insurance(CHP)-Contra	(4,500,110)	F	98%	2%	(4,410,108)	(90,002)	Y	100%	Y	100%	(4,410,108)	-	-	(4,410,108)	-	-
	01-16-0000-82402	Medical Ins-Emp Reimb (CHP)	(573,710)	F	98%	2%	(562,236)	(11,474)	Y	100%	Y	100%	(562,236)	-	-	(562,236)	-	-
	01-16-0000-82404	Medical Insurance Broker	51,423	F	98%	2%	50,395	1,028	Y	100%	Y	100%	50,395	-	-	50,395	-	-
	01-16-0000-82403	Employee insurance charge	0	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-16-0000-82412	Medical Ins-Cobra (CHP)	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-16-0000-82413	Cobra Admin Fees(CHP)	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-16-0000-82414	Employee Wellness Program	49,500	F	98%	2%	48,510	990	Y	100%	Y	100%	48,510	-	-	48,510	-	-
	01-16-0000-82415	Prescriptions	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-16-0000-82406	Vision Insurance	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-16-0000-82410	Vision Insurance Contra	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-16-0000-82407	Alt Fica (Life Insurance, AD&D, LTD)	400,000	F	98%	2%	392,000	8,000	Y	100%	Y	100%	392,000	-	-	392,000	-	-
	01-16-0000-82405	Alt Fica (Life Insurance, AD&D, LTD-Contra)	(275,000)	F	98%	2%	(269,500)	(5,500)	Y	100%	Y	100%	(269,500)	-	-	(269,500)	-	-
		Dental					-	-										
	01-16-0000-82408	Dental Admin Fees	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-16-0000-82409	Dental Claims	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	01-16-0000-82411	Dental Insurance Contra	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-

2022 Operating Budget used for Cost Allocation Calculation

	STD					-	-											
01-16-0000-82420	STD Admin Fees	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
01-16-0000-82425	STD Claims	115,000	F	98%	2%	112,700	2,300	Y	100%	Y	100%	112,700	-	-	112,700	-	-	-
	Other					-	-											
01-16-0000-82457	Rocky Mountain Fund Admin Fees	18,000	F	98%	2%	17,640	360	Y	100%	Y	100%	17,640	-	-	17,640	-	-	-
01-16-0000-81976	Employee Assistance Program	20,000	F	98%	2%	19,600	400	Y	100%	Y	100%	19,600	-	-	19,600	-	-	-
01-16-0000-82565	H S A Employer Match (HDHP)	162,000	F	98%	2%	158,760	3,240	Y	100%	Y	100%	158,760	-	-	158,760	-	-	-
01-16-0000-82468	Virtual Health Care	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
01-16-0000-82430	Life Crisis	10,000	F	98%	2%	9,800	200	Y	100%	Y	100%	9,800	-	-	9,800	-	-	-
	Choice Strategies																	
01-16-0000-82558	HRA Deductable Reimb(CS-PPO)	65,000	F	98%	2%	63,700	1,300	Y	100%	Y	100%	63,700	-	-	63,700	-	-	-
01-16-0000-82559	FSA Employee Distribution(CS)	175,000	F	98%	2%	171,500	3,500	Y	100%	Y	100%	171,500	-	-	171,500	-	-	-
01-16-0000-82560	Healthcare FSA Employer Contribution	(175,000)	F	98%	2%	(171,500)	(3,500)	Y	100%	Y	100%	(171,500)	-	-	(171,500)	-	-	-
	Pass Thru Benefits					-	-											
01-16-0000-82470	Aflac Vol Insurance-pass thru	100	F	98%	2%	98	2	Y	100%	Y	100%	98	-	-	98	-	-	-
01-16-0000-82471	Voluntary LegalShield Insurance	100	F	98%	2%	98	2	Y	100%	Y	100%	98	-	-	98	-	-	-
01-16-0000-82472	Life Vol Insurance-pass thru	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
	Operating Expenditures					-	-											
01-16-0000-82001	Aetna-Cover Colorado	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
01-16-0000-82007	One time, third party services	61,000	F	98%	2%	59,780	1,220	Y	100%	Y	100%	59,780	-	-	59,780	-	-	-
01-16-0000-82610	Employee Events	35,000	F	98%	2%	34,300	700	Y	100%	Y	100%	34,300	-	-	34,300	-	-	-
01-16-0000-82620	Season Party Alternative pay	2,500	F	98%	2%	2,450	50	Y	100%	Y	100%	2,450	-	-	2,450	-	-	-
01-16-0000-82009	Professional Services	25,000	F	98%	2%	24,500	500	Y	100%	Y	100%	24,500	-	-	24,500	-	-	-
01-16-0000-82250	Corporate Insurance Package	630,000	F	98%	2%	617,400	12,600	Y	100%	Y	42%	617,400	-	-	259,308	-	-	-
01-16-0000-82255	Corporate Insurance Broker	25,000	F	98%	2%	24,500	500	Y	100%	Y	42%	24,500	-	-	10,290	-	-	-
01-16-0000-82251	Other Business Insurance	265,000	F	98%	2%	259,700	5,300	Y	100%	Y	100%	259,700	-	-	259,700	-	-	-
01-16-0000-82010	Credit Card Suspense	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
01-16-0000-82018	Fit for Duty	15,000	F	98%	2%	14,700	300	Y	100%	Y	100%	14,700	-	-	14,700	-	-	-
01-16-0000-82019	Background checks	42,500	F	98%	2%	41,650	850	Y	100%	Y	100%	41,650	-	-	41,650	-	-	-
01-16-0000-82110	Annual Open Enrollment	6,500	F	98%	2%	6,370	130	Y	100%	Y	100%	6,370	-	-	6,370	-	-	-
01-16-0000-82202	Recruiting	19,600	F	98%	2%	19,208	392	Y	100%	Y	100%	19,208	-	-	19,208	-	-	-
01-16-0000-82112	Onboarding	3,500	F	98%	2%	3,430	70	Y	100%	Y	100%	3,430	-	-	3,430	-	-	-
01-16-0000-82111	Employee of the Month	9,500	F	98%	2%	9,310	190	Y	100%	Y	100%	9,310	-	-	9,310	-	-	-
01-16-0000-82109	Advertising - Jobs	60,000	F	98%	2%	58,800	1,200	Y	100%	Y	100%	58,800	-	-	58,800	-	-	-
01-16-0000-83000	Operating Supplies	9,000	F	98%	2%	8,820	180	Y	100%	Y	100%	8,820	-	-	8,820	-	-	-
01-16-0000-83001	Safety Incentives and Ergonomic Supplies	25,000	F	98%	2%	24,500	500	Y	100%	Y	100%	24,500	-	-	24,500	-	-	-
01-16-0000-82008	Third Party COVID Testing Services	150,000	F	98%	2%	147,000	3,000	Y	100%	Y	100%	147,000	-	-	147,000	-	-	-
01-16-0000-82375	Cell Phone reimbursement	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
01-16-0000-82670	Dues, Memberships, & Subscriptions	15,000	F	98%	2%	14,700	300	Y	100%	Y	100%	14,700	-	-	14,700	-	-	-
01-16-0000-82680	Admin Employee Incentives	5,000	F	98%	2%	4,900	100	Y	100%	Y	100%	4,900	-	-	4,900	-	-	-
01-16-0000-88888	Misc Expenses	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
	Carbondale Housing																	
01-16-0000-84208	Rental Exp(Clean & Repair)CH	2,000	F	98%	2%	1,960	40	Y	100%	Y	100%	1,960	-	-	1,960	-	-	-
	Burlingame Housing																	
01-16-0000-84201	Rental Expense - BG	265,300	F	98%	2%	259,994	5,306	Y	100%	Y	100%	259,994	-	-	259,994	-	-	-
01-16-0000-84211	Clean & Repair - BG	6,200	F	98%	2%	6,076	124	Y	100%	Y	100%	6,076	-	-	6,076	-	-	-
	Aspen Ski Company Housing																	
01-16-0000-84301	Rental Expense - ASC	208,500	F	98%	2%	204,330	4,170	Y	100%	Y	100%	204,330	-	-	204,330	-	-	-
01-16-0000-84321	Admin Fee - ASC	5,000	F	98%	2%	4,900	100	Y	100%	Y	100%	4,900	-	-	4,900	-	-	-
01-16-0000-84311	Clean & Repair - ASC	2,500	F	98%	2%	2,450	50	Y	100%	Y	100%	2,450	-	-	2,450	-	-	-
	Other Property Housing(Flying Fish House)																	
01-16-0000-84401	Rental Exp-Other Hsg Property	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
01-16-0000-84411	Clean & Repair - Othr Hsg Prop	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
	Marolt Property Housing																	
01-16-0000-84501	Rental Exp-Marolt Hsg Property	207,000	F	98%	2%	202,860	4,140	Y	100%	Y	100%	202,860	-	-	202,860	-	-	-
01-16-0000-84511	Clean & Repair - Marolt Hsg Prop	2,500	F	98%	2%	2,450	50	Y	100%	Y	100%	2,450	-	-	2,450	-	-	-
01-16-0000-84512	Parking - Marolt	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
	Carbondale - Parker Housing																	
01-16-0000-84206	Rental Exp(Clean & Rep)-CH PH	6,500	F	98%	2%	6,370	130	Y	100%	Y	100%	6,370	-	-	6,370	-	-	-
	Roaring Fork Club Housing																	
01-16-0000-84601	Rental Expense - RFC	88,300	F	98%	2%	86,534	1,766	Y	100%	Y	100%	86,534	-	-	86,534	-	-	-
01-16-0000-84611	Clean & Repair - RFC	2,800	F	98%	2%	2,744	56	Y	100%	Y	100%	2,744	-	-	2,744	-	-	-
	Snowmass Inn Housing																	
01-16-0000-84701	Rental Expense - Snms Inn	150,000	F	98%	2%	147,000	3,000	Y	100%	Y	100%	147,000	-	-	147,000	-	-	-
01-16-0000-84711	Clean & Repair - Snms Inn	2,000	F	98%	2%	1,960	40	Y	100%	Y	100%	1,960	-	-	1,960	-	-	-
	Miscellaneous Housing Expenditures																	
01-16-0000-84100	General Housing Administration	5,700	F	98%	2%	5,586	114	Y	100%	Y	100%	5,586	-	-	5,586	-	-	-
01-16-0000-84101	Furniture	10,300	F	98%	2%	10,094	206	Y	100%	Y	100%	10,094	-	-	10,094	-	-	-
01-16-0000-84102	New Hire- Motel Reimbursement	1,500	F	98%	2%	1,470	30	Y	100%	Y	100%	1,470	-	-	1,470	-	-	-
	Travel and Training																	
01-16-0000-82600	Staff Development / Training	13,000	F	98%	2%	12,740	260	Y	100%	Y	100%	12,740	-	-	12,740	-	-	-
01-16-0000-82602	RFTA Training	88,000	F	98%	2%	86,240	1,760	Y	100%	Y	100%	86,240	-	-	86,240	-	-	-
01-16-0000-82660	Travel	9,300	F	98%	2%	9,114	186	Y	100%	Y	100%	9,114	-	-	9,114	-	-	-
HR RM Operating Total		4,373,443				4,285,974	87,469					4,285,974	-	-	3,737,809	-	-	
		-				check figure	0					check figure		-	check figure			-
Information Technology																		
01-20-0000-20100	Compensation IT Dept	1,120,600	F	92%	8%	1,030,952	89,648	Y	100%	Y	100%	1,030,952	-	-	1,030,952	-	-	-
01-20-0000-20105	Alternative Activity	4,700	F	92%	8%	4,324	376	Y	100%	Y	100%	4,324	-	-	4,324	-	-	-
01-20-0000-20110	Overtime	20,000	F	92%	8%	18,400	1,600	Y	100%	Y	100%	18,400	-	-	18,400	-	-	-
01-20-0000-20140	Vacation Buy Back	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
01-20-0000-20140	contract employee	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	-
01-20-0000-20120	Other Bonuses	8,000	F	92%	8%	7,360	640	Y	100%	Y	100%	7,360	-	-	7,360	-	-	-
01-20-0000-20190	Fringe Benefits	177,405	F	92%	8%	163,213	14,192	Y	100%	Y	100%	163,213	-	-	163,213	-	-	-

2022 Operating Budget used for Cost Allocation Calculation

01-20-0000-20200	Health Insurance	193,700	F	92%	8%	178,204	15,496	Y	100%	Y	100%	178,204	-	-	178,204	-	-
	Marketing Expenditures					-	-										
01-20-0000-82109	Advertising - Wants Ads	0	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-20-0000-82110	Advertising & Promotions	0	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-20-0000-82111	Transit program information	0	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-20-0000-82113	Trails program information	0	F	0%	100%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-20-0000-82114	Trails Events	0	F	0%	100%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-20-0000-82116	Public Notices	0	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	Operating Expenditures					-	-										
01-20-0000-82009	Professional Services	85,000	F	92%	8%	78,200	6,800	Y	100%	Y	100%	78,200	-	-	78,200	-	-
01-20-0000-82010	Credit Card Suspense	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-20-0000-82310	Email Backup System (IT)	17,500	F	92%	8%	16,100	1,400	Y	100%	Y	100%	16,100	-	-	16,100	-	-
01-20-0000-82361	Inter Facilty Connectivity Service	85,000	F	92%	8%	78,200	6,800	Y	100%	Y	100%	78,200	-	-	78,200	-	-
01-20-0000-82360	Internet connections to bus stations	30,000	F	92%	8%	27,600	2,400	Y	100%	N	100%	27,600	-	-	-	-	-
01-20-0000-82365	Cell phone stipend	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-20-0000-82370	Internet access to buildings	14,000	F	92%	8%	12,880	1,120	Y	100%	Y	100%	12,880	-	-	12,880	-	-
01-20-0000-82374	Cell phone reimbursement	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-20-0000-82375	RFTA Cell phone	52,000	F	92%	8%	47,840	4,160	Y	100%	Y	100%	47,840	-	-	47,840	-	-
01-20-0000-82362	Bus Internet VPN and WiFi	85,000	F	92%	8%	78,200	6,800	Y	100%	Y	100%	78,200	-	-	78,200	-	-
01-20-0000-82363	VOIP Phone System	26,800	F	92%	8%	24,656	2,144	Y	100%	Y	100%	24,656	-	-	24,656	-	-
01-20-0000-82842	Communication Equipment Repair	25,000	F	92%	8%	23,000	2,000	Y	100%	Y	100%	23,000	-	-	23,000	-	-
01-20-0000-82820	Leasing Computers	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-20-0000-82367	Radio System Lease	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-20-0000-88888	Misc Expenses	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-20-0000-83000	Operating Supplies	10,000	F	92%	8%	9,200	800	Y	100%	Y	100%	9,200	-	-	9,200	-	-
01-20-0000-83824	Pitkin County Radio	22,900	F	92%	8%	21,068	1,832	Y	100%	Y	100%	21,068	-	-	21,068	-	-
01-20-0000-82670	Dues, Memberships, & Subscriptions	4,000	F	92%	8%	3,680	320	Y	100%	Y	100%	3,680	-	-	3,680	-	-
01-20-0000-82680	Admin Employee Incentives	5,000	F	92%	8%	4,600	400	Y	100%	Y	100%	4,600	-	-	4,600	-	-
01-20-0000-83650	Data Processing Supplies	85,000	F	92%	8%	78,200	6,800	Y	100%	Y	100%	78,200	-	-	78,200	-	-
01-20-0000-82840	Scheduling Software Support	91,700	F	92%	8%	84,364	7,336	Y	100%	Y	100%	84,364	-	-	84,364	-	-
01-20-0000-82841	AVL/CAD Software Support	252,000	F	92%	8%	231,840	20,160	Y	100%	Y	100%	231,840	-	-	231,840	-	-
01-20-0000-83844	Trapeze Software Support	52,060	F	92%	8%	47,895	4,165	Y	100%	Y	100%	47,895	-	-	47,895	-	-
01-20-0000-82839	Software Renewal for modems and other	25,000	F	92%	8%	23,000	2,000	Y	100%	Y	100%	23,000	-	-	23,000	-	-
01-20-0000-82843	Genfare Support	30,000	F	92%	8%	27,600	2,400	Y	100%	Y	100%	27,600	-	-	27,600	-	-
	Travel Training:					-	-										
01-20-0000-82600	Staff Development / Training	15,000	F	92%	8%	13,800	1,200	Y	100%	Y	100%	13,800	-	-	13,800	-	-
01-20-0000-82660	Travel /	8,000	F	92%	8%	7,360	640	Y	100%	Y	100%	7,360	-	-	7,360	-	-
01-20-0000-82601	Marketing Staff Development/Training	-	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-20-0000-82661	Marketing Travel	-	F	92%	8%	-	-	Y	100%	N	100%	-	-	-	-	-	-
I. T. Operating Total		2,545,365				2,341,736	203,629					2,341,736	-	-	2,314,136	-	-
		-				check figure	-					check figure	-		check figure	-	
FACILITIES																	
01-50-0000-20100	Compensation Admin Facilities Dept	380,500	F	98%	2%	372,890	7,610	Y	100%	Y	100%	372,890	-	-	372,890	-	-
01-50-0004-20100	Compensation - Facilities Manager	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0010-20100	Compensation - Assistant Facilities Manager	51,300	F	98%	2%	50,274	1,026	Y	100%	Y	100%	50,274	-	-	50,274	-	-
01-50-0015-20100	Compensation - Facilities Technicians	314,500	F	98%	2%	308,210	6,290	Y	100%	Y	100%	308,210	-	-	308,210	-	-
01-50-0006-20100	Compensation - Janitorial Workers	90,400	F	98%	2%	88,592	1,808	Y	100%	Y	100%	88,592	-	-	88,592	-	-
01-50-0016-20100	Compensation - Project Managers	327,400	F	98%	2%	320,852	6,548	Y	100%	N	100%	320,852	-	-	-	-	-
01-50-0000-20105	Alternative Activity	3,800	F	98%	2%	3,724	76	Y	100%	Y	100%	3,724	-	-	3,724	-	-
01-50-0000-20110	Overtime Pay	41,000	F	98%	2%	40,180	820	Y	100%	Y	100%	40,180	-	-	40,180	-	-
01-50-0000-20140	Vacation Buy Back	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-20124	End of the Season Bonus	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-20127	Safety Bonus	5,500	F	98%	2%	5,390	110	Y	100%	Y	100%	5,390	-	-	5,390	-	-
01-50-0000-20120	Other Bonus	13,200	F	98%	2%	12,936	264	Y	100%	Y	100%	12,936	-	-	12,936	-	-
01-50-0000-20123	Attendence Bonus	5,500	F	98%	2%	5,390	110	Y	100%	Y	100%	5,390	-	-	5,390	-	-
01-50-0000-20150	Seperation Pay	5,000	F	98%	2%	4,900	100	Y	100%	Y	100%	4,900	-	-	4,900	-	-
01-50-0000-20190	Fringe Benefits	192,700	F	98%	2%	188,846	3,854	Y	100%	Y	100%	188,846	-	-	188,846	-	-
01-50-0000-20200	Health Insurance	166,500	F	98%	2%	163,170	3,330	Y	100%	Y	100%	163,170	-	-	163,170	-	-
01-50-0000-20199	GL Fac Salary/Benefits Allocation	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	Operating Expenditures					-	-										
01-50-0000-82010	Credit Card Suspense	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-82001	One time, third party services	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-82370	Cell phone reimbursement	5,300	F	98%	2%	5,194	106	Y	100%	Y	100%	5,194	-	-	5,194	-	-
01-50-0000-83712	Diesel	1,000	F	98%	2%	980	20	Y	100%	Y	100%	980	-	-	980	-	-
01-50-0000-83713	Unleaded	28,800	F	98%	2%	28,224	576	Y	100%	Y	100%	28,224	-	-	28,224	-	-
01-50-0000-83914	Uniform Allowance	13,000	F	98%	2%	12,740	260	Y	100%	Y	100%	12,740	-	-	12,740	-	-
01-50-0000-88888	Misc Expenses	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-82670	Dues, Memberships, & Subscriptions	1,000	F	98%	2%	980	20	Y	100%	Y	100%	980	-	-	980	-	-
01-50-0000-82005	HAZMAT Regulation Compliance	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-82006	HAZMAT Dispoal	73,200	F	98%	2%	71,736	1,464	Y	100%	Y	100%	71,736	-	-	71,736	-	-
01-50-0000-82011	SWAMP Program	1,000	F	98%	2%	980	20	Y	100%	Y	100%	980	-	-	980	-	-
01-50-0000-82025	Taxes - GMF	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-83190	Building Signs	2,500	F	98%	2%	2,450	50	Y	100%	Y	100%	2,450	-	-	2,450	-	-
01-50-0000-83901	Janitorial Supplies	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-83000	Office Supplies	5,000	F	98%	2%	4,900	100	Y	100%	Y	100%	4,900	-	-	4,900	-	-
01-50-0000-83100	Office Furniture	30,500	F	98%	2%	29,890	610	Y	100%	Y	100%	29,890	-	-	29,890	-	-
01-50-0000-82015	Building permits and annual certifications	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-82680	Admin Employee Incentives	2,100	F	98%	2%	2,058	42	Y	100%	Y	100%	2,058	-	-	2,058	-	-
01-50-0000-83913	Tools	9,500	F	98%	2%	9,310	190	Y	100%	Y	100%	9,310	-	-	9,310	-	-
	Travel and Training					-	-										
01-50-0000-82601	Training/HAZMAT/Safety	2,500	F	98%	2%	2,450	50	Y	100%	Y	100%	2,450	-	-	2,450	-	-
01-50-0000-82600	Staff Development / Training	8,000	F	98%	2%	7,840	160	Y	100%	Y	100%	7,840	-	-	7,840	-	-
01-50-0000-82660	Travel	9,000	F	98%	2%	8,820	180	Y	100%	Y	100%	8,820	-	-	8,820	-	-
	Carbondale Housing - 5plex					-	-										

2022 Operating Budget used for Cost Allocation Calculation

01-50-0000-82318	Water/ Sewer	3,300	F	98%	2%	3,234	66	Y	100%	Y	100%	3,234	-	-	3,234	-	-
01-50-0000-82328	Natural Gas	2,800	F	98%	2%	2,744	56	Y	100%	Y	100%	2,744	-	-	2,744	-	-
01-50-0000-82348	Electric	2,200	F	98%	2%	2,156	44	Y	100%	Y	100%	2,156	-	-	2,156	-	-
01-50-0000-82378	Trash Removal	3,700	F	98%	2%	3,626	74	Y	100%	Y	100%	3,626	-	-	3,626	-	-
01-50-0000-82858	Landscaping	1,300	F	98%	2%	1,274	26	Y	100%	Y	100%	1,274	-	-	1,274	-	-
01-50-0000-82358	Irrigation - CH	600	F	98%	2%	588	12	Y	100%	Y	100%	588	-	-	588	-	-
01-50-0000-82558	Weed Management - CH	500	F	98%	2%	490	10	Y	100%	Y	100%	490	-	-	490	-	-
01-50-0000-82888	Building Repair and Maintenance	6,300	F	98%	2%	6,174	126	Y	100%	Y	100%	6,174	-	-	6,174	-	-
01-50-0000-82918	Service Contracts	1,200	F	98%	2%	1,176	24	Y	100%	Y	100%	1,176	-	-	1,176	-	-
01-50-0000-84208	Rental Expense (Unit Repair & Maintenance)	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	Burlingame Housing					-	-										
01-50-0000-84201	Rent Expense	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-84211	Rental Expense (Unit Cleaning and Repair)	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	Aspen Ski Company Housing																
01-50-0000-84301	Rent Expense	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-84321	Rental Expense (Admin)	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-84311	Rental Expense (Unit Cleaning and Repair)	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	Other Property Housing (Flying Fish House)																
01-50-0000-84401	Rent Expense	0	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-84431	Trash Removal	0	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-84421	Rental Expense (Admin)	0	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-84411	Rental Expense (Unit Cleaning and Repair)	0	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	Carbondale Housing - Parker House					-	-										
01-50-0000-82316	Water/ Sewer	8,800	F	98%	2%	8,624	176	Y	100%	Y	100%	8,624	-	-	8,624	-	-
01-50-0000-82326	Natural Gas	5,500	F	98%	2%	5,390	110	Y	100%	Y	100%	5,390	-	-	5,390	-	-
01-50-0000-82346	Electric	14,200	F	98%	2%	13,916	284	Y	100%	Y	100%	13,916	-	-	13,916	-	-
01-50-0000-82376	Trash Removal	5,500	F	98%	2%	5,390	110	Y	100%	Y	100%	5,390	-	-	5,390	-	-
01-50-0000-82406	Insurance	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-82856	Landscaping	3,300	F	98%	2%	3,234	66	Y	100%	Y	100%	3,234	-	-	3,234	-	-
01-50-0000-82356	Irrigation - (PH)	2,500	F	98%	2%	2,450	50	Y	100%	Y	100%	2,450	-	-	2,450	-	-
01-50-0000-82556	Weed Management - (PH)	500	F	98%	2%	490	10	Y	100%	Y	100%	490	-	-	490	-	-
01-50-0000-82886	Building Repair and Maintenance	30,000	F	98%	2%	29,400	600	Y	100%	Y	100%	29,400	-	-	29,400	-	-
01-50-0000-84206	Rental Expense (Unit Repair & Maintenance)	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-82916	Service Contracts	1,200	F	98%	2%	1,176	24	Y	100%	Y	100%	1,176	-	-	1,176	-	-
01-50-0000-82896	Sewer Flooding Damage	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	Rubey Park (RP)					-	-										
01-50-0000-82902	Janitorial Service	226,600	F	98%	2%	222,068	4,532	Y	100%	N	100%	222,068	-	-	-	-	-
01-50-0000-82912	Service Contracts-RP	500	F	98%	2%	490	10	Y	100%	N	100%	490	-	-	-	-	-
01-50-0000-82312	Water/ Sewer	4,500	F	98%	2%	4,410	90	Y	100%	N	100%	4,410	-	-	-	-	-
01-50-0000-82322	Natural Gas	13,000	F	98%	2%	12,740	260	Y	100%	N	100%	12,740	-	-	-	-	-
01-50-0000-82342	Electricity	5,300	F	98%	2%	5,194	106	Y	100%	N	100%	5,194	-	-	-	-	-
01-50-0000-82362	Telephone	5,100	F	98%	2%	4,998	102	Y	100%	N	100%	4,998	-	-	-	-	-
01-50-0000-82332	Septic System	-	F	98%	2%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-50-0000-82372	Trash	1,900	F	98%	2%	1,862	38	Y	100%	N	100%	1,862	-	-	-	-	-
01-50-0000-82882	Building Repair and Maintenance	10,500	F	98%	2%	10,290	210	Y	100%	N	100%	10,290	-	-	-	-	-
01-50-0000-83902	Building Supplies	-	F	98%	2%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	Aspen Maintenance Facility (AMF)					-	-										
01-50-0000-82903	Janitorial Service	92,400	F	98%	2%	90,552	1,848	Y	100%	Y	100%	90,552	-	-	90,552	-	-
01-50-0000-82313	Water	23,500	F	98%	2%	23,030	470	Y	100%	Y	100%	23,030	-	-	23,030	-	-
01-50-0000-82323	Natural Gas	61,000	F	98%	2%	59,780	1,220	Y	100%	Y	100%	59,780	-	-	59,780	-	-
01-50-0000-82333	Sewer	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-82343	Electric	90,000	F	98%	2%	88,200	1,800	Y	100%	Y	100%	88,200	-	-	88,200	-	-
01-50-0000-82043	HCE Bill Credit	-	F	98%	2%	-	-	N	100%	N	100%	-	-	-	-	-	-
01-50-0000-82363	Phone	7,900	F	98%	2%	7,742	158	Y	100%	Y	100%	7,742	-	-	7,742	-	-
01-50-0000-82373	Trash	15,000	F	98%	2%	14,700	300	Y	100%	Y	100%	14,700	-	-	14,700	-	-
01-50-0000-82853	Landscaping	5,800	F	98%	2%	5,684	116	Y	100%	Y	100%	5,684	-	-	5,684	-	-
01-50-0000-82353	Irrigation - AMF	5,100	F	98%	2%	4,998	102	Y	100%	Y	100%	4,998	-	-	4,998	-	-
01-50-0000-82553	Weed Management - AMF	3,500	F	98%	2%	3,430	70	Y	100%	Y	100%	3,430	-	-	3,430	-	-
01-50-0000-82383	Septic System	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-82913	Service Contracts	64,000	F	98%	2%	62,720	1,280	Y	100%	Y	100%	62,720	-	-	62,720	-	-
01-50-0000-82873	Equipment Repair and Maint - AMF	25,000	F	98%	2%	24,500	500	Y	100%	Y	100%	24,500	-	-	24,500	-	-
01-50-0000-82883	Building Repair and Maintenance	84,000	F	98%	2%	82,320	1,680	Y	100%	Y	100%	82,320	-	-	82,320	-	-
01-50-0000-85003	Project #1	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-85013	Project #2	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	1340 Main Street Offices (Bunker)					-	-					-	-	-	-	-	-
01-50-0000-82907	Janitorial Service	27,300	F	98%	2%	26,754	546	Y	100%	Y	100%	26,754	-	-	26,754	-	-
01-50-0000-82317	Water/ Sewer	1,200	F	98%	2%	1,176	24	Y	100%	Y	100%	1,176	-	-	1,176	-	-
01-50-0000-82327	Natural Gas	2,700	F	98%	2%	2,646	54	Y	100%	Y	100%	2,646	-	-	2,646	-	-
01-50-0000-82347	Electricity	2,100	F	98%	2%	2,058	42	Y	100%	Y	100%	2,058	-	-	2,058	-	-
01-50-0000-82367	Telephone	600	F	98%	2%	588	12	Y	100%	Y	100%	588	-	-	588	-	-
01-50-0000-82377	Trash	3,500	F	98%	2%	3,430	70	Y	100%	Y	100%	3,430	-	-	3,430	-	-
01-50-0000-82857	Landscaping	3,600	F	98%	2%	3,528	72	Y	100%	Y	100%	3,528	-	-	3,528	-	-
01-50-0000-82357	Irrigation - 1340	2,200	F	98%	2%	2,156	44	Y	100%	Y	100%	2,156	-	-	2,156	-	-
01-50-0000-82557	Weed Management - 1340	500	F	98%	2%	490	10	Y	100%	Y	100%	490	-	-	490	-	-
01-50-0000-82917	Service Contracts	2,500	F	98%	2%	2,450	50	Y	100%	Y	100%	2,450	-	-	2,450	-	-
01-50-0000-82887	Building Repair and Maintenance	6,480	F	98%	2%	6,350	130	Y	100%	Y	100%	6,350	-	-	6,350	-	-
01-50-0000-8390-	Building Supplies	0	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	Carbondale Maintenance Facility (CMF)					-	-					-	-	-	-	-	-
01-50-0000-82904	Janitorial Service	41,700	F	98%	2%	40,866	834	Y	100%	Y	100%	40,866	-	-	40,866	-	-
01-50-0000-82314	Water/ Sewer	1,100	F	98%	2%	1,078	22	Y	100%	Y	100%	1,078	-	-	1,078	-	-
01-50-0000-82324	Natural Gas	9,400	F	98%	2%	9,212	188	Y	100%	Y	100%	9,212	-	-	9,212	-	-
01-50-0000-82344	Electricity	13,000	F	98%	2%	12,740	260	Y	100%	Y	100%	12,740	-	-	12,740	-	-
01-50-0000-82364	Telephone	4,000	F	98%	2%	3,920	80	Y	100%	Y	100%	3,920	-	-	3,920	-	-
01-50-0000-82374	Trash	15,500	F	98%	2%	15,190	310	Y	100%	Y	100%	15,190	-	-	15,190	-	-
01-50-0000-82854	Landscaping - CMF	600	F	98%	2%	588	12	Y	100%	Y	100%	588	-	-	588	-	-

2022 Operating Budget used for Cost Allocation Calculation

01-50-0000-82354	Irrigation - CMF	500	F	98%	2%	490	10	Y	100%	Y	100%	490	-	-	490	-	-
01-50-0000-82554	Weed Management - CMF	500	F	98%	2%	490	10	Y	100%	Y	100%	490	-	-	490	-	-
01-50-0000-82914	Service Contracts	1,000	F	98%	2%	980	20	Y	100%	Y	100%	980	-	-	980	-	-
01-50-0000-82874	Equipment Repair and Maintenance	200	F	98%	2%	196	4	Y	100%	Y	100%	196	-	-	196	-	-
01-50-0000-82884	Building Repair and Maintenance	16,000	F	98%	2%	15,680	320	Y	100%	Y	100%	15,680	-	-	15,680	-	-
01-50-0000-83904	Building Supplies	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	Glenwood Maintenance Facility (GMF)					-	-										
01-50-0000-82315	Water/ Sewer	14,700	F	98%	2%	14,406	294	Y	100%	Y	100%	14,406	-	-	14,406	-	-
01-50-0000-82325	Natural Gas	65,000	F	98%	2%	63,700	1,300	Y	100%	Y	100%	63,700	-	-	63,700	-	-
01-50-0000-82345	Electric	60,000	F	98%	2%	58,800	1,200	Y	100%	Y	100%	58,800	-	-	58,800	-	-
01-50-0000-82365	Phone	5,300	F	98%	2%	5,194	106	Y	100%	Y	100%	5,194	-	-	5,194	-	-
01-50-0000-82375	Trash	5,400	F	98%	2%	5,292	108	Y	100%	Y	100%	5,292	-	-	5,292	-	-
01-50-0000-82355	Irrigation - GMF	500	F	98%	2%	490	10	Y	100%	Y	100%	490	-	-	490	-	-
01-50-0000-82555	Weed Management - GMF	1,000	F	98%	2%	980	20	Y	100%	Y	100%	980	-	-	980	-	-
01-50-0000-82855	Landscaping	2,000	F	98%	2%	1,960	40	Y	100%	Y	100%	1,960	-	-	1,960	-	-
01-50-0000-82865	Snow Plowing	4,500	F	98%	2%	4,410	90	Y	100%	Y	100%	4,410	-	-	4,410	-	-
01-50-0000-82205	Stabilization Monitoring program	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-82875	Equipment Repair and Maintenance - GMF	20,000	F	98%	2%	19,600	400	Y	100%	Y	100%	19,600	-	-	19,600	-	-
01-50-0000-82885	Building Repair and Maintenance	75,000	F	98%	2%	73,500	1,500	Y	100%	Y	100%	73,500	-	-	73,500	-	-
01-50-0000-82915	Service Contract	22,000	F	98%	2%	21,560	440	Y	100%	Y	100%	21,560	-	-	21,560	-	-
01-50-0000-82905	Janitorial Service and Supplies	92,600	F	98%	2%	90,748	1,852	Y	100%	Y	100%	90,748	-	-	90,748	-	-
01-50-0000-83905	Building Supplies	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	100 Midland Ave																
01-50-0000-85700	Rent	39,200	F	98%	2%	38,416	784	Y	100%	Y	100%	38,416	-	-	38,416	-	-
01-50-0000-85710	Common Area Charges	3,800	F	98%	2%	3,724	76	Y	100%	Y	100%	3,724	-	-	3,724	-	-
01-50-0000-85720	Utilities	1,200	F	98%	2%	1,176	24	Y	100%	Y	100%	1,176	-	-	1,176	-	-
01-50-0000-85730	Insurance	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-85750	IT Intranet	5,800	F	98%	2%	5,684	116	Y	100%	Y	100%	5,684	-	-	5,684	-	-
01-50-0000-85760	Copier Lease	8,200	F	98%	2%	8,036	164	Y	100%	Y	100%	8,036	-	-	8,036	-	-
01-50-0000-85880	Building Repair and Maintenance	2,100	F	98%	2%	2,058	42	Y	100%	Y	100%	2,058	-	-	2,058	-	-
01-50-0000-85900	Janitorial Service and Supplies	5,100	F	98%	2%	4,998	102	Y	100%	Y	100%	4,998	-	-	4,998	-	-
	1517 Blake Ave - (Suite 201)																
01-50-0000-82700	Rent	27,500	F	98%	2%	26,950	550	Y	100%	Y	100%	26,950	-	-	26,950	-	-
01-50-0000-82710	Common Area Charges	3,600	F	98%	2%	3,528	72	Y	100%	Y	100%	3,528	-	-	3,528	-	-
01-50-0000-82720	Utilities	2,300	F	98%	2%	2,254	46	Y	100%	Y	100%	2,254	-	-	2,254	-	-
01-50-0000-82730	Insurance	600	F	98%	2%	588	12	Y	100%	Y	100%	588	-	-	588	-	-
01-50-0000-82740	Trash & Recycling	900	F	98%	2%	882	18	Y	100%	Y	100%	882	-	-	882	-	-
01-50-0000-82750	IT Intranet	3,600	F	98%	2%	3,528	72	Y	100%	Y	100%	3,528	-	-	3,528	-	-
01-50-0000-82760	Copier Lease	1,600	F	98%	2%	1,568	32	Y	100%	Y	100%	1,568	-	-	1,568	-	-
01-50-0000-82880	Building Repair and Maintenance	1,000	F	98%	2%	980	20	Y	100%	Y	100%	980	-	-	980	-	-
01-50-0000-82900	Janitorial Service and Supplies	14,600	F	98%	2%	14,308	292	Y	100%	Y	100%	14,308	-	-	14,308	-	-
01-50-0000-89110	Special Revenue(Contra)	(14,000)	F	98%	2%	(13,720)	(280)	Y	100%	Y	100%	(13,720)	-	-	(13,720)	-	-
	1517 Blake Ave - (IT-Suite 101)																
01-50-0000-84700	Rent	16,900	F	98%	2%	16,562	338	Y	100%	Y	100%	16,562	-	-	16,562	-	-
01-50-0000-84710	Common Area Charges	1,600	F	98%	2%	1,568	32	Y	100%	Y	100%	1,568	-	-	1,568	-	-
01-50-0000-84720	Utilities	1,600	F	98%	2%	1,568	32	Y	100%	Y	100%	1,568	-	-	1,568	-	-
01-50-0000-84730	Insurance	300	F	98%	2%	294	6	Y	100%	Y	100%	294	-	-	294	-	-
01-50-0000-84740	Trash & Recycling	300	F	98%	2%	294	6	Y	100%	Y	100%	294	-	-	294	-	-
01-50-0000-84750	IT Intranet	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-84760	Copier Lease	1,500	F	98%	2%	1,470	30	Y	100%	Y	100%	1,470	-	-	1,470	-	-
01-50-0000-84880	Building Repair and Maintenance	1,000	F	98%	2%	980	20	Y	100%	Y	100%	980	-	-	980	-	-
01-50-0000-84900	Janitorial Service and Supplies	8,100	F	98%	2%	7,938	162	Y	100%	Y	100%	7,938	-	-	7,938	-	-
	COVID - 19																
01-50-0000-84000	COVID-19 Cardiff Cleaning-GMF	260,800	F	98%	2%	255,584	5,216	Y	100%	Y	100%	255,584	-	-	255,584	-	-
01-50-0000-84001	COVID-19 Preferred Clean-AMF	130,200	F	98%	2%	127,596	2,604	Y	100%	Y	100%	127,596	-	-	127,596	-	-
01-50-0000-84002	COVID-19 ECOS	50,000	F	98%	2%	49,000	1,000	Y	100%	Y	100%	49,000	-	-	49,000	-	-
01-50-0000-84003	COVID-19 Supplies	30,000	F	98%	2%	29,400	600	Y	100%	Y	100%	29,400	-	-	29,400	-	-
01-50-0000-84004	COVID-19 Temp Janitoral-AMF	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-84005	COVID-19 Temp Janitors-RP	66,000	F	98%	2%	64,680	1,320	Y	100%	N	100%	64,680	-	-	-	-	-
	Bus Stops / Park 'n' Rides:					-	-										
01-50-0000-82897	Non-Capitalized Improvements	-	F	98%	2%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-50-0000-8234	Electric	-	F	98%	2%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-50-0000-82547	Parking Lot Rental	-	F	98%	2%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-50-0000-82807	Repair and Maintenance	-	F	98%	2%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-50-0000-82817	Towing	-	F	98%	2%	-	-	Y	100%	N	100%	-	-	-	-	-	-
01-50-0000-82867	Snow Plowing	-	F	98%	2%	-	-	Y	100%	N	100%	-	-	-	-	-	-
Facilities Total		3,827,280				3,750,734	76,546					3,750,734	-	-	3,103,150	-	-
		0				check figure	0					check figure		-	check figure		-
Attorney																	
01-10-0000-20100	Compensation Attorney Dept	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-10-0000-20110	Overtime Pay	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-10-0000-20140	Vacation Buy Back	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-10-0000-20120	Other Bonus	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-10-0000-20150	Seperation Pay	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-10-0000-20190	Fringe Benefits	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-10-0000-20200	Health Insurance	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
	Operating Expenditures					-	-										
01-10-0000-82000	One time, third party services	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-10-0000-82001	Third party meeting expense	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-10-0000-82006	Professional / Legal Services	265,000	F	50%	50%	132,500	132,500	Y	100%	Y	100%	132,500	-	-	132,500	-	-
01-10-0000-82007	Bond Counsel	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-10-0000-83000	Office Supplies	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-10-0000-88888	Misc Expenses	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-
01-10-0000-82010	Credit Card Suspense	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-

2022 Operating Budget used for Cost Allocation Calculation

		Travel Training					-	-											
	01-10-0000-82660	Travel	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	
	01-10-0000-82600	Training	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	
	01-10-0000-82670	Dues, Memberships & Subscriptions	-	F	50%	50%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	
	Attorney Total		265,000				132,500	132,500					132,500	-	-	132,500	-	-	
			-				check figure	-					check figure		-	check figure		-	
Board Operating																			
	01-08-0000-88888	Misc. Expenditures	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	
	01-08-0000-82009	Professional Services (Audit)	25,800	F	92%	8%	23,736	2,064	Y	100%	Y	100%	23,736	-	-	23,736	-	-	
	01-08-0000-82010	Recording Services	5,500	F	92%	8%	5,060	440	Y	100%	Y	100%	5,060	-	-	5,060	-	-	
	01-08-0000-82031	Committee Functions	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	
	01-08-0000-82640	Meetings & Retreats	6,200	F	92%	8%	5,704	496	Y	100%	Y	100%	5,704	-	-	5,704	-	-	
	01-08-0000-82660	Travel	-	F	92%	8%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	
	01-08-0000-83000	General Supplies	300	F	92%	8%	276	24	Y	100%	Y	100%	276	-	-	276	-	-	
	Board Operating Total		37,800				34,776	3,024					34,776	-	-	34,776	-	-	
			-				check figure	-					check figure		-	check figure		-	
Park N Ride		**Compensation Expenditures**																	
	05-11-0000-20100	Salaries Bus Stops(PnR) Compensation	261,700	F	100%	0%	261,700	-	Y	100%	N	100%	261,700	-	-	-	-	-	
	05-11-0000-20105	Alternative Activity	700	F	100%	0%	700	-	Y	100%	N	100%	700	-	-	-	-	-	
	05-11-0000-20110	Overtime	25,000	F	100%	0%	25,000	-	Y	100%	N	100%	25,000	-	-	-	-	-	
	05-11-0000-20120	Bonus	2,700	F	100%	0%	2,700	-	Y	100%	N	100%	2,700	-	-	-	-	-	
	05-11-0000-20127	Safety Bnus	600	F	100%	0%	600	-	Y	100%	N	100%	600	-	-	-	-	-	
	05-11-0000-20140	Vacation Buy Back	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-	
	05-11-0000-20150	Seperation Pay	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-	
	05-11-0000-20190	Fringe Benefits	44,750	F	100%	0%	44,750	-	Y	100%	N	100%	44,750	-	-	-	-	-	
	05-11-0000-20200	Insurance	46,550	F	100%	0%	46,550	-	Y	100%	N	100%	46,550	-	-	-	-	-	
		Operating Expenditures					-	-											
	05-11-0000-32300	Property Fees	4,235	F	100%	0%	4,235	-	Y	100%	N	100%	4,235	-	-	-	-	-	
	05-11-0000-32547	Parking Lot Rental	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-	
	05-11-0000-32817	Towing	3,600	F	100%	0%	3,600	-	Y	100%	N	100%	3,600	-	-	-	-	-	
	05-11-0000-32867	Snow Plowing	165,600	F	100%	0%	165,600	-	Y	100%	N	50%	165,600	-	-	-	-	-	
	05-11-0000-32897	Non Capitalized Improvements	26,000	F	100%	0%	26,000	-	Y	100%	N	100%	26,000	-	-	-	-	-	
	05-11-0000-33000	Bus Shelter (PnR) Expenses from Rubey Park	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-	
	05-11-0000-32700	Vehicle Repair and Maint.	8,500	F	100%	0%	8,500	-	Y	100%	N	100%	8,500	-	-	-	-	-	
		Non-BRT Station																	
	05-11-0000-32347	Utilities	900	F	100%	0%	900	-	Y	100%	N	100%	900	-	-	-	-	-	
	05-11-0000-32047	HCE Bill Credits	-	F	100%	0%	-	-	N	100%	N	100%	-	-	-	-	-	-	
	05-11-0000-32500	Portable Restrooms	2,900	F	100%	0%	2,900	-	Y	100%	N	100%	2,900	-	-	-	-	-	
	05-11-0000-32807	Repair & Maintenance	31,300	F	100%	0%	31,300	-	Y	100%	N	100%	31,300	-	-	-	-	-	
	05-11-0000-32857	Landscaping	7,600	F	100%	0%	7,600	-	Y	100%	N	100%	7,600	-	-	-	-	-	
	05-11-0000-32087	Irrigation	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-	
	05-11-0000-32077	Manual Snow Removal	9,500	F	100%	0%	9,500	-	Y	100%	N	100%	9,500	-	-	-	-	-	
	05-11-0000-32057	Weed Management	2,500	F	100%	0%	2,500	-	Y	100%	N	100%	2,500	-	-	-	-	-	
	05-11-0000-32100	Asphalt Repairs (sweeping, striping & cracks	50,000	F	100%	0%	50,000	-	Y	100%	N	100%	50,000	-	-	-	-	-	
		New Castle Park and Ride																	
	05-11-0000-32330	Utilities - NC	600	F	100%	0%	600	-	Y	100%	N	100%	600	-	-	-	-	-	
	05-11-0000-32310	Water - NC	450	F	100%	0%	450	-	Y	100%	N	100%	450	-	-	-	-	-	
	05-11-0000-32380	Irrigation - NC	2,400	F	100%	0%	2,400	-	Y	100%	N	100%	2,400	-	-	-	-	-	
	05-11-0000-32530	Portable Restrooms - NC	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-	
	05-11-0000-32800	Repair and Maintenance-NC	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-	
	05-11-0000-32850	Landscaping - NC	2,400	F	100%	0%	2,400	-	Y	100%	N	100%	2,400	-	-	-	-	-	
	05-11-0000-32870	Manual snow removal & Supplies - NC	1,000	F	100%	0%	1,000	-	Y	100%	N	100%	1,000	-	-	-	-	-	
	05-11-0000-33871	Weed Management	2,200	F	100%	0%	2,200	-	Y	100%	N	100%	2,200	-	-	-	-	-	
		West Glenwood Park and Ride																	
	05-11-0000-33301	Utilities - WGS	3,700	F	100%	0%	3,700	-	Y	100%	N	100%	3,700	-	-	-	-	-	
	05-11-0000-33311	Water - WGS	2,000	F	100%	0%	2,000	-	Y	100%	N	100%	2,000	-	-	-	-	-	
	05-11-0000-33351	Irrigation - WGS	1,200	F	100%	0%	1,200	-	Y	100%	N	100%	1,200	-	-	-	-	-	
	05-11-0000-33901	Janitorial Service & Supplies -WGS	31,800	F	100%	0%	31,800	-	Y	100%	N	100%	31,800	-	-	-	-	-	
	05-11-0000-33801	Repair and Maintenance - WGS	1,400	F	100%	0%	1,400	-	Y	100%	N	100%	1,400	-	-	-	-	-	
	05-11-0000-33851	Landscaping- WGS	4,400	F	100%	0%	4,400	-	Y	100%	N	100%	4,400	-	-	-	-	-	
	05-11-0000-33871	Manual Snow Removal & Supp- WGS	7,500	F	100%	0%	7,500	-	Y	100%	N	100%	7,500	-	-	-	-	-	
	05-11-0000-33551	Weed Management	2,200	F	100%	0%	2,200	-	Y	100%	N	100%	2,200	-	-	-	-	-	
	05-11-0000-32511	Portable Restrooms-WGS	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-	
	05-11-0000-32321	Propane- WGS	2,500	F	100%	0%	2,500		Y	100%	N	100%	2,500	-	-	-	-	-	
		BRT Glenwood Springs Station																	
	05-11-0000-32301	Utilities	13,800	F	100%	0%	13,800	-	Y	100%	Y	100%	13,800	-	-	13,800	-	-	
	05-11-0000-32311	Water	4,500	F	100%	0%	4,500	-	Y	100%	Y	100%	4,500	-	-	4,500	-	-	
	05-11-0000-32361	Telephone	-	F	100%	0%	-	-	Y	100%	Y	100%	-	-	-	-	-	-	
	05-11-0000-32501	Janitorial-GS	32,100	F	100%	0%	32,100	-	Y	100%	Y	100%	32,100	-	-	32,100	-	-	
	05-11-0000-32801	Repair and Maintenance-GS	9,400	F	100%	0%	9,400	-	Y	100%	Y	100%	9,400	-	-	9,400	-	-	
	05-11-0000-32851	Landscaping	2,200	F	100%	0%	2,200	-	Y	100%	Y	100%	2,200	-	-	2,200	-	-	
	05-11-0000-32381	Irrigation	1,200	F	100%	0%	1,200	-	Y	100%	Y	100%	1,200	-	-	1,200	-	-	
	05-11-0000-32871	Manual snow removal & Supplies	9,000	F	100%	0%	9,000	-	Y	100%	Y	100%	9,000	-	-	9,000	-	-	
	05-11-0000-32551	Weed Management	1,700	F	100%	0%	1,700	-	Y	100%	Y	100%	1,700	-	-	1,700	-	-	
		BRT Carbondale Station & PNR																	
	05-11-0000-32302	Utlities	6,300	F	100%	0%	6,300	-	Y	100%	N	100%	6,300	-	-	-	-	-	
	05-11-0000-32312	Water	2,000	F	100%	0%	2,000	-	Y	100%	N	100%	2,000	-	-	-	-	-	
	05-11-0000-32362	Telephone	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-	
	05-11-0000-32502	Portable Restroom - CD	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-	
	05-11-0000-32802	Repair and Maintenance-CD	3,000	F	100%	0%	3,000	-	Y	100%	N	100%	3,000	-	-	-	-	-	
	05-11-0000-32852	Landscaping	3,400	F	100%	0%	3,400	-	Y	100%	N	100%	3,400	-	-	-	-	-	

2022 Operating Budget used for Cost Allocation Calculation

05-11-0000-32382	Irrigation	1,200	F	100%	0%	1,200	-	Y	100%	N	100%	1,200	-	-	-	-	-
05-11-0000-32872	Manual snow removal & Supplies	11,000	F	100%	0%	11,000	-	Y	100%	N	100%	11,000	-	-	-	-	-
05-11-0000-32902	Janitorial Service and Supplies	33,800	F	100%	0%	33,800	-	Y	100%	N	100%	33,800	-	-	-	-	-
05-11-0000-32552	Weed Management	2,200	F	100%	0%	2,200	-	Y	100%	N	100%	2,200	-	-	-	-	-
	BRT El Jebel Station & PNR																
05-11-0000-32303	Utlities	8,700	F	100%	0%	8,700	-	Y	100%	N	100%	8,700	-	-	-	-	-
05-11-0000-32003	HCE Bill Credit - EJ	-	F	100%	0%	-	-	N	100%	N	100%	-	-	-	-	-	-
05-11-0000-32313	Water	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32363	Telephone	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32503	Portable Restroom - EJ	2,900	F	100%	0%	2,900	-	Y	100%	N	100%	2,900	-	-	-	-	-
05-11-0000-32803	Repair and Maintenance-EJ	2,700	F	100%	0%	2,700	-	Y	100%	N	100%	2,700	-	-	-	-	-
05-11-0000-32853	Landscaping	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32383	Irrigation	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32873	Manual snow removal & Supplies	13,000	F	100%	0%	13,000	-	Y	100%	N	100%	13,000	-	-	-	-	-
05-11-0000-32903	Janitorial Service and Supplies	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-
05-11-0000-32553	Weed Management	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	BRT Willits Station																
05-11-0000-32304	Utlities	5,000	F	100%	0%	5,000	-	Y	100%	N	100%	5,000	-	-	-	-	-
05-11-0000-32004	HCE Bill Credit - WL	-	F	100%	0%	-	-	N	100%	N	100%	-	-	-	-	-	-
05-11-0000-32364	Telephone	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32504	Portable Restroom - WL	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32804	Repair and Maintenance-WL	1,500	F	100%	0%	1,500	-	Y	100%	N	100%	1,500	-	-	-	-	-
05-11-0000-32854	Landscaping	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32384	Irrigation	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32874	Manual snow removal & Supplies	5,700	F	100%	0%	5,700	-	Y	100%	N	100%	5,700	-	-	-	-	-
05-11-0000-32904	Janitorial Service and Supplies	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-
05-11-0000-32554	Weed Management	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	BRT Basalt Station & PNR																
05-11-0000-32305	Utlities	9,000	F	100%	0%	9,000	-	Y	100%	N	100%	9,000	-	-	-	-	-
05-11-0000-32005	HCE Bill Credits-BA	-	F	100%	0%	-	-	N	100%	N	100%	-	-	-	-	-	-
05-11-0000-32315	Water	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32365	Telephone	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32505	Portable Restroom - BA	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32805	Repair and Maintenance-BA	2,700	F	100%	0%	2,700	-	Y	100%	N	100%	2,700	-	-	-	-	-
05-11-0000-32855	Landscaping	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32385	Irrigation	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32875	Manual snow removal & Supplies	12,000	F	100%	0%	12,000	-	Y	100%	N	100%	12,000	-	-	-	-	-
05-11-0000-32905	Janitorial Service and Supplies	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-
05-11-0000-32555	Weed Management	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
	BRT Brush Creek Station																
05-11-0000-32306	Utilities	4,100	F	100%	0%	4,100	-	Y	100%	N	100%	4,100	-	-	-	-	-
05-11-0000-32006	HCE Bill Credit -BC	-	F	100%	0%	-	-	N	100%	N	100%	-	-	-	-	-	-
05-11-0000-32366	Telephone	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32506	Portable Restroom - BC	9,600	F	100%	0%	9,600	-	Y	100%	N	100%	9,600	-	-	-	-	-
05-11-0000-32806	Repair and Maintenance-BC	6,300	F	100%	0%	6,300	-	Y	100%	N	100%	6,300	-	-	-	-	-
05-11-0000-32856	Landscaping	4,300	F	100%	0%	4,300	-	Y	100%	N	100%	4,300	-	-	-	-	-
05-11-0000-32386	Irrigation	2,000	F	100%	0%	2,000	-	Y	100%	N	100%	2,000	-	-	-	-	-
05-11-0000-32876	Manual snow removal & Supplies	15,000	F	100%	0%	15,000	-	Y	100%	N	100%	15,000	-	-	-	-	-
05-11-0000-32906	Janitorial Service and Supplies	3,000	F	100%	0%	3,000	-	Y	100%	N	100%	3,000	-	-	-	-	-
05-11-0000-32556	Weed Management	1,700	F	100%	0%	1,700	-	Y	100%	N	100%	1,700	-	-	-	-	-
	BRT AABC Station																
05-11-0000-32308	Utilities	9,300	F	100%	0%	9,300	-	Y	100%	N	100%	9,300	-	-	-	-	-
05-11-0000-32008	HCE Bill Credits-AABC	-	F	100%	0%	-	-	N	100%	N	100%	-	-	-	-	-	-
05-11-0000-32368	Telephone	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32508	Portable Restroom - AABC	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32808	Repair and Maintenance-AABC	2,000	F	100%	0%	2,000	-	Y	100%	N	100%	2,000	-	-	-	-	-
05-11-0000-32858	Landscaping	1,500	F	100%	0%	1,500	-	Y	100%	N	100%	1,500	-	-	-	-	-
05-11-0000-32388	Irrigation	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-
05-11-0000-32878	Manual snow removal & Supplies	9,000	F	100%	0%	9,000	-	Y	100%	N	100%	9,000	-	-	-	-	-
05-11-0000-32908	Janitorial Service and Supplies	1,000	F	100%	0%	1,000	-	Y	100%	N	100%	1,000	-	-	-	-	-
05-11-0000-32558	Weed Management	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-
	BRT Buttermilk Station																
05-11-0000-32309	Utilities	10,100	F	100%	0%	10,100	-	Y	100%	N	100%	10,100	-	-	-	-	-
05-11-0000-32009	HCE Bill Credit-BM	-	F	100%	0%	-	-	N	100%	N	100%	-	-	-	-	-	-
05-11-0000-32369	Telephone	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32509	Portable Restroom - BM	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32809	Repair and Maintenance-BM	1,800	F	100%	0%	1,800	-	Y	100%	N	100%	1,800	-	-	-	-	-
05-11-0000-32859	Landscaping	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32389	Irrigation	-	F	100%	0%	-	-	Y	100%	N	100%	-	-	-	-	-	-
05-11-0000-32879	Manual snow removal & Supplies	14,000	F	100%	0%	14,000	-	Y	100%	N	100%	14,000	-	-	-	-	-
05-11-0000-32909	Janitorial Service and Supplies	1,000	F	100%	0%	1,000	-	Y	100%	N	100%	1,000	-	-	-	-	-
05-11-0000-32559	Weed Management	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-
	Spring Valley Park and Ride																
05-11-0000-32200	Utilities-SV	450	F	100%	0%	450	-	Y	100%	N	100%	450	-	-	-	-	-
05-11-0000-32210	Water-SV	450	F	100%	0%	450	-	Y	100%	N	100%	450	-	-	-	-	-
05-11-0000-32280	Irrigation-SV	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-
05-11-0000-32250	Weed Management-SV	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-
05-11-0000-32290	Repair and Maintenance-SV	450	F	100%	0%	450	-	Y	100%	N	100%	450	-	-	-	-	-
05-11-0000-32260	Landscaping-SV	1,000	F	100%	0%	1,000	-	Y	100%	N	100%	1,000	-	-	-	-	-
05-11-0000-32270	Manual Snow Removal & Suppl-SV	1,000	F	100%	0%	1,000	-	Y	100%	N	100%	1,000	-	-	-	-	-
	Catherine Store Road Park and Ride																
05-11-0000-82400	Utilities-CS	450	F	100%	0%	450	-	Y	100%	N	100%	450	-	-	-	-	-
05-11-0000-82410	Water-CS	450	F	100%	0%	450	-	Y	100%	N	100%	450	-	-	-	-	-
05-11-0000-82480	Irrigation-CS	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-
05-11-0000-82450	Weed Management-CS	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-

2022 Operating Budget used for Cost Allocation Calculation

05-11-0000-82490	Repair and Maintenance-CS	450	F	100%	0%	450	-	Y	100%	N	100%	450	-	-	-	-	-
05-11-0000-82460	Landscaping-CS	1,000	F	100%	0%	1,000	-	Y	100%	N	100%	1,000	-	-	-	-	-
05-11-0000-82470	Manual Snow Removal & Suppl-CS	1,000	F	100%	0%	1,000	-	Y	100%	N	100%	1,000	-	-	-	-	-
	505 27th Street PNR																
05-11-0000-32307	Utilities	7,900	F	100%	0%	7,900	-	Y	100%	N	100%	7,900	-	-	-	-	-
05-11-0000-32377	Trash Removal	3,090	F	100%	0%	3,090	-	Y	100%	N	100%	3,090	-	-	-	-	-
05-11-0000-32847	Landscaping	1,300	F	100%	0%	1,300	-	Y	100%	N	100%	1,300	-	-	-	-	-
05-11-0000-32557	Weed Management	500	F	100%	0%	500	-	Y	100%	N	100%	500	-	-	-	-	-
05-11-0000-32387	Irrigation	1,100	F	100%	0%	1,100	-	Y	100%	N	100%	1,100	-	-	-	-	-
05-11-0000-32707	Repair and Maintenance	6,300	F	100%	0%	6,300	-	Y	100%	N	100%	6,300	-	-	-	-	-
05-11-0000-32877	Manual Snow Removal & Suppl-CS	1,000	F	100%	0%	1,000	-	Y	100%	N	100%	1,000	-	-	-	-	-
05-11-0000-32917	Service Contracts	1,200	F	100%	0%	1,200	-	Y	100%	N	100%	1,200	-	-	-	-	-
		1,091,175				1,091,175	-					1,091,175	-	-	73,900	-	-
		-					-					check figure		-	check figure		-
General fund - Gross Transit Operational Expenditures		50,826,506				50,301,816.03	827,865.15	#########				19,777,021	17,956,495	12,196,080	16,508,588	17,956,495	12,196,080
Bus shelter/ PNR fund		1,091,175					(0.00)					check figure to		49,929,596	check figure to		46,661,163
Subtotal Rental Income		(788,000)										cost factor tab			cost factor tab		
		51,129,681															

Glenwood Springs Municipal Service Contract

2022 Cost Factor Calculations

RFTA Total Estimated Activity Levels:	
Miles	5,807,794
Hours	359,856
Riders	3,735,067

GLENWOOD SPRINGS MUNICIPAL

COST CATEGORY	Est. Cost	Est. Hours	Est. Miles	Cost per Mile/Hr.
Total Fixed Cost	$ 16,508,588	359,856	N/A	$ 45.88
Total Direct Hourly Cost	$ 17,956,495	359,856	N/A	$ 49.90
Total Direct Mileage Cost	$ 12,196,080	N/A	5,807,794	$ 2.10
TOTAL	**$ 46,661,163**			

UPDATED 8/11/2021

Update the years, not amortization #	current year =	2021	prior year =	2020	Amortization	0.060

2020 ASSET LIST FOR RFTA 2022 SERVICE CONTRACT CALCULATIONS

Does not include CIP, Trails or Rolling Stock Capital Assets

Category, Description, Manufacture		Acquistion date	COST	Salvage	Deprciation current year	Years of Depreciation	Depreciation prior year	Total Depreciation	Life years	Grant Y/N	Grant %	Disposition Amount	Disposi-tion date	Net Cost	Amortization	
Land																
BMF-LAND	SPACHNR/PAEPCKE	12/7/1982	354,211		-	30	354,211	354,211	30					354,211	-	
BMF-LAND APPRAISAL		12/31/1982	2,367		-	30	2,367	2,367	30					2,367	-	
84 BUS MAINT FACILITY	RIGHT OF WAY	12/31/1984	1,220		-	30	1,220	1,220	30	UMTA	80%			244	-	
86 BUS MAINT FACILITY	RIGHT OF WAY	12/31/1986	477		-	30	477	477	30	UMTA	80%			95	-	
RIO GRANDE ROW STUDY		2/16/1990	1,385		-	3	1,385	1,385	3					1,385	-	
GWS PARK & RIDE	LAND TITLE GUARANTEI	8/10/2004	751,225		25,041	16	400,653	425,694	30	Y	80%			150,245	10,915	
CARBONDALE PARK & RIDE	LAND TITLE GUARANTEI	8/10/2004	542,034		18,068	16	289,085	307,153	30	Y	80%			108,407	7,876	
New Castle Property		6/30/2007	323,174		10,772	13	140,042	150,815	30	N				323,174	23,478	
Parker House Property		10/1/2007	1,051,174		35,039	13	455,509	490,548	30	N				1,051,174	76,367	
New Castle Property		6/30/2008	6,205		207	12	2,482	2,689	30	N				6,205	451	
Parker House Property		6/30/2008	6,912		230	12	2,765	2,995	30	N				6,912	502	
GMF Land		8/31/2009	1,539,295		51,310	11	564,408	615,718	30					1,539,295	111,828	
1340 Main St Purchase (Carbondale) - Land		12/31/2011	601,779		20,059	9	180,534	200,593	30	N				601,779	43,719	
BRT Land Acquisition Costs		12/31/2012	5,555,854		185,195	8	1,481,561	1,666,756	30	Y	100%			-	-	0.00
Land Use Application		12/31/2013	27,128		904	7	6,330	7,234	30	Y	100%			-	-	0.00
GS-Demolition, Clearing, Earth		12/31/2013	14,883		496	7	3,473	3,969	30	Y	100%			-	-	0.00
GE-Demolition, Clearing, Earth		12/31/2013	17,216		574	7	4,017	4,591	30	Y	100%			-	-	0.00
CD-Demolition, Clearing, Earth		12/31/2013	365		12	7	85	97	30	Y	100%			-	-	0.00
EJ-Demolition, Clearing, Earth		12/31/2013	61,349		2,045	7	14,315	16,360	30	Y	100%			-	-	0.00
WL-Demolition, Clearing, Earth		12/31/2013	14,548		485	7	3,395	3,879	30	Y	100%			-	-	0.00
TR-Demolition, Clearing, Earth		12/31/2013	603		20	7	141	161	30	Y	100%			-	-	0.00
BA-Demolition, Clearing, Earth		12/31/2013	14,794		493	7	3,452	3,945	30	Y	100%			-	-	0.00
BC-Demolition, Clearing, Earth		12/31/2013	900		30	7	210	240	30	Y	100%			-	-	0.00
AA-Demolition, Clearing, Earth		12/31/2013	91,794		3,060	7	21,419	24,478	30	Y	100%			-	-	0.00
BM-Demolition, Clearing, Earth		12/31/2013	325		11	7	76	87	30	Y	100%			-	-	0.00
Carbondale Lot 1B Purchase		12/31/2014	430,142		14,338	6	86,028	100,366	30	N	0%			430,142	31,249	
Land Use Application		12/31/2014	3,844		128	6	769	897	30	N	0%			3,844	279	
GS-Demolition, Clearing, Earth		12/31/2014	1,910		64	6	382	446	30	Y	100%			-	-	
EJ-Demolition, Clearing, Earth		12/31/2014	(225)		(8)	6	(45)	(53)	30	Y	100%			-	-	
WL-Demolition, Clearing, Earth		12/31/2014	4,124		137	6	825	962	30	Y	100%			-	-	
TR-Demolition, Clearing, Earth		12/31/2014	865		29	6	173	202	30	Y	100%			-	-	
AA-Demolition, Clearing, Earth		12/31/2014	(25,033)		(834)	6	(5,007)	(5,841)	30	Y	100%			-	-	
27th Street (GWS)		12/31/2014	289		10	6	58	67	30	Y	100%			-	-	
Carbondale		12/31/2014	89		3	6	18	21	30	Y	100%			-	-	
El Jebel		12/31/2014	130		4	6	26	30	30	Y	100%			-	-	
Willits		12/31/2014	20		1	6	4	5	30	Y	100%			-	-	
Two Rivers		12/31/2014	3		0	6	1	1	30	Y	100%			-	-	
Basalt		12/31/2014	90		3	6	18	21	30	Y	100%			-	-	
Brush Creek		12/31/2014	159		5	6	32	37	30	Y	100%			-	-	
Aspen Airport Business Center		12/31/2014	128		4	6	26	30	30	Y	100%			-	-	
Buttermilk		12/31/2014	35		1	6	7	8	30	Y	100%			-	-	
GMOC Purchase		12/31/2020	1,260,465		42,016	-	-	42,016	30	N	0%			1,260,465	91,571	
GMOC Demolition / Mitigation		12/31/2020	222,440		7,415	-	-	7,415	30	N	0%			222,440	16,160	
Subtotal			***12,880,692***		417,368		4,016,924	4,434,292						***6,062,384***	***414,395***	
Leasehold improvements Carbondale Apartments																
CARBONDALE APARTMENTS		9/1/2000	528,423		13,211	20	264,211	277,422	40	N				528,423	*35,120*	
1056 Main St. Repaint		12/31/2012	19,382		-	7	19,382	19,382	7	N				19,382	-	
Main Street Landscaping / Irrigation		12/31/2018	45,295		4,530	2	9,059	13,589	10	N				45,295	*6,154*	
Subtotal			***593,100***		17,740		292,652	310,392						***593,100***	***41,274***	
Carbondale Apartments (Parker House)																
Carbondale Property Purch-PH Bldg		10/1/2007	1,051,174		26,279	13	341,632	367,911	40	N				1,051,174	69,863	
Parker House Improvements		12/31/2007	73,617		1,840	13	23,926	25,766	40	N				73,617	4,893	
Parker House Improvements		6/30/2008	373,123		9,328	12	111,937	121,265	40	N				373,123	24,798	
Carbondale Property Purchase fees		6/30/2008	54,764		1,369	12	16,429	17,798	40	N				54,764	3,640	
Parker House Improvements		5/31/2009	16,525		826	11	9,089	9,915	20					16,525	1,441	
Parker House Improvements		12/31/2009	11,625		581	11	6,394	6,975	20					11,625	1,014	

UPDATED 8/11/2021

Update the years, not amortization #			current year =	2021	prior year =	2020	Amortization	0.060							
Parker House Flat Roof		12/31/2010	13,746		687	10	6,873	7,560	20				13,746	1,198	
Parker House Roof		12/31/2011	13,470		674	9	6,062	6,735	20	N			13,470	1,174	
Parker House Improvements		12/31/2013	39,906		1,995	7	13,967	15,963	20	N			39,906	3,479	
PH-Exterior Paint		12/31/2014	17,655		-	3	17,655	17,655	3	N			17,655	-	
Parker House Improvements		12/31/2014	5,400		-	3	5,400	5,400	3	N			5,400	-	
Parker House Improvements		12/31/2015	32,555		-	3	32,555	32,555	3	N			32,555	-	
Parker House Improvements		12/31/2017	56,277		-	3	56,277	56,277	3	N			56,277	-	
Parker House Landscaping / Irrigation		12/31/2018	11,060		553	2	1,106	1,659	20	N			11,060	964	
Parker House Improvements		12/31/2019	100,256		5,013	1	5,013	10,026	20	N			100,256	8,741	
Subtotal			***1,871,153***		49,146		654,313	703,459					***1,871,153***	***121,205***	
Carbondale Administrative Offices															
1340 Main Street Purchase (Carbondale) - Building		12/31/2011	416,672		13,889	9	125,002	138,891	30	N			416,672	30,271	
Subtotal			***416,672***		13,889		125,002	138,891					***416,672***	***30,271***	
Glenwood Facility and Capital improvement															
GMF DESIGN WORK		1/1/2001	99,093		3,303	19	62,759	66,062	30				99,093	7,199	
GMF SOIL TESTING		1/1/2001	15,498		517	19	9,815	10,332	30				15,498	1,126	
GLENWOOD MAINT FACILITY		12/31/2001	3,825,165		127,505	19	2,422,604	2,550,110	30				3,825,165	277,894	
GMF Impairment		12/31/2011	(2,844,350)		(142,218)	9	(1,279,958)	(1,422,175)	20				(2,844,350)	(247,983)	
GMF-RETAINAGE REFUND	FCI CONSTRUCTURES	12/1/2002	(95,370)		(3,179)	18	-	(3,179)	30				(95,370)	(6,928)	
LIGHTING PROJECT		4/30/2005	10,914		-	10	-	1,091	10	N			10,914	-	
Remodel Front Offices		5/31/2005	43,109		-	10	-	4,311	10	N			43,109	-	
Remodel CEO Office		10/31/2005	32,175		-	10	32,175	32,175	10				32,175	-	
GMF Seal Coat		6/30/2007	20,715		-	7	20,715	20,715	7				20,715	-	
GMF Spill Containment		6/30/2007	49,195		-	7	49,195	49,195	7				49,195	-	
GMF Wash Bay Walls		12/31/2010	1,961		-	5	1,961	1,961	5				1,961	-	
GMF Facilities Planning		12/31/2010	9,634		-	5	9,634	9,634	5				9,634	-	
GMF Design		12/31/2010	56,885		-	5	56,885	56,885	5				56,885	-	
GMF Settling		12/31/2011	4,794,427		159,814	9	1,438,328	1,598,142	30				4,794,427	348,310	
GMF Lower Level Asphalt Replacement		12/31/2011	352,998		17,650	9	158,849	176,499	20				352,998	30,776	
GMF Fueling Station Roof		12/31/2011	7,250		242	9	2,175	2,417	30				7,250	527	
GMF Light Tower		12/31/2011	2,718		272	9	2,446	2,718	10				2,718	369	
GMF Waste Oil Replacement		12/31/2012	24,027		-	7	24,027	24,027	7				24,027	-	
GMF Netting		12/31/2012	16,000		-	7	16,000	16,000	7				16,000	-	
GMF Office remodel		12/31/2012	21,252		2,125	8	17,002	19,127	10				21,252	2,887	
GMF CNG Fueling Station (includes Safety & Contingency)		12/31/2013	5,481,960		274,098	7	1,918,686	2,192,784	20	N	100%		-	-	0.00
GMF-Automtd Fuel Monitring Sys		12/31/2014	45,838		2,292	6	13,751	16,043	20	Y	80%		9,168	799	
GMF Canopy Lights upgrade		12/31/2014	6,022		602	6	3,613	4,215	10	N			6,022	818	
GMF Bus Wash Pump & Motor		12/31/2014	6,411		801	6	4,808	5,610	8	N			6,411	1,032	
GMF Fuel Mgmt System Installtn		12/31/2014	26,586		1,329	6	7,976	9,305	20	N	0%		26,586	2,318	
GMF-Automtd Fuel Monitring Sys		12/31/2015	6,315		316	5	1,579	1,895	20	Y	80%		1,263	110	
HVAC Repair - GMF		12/31/2015	9,627		642	5	3,209	3,851	15	N			9,627	991	
GMF Office remodel		12/31/2015	11,343		1,134	5	5,671	6,806	10	N			11,343	1,541	
Concrete Upgrades -GMF		12/31/2018	42,197		2,110	2	4,220	6,330	20	N			42,197	3,679	
GMF Roof Replacement		12/31/2019	255,689		8,523	1	8,523	17,046	30	N			255,689	18,576	
Subtotal			***12,335,284***		457,879		5,016,649	5,479,931					***6,811,601***	***444,041***	
Leasehold improvements AMF															
84 BUS MAINT FACILITY	PROJECT ADMIN	12/31/1984	62,601		1,252	36	45,073	46,325	50	UMTA	80%		12,520	794	
84 BUS MAINT FACILITY	ENGINEER/DESIGN	12/31/1984	86,288		1,726	36	62,127	63,853	50	UMTA	80%		17,258	1,095	
84 BUS MAINT FACILITY	CONST MGMNT FEE	12/31/1984	35,271		705	36	25,395	26,101	50	UMTA	80%		7,054	448	
84 BUS MAINT FACILITY	CONSTRUCTION	12/31/1984	2,111,593		42,232	36	1,520,347	1,562,579	50	UMTA	80%		422,319	26,794	
84 BUS MAINT FACILITY	DIESEL SPILL	12/31/1984	90,850		1,817	36	65,412	67,229	50	UMTA	80%		18,170	1,153	
BUS MAINT FACILITY	PROJECT ADMIN	12/31/1984	117,036		2,341	36	84,266	86,607	50	UMTA	80%		23,407	1,485	
1983 BOND COST		12/31/1984	45,187		904	36	32,535	33,438	50				45,187	2,867	
1984 NET CAPITALIZED	INTRST - BMF	12/31/1984	(4,081)		(82)	36	(2,938)	(3,020)	50				(4,081)	(259)	
BUS MAINT FACILITY	DESIGN & ENGIN	12/31/1984	623,821		12,476	36	449,151	461,628	50	UMTA	80%		124,764	7,916	
BUS MAINT FACILITY	CONST MGMNT	12/31/1984	27,164		543	36	19,558	20,102	50	UMTA	80%		5,433	345	
BUS MAINT FACILITY	CONSTRUCITON	12/31/1984	1,763,472		35,269	36	1,269,700	1,304,969	50	UMTA	80%		352,694	22,376	
BUS MAINT FACILITY	ENTRANCE ROAD	12/31/1984	70,489		-	30	70,489	70,489	30	UMTA	80%		14,098	-	
85 BUS MAINT FACILITY	PROJECT ADMIN	12/31/1985	21,281		426	35	14,897	15,322	50	UMTA	80%		4,256	270	
85 BUS MAINT FACILITY	ENGINEER/DESIGN	12/31/1985	30,424		608	35	21,297	21,905	50	UMTA	80%		6,085	386	
85 BUS MAINT FACILITY	CONST MGMNT FEE	12/31/1985	4,048		81	35	2,834	2,915	50	UMTA	80%		810	51	

UPDATED 8/11/2021

Update the years, not amortization #			current year =	2021	prior year =	2020	Amortization	0.060						
85 BUS MAINT FACILITY	CONSTRUCTION	12/31/1985	(3,908)		(78)	35	(2,735)	(2,813)	50	UMTA	80%		(782)	(50)
85 BUS MAINT FACILITY	DIESEL SPILL	12/31/1985	20,690		414	35	14,483	14,897	50	UMTA	80%		4,138	263
86 BUS MAINT FACILITY	CONSTRUCTION	10/31/1986	56,175		1,124	34	38,199	39,323	50	UMTA	80%		11,235	713
MEZZANINE RITE HITE		12/30/1986	16,210		-	20	16,210	16,210	20	UMTA	80%		3,242	-
86 BUS MAINT FACILITY	PROJECT ADMIN	12/31/1986	100		2	34	68	70	50	UMTA	80%		20	1
86 BUS MAINT FACILITY	ENGINEER/DESIGN	12/31/1986	2,815		56	34	1,914	1,970	50	UMTA	80%		563	36
86 BUS MAINT FACILITY	CONST MGMT	12/31/1986	75		2	34	51	53	50	UMTA	80%		15	1
86 BUS MAINT FACILITY	DIESEL SPILL	12/31/1986	5,950		119	34	4,046	4,165	50	UMTA	80%		1,190	75
86 BUS MAINT FACILITY	LITIGATION	12/31/1986	3,040		61	34	2,067	2,128	50				3,040	193
ENGINEERING/DESIGN		3/30/1987	239		5	33	158	162	50	UMTA	80%		48	3
87 BUS MAINT FACILITY	DIESEL SPILL	5/29/1987	2,350		47	33	1,551	1,598	50	UMTA	80%		470	30
1987 BUS MAINT FACILITY	CONSTRUCTION	5/31/1987	(3,550)		(71)	33	(2,343)	(2,414)	50	UMTA	80%		(710)	(45)
CONST MGMT FEES 1986	AUDIT COSTS	10/15/1987	500		10	33	330	340	50	UMTA	80%		100	6
1988 SETTLEMENT BMF	INELIGABLE	12/31/1987	130,429		2,609	33	86,083	88,692	50				130,429	8,275
1988 SETTLEMENT BMF	ELIGABLE	12/31/1987	19,671		393	33	12,983	13,376	50	UMTA	80%		3,934	250
88 BUS MAINT FACILITY	DIESEL SPILL	4/15/1988	400		8	32	256	264	50	UMTA	80%		80	5
SECURITY SURVELLANCE	CAMERA	4/30/1990	9,725		-	15	9,725	9,725	15				9,725	-
FUEL TANK MONITORING	SYSTEM	12/31/1993	33,160		1,105	27	29,844	30,949	30				33,160	2,409
BMF IMPROVEMENT/PLUG INS		11/11/1994	18,384		460	26	11,950	12,409	40				18,384	1,222
FUEL TANK MONITORING	SYSTEM	12/31/1994	22,232		741	26	19,267	20,008	30				22,232	1,615
BMF - MONEY/STAFF ROOM		12/30/1996	9,362		234	24	5,617	5,851	40				9,362	622
MONEY ROOM	FLOOR & ELECTRICAL	5/31/1997	2,301	-	58	23	1,323	1,381	40				2,301	153
CEMENT BARRIERS TO PROTECT PLUG INS		11/3/1997	2,280		57	23	1,311	1,368	40				2,280	152
MODULAR OFFICE BUILDING	SATELLITE SHELTERS	3/1/1999	69,843		-	15	69,843	69,843	15				69,843	-
BOILER REPAIR	LUNSFORD BROS MECH	4/24/2003	40,371		-	15	40,371	40,371	15				40,371	-
ROOF REPAIR	RED EAGLE CONSTRUCT	8/25/2003	180,342		-	15	180,342	180,342	15				180,342	-
HVAC REPAIR	GRIMES SERVICE CO	11/21/2003	30,759		-	15	30,759	30,759	15				30,759	-
BATHROOM REPAIR	COLORADO TILES, LTD	4/23/2004	11,055		553	16	8,844	9,397	20	N			11,055	964
SEWER DESIGN	CTL THOMPSON	7/31/2004	10,305		206	16	3,297	3,504	50	N			10,305	654
HOTSY	MTN EQUIPMENT	9/24/2004	13,220		-	10	13,220	13,220	10	N			13,220	-
HVAC REPAIR	GRIMES SERVICE CO	12/22/2004	34,115		-	15	34,115	34,115	15	N			34,115	-
LIGHTING PROJECT	RISING SUN ENT, TRADE	12/31/2004	42,062		2,103	16	33,650	35,753	20	N			42,062	3,667
Bus Washer		6/30/2005	324,321		-	15	324,321	324,321	15	N			324,321	-
AMF remodel Drivers/ Dispatch		6/30/2006	123,057		6,153	14	86,140	92,293	20	N			123,057	10,729
AMF Pit Reconfiguration		6/30/2006	116,298		5,815	14	81,409	87,224	20	N			116,298	10,139
AMF Waste Water Construction		12/31/2006	10,312		516	14	7,218	7,734	20	N			10,312	899
AMF remodel front Offices		12/31/2006	29,135		1,457	14	20,395	21,851	20	N			29,135	2,540
AMF Compressor Systm		6/30/2007	27,166		-	10	27,166	27,166	10				27,166	-
Capital AMF Lift System		6/30/2007	240,203		-	10	240,203	240,203	10	UMTA	80%		48,041	-
Capital AMF Waste Water Constn		6/30/2007	240,892		-	10	240,892	240,892	10				240,892	-
AMF Cubes		6/30/2007	18,253		-	10	18,253	18,253	10				18,253	-
AMF In ground lift System		6/30/2008	110,550		-	10	110,550	110,550	10	Y	80%		22,110	-
AMF Tank Farm monitoring		6/30/2008	19,369		-	10	19,369	19,369	10				19,369	-
AMF steam cleaner extensio		6/30/2008	5,046		-	10	5,046	5,046	10				5,046	-
AMF In ground lift System		10/31/2009	198,598		-	10	198,598	198,598	10	Y	80%		39,720	-
AMF Doors		12/31/2009	16,904		-	5	16,904	16,904	5				16,904	-
AMF Fuel Leak Project		12/31/2010	84,395		-	5	84,395	84,395	5				84,395	-
AMF Fluid Dispenser		12/31/2010	127,251		-	5	127,251	127,251	5				127,251	-
Urea Dispensing Systems		12/31/2010	4,018		-	5	4,018	4,018	5				4,018	-
AMF Speed Control System		12/31/2010	10,100		-	5	10,100	10,100	5				10,100	-
AMF & GMF Fuel dispenser		12/31/2013	16,201		-	5	16,201	16,201	5	N			16,201	-
A&G Control Systm-Prtble Lifts		12/31/2013	22,380		-	7	22,380	22,380	7	N			22,380	-
AMF-CO Dectectors		12/31/2014	5,889		294	6	1,767	2,061	20	N			5,889	513
AMF-Automtd Fuel Monitring Sys		12/31/2014	52,908		2,645	6	15,872	18,518	20	Y	80%		10,582	923
AMF Hotsy Satellite		12/31/2014	10,681		712	6	4,272	4,984	15	N			10,681	1,100
AMF Rehab/Renovt-Architctural (Phase I & II)		12/31/2014	(187)		(5)	6	(28)	(33)	40	Y	80%		(37)	(2)
AMF Rehab/Renovate-HVAC (Phase I & II)		12/31/2014	2,258		90	6	542	632	25	Y	80%		452	35
AMF Rehab/Renovate-Electrical (Phase I & II)		12/31/2014	31,902		1,595	6	9,571	11,166	20	Y	80%		6,380	556
AMF Rehab-Fire Suppression (Phase I and II)		12/31/2014	8,264		413	6	2,479	2,892	20	Y	80%		1,653	144
AMF Rehab/Reno-Civil/Site Wrk (Phase I and II)		12/31/2014	201,009		10,050	6	60,303	70,353	20	Y	80%		40,202	3,505
AMF Rehab/Renovate-Landscape (Phase I and II)		12/31/2014	117,553		5,878	6	35,266	41,144	20	Y	80%		23,511	2,050
AMF Rehab/Renovate-Snowmelt (Phase I and II)		12/31/2014	628,765		31,438	6	188,630	220,068	20	Y	80%		125,753	10,964
AMF Rehab/Reno-Contrct Revison (Phase I and II)		12/31/2014	166,425		6,657	6	39,942	46,599	25	Y	80%		33,285	2,604
AMF Rehab/Reno-Fuel Monitoring (Phase I and II)		12/31/2014	4,520		226	6	1,356	1,582	20	Y	80%		904	79
AMF Rehab/Reno-Misc Utilities (Phase I and II)		12/31/2014	9,553		382	6	2,293	2,675	25	Y	80%		1,911	149
Project Mgmt-Farnsworth (Phase I and II)		12/31/2014	18,367		735	6	4,408	5,143	25	Y	80%		3,673	287
Construction Mgmt-Farnsworth (Phase I and II)		12/31/2014	76,519		3,061	6	18,365	21,425	25	Y	80%		15,304	1,197
Contingencies/Program Reserve (Phase I and II)		12/31/2014	4,972		199	6	1,193	1,392	25	Y	80%		994	78
Non-Reimbursable Project Cost (Phase I & II)		12/31/2014	16,102		644	6	3,865	4,509	25	N	0%		16,102	1,260
AMF - Fuel Pump Replacement		12/31/2014	23,029		1,151	6	6,909	8,060	20	Y	80%		4,606	402

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	AMF-Automtd Fuel Monitring Sys		12/31/2015	7,433	372	5	1,858	2,230	20	Y	80%		1,487	130
N	AMF Dispatch Furniture		12/31/2016	8,191	1,638	4	6,553	8,191	5	N	0%		8,191	1,945
N	AMF Design and Permit Fees		12/31/2016	801,630	32,065	4	128,261	160,326	25	FTA	80%		160,326	12,542
N	AMF Rehab/Renovt-Architctural		12/31/2016	698,836	23,295	4	93,178	116,473	30	FTA	80%		139,767	10,154
N	AMF Rehab/Renovate-Structural		12/31/2016	4,048,112	134,937	4	539,748	674,685	30	FTA	80%		809,622	58,818
N	AMF Rehab/Renovate-Electrical		12/31/2016	368,288	24,553	4	98,210	122,763	15	FTA	80%		73,658	7,584
N	AMF Rehab-Fire Suppression		12/31/2016	231,611	15,441	4	61,763	77,204	15	FTA	80%		46,322	4,769
N	AMF Rehab/Renovate-Fire Alarm		12/31/2016	61,080	4,072	4	16,288	20,360	15	FTA	80%		12,216	1,258
N	AMF Rehab/Reno-Civil/Site Wrk		12/31/2016	2,325,296	77,510	4	310,039	387,549	30	FTA	80%		465,059	33,786
N	AMF Rehab/Renovate - Landscaping		12/31/2016	133,571	13,357	4	53,428	66,786	10	FTA	80%		26,714	3,630
N	AMF Rehab/Renovate-Snowmelt		12/31/2016	24,000	1,600	4	6,400	8,000	15	FTA	80%		4,800	494
N	AMF Rehab/Renovate-HVAC		12/31/2016	762,496	30,500	4	121,999	152,499	25	FTA	80%		152,499	11,930
N	Project Mgmt-Farnsworth		12/31/2016	284,916	11,397	4	45,587	56,983	25	FTA	80%		56,983	4,458
	AMF Recommissioning		12/31/2017	14,141	566	3	1,697	2,263	25				14,141	1,106
	AMF Office Remodel		12/31/2017	5,385	1,077	3	3,231	4,308	5				5,385	1,278
	Engineering/Design-3rd Pty Far		12/31/2017	11,578	463	3	1,389	1,852	25				11,578	906
	Pjt Constrn Mgmt-3rd Pty Far		12/31/2017	1,414	57	3	170	226	25				1,414	111
	Construction(Rehab/Renovate)		12/31/2017	156,605	6,264	3	18,793	25,057	25	FTA	80%		31,321	2,450
	Construction PhaseIV		12/31/2017	53,357	2,134	3	6,403	8,537	25	FTA	80%		10,671	835
	CMF & AMF Door Replacement		12/31/2017	14,124	2,825	3	8,474	11,299	5				14,124	3,353
	Concrete Upgrades - AMF only		12/31/2018	9,463	473	2	946	1,419	20				9,463	825
	AMF Shower Improvement		12/31/2018	29,350	2,935	2	5,870	8,805	10				29,350	3,988
	BEB Charger Infrastructure		12/31/2019	273,483	10,939	1	10,939	21,879	25				273,483	21,394
	Fall Protection Construction		12/31/2019	55,789	2,232	1	2,232	4,463	25				55,789	4,364
	AMF Roof Replacement		12/31/2019	109,261	3,642	1	3,642	7,284	30				109,261	7,938
	AMF Bus Washer upgrade		12/31/2019	44,393	6,342	1	6,342	12,684	7				44,393	7,952
	Facilities Master Plan		12/31/2019	114,415	4,577	1	4,577	9,153	25				114,415	8,950
	AMF PH9 Fuel Farm Design		12/31/2020	141,732	3,543	-	-	3,543	40	CDOT	0%		141,732	9,420
	AMF PH9 Fuel Farm Construction		12/31/2020	2,580,608	64,515	-	-	64,515	40	CDOT	39%		1,580,608	105,050
	Subtotal			***22,359,681***	673,941		7,962,770	8,636,711					***7,748,086***	***468,499***
	Leasehold Improvements Rubey Park													
	RUBEY PARK BUILDING 1987		5/31/1987	370,134	9,253	33	305,360	314,614	40				370,134	24,600
	SEWER TAP FEES	RUBEY PARK	10/31/1987	7,513	188	33	6,198	6,386	40				7,513	499
	RUBEY PARK BUILDING		12/31/1988	5,078	127	32	4,063	4,190	40				5,078	338
	RUBEY PARK EXPANSION		3/5/1991	4,130	103	29	2,994	3,097	40				4,130	274
	RUBEY PARK EXPANSION		12/31/1994	111,087	2,777	26	72,206	74,983	40				111,087	7,383
	RUBEY PARK ADDITION		12/31/1994	6,444	161	26	4,188	4,350	40				6,444	428
	WATER METER	ASPEN PLUMBING	7/3/1995	1,020	26	25	638	663	40				1,020	68
	FAN & INSTALLATION	PACIFIC SHT MTL	11/1/1995	911	23	25	569	592	40				911	61
	SEWER IMPROVEMENT	BMF	12/31/1995	77,071	1,927	25	48,169	50,096	40				77,071	5,122
	SEWERLINE CONNECTION	BMF	11/7/1996	77,517	1,938	24	46,510	48,448	40				77,517	5,152
	SEWER LINE CORRECTION		12/31/1997	(3,545)	(89)	23	(2,038)	(2,127)	40				(3,545)	(236)
	RUBEY PARK CURB WORK		10/1/1999	16,233	406	21	8,522	8,928	40				16,233	1,079
	atomic clock		10/31/2005	5,316	-	10	5,316	5,316	10	N			5,316	-
	Rubey Park 2006 Improvements		12/31/2006	7,735	387	14	5,415	5,802	20	N			7,735	674
	Capital Rubey Park Impmnts		6/30/2007	15,128	756	13	9,834	10,590	20				15,128	1,319
	08 Rubey Park improvements		6/30/2008	8,369	418	12	5,021	5,440	20				8,369	730
	Rubey Park electronic sign		6/30/2008	7,786	-	5	7,786	7,786	5				7,786	-
	Rubey Park Improvements		12/31/2013	21,697	2,170	7	15,188	17,358	10	N			21,697	2,948
	Subtotal			***739,624***	20,571		545,940	566,511					***739,624***	***50,439***
	Leasehold Improvements CMF													
	CARBONDALE FACILITY		4/23/1995	861,468	17,229	25	430,734	447,963	50				861,468	54,655
	CARBONDALE BLDG IMPROVEME		12/31/1995	50,591	1,012	25	25,296	26,307	50				50,591	3,210
	CMF - TAX LIABILITY @ PURCHASE		11/30/1996	3,388	68	24	1,626	1,694	50				3,388	215
	CMF - PAVING		6/1/1999	19,500	-	15	19,500	19,500	15				19,500	-
	CMF Capital Improvements		12/31/2006	9,891	495	14	6,923	7,418	20	N			9,891	862
	CMF Remodel Front Offices		12/31/2006	6,900	345	14	4,830	5,175	20	N			6,900	602
	CMF Meeting Rooms		6/30/2007	94,828	4,741	13	61,638	66,379	20				94,828	8,268
	CMF Finance Remodel		6/30/2007	10,694	535	13	6,951	7,486	20				10,694	932
	CMF capital improvements		6/30/2008	6,751	-	10	6,751	6,751	10				6,751	-
	CMF - Electrical Wiring (Facilities offices)		12/31/2013	5,953	298	7	2,084	2,381	20				5,953	519
	CMF Storage Containers		12/31/2014	17,600	440	6	2,640	3,080	40	N			17,600	1,170
	CMF & AMF Door Replacement		12/31/2017	14,124	2,825	3	8,474	11,299	5	N			14,124	3,353
	CMF Gate		12/31/2017	12,262	613	3	1,839	2,452	20	N			12,262	1,069

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CMF Yard Storage		12/31/2018	9,529		1,906	2	3,812	5,717	5	N				9,529	2,262
CMF Raccoon Mitigation		12/31/2019	51,935		10,387	1	10,387	20,774	5	N				51,935	12,329
CMF Roof and Gutter Project		12/31/2020	43,519		8,704	-	-	8,704	5	N				43,519	10,331
CMF Garage Insulation		12/31/2020	30,307		6,061	-	-	6,061	5	N				30,307	7,195
Subtotal			***1,249,238***		55,658		593,484	649,142						***1,249,238***	***106,971***
Leasehold Improvements 1340 Main Street															
Main St Remodel		12/31/2010	16,709		-	5	16,709	16,709	5					16,709	-
1340 Main Street - new office		12/31/2012	11,455		-	5	11,455	11,455	5	N				11,455	-
Bunker - Main Street Bridge Replacement		12/31/2013	9,770		977	7	6,839	7,816	10	N				9,770	1,327
1340 Main St-Paint Job		12/31/2014	13,150		-	3	13,150	13,150	3	N				13,150	-
1340 Main St-Carpet & Tile		12/31/2014	11,651		-	3	11,651	11,651	3	N				11,651	-
1340 Main St-Sewer Job		12/31/2014	9,975		665	6	3,990	4,655	15	N				9,975	1,027
Bunker Sewer Drain Line		12/31/2019	14,354		574	1	574	1,148	25	N				14,354	1,123
Subtotal			***87,064***		2,216		64,368	66,585						***87,064***	***3,477***
Machinery and Equipment															
HYDRALIC VEHICLE LIFTS		2/29/1984	38,289		-	30	38,289	38,289	30	UMTA	80%			7,658	-
TRUCK TIRE MOUNTER		2/29/1984	5,193		-	30	5,193	5,193	30	UMTA	80%			1,039	-
RESURFACER-STORM/VULCAN		4/24/1984	15,207		-	30	15,207	15,207	30	UMTA	80%			3,041	-
BUS WASHER		7/17/1984	60,995		-	30	60,995	60,995	30	UMTA	80%			12,199	-
STORAGE EQUIPMENT &	WORK BENCHES	12/31/1984	45,474		909	36	32,742	33,651	50	UMTA	80%			9,095	577
STEEL SHELVING	GRAY	3/15/1985	8,998		180	35	6,299	6,479	50	UMTA	80%			1,800	114
TRASH COMPACTOR	K-PAC6	12/31/1994	5,000		-	20	5,000	5,000	20					5,000	-
SET OF SEFAC LIFTS 44OV		11/7/1995	23,051		-	20	23,051	23,051	20					23,051	-
AIR COMPRESSOR		11/1/2001	16,759		-	7	16,759	16,759	7					16,759	-
PRESSURE WASHER		11/1/2001	8,527		-	7	8,527	8,527	7					8,527	-
BUS WASHER		12/1/2001	140,697		-	15	140,697	140,697	15					140,697	-
SCISSOR LIFT	GENIE	5/14/2004	5,500		-	7	5,500	5,500	7	N				5,500	-
central vacuum		10/31/2005	45,175		-	10	45,175	45,175	10	N				45,175	-
AMF Bob Cat		6/30/2008	28,645		-	10	28,645	28,645	10	N				28,645	-
AMF wet Dry Floor Sweeper		6/30/2008	47,908		-	10	47,908	47,908	10	N				47,908	-
GMF scissor lift		6/30/2008	22,103		-	10	22,103	22,103	10	N				22,103	-
GMF Day tank		6/30/2008	7,926		-	10	7,926	7,926	10	N				7,926	-
AMF Tank Farm Monitoring		1/31/2009	793		-	5	793	793	5					793	-
GMF 6 Portable Lifts		8/31/2009	60,315		-	5	60,315	60,315	5	Y	80%			12,063	-
GMF Tank Farm Monitoring		10/31/2009	68,670		-	5	68,670	68,670	5	Y	80%			13,734	-
Wireless Svc to Maroon Bells		12/31/2009	26,918		-	3	26,918	26,918	3					26,918	-
FAC-Manlift		12/31/2012	47,690		4,769	8	38,152	42,921	10	N				47,690	6,480
FAC-Bobcat		12/31/2012	37,500		3,750	8	30,000	33,750	10	N				37,500	5,095
FAC-Grounds Equipment		12/31/2012	8,592		-	7	8,592	8,592	7	N				8,592	-
AMF-Scrubber-Sweeper Tennant		12/31/2013	61,938		-	5	61,938	61,938	5	N				61,938	-
Ticket Vending Machines		12/31/2013	565,168		56,517	7	395,617	452,134	10	FTA	54%			259,977	35,323
Fire Extinguisher Use Training System		12/31/2014	7,619		762	6	4,571	5,333	10	N				7,619	1,035
Ticket Vending Machines		12/31/2014	83,884		8,388	6	50,331	58,719	10	FTA	54%			38,587	5,243
IT Equip-Data Collection Tool		12/31/2014	24,102		2,410	6	14,461	16,871	10	FTA	54%			11,087	1,506
Cameras		12/31/2014	54,226		-	3	54,226	54,226	3	FTA	54%			24,944	-
Hydraulic Press Kit		12/31/2014	6,300		630	6	3,780	4,410	10	N				6,300	856
Portable DGE Tank		12/31/2014	7,200		720	6	4,320	5,040	10	N				7,200	978
CEC Community Solar Array		12/31/2015	1,648,491		54,950	5	274,749	329,698	30	N				1,648,491	119,761
Forklift Model FR23K-3 (Serial #169E00805)		12/31/2015	38,287		3,829	5	19,144	22,972	10	Y	80%			7,657	1,040
GMF Vacuum Power System		12/31/2015	88,054		8,805	5	44,027	52,833	10	Y	80%			17,611	2,393
Skidsteer (with Bucket & Snowblower - Serial #AR9R13816)		12/31/2015	39,757		3,976	5	19,879	23,854	10	Y	80%			7,951	1,080
Ticket Vending Machines		12/31/2015	42,147		4,215	5	21,074	25,288	10	FTA	54%			19,388	2,634
N Parallelogram Lift		12/31/2016	15,071		2,153	4	8,612	10,765	7					15,071	2,700
N Forklift Truck		12/31/2016	50,327		5,033	4	20,131	25,164	10					50,327	6,838
N AMF Reels		12/31/2016	6,914		691	4	2,766	3,457	10					6,914	939
N Highway Lighting		12/31/2016	22,476		4,495	4	17,981	22,476	5					22,476	5,336
N Pit Lighting - GMF		12/31/2016	29,758		5,952	4	23,806	29,758	5					29,758	7,064
N Pavers		12/31/2016	47,325		4,733	4	18,930	23,663	10					47,325	6,430
N Bus Video upgrade		12/31/2016	495,387		-	3	495,387	495,387	3	FTA	80%			99,077	-
FAC-Man lift		12/31/2017	15,900		2,271	3	6,814	9,086	7					15,900	2,848
Pump for Bush Wash (AMF)		12/31/2017	6,355		1,271	3	3,813	5,084	5					6,355	1,509
Oil / Water Separator		12/31/2018	88,631		12,662	2	25,323	37,985	7					88,631	15,877
Heavy Duty Truck Tire Machine		12/31/2018	16,944		3,389	2	6,778	10,166	5					16,944	4,022

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Dolly		12/31/2018	5,929		1,976	2	3,953	5,929	3				5,929	2,218
AMF Hotsy Satellite		12/31/2018	14,272		1,427	2	2,854	4,282	10				14,272	1,939
BEB Depot Chargers (4)		12/31/2019	504,000		100,800	1	100,800	201,600	5				504,000	119,648
IT Equipment - camera system		12/31/2019	24,561		8,187	1	8,187	16,374	3				24,561	9,189
AMF Parallelogram vehicle lift		12/31/2019	21,169		3,024	1	3,024	6,048	7				21,169	3,792
BAS Equipment AMF and GMF		12/31/2019	36,792		7,358	1	7,358	14,717	5				36,792	8,734
GMF M20 Sweeper Srubber replacement		12/31/2019	61,632		8,805	1	8,805	17,609	7				61,632	11,040
Clever Works		12/31/2019	113,188		37,729	1	37,729	75,459	3				113,188	42,345
Wiring Harness		12/31/2019	28,000		9,333	1	9,333	18,667	3				28,000	10,475
Clever Server software upgrade		12/31/2019	61,773		20,591	1	20,591	41,182	3				61,773	23,110
Solar Operating Trash / Recycle Station		12/31/2019	6,749		1,350	1	1,350	2,700	5				6,749	1,602
Trailer Hotsy and Water Tank		12/31/2020	14,995		2,142	-	-	2,142	7				14,995	2,686
Ground Lift		12/31/2020	41,395		5,914	-	-	5,914	7				41,395	7,415
Ticket Vending Machine Pin Pad upgrades		12/31/2020	101,425		20,285	-	-	20,285	5				101,425	24,078
AC Machine Tool		12/31/2020	6,299		1,260	-	-	1,260	5				6,299	1,495
Subtotal			***4,258,387***		200,863		2,348,718	2,549,580					***3,071,141***	***241,836***
Vehicles														
85 FLATBED WITH SPREADER	GMC #t4	2/14/1986	42,882	500	-	25	42,382	42,382	25	UMTA	80%		8,576	-
POWER SWEEPER W/HIGH	DUMP HOPPER	2/28/1986	15,829	500	-	25	15,329	15,329	25	UMTA	80%		3,166	-
90 B-350 WHITE VAN	DODGE	12/29/1989	18,003	500	-	11	17,503	17,503	11				18,003	-
95 LEGACY WAGON	SUBARU	3/15/1995	16,170	500	-	7	15,670	15,670	7				16,170	-
F350 TRUCK W/SNOWPLOW	FORD	7/10/1995	18,200	500	-	7	17,700	17,700	7		0%		18,200	-
1998 CHEROKEE - C4	JEEP	1/12/1998	19,965	500	-	7	19,465	19,465	7				19,965	-
1998 FORD MINI VAN	FORD	8/11/1998	20,000	500	-	7	19,500	19,500	7				20,000	-
1995 FORK LIFT	CLARK	10/30/1998	27,361	500	1,074	22	23,638	24,712	25				27,361	2,140
1999 CHEVY TRUCK 4WD	CHEVROLET	10/1/1999	21,910	500	-	7	21,410	21,410	7				21,910	-
FORD EXPLORER	FORD	4/8/2003	21,870	500	-	7	21,370	21,370	7				21,870	-
2004 SILVERADO TRUCK	CHEVROLET	5/25/2004	20,539		-	12	20,539	20,539	12	Y	80%		4,108	-
2004 SILVERADO TRUCK	CHEVROLET	5/25/2004	20,539		-	12	20,539	20,539	12	Y	80%		4,108	-
2005 Explore		4/11/2005	22,550		-	12	22,550	22,550	12	n			22,550	-
2005 Ranger		7/18/2005	19,826		-	12	19,826	19,826	12	n			19,826	-
2005 Ranger	CLARK	7/18/2005	19,571	500	-	12	19,071	19,071	12	n			19,571	-
2006 Ford Explorer		1/31/2006	20,500		-	7	20,500	20,500	7	n			20,500	-
2006 Ford Explorer		5/31/2006	20,500		-	7	20,500	20,500	7	n			20,500	-
Capital PNR Vehicles		6/30/2007	31,490		-	7	31,490	31,490	7				31,490	-
Maintenance Truck		6/30/2008	24,299		-	7	24,299	24,299	7				24,299	-
Facilities Truck		6/30/2008	34,011		-	7	34,011	34,011	7				34,011	-
08 Jeep commander		6/30/2008	26,745		-	7	26,745	26,745	7				26,745	-
08 Jeep commander		6/30/2008	26,745		-	7	26,745	26,745	7				26,745	-
08 Ford F-250		6/30/2008	23,582		-	7	23,582	23,582	7				23,582	-
08 Ford F-250		6/30/2008	23,582		-	7	23,582	23,582	7				23,582	-
08 Prius		6/30/2008	23,537		-	7	23,537	23,537	7				23,537	-
08 Fusion		6/30/2008	17,894		-	7	17,894	17,894	7				17,894	-
08 Dodge grand caravan		6/30/2008	21,422		-	7	21,422	21,422	7				21,422	-
Maint - Truck (Sand)		5/31/2009	78,893		-	7	78,893	78,893	7	Y	80%		15,779	-
2009 Ford F250		12/31/2009	37,875		-	6	37,875	37,875	6	N			37,875	-
2013 Ford Explorer (Operations)		12/31/2012	30,225		-	7	30,225	30,225	7	N			30,225	-
2012 Ford F250 (Facilities)		12/31/2012	35,963		-	7	35,963	35,963	7	N			35,963	-
2012 Ford F250 (Facilities)		12/31/2012	35,963		-	7	35,963	35,963	7	N			35,963	-
2013 Ford Explorer - Operations		12/31/2013	29,885		-	7	29,885	29,885	7	N			29,885	-
2013 Ford Fusion - Finance		12/31/2013	24,557		-	7	24,557	24,557	7	N			24,557	-
2013 Ford F250 - Facilities		12/31/2013	36,986		-	7	36,986	36,986	7	N			36,986	-
2013 Ford F150 - Facilities		12/31/2013	30,563		-	7	30,563	30,563	7	N			30,563	-
2013 Ford Explorer - IT		12/31/2013	29,885		-	7	29,885	29,885	7	N			29,885	-
Ops Vehicle Capital Purchase (2014 Ford Explorer)		12/31/2014	31,056		4,437	6	26,619	31,056	7	N			31,056	5,563
Vehicle Capital-Fac Truck (2 2014 Ford 250s & 1 2014 Ford F150		12/31/2014	106,146		15,164	6	90,982	106,146	7	N			106,146	19,014
N 2017 Ford Explorer XLT	1FM5K9D9CHGA89282	12/31/2016	32,855		4,694	4	18,774	23,468	7	N			32,855	5,885
N 2016 Ford Explorer -	1FM5K8BH0GGB86525	12/31/2016	30,581		4,369	4	17,475	21,844	7	N			30,581	5,478
N Vehicle Capital-Fac Truck		12/31/2016	73,425		10,489	4	41,957	52,446	7	N			73,425	13,153
N 2000 Ford Panel Van - Traveler (G1)	Donated	12/31/2016	1,275		-	1	1,275	1,275	1	Y	100%		-	-
N 2003 Ford Van - Traveler (G2)	Donated	12/31/2016	1,875		-	1	1,875	1,875	1	Y	100%		-	-
Ops Vehicle Capital Purchase - 2017 Ford Explorer		12/31/2017	31,861		4,552	3	13,655	18,206	7	N			31,861	5,707
Maint - Truck (Sand) with lift crane and airjack		12/31/2018	58,930		8,419	2	16,837	25,256	7	N			58,930	10,556
Ops Vehicle Capital Purchase - 2018 Ford Explorer		12/31/2018	28,885		4,126	2	8,253	12,379	7	N			28,885	5,174
Vehicle Capital Facilities Truck (2019 F250 w/plow)		12/31/2019	41,613		5,945	1	5,945	11,889	7	N			41,613	7,454
Vehicle Capital Purchase Ops (2019 Ford Explorer XLT)		12/31/2019	34,946		4,992	1	4,992	9,985	7	N			34,946	6,260
Vehicle Maint 2020 Ford F-250 (T12)		12/31/2020	38,622		5,517	-	-	5,517	7				38,622	6,919

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Facilities Truck 2020 Ford F-250 (F25)		12/31/2020	46,307		6,615	-	-	6,615	7			46,307	8,295	
Facilities Truck 2020 Ford F-250 (F26)		12/31/2020	46,307		6,615	-	-	6,615	7			46,307	8,295	
Admin Vehicle 2021 Ford Transit Connect (M01)		12/31/2020	27,875		3,982	-	-	3,982	7			27,875	4,993	
Admin Vehicle 2021 Ford Transit Connect (M02)		12/31/2020	27,875		3,982	-	-	3,982	7			27,875	4,993	
Subtotal			***1,650,748***	5,500	94,972		1,230,231	1,325,203				***1,504,652***	***119,883***	
Transit Rolling Stock Equipment														
PHONE SYSTEM - RUBY PARK		8/18/1997	1,891	-	-	7	1,891	1,891	7			1,891	-	
RADIO SYSTEM ACQUISTION	MOTOROLA/R & A ENT	12/31/1997	401,938		-	15	401,938	401,938	15			401,938	-	
RICOH COPIER	RICOH	5/20/1998	15,700	250	-	10	15,450	15,450	10			15,700	-	
CASHBOX ASS4-RECEIVER	GENFARE	5/15/1998	9,514	-	-	20	9,514	9,514	20			9,514	-	
DATA & REVENUE COLLECTION	GFI	12/1/2001	60,900	-	3,045	19	57,855	60,900	20			60,900	5,310	
GFI RETAINAGE REFUND	GFI	12/31/2002	(1,200)	1	(60)	18	(1,081)	(1,141)	20			(1,200)	(105)	
GFI rehab fareboxes		6/30/2008	286,079	1	14,304	12	171,647	185,951	20	Y	80%	57,216	4,988	
Bus Video Hard Drives		12/31/2011	11,436		762	9	6,862	7,624	15			11,436	1,177	
Bus Digital Radio Upgrade		12/31/2011	389,003		25,934	9	233,402	259,335	15	?		389,003	40,053	
GFI Odyssey Fareboxes (63)		12/31/2012	644,984		42,999	8	343,991	386,990	15	Y	54%	296,693	30,548	
Bus Video Hard Drives		12/31/2012	1,433		96	8	764	860	15			1,433	148	
Retro-fit existing fleet ITS		12/31/2013	121,735		-	5	121,735	121,735	5	Y	54%	55,998	-	
Outfit new BRT Fleet with ITS		12/31/2013	2,858,112		-	5	2,858,112	2,858,112	5	Y	100%	-	-	0.00
Electronic Fareboxes - 18 BRT		12/31/2013	242,304		20,192	7	141,344	161,536	12	Y	100%	-	-	0.00
Retro-fit existing fleet ITS		12/31/2014	85,310		-	5	85,310	85,310	5	N		85,310	-	
2 GFI Odyssey Fareboxes		12/31/2014	29,176		2,431	6	14,588	17,019	12	N		29,176	3,480	
Carbondale Shuttle Van (IT Equipment)		12/31/2015	11,229		-	3	11,229	11,229	3			11,229	-	
ITS Bus Replacemnt Equipment		12/31/2015	25,994		-	5	25,994	25,994	5			25,994	-	
Spare Farebox		12/31/2015	14,202		1,184	5	5,918	7,101	12			14,202	1,694	
Transit Bus Replacement - IT Equipment/Hardware		12/31/2017	44,683		-	3	44,683	44,683	3			44,683	-	
MCI Bike Rack Upgrade		12/31/2020	11,466		1,638	-	-	1,638	7			11,466	2,054	
Gillig Bike Rack Upgrade		12/31/2020	37,576		5,368	-	-	5,368	7			37,576	6,731	
Subtotal			***5,303,465***	2	117,892		4,551,146	4,669,038				***1,560,157***	***96,079***	
Bus Stops/Park N Ride Improvements														
PNR/BR CK & 82	IMPROVEMENTS	12/31/1994	9,175	-	-	20	9,175	9,175	20			9,175	-	
PNR/EL JEBEL	IMPROVEMENTS	12/31/1994	18,483	-	-	20	18,483	18,483	20			18,483	-	
CITY BUS STOP	IMPROVEMENTS	12/31/1994	6,940	-	-	20	6,940	6,940	20			6,940	-	
PNR/COWAN CENTER	IMPROVEMENTS	12/31/1994	6,090	-	-	20	6,090	6,090	20			6,090	-	
EL JEBEL PARK & RIDE IMPR		12/31/1995	20,537	-	-	15	20,537	20,537	15			20,537	-	
Carbondale (2/5)		12/31/2005	184,136		9,207	15	138,102	147,309	20	FTA	80%	36,827	3,211	
GWS (3/5)		12/31/2005	276,205		13,810	15	207,154	220,964	20	FTA	80%	55,241	4,816	
PNR Improvements		12/31/2006	78,560		5,237	14	73,323	78,560	15			78,560	8,089	
Shelter Capital Purchases		12/31/2006	7,805		520	14	7,285	7,805	15			7,805	804	
GWS PNR - 05		12/31/2006	30,723		1,536	14	21,506	23,042	20	FTA	80%	6,145	536	
Carbondale PNR - 05		12/31/2006	397,532		19,877	14	278,273	298,149	20	FTA	80%	79,506	6,932	
6th & Main Bus Stop PNR Improvements		12/31/2009	7,765		-	5	7,765	7,765	5			7,765	-	
Basalt PNR Cameras		5/31/2009	4,745		-	3	4,745	4,745	3			4,745	-	
West GW PNR light pole		12/31/2010	5,248		-	5	5,248	5,248	5			5,248	-	
New Castle PNR grading		12/31/2013	36,541		3,654	7	25,579	29,233	10			36,541	4,965	
GS-At grade statn,stop,shelter		12/31/2013	603,613		20,120	7	140,843	160,963	30	FTA	100%	-	-	0.00
GS-Site Utilities, URelocation		12/31/2013	108,731		2,718	7	19,028	21,746	40	FTA	100%	-	-	0.00
GS-Structurs,retain&sound wall		12/31/2013	136,936		3,423	7	23,964	27,387	40	FTA	100%	-	-	0.00
GS-Ped/bike access, landscapng		12/31/2013	351,971		17,599	7	123,190	140,788	20	FTA	100%	-	-	0.00
GS-Auto,bus,van acces,parklot		12/31/2013	658,435		32,922	7	230,452	263,374	20	FTA	100%	-	-	0.00
GS-Temp fac-indirect cost		12/31/2013	120,125		4,805	7	33,635	38,440	25	FTA	100%	-	-	0.00
GS-Traf signals cross protectn		12/31/2013	31,735		793	7	5,554	6,347	40	FTA	100%	-	-	0.00
GS - Overhead Allocation		12/31/2013	1,079,396		43,176	7	302,231	345,407	25	FTA	100%	-	-	0.00
CD-At grade statn,stop,shelter		12/31/2013	432,610		14,420	7	100,942	115,363	30	FTA	100%	-	-	0.00
CD-Site Utilities, URelocation		12/31/2013	31,983		800	7	5,597	6,397	40	FTA	100%	-	-	0.00
CD-Structurs,retain&sound wall		12/31/2013	31,220		781	7	5,464	6,244	40	FTA	100%	-	-	0.00
CD-Ped/bike access, landscapng		12/31/2013	158,906		7,945	7	55,617	63,562	20	FTA	100%	-	-	0.00
CD-Auto,bus,van acces,parklot		12/31/2013	350,300		17,515	7	122,605	140,120	20	FTA	100%	-	-	0.00
CD-Temp fac-indirect cost		12/31/2013	40,771		1,631	7	11,416	13,047	25	FTA	100%	-	-	0.00
CD-Traf signals cross protectn		12/31/2013	26,930		673	7	4,713	5,386	40	FTA	100%	-	-	0.00
CD - Overhead Allocation		12/31/2013	575,622		23,025	7	161,174	184,199	25	FTA	100%	-	-	0.00
EJ-At grade statn,stop,shelter - 30 years		12/31/2013	500,593		16,686	7	116,805	133,491	30	FTA	100%	-	-	0.00
EJ-Site Utilities, Urelocation (40 years)		12/31/2013	41,584		1,040	7	7,277	8,317	40	FTA	100%	-	-	0.00
EJ-Structurs,retain&sound wall (40 years)		12/31/2013	36,273		907	7	6,348	7,255	40	FTA	100%	-	-	0.00

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EJ-Ped/bike access, landscapng (20 year)	12/31/2013	428,682	21,434	7	150,039	171,473	20	FTA	100%	-	-			0.00
EJ-Auto,bus,van acces,parklot (20 years)	12/31/2013	415,335	20,767	7	145,367	166,134	20	FTA	100%	-	-			0.00
EJ-Temp fac-indirect cost (25 years)	12/31/2013	40,123	1,605	7	11,234	12,839	25	FTA	100%	-	-			0.00
EJ-Traf signals cross protectn (40 years)	12/31/2013	13,550	339	7	2,371	2,710	40	FTA	100%	-	-			0.00
EJ - Overhead Allocation	12/31/2013	792,097	31,684	7	221,787	253,471	25	FTA	100%	-	-			0.00
WL-At grade statn,stop,shelter	12/31/2013	549,843	18,328	7	128,297	146,625	30	FTA	100%	-	-			0.00
WL-Temp fac-indirect cost	12/31/2013	19,512	780	7	5,463	6,244	25	FTA	100%	-	-			0.00
WL-Site Utilities, URelocation	12/31/2013	56,378	1,409	7	9,866	11,276	40	FTA	100%	-	-			0.00
WL-Structurs,retain&sound wall	12/31/2013	29,587	740	7	5,178	5,917	40	FTA	100%	-	-			0.00
WL-Ped/bike access, landscapng	12/31/2013	127,395	6,370	7	44,588	50,958	20	FTA	100%	-	-			0.00
WL-Auto,bus,van acces,parklot	12/31/2013	138,268	6,913	7	48,394	55,307	20	FTA	100%	-	-			0.00
WL-Traf signals cross protectn	12/31/2013	62,045	1,551	7	10,858	12,409	40	FTA	100%	-	-			0.00
WL - Overhead Allocation	12/31/2013	527,493	21,100	7	147,698	168,798	25	FTA	100%	-	-			0.00
TR-Auto,bus,van acces,parklot	12/31/2013	10,431	522	7	3,651	4,172	20	FTA	100%	-	-			0.00
TR-Temp fac-indirect cost	12/31/2013	1,500	60	7	420	480	25	FTA	100%	-	-			0.00
TR-Traf signals cross protectn	12/31/2013	8,275	207	7	1,448	1,655	40	FTA	100%	-	-			0.00
TR - Overhead Allocation	12/31/2013	10,843	434	7	3,036	3,470	25	FTA	100%	-	-			0.00
BA-At grade statn,stop,shelter	12/31/2013	632,595	21,087	7	147,606	168,692	30	FTA	100%	-	-			0.00
BA-Site Utilities, URelocation	12/31/2013	119,538	2,988	7	20,919	23,908	40	FTA	100%	-	-			0.00
BA-Structurs,retain&sound wall	12/31/2013	67,356	1,684	7	11,787	13,471	40	FTA	100%	-	-			0.00
BA-Ped/bike access, landscapng	12/31/2013	422,302	21,115	7	147,806	168,921	20	FTA	100%	-	-			0.00
BA-Auto,bus,van acces,parklot	12/31/2013	380,430	19,022	7	133,151	152,172	20	FTA	100%	-	-			0.00
BA-Temp fac-indirect cost	12/31/2013	35,967	1,439	7	10,071	11,509	25	FTA	100%	-	-			0.00
BA-Traf signals cross protectn	12/31/2013	10,390	260	7	1,818	2,078	40	FTA	100%	-	-			0.00
BA - Overhead Allocation	12/31/2013	895,360	35,814	7	250,701	286,515	25	FTA	100%	-	-			0.00
BC-At grade statn,stop,shelter	12/31/2013	642,009	21,400	7	149,802	171,202	30	FTA	100%	-	-			0.00
BC-Site Utilities, URelocation	12/31/2013	89,630	2,241	7	15,685	17,926	40	FTA	100%	-	-			0.00
BC-Ped/bike access, landscapng	12/31/2013	252,768	12,638	7	88,469	101,107	20	FTA	100%	-	-			0.00
BC-Temp fac-indirect cost	12/31/2013	26,865	1,075	7	7,522	8,597	25	FTA	100%	-	-			0.00
BC-Traf signals cross protectn	12/31/2013	19,940	499	7	3,490	3,988	40	FTA	100%	-	-			0.00
BC-Auto,bus,van acces,parklot	12/31/2013	120	6	7	42	48	20	FTA	100%	-	-			0.00
BC-Structurs,retain&sound wall	12/31/2013	74,102	1,853	7	12,968	14,820	40	FTA	100%	-	-			0.00
BC-Auto,bus,van acces,parklot	12/31/2013	563,085	28,154	7	197,080	225,234	20	FTA	100%	-	-			0.00
BC - Overhead Allocation	12/31/2013	895,327	35,813	7	250,692	286,505	25	FTA	100%	-	-			0.00
AA-At grade statn,stop,shelter	12/31/2013	435,323	14,511	7	101,575	116,086	30	FTA	100%	-	-			0.00
AA-Temp fac-indirect cost	12/31/2013	188,016	7,521	7	52,644	60,165	25	FTA	100%	-	-			0.00
AA-Site Utilities, URelocation	12/31/2013	202,593	5,065	7	35,454	40,519	40	FTA	100%	-	-			0.00
AA-Structurs,retain&sound wall	12/31/2013	56,914	1,423	7	9,960	11,383	40	FTA	100%	-	-			0.00
AA-Ped/bike access, landscapng	12/31/2013	27,248	1,362	7	9,537	10,899	20	FTA	100%	-	-			0.00
AA-Auto,bus,van acces,parklot	12/31/2013	131,597	6,580	7	46,059	52,639	20	FTA	100%	-	-			0.00
AA - Overhead Allocation	12/31/2013	558,972	22,359	7	156,512	178,871	25	FTA	100%	-	-			0.00
BM-At grade statn,stop,shelter	12/31/2013	668,203	22,273	7	155,914	178,188	30	FTA	100%	-	-			0.00
BM-Structurs,retain&sound wall	12/31/2013	32,099	802	7	5,617	6,420	40	FTA	100%	-	-			0.00
BM-Ped/bike access, landscapng	12/31/2013	140,669	7,033	7	49,234	56,268	20	FTA	100%	-	-			0.00
BM-Auto,bus,van acces,parklot	12/31/2013	46,381	2,319	7	16,233	18,552	20	FTA	100%	-	-			0.00
BM-Temp fac-indirect cost	12/31/2013	18,990	760	7	5,317	6,077	25	FTA	100%	-	-			0.00
BM-Traf signals cross protectn	12/31/2013	3,795	95	7	664	759	40	FTA	100%	-	-			0.00
BM-Site Utilities, URelocation	12/31/2013	23,088	577	7	4,040	4,618	40	FTA	100%	-	-			0.00
Buttrmlk BRT Stn utlity relctn	12/31/2013	186,963	4,674	7	32,719	37,393	40	FTA	100%	-	-			0.00
BM - Overhead Allocation	12/31/2013	601,093	24,044	7	168,306	192,350	25	FTA	100%	-	-			0.00
W1-Structurs,retain&sound wall (GWS - 40 years)	12/31/2013	583,704	14,593	7	102,148	116,741	40	FTA	100%	-	-			0.00
W2-Structurs,retain&sound wall (GWS - 40 years)	12/31/2013	518,344	12,959	7	90,710	103,669	40	FTA	100%	-	-			0.00
W4-Structurs,retain&sound wall (El Jebel - 40 years)	12/31/2013	84,158	2,104	7	14,728	16,832	40	FTA	100%	-	-			0.00
W5-Structurs,retain&sound wall (Buttermilk - 40 Years)	12/31/2013	46,826	1,171	7	8,194	9,365	40	FTA	100%	-	-			0.00
W1-At grade statn,stop,shelter (GWS - 40 Years)	12/31/2013	62,990	1,575	7	11,023	12,598	40	FTA	100%	-	-			0.00
W3-Structurs,retain&sound wall (GWS - 40 years)	12/31/2013	193,886	4,847	7	33,930	38,777	40	FTA	100%	-	-			0.00
Passenger Info Signs TOSV	12/31/2013	58,800	5,880	7	41,160	47,040	10	Y	100%	-	-			
GS-Structurs,retain&sound wall	12/31/2014	(51,465)	(1,287)	6	(7,720)	(9,006)	40	FTA	100%	-	-			
GS-Ped/bike access, landscapng	12/31/2014	2,216	111	6	665	776	20	FTA	100%	-	-			
GS-Auto,bus,van acces,parklot	12/31/2014	(9,450)	(473)	6	(2,835)	(3,308)	20	FTA	100%	-	-			
GS-Temp fac-indirect cost	12/31/2014	1,750	70	6	420	490	25	FTA	100%	-	-			
CD-Structurs,retain&sound wall	12/31/2014	860	22	6	129	151	40	FTA	100%	-	-			
EJ-At grade statn,stop,shelter	12/31/2014	1,080	36	6	216	252	30	FTA	100%	-	-			
EJ-Site Utilities, URelocation	12/31/2014	16,800	420	6	2,520	2,940	40	FTA	100%	-	-			
EJ-Structurs,retain&sound wall	12/31/2014	2,195	55	6	329	384	40	FTA	100%	-	-			
EJ-Ped/bike access, landscapng	12/31/2014	2,087	104	6	626	730	20	FTA	100%	-	-			
EJ-Auto,bus,van acces,parklot	12/31/2014	7,570	378	6	2,271	2,649	20	FTA	100%	-	-			
WL-Site Utilities, URelocation	12/31/2014	(16,800)	(420)	6	(2,520)	(2,940)	40	FTA	100%	-	-			
WL-Structurs,retain&sound wall	12/31/2014	35,925	898	6	5,389	6,287	40	FTA	100%	-	-			
WL-Ped/bike access, landscapng	12/31/2014	(513)	(26)	6	(154)	(179)	20	FTA	100%	-	-			

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Update the years, not amortization #		current year =	2021	prior year =	2020	Amortization	0.060						
	WL-Traf signals cross protectn	12/31/2014	(50)	(1)	6	(8)	(9)	40	FTA	100%		-	-
	TR-Traf signals cross protectn	12/31/2014	1,275	32	6	191	223	40	FTA	100%		-	-
	BA-Structurs,retain&sound wall	12/31/2014	1,742	44	6	261	305	40	FTA	100%		-	-
	BA-Ped/bike access, landscapng	12/31/2014	273	14	6	82	96	20	FTA	100%		-	-
	BA-Auto,bus,van acces,parklot	12/31/2014	1,000	50	6	300	350	20	FTA	100%		-	-
	AA-At grade statn,stop,shelter	12/31/2014	12,351	412	6	2,470	2,882	30	FTA	100%		-	-
	AA-Site Utilities, URelocation	12/31/2014	21,167	529	6	3,175	3,704	40	FTA	100%		-	-
	AA-Structurs,retain&sound wall	12/31/2014	(18,850)	(471)	6	(2,828)	(3,299)	40	FTA	100%		-	-
	AA-Ped/bike access, landscapng	12/31/2014	32,637	1,632	6	9,791	11,423	20	FTA	100%		-	-
	AA-Auto,bus,van acces,parklot	12/31/2014	14,658	733	6	4,397	5,130	20	FTA	100%		-	-
	AA-Temp fac-indirect cost	12/31/2014	77,540	3,102	6	18,610	21,711	25	FTA	100%		-	-
	AA-Traf signals cross protectn	12/31/2014	148	4	6	22	26	40	FTA	100%		-	-
	BM-Ped/bike access, landscapng	12/31/2014	759	38	6	228	266	20	FTA	100%		-	-
	BM-Auto,bus,van acces,parklot	12/31/2014	23	1	6	7	8	20	FTA	100%		-	-
	W1-Structurs,retain&sound wall	12/31/2014	1,792	45	6	269	314	40	FTA	100%		-	-
	W2-Structurs,retain&sound wall	12/31/2014	59,015	1,475	6	8,852	10,328	40	FTA	100%		-	-
	W4-Structurs,retain&sound wall	12/31/2014	(6,753)	(169)	6	(1,013)	(1,182)	40	FTA	100%		-	-
	Landscaping - Willts BRT station	12/31/2014	23,514	1,176	6	7,054	8,230	20	N			23,514	2,050
	Concrete Drain Pan - Thunder River U/V	12/31/2014	7,411	618	6	3,705	4,323	12	N			7,411	884
	27th Street (GWS)	12/31/2014	(19,387)	(775)	6	(4,653)	(5,428)	25	FTA	100%		-	-
	Carbondale	12/31/2014	(10,339)	(414)	6	(2,481)	(2,895)	25	FTA	100%		-	-
	El Jebel	12/31/2014	(14,227)	(569)	6	(3,414)	(3,984)	25	FTA	100%		-	-
	Willits	12/31/2014	(9,474)	(379)	6	(2,274)	(2,653)	25	FTA	100%		-	-
	Two Rivers	12/31/2014	(195)	(8)	6	(47)	(55)	25	FTA	100%		-	-
	Basalt	12/31/2014	(16,082)	(643)	6	(3,860)	(4,503)	25	FTA	100%		-	-
	Brush Creek	12/31/2014	(16,081)	(643)	6	(3,859)	(4,503)	25	FTA	100%		-	-
	Aspen Airport Business Center	12/31/2014	(10,040)	(402)	6	(2,410)	(2,811)	25	FTA	100%		-	-
	Buttermilk	12/31/2014	(10,796)	(432)	6	(2,591)	(3,023)	25	FTA	100%		-	-
	Cdale Park n Ride Expansion	12/31/2015	908,474	45,424	5	227,119	272,542	20	CDOT	80%		181,695	15,841
	50% cost Ceiling Panel Rep BRT (All Stations)	12/31/2015	50,912	2,546	5	12,728	15,274	20	FTA	100%		-	-
	W2-Structurs,retain&sound wall	12/31/2015	12,500	313	5	1,563	1,875	40	FTA	100%		-	-
	Engineering & Design - Carbondale PNR	12/31/2015	1,163	47	5	233	279	25	CDOT	80%		233	18
	Land Use Process - Carbondale PNR	12/31/2015	4,301	172	5	860	1,032	25	CDOT	80%		860	67
	Permitting - Carbondale PNR	12/31/2015	755	30	5	151	181	25	CDOT	80%		151	12
	Landscaping - Carbondale PNR	12/31/2015	925	46	5	231	278	20	CDOT	80%		185	16
	Project Coordination - Carbondale PNR	12/31/2015	508	20	5	102	122	25	CDOT	80%		102	8
	Construction - Carbondale PNR	12/31/2015	299	12	5	60	72	25	CDOT	80%		60	5
	27th Street (GWS)	12/31/2015	18,742	750	5	3,748	4,498	25	FTA	100%		-	-
	Carbondale	12/31/2015	9,995	400	5	1,999	2,399	25	FTA	100%		-	-
	El Jebel	12/31/2015	13,754	550	5	2,751	3,301	25	FTA	100%		-	-
	Willits	12/31/2015	9,159	366	5	1,832	2,198	25	FTA	100%		-	-
	Two Rivers	12/31/2015	188	8	5	38	45	25	FTA	100%		-	-
	Basalt	12/31/2015	15,547	622	5	3,109	3,731	25	FTA	100%		-	-
	Brush Creek	12/31/2015	15,546	622	5	3,109	3,731	25	FTA	100%		-	-
	Aspen Airport Business Center	12/31/2015	9,706	388	5	1,941	2,329	25	FTA	100%		-	-
	Buttermilk	12/31/2015	10,437	417	5	2,087	2,505	25	FTA	100%		-	-
	Buttermilk BRT Station - Concrete & Electrical Work	12/31/2015	12,456	1,038	5	5,190	6,228	12				12,456	1,486
N	1 EV Charging Equipment - New Castle PNR	12/31/2016	6,213	621	4	2,485	3,107	10				6,213	844
N	New Castle Park & Ride - Construction	12/31/2016	773,143	30,926	4	123,703	154,629	25	GCFMLD	$200K		573,143	44,835
N	Cdale Park n Ride Expansion (Construction & Engineering/Desig	12/31/2016	157,823	6,313	4	25,252	31,565	25	CDOT	80%		31,565	2,469
N	CD-Ped/bike access, landscapng	12/31/2016	(4,775)	(191)	4	(764)	(955)	25				(4,775)	(374)
N	27th Street (GWS)	12/31/2016	57,133	2,285	4	9,141	11,427	25				57,133	4,469
N	Carbondale	12/31/2016	30,468	1,219	4	4,875	6,094	25				30,468	2,383
N	El Jebel	12/31/2016	41,926	1,677	4	6,708	8,385	25				41,926	3,280
N	Willits	12/31/2016	27,921	1,117	4	4,467	5,584	25				27,921	2,184
N	Two Rivers	12/31/2016	574	23	4	92	115	25				574	45
N	Basalt	12/31/2016	47,392	1,896	4	7,583	9,478	25				47,392	3,707
N	Brush Creek	12/31/2016	47,390	1,896	4	7,582	9,478	25				47,390	3,707
N	Aspen Airport Business Center	12/31/2016	29,587	1,183	4	4,734	5,917	25				29,587	2,314
N	Buttermilk	12/31/2016	31,816	1,273	4	5,091	6,363	25				31,816	2,489
N	WG Engineer/Design-3rd Pty SGM	12/31/2016	50,721	2,029	4	8,115	10,144	25				50,721	3,968
N	WG Prjt Const Mgmt-3rd PtySGM	12/31/2016	608	24	4	97	122	25				608	48
N	WG PNR Construction	12/31/2016	1,376,445	55,058	4	220,231	275,289	25	FTA/CDOT	80%		234,445	18,340
N	WG Engineer/Design-3rd Pty SGM	12/31/2016	8,216	329	4	1,315	1,643	25				8,216	643
N	WG Construction	12/31/2016	134,419	5,377	4	21,507	26,884	25				134,419	10,515
N	West Glenwood Park & Ride	12/31/2016	1,555	62	4	249	311	25				1,555	122
	WG Engineer/Design-3rd Pty SGM	12/31/2017	2,083	83	3	250	333	25	N			2,083	163
	WG Construction	12/31/2017	58,893	2,356	3	7,067	9,423	25	Y	80%		11,779	921
	GMF Phase I Construction	12/31/2017	749,063	37,453	3	112,359	149,813	20	Y	80%		149,813	13,061
	Concrete Upgrade - NC PNR	12/31/2018	4,673	234	2	467	701	20				4,673	407

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Update the years, not amortization #			current year =	2021	prior year =	2020	Amortization	0.060						
Concrete Upgrade - 27th PNR		12/31/2018	4,528		226	2	453	679	20			4,528	395
Blue Lake Bus Stop		12/31/2019	82,338		3,294	1	3,294	6,587	25			82,338	6,441
SH82 Mid Valley Bus Stop Improvements Design		12/31/2020	115,040		4,602	-	-	4,602	25	N	0%	115,040	8,999
SH82 Mid Valley Bus Stop Improvements Construction		12/31/2020	1,470,262		58,810	-	-	58,810	25	N	0%	1,470,262	115,014
Wind Breaks at BRT Stations		12/31/2020	100,158		4,006	-	-	4,006	25	N	0%	100,158	7,835
Bus Stop Shelters-(EJ)		12/31/2020	89,761		3,590	-	-	3,590	25	N	0%	89,761	7,022
Fac Improv-BRT Bench Upgrade		12/31/2020	109,259		10,926	-	-	10,926	10	N	0%	109,259	14,845
Subtotal			***26,453,300***	-	1,068,028		6,722,560	7,790,588				***4,096,285***	***330,831***
Office equipment													
4727 COPIER W/SORTER/CABI	RICOH	12/3/1993	8,075	250	-	10	7,825	7,825	10			8,075	-
PHONE SYSTEM - PAGING SYSTEM		12/31/1995	1,385	-	-	9	1,385	1,385	9			1,385	-
6645 COPIER-ADMIN	RICOH	5/1/1996	18,145	250	-	10	17,895	17,895	10			18,145	-
RICOH COPIER	RICOH	5/20/1998	15,700	250	-	10	15,450	15,450	10			15,700	-
VOICE MAIL SYSTEM	TOSHIBA	5/26/1998	2,759	-	-	6	2,759	2,759	6			2,759	-
PHONE SYSTEM EXPANSION	TOSHIBA	12/15/1998	2,818	-	-	6	2,818	2,818	6			2,818	-
COPIER AFICIO 550	RICOH	6/1/1999	16,150	250	-	10	15,900	15,900	10			16,150	-
Accounting Software		8/3/2005	24,075		-	12	24,075	24,075	12		N	24,075	-
phone system		12/31/2005	32,845		-	10	32,845	32,845	10			32,845	-
Accounting system, Caselle		1/1/2006	24,075		-	7	24,075	24,075	7	N		24,075	-
Cisco VOIP phone system		2/1/2006	5,010		-	7	5,010	5,010	7	N		5,010	-
IT - CMF Door security system		5/1/2006	35,500		-	7	35,500	35,500	7	N		35,500	-
2007 Capital from Operating		6/30/2007	205,464		-	7	205,464	205,464	7			205,464	-
Capital Maint Equip Rep		6/30/2007	36,334		-	7	36,334	36,334	7			36,334	-
Capital IT Misc Hardware		6/30/2007	33,800		-	7	33,800	33,800	7			33,800	-
Finance Caselle upgrade		6/30/2007	10,900		-	7	10,900	10,900	7			10,900	-
Capital Wireless backbone		6/30/2007	31,345		-	10	31,345	31,345	10			31,345	-
GMF Lap top		6/30/2008	24,012		-	5	24,012	24,012	5			24,012	-
Mech computer and workstation		6/30/2008	2,923		-	5	2,923	2,923	5			2,923	-
Phone system		6/30/2008	19,437		-	5	19,437	19,437	5			19,437	-
Finance Caselle upgrade		6/30/2008	3,875		-	5	3,875	3,875	5			3,875	-
Caselle HR module		6/30/2008	6,000		-	5	6,000	6,000	5			6,000	-
08 capital reclassed from operating		6/30/2008	114,154		-	3	114,154	114,154	3			114,154	-
CMF Server		4/30/2009	6,744		-	3	6,744	6,744	3			6,744	-
Website		3/31/2009	1,500		-	3	1,500	1,500	3			1,500	-
Envelope Folder Stuffer Sorter		8/31/2009	6,995		-	3	6,995	6,995	3			6,995	-
Email Backup System		9/30/2009	3,413		-	3	3,413	3,413	3			3,413	-
Finance Caselle upgrade		12/31/2009	2,750		-	3	2,750	2,750	3			2,750	-
Bank of Carbondale Furniture		12/31/2009	8,475		-	3	8,475	8,475	3			8,475	-
Business continuity hardware		12/31/2010	6,092		-	3	6,092	6,092	3			6,092	-
GWS H82 restriping		12/31/2010	285,000		-	7	285,000	285,000	7			285,000	-
BRT-GMF IT Relocate Cabeling		12/31/2010	5,118		-	3	5,118	5,118	3			5,118	-
Engine Warranty - 5yr		12/31/2010	32,917		-	5	32,917	32,917	5			32,917	-
IT improvements		12/31/2010	5,792		-	3	5,792	5,792	3			5,792	-
Trailer		12/31/2010	5,248		-	5	5,248	5,248	5			5,248	-
Fixed Route Scheduling Software (Trapeze)		12/31/2011	173,650		-	5	173,650	173,650	5		?	173,650	-
IT Equipment & upgrades		12/31/2011	25,000		-	3	25,000	25,000	3			25,000	-
Cameras		12/31/2011	16,320		-	3	16,320	16,320	3			16,320	-
Server (GMF and CMF)		12/31/2011	6,017		-	3	6,017	6,017	3			6,017	-
Printers and Scanners		12/31/2011	3,195		-	3	3,195	3,195	3			3,195	-
Sharepoint Software		12/31/2011	38,503		-	3	38,503	38,503	3			38,503	-
Computer Software		12/31/2012	4,737		-	3	4,737	4,737	3			4,737	-
Fixed Route Scheduling Software		12/31/2012	223,641		-	5	223,641	223,641	5		?	223,641	-
Computers		12/31/2012	12,502		-	3	12,502	12,502	3			12,502	-
Transit Asset Maintenance Software		12/31/2012	2,165		-	3	2,165	2,165	3			2,165	-
IT Equipment & upgrades		12/31/2012	25,953		-	3	25,953	25,953	3			25,953	-
Cameras		12/31/2012	4,276		-	3	4,276	4,276	3			4,276	-
Server (GMF and CMF)		12/31/2012	1,465		-	3	1,465	1,465	3			1,465	-
Printers and Scanners		12/31/2012	1,206		-	3	1,206	1,206	3			1,206	-
Sharepoint Software		12/31/2012	8,424		-	3	8,424	8,424	3			8,424	-
Electronic Door Locks		12/31/2013	5,438		-	5	5,438	5,438	5			5,438	-

CHART 1

Glenwood Springs Municipal Service Contract

2022 Monthly Report of Ridership, Driver Hours and Vehicle Miles

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
MONTH	NUMBER OF DAYS	BUDGETED RIDERSHIP	ACTUAL RIDERSHIP	VARIANCE +/(-)	BUDGETED FARES	ACTUAL FARES	VARIANCE +/(-)	BUDGETED DRIVER HOURS	ACTUAL DRIVER HOURS	VARIANCE +/(-)	BUDGETED VEHICLE MILES	ACTUAL VEHICLE MILES	VARIANCE +/(-)
JANUARY	31	14,295		-	$ -		-	831.00		-	10,195		-
FEBRUARY	28	13,278		-	$ -		-	748.78		-	9,197		-
MARCH	31	14,118		-	$ -		-	829.02		-	10,179		-
APRIL	30	14,045		-	$ -		-	807.19		-	9,830		-
MAY	31	14,121		-	$ -		-	838.14		-	10,108		-
JUNE	30	15,829		-	$ -		-	828.03		-	9,685		-
JULY	31	16,148		-	$ -		-	859.13		-	9,988		-
AUGUST	31	14,998		-	$ -		-	832.10		-	9,954		-
SEPTEMBER	30	13,496		-	$ -		-	802.20		-	9,656		-
OCTOBER	31	14,035		-	$ -		-	828.45		-	9,982		-
NOVEMBER	30	12,290		-	$ -		-	804.05		-	9,654		-
DECEMBER	31	12,288		-	$ -		-	835.64		-	9,963		-
TOTAL	365	168,941	0	0	$ -	$ -	0	9,843.72	-	-	118,391	0	0
		-						-			-		

CHART 2

Glenwood Springs Cost/Revenue Projections Through the End of 365-DAY 2022 Year

(a)	(b)	(c)	(d)	(e)	(f)	(g)
PERFORMANCE INDICATORS	BUDGET	AVERAGE TO-DATE	DAILY VARIANCE +/(-)	Y-T-D VARIANCE +/(-)	CUMULATIVE BUDGET IMPACT +/(-)	EXTENDED BUDGET IMPACT (+/-)
DAILY RIDERSHIP	#N/A	#N/A	#N/A	#N/A	N/A	N/A
DAILY FARES	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
DAILY DRIVER HOURS	#N/A	#N/A	#N/A	#N/A	#N/A	$ -
DAILY VEHICLE MILES	#N/A	#N/A	#N/A	#N/A	#N/A	$ -
NUMBER OF DAYS	365	#N/A	N/A	N/A	N/A	N/A
TOTAL REV. BUD. IMPACT +/-	N/A	N/A	N/A	N/A	#N/A	#N/A

Glenwood Springs Municipal Service Contract
2022 Budgeted Cost Estimate

5/4/2022 13:13

EST. DIRECT MILEAGE COSTS	MILES/DAY	# DAYS/YEAR	TOTAL MILES	DIRECT COST/MILE	TOTAL MILE COSTS
RIDE GLENWOOD SPRINGS REVENUE SERVICE	324.4	365	118,391	2.10	248,615

EST. FIXED HOURLY COSTS	HOURS/DAY	# DAYS/YEAR	TOTAL HOURS	FIXED COST/HOUR	TOTAL FIXED HOUR COSTS
RIDE GLENWOOD SPRINGS REVENUE SERVICE	26.97	365	9,844	45.88	451,586

EST. DIRECT HOURLY COSTS	HOURS/DAY	# DAYS/YEAR	TOTAL HOURS	DIRECT COST/HOUR	TOTAL DIR. HOUR COSTS
RIDE GLENWOOD SPRINGS REVENUE SERVICE	26.97	365	9,844	49.90	491,193

TOTAL ALLOCATED TRAINING AND OTHER COSTS	124,035
TOTAL ALLOCATED CAPITAL COSTS	61,153

GRAND TOTAL OPERATING AND CAPITAL COSTS (BEFORE FARES)	**1,376,583**
LESS TOTAL BUDGETED FARE REVENUE (FARES COLLECTED ON BUS)	**0**
NET RIDE GLENWOOD SPRINGS OPERATING & CAPITAL COSTS COVERED BY CITY OF GWS	**$ 1,376,583**

Glenwood Springs Municipal Service Contract
2022 Monthly Actual Versus Budgeted Cost Estimate

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
	COST COMPONENT	**JAN**	**FEB**	**MARCH**	**APRIL**	**MAY**	**JUNE**	**JULY**	**AUG.**	**SEPT.**	**OCT.**	**NOV.**	**DEC.**	**TOTAL**
1	AVG. MILES/HOUR	12.3	12.3	12.3	12.2	12.1	11.7	11.6	12.0	12.0	12.0	12.0	11.9	
2	AVG. HOURS/ DAY	26.8	26.7	26.7	26.9	27.0	27.6	27.7	26.8	26.7	26.7	26.8	27.0	
5	# OF DAYS	31	28	31	30	31	30	31	31	30	31	30	31	365
8	TOTAL EST. HOURS/MONTH	831	749	829	807	838	828	859	832	802	828	804	836	9,844
15	TOTAL EST. MONTHLY MILES	10,195	9,197	10,179	9,830	10,108	9,685	9,988	9,954	9,656	9,982	9,654	9,963	118,391
16	MARGINAL COST/HOUR	$ 49.90	$ 49.90	$ 49.90	$ 49.90	$ 49.90	$ 49.90	$ 49.90	$ 49.90	$ 49.90	$ 49.90	$ 49.90	$ 49.90	
17	FIXED COST/HOUR	$ 45.88	$ 45.88	$ 45.88	$ 45.88	$ 45.88	$ 45.88	$ 45.88	$ 45.88	$ 45.88	$ 45.88	$ 45.88	$ 45.88	
18	MARGINAL COST/MILE	$ 2.10	$ 2.10	$ 2.10	$ 2.10	$ 2.10	$ 2.10	$ 2.10	$ 2.10	$ 2.10	$ 2.10	$ 2.10	$ 2.10	
19	ALLOCATED TRAINING COST/HOUR	$ 12.60	$ 12.60	$ 12.60	$ 12.60	$ 12.60	$ 12.60	$ 12.60	$ 12.60	$ 12.60	$ 12.60	$ 12.60	$ 12.60	
20	ALLOCATED CAPITAL COST/MILE	$ 0.52	$ 0.52	$ 0.52	$ 0.52	$ 0.52	$ 0.52	$ 0.52	$ 0.52	$ 0.52	$ 0.52	$ 0.52	$ 0.52	
21	EST. TOTAL MARGINAL HOURLY COST/MONTH	$ 41,466	$ 37,363	$ 41,367	$ 40,278	$ 41,822	$ 41,318	$ 42,870	$ 41,521	$ 40,029	$ 41,339	$ 40,121	$ 41,698	$ 491,193
21	EST. TOTAL FIXED COST/MONTH	$ 38,123	$ 34,351	$ 38,032	$ 37,030	$ 38,450	$ 37,986	$ 39,413	$ 38,173	$ 36,801	$ 38,006	$ 36,886	$ 38,335	$ 451,586
23	EST. TOTAL MARGINAL MILEAGE COST/MONTH	$ 21,409	$ 19,313	$ 21,375	$ 20,642	$ 21,226	$ 20,338	$ 20,974	$ 20,903	$ 20,278	$ 20,962	$ 20,273	$ 20,922	$ 248,615
24	EST. TOTAL ALLOCATED TRAINING COST/MONTH	$ 10,471	$ 9,435	$ 10,446	$ 10,171	$ 10,561	$ 10,434	$ 10,825	$ 10,485	$ 10,108	$ 10,439	$ 10,131	$ 10,529	$ 124,035
25	EST. TOTAL ALLOCATED MILEAGE COST/MONTH	$ 5,266	$ 4,751	$ 5,258	$ 5,077	$ 5,221	$ 5,003	$ 5,159	$ 5,142	$ 4,988	$ 5,156	$ 4,987	$ 5,146	$ 61,153
26	**TOTAL EST. MONTHLY COST**	**$ 116,735**	**$ 105,213**	**$ 116,478**	**$ 113,198**	**$ 117,281**	**$ 115,079**	**$ 119,242**	**$ 116,223**	**$ 112,204**	**$ 115,901**	**$ 112,398**	**$ 116,631**	**$ 1,376,583**
27	TOTAL EST. FARE REVENUE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
28	**TOTAL EST. MONTHLY NET COST**	**$ 116,735**	**$ 105,213**	**$ 116,478**	**$ 113,198**	**$ 117,281**	**$ 115,079**	**$ 119,242**	**$ 116,223**	**$ 112,204**	**$ 115,901**	**$ 112,398**	**$ 116,631**	**$ 1,376,583**
29	**ACTUAL NET COST YEAR-TO-DATE**													-
30	**VARIANCE + / (-)**	-	-	-	-	-	-	-	-	-	-	-	-	-
31	**CUMULATIVE VARIANCE FROM BUDGET**	-	-	-	-	-	-	-	-	-	-	-	-	-

Most Current Estimate of 2021 Glenwood Springs Costs (Net of Fares) **$ 1,376,583**

32	**TOTAL COST PER HOUR**	$ 140.48	$ 140.51	$ 140.50	$ 140.24	$ 139.93	$ 138.98	$ 138.79	$ 139.67	$ 139.87	$ 139.90	$ 139.79	$ 139.57	$ 139.84
33	**TOTAL COST PER MILE**	$ 11.45	$ 11.44	$ 11.44	$ 11.52	$ 11.60	$ 11.88	$ 11.94	$ 11.68	$ 11.62	$ 11.61	$ 11.64	$ 11.71	$ 11.63

PROBABLE FINAL 2022 YEAR-END ESTIMATE (Net of Fares) **#N/A**

	Year to date avg hours/day	26.81	26.77	26.76	26.80	26.85	26.97	27.08	27.05	27.01	26.99	26.97	26.97	26.97

Glenwood Springs Municipal Service Contract
Cumulative Bill from 1/1/2022 - 1/31/2022

	A. EST. DIRECT MILEAGE COSTS	B. MILES/DAY	C. # DAYS/YEAR	D. TOTAL MILES	E. DIRECT COST/MILE	F. TOTAL MILE COSTS
1	RIDE GLENWOOD SPRINGS REVENUE SERVICE	#N/A	#N/A	0	2.10	$ -

	EST. FIXED HOURLY COSTS	HOURS/DAY	# DAYS/YEAR	TOTAL HOURS	FIXED COST/HOUR	TOTAL FIXED HOUR COSTS
2	RIDE GLENWOOD SPRINGS REVENUE SERVICE	#N/A	#N/A	0	45.88	$ -

	EST. DIRECT HOURLY COSTS	HOURS/DAY	# DAYS/YEAR	TOTAL HOURS	DIRECT COST/HOUR	TOTAL DIR. HOUR COSTS
3	RIDE GLENWOOD SPRINGS REVENUE SERVICE	#N/A	#N/A	0	49.90	$ -

4	TOTAL ALLOCATED TRAINING AND OTHER COSTS	$ -
5	TOTAL ALLOCATED CAPITAL COSTS	$ -

6	**GRAND TOTAL OPERATING AND CAPITAL COSTS**	**$ -**
7	**LESS TOTAL FARE REVENUE (FARES COLLECTED ON BUS)**	**$ -**
8	**CUMULATIVE NET RIDE GLENWOOD SPRINGS OPERATING & CAPITAL COSTS COVERED BY CITY OF GWS**	**$ -**
9	**PREVIOUS BILLING YEAR TO DATE**	**$ -**
10	**NET BILLING FOR CURRENT MONTH**	**$ -**

	FARE REVENUE ESTIMATE	AVG DAILY PASSENGERS	# OF DAYS	EST TOT PSGRS	AVG FARE	EST REVENUE
11		#N/A	#N/A	0	#DIV/0!	$0
12	**TOTAL**	**#N/A**	**#N/A**	**0**	**#DIV/0!**	**$0**

Glenwood Springs Municipal Service Contract
2022 Expenditure Invoice

				Service	Capital	Less Fares Collected	Total
Total Operating/ Maintenance Costs				-	-	-	-
Schedule of Invoices							
Invoice		January	2022				-
Invoice		February	2022				-
Invoice		March	2022				-
Invoice		April	2022				-
Invoice		May	2022				-
Invoice		June	2022				-
Invoice		July	2022				-
Invoice		August	2022				-
Invoice		September	2022				-
Invoice		October	2022				-
Invoice		November	2022				-
Invoice		December	2022				-
				-	-	-	- -
Current Invoice due				-	-	-	- -
				-	-		-

2022 RIDE GLENWOOD SPRINGS MONTHLY COST BILLING WORKSHEET

Line Item	January	February	March	April	May	June	July	August	September	October	November	December	Total Cumulative Costs
Direct Mileage Cost													$ -
Fixed Hourly Costs													$ -
Direct Hourly Costs													$ -
Allocated Training/Other Costs													$ -
Allocated Capital Costs													$ -
Total Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Less: Credit for Cash Fares Collected	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Net Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -			$ -

CERTIFICATE OF INSURANCE

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 04/22/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER LIC #N/A 1-303-757-5475 CIRSA 3665 Cherry Creek North Drive Denver, CO 80209	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS: INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : CIRSA INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :
INSURED Roaring Fork Transportation Authority 0051 Service Center Drive Aspen, CO 81611	

COVERAGES **CERTIFICATE NUMBER:** 65189198 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY			LIAB 01-2022	01/01/22	01/01/23	EACH OCCURRENCE	$ 10,000,000
	X CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 10,000,000
	X $10m POL E&O Aggregate						MED EXP (Any one person)	$ 0
							PERSONAL & ADV INJURY	$ 10,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$ 10,000,000
	☐ OTHER:							$
A	AUTOMOBILE LIABILITY			LIAB 01-2022	01/01/22	01/01/23	COMBINED SINGLE LIMIT (Ea accident)	$ 5,000,000
	X ANY AUTO						BODILY INJURY (Per person)	$
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	☐ UMBRELLA LIAB ☐ OCCUR						EACH OCCURRENCE	$
	☐ EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE	$
	☐ DED ☐ RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						☐ PER STATUTE ☐ OTH-ER	
	ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ (Mandatory in NH)	N / A					E.L. EACH ACCIDENT	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Certificate Holder is Additional Insured on Liability Policies if required by contract.
With respects to the Ride Glenwood Springs service.

CERTIFICATE HOLDER

City of Glenwood Springs

101 8th Street

Glenwood, CO 81601

USA

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Jill Ludwig

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ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
4/22/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Arthur J. Gallagher Risk Management Services, Inc.
6300 South Syracuse Way, Suite 700
Suite 700
Centennial CO 80111

License#: BR-724491

CONTACT NAME: Nathan Kathol
PHONE (A/C, No, Ext): 303-889-2532 **FAX (A/C, No):**
E-MAIL ADDRESS: Nathan_Kathol@ajg.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Hallmark Specialty Insurance Company	26808
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
ROARFOR-01
ROARING FORK TRANSPORTATION AUTHORITY
0051 Service Center Drive
Aspen CO 81611

COVERAGES **CERTIFICATE NUMBER:** 121837400 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$
							MED EXP (Any one person)	$
							PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$
	☐ OTHER:							$
A	**AUTOMOBILE LIABILITY**			77PEF2105F	1/1/2022	1/1/2023	COMBINED SINGLE LIMIT (Ea accident)	$ 5,000,000
	☐ ANY AUTO						BODILY INJURY (Per person)	$
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
	X Excess Auto ☐						Underlying Limit	$ 5,000,000
	☐ **UMBRELLA LIAB** ☐ OCCUR						EACH OCCURRENCE	$
	☐ **EXCESS LIAB** ☐ CLAIMS-MADE						AGGREGATE	$
	☐ DED ☐ RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						☐ PER STATUTE ☐ OTH-ER	
	ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ **(Mandatory in NH)**	N / A					E.L. EACH ACCIDENT	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
RE: Senior Traveler Program

The City of Glenwood Springs is an Additional Insured as respects the Excess Auto Liability policy, if included as an additional insured on the underlying policy, pursuant to and subject to the policy's terms, definitions, conditions and exclusions.

CERTIFICATE HOLDER

City of Glenwood Springs
101 8th Street
Glenwood Springs CO 81601

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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ATTACHMENT H

OVERVIEW OF RFTA SERVICE CONTRACT COST ALLOCATION METHODOLOGY

1. The cost allocation process for service contracts begins with RFTA's total operating budget for any given year.
2. The percent of the budget that should be allocated to transit versus trails is established.
3. The line items and percentages of each that should be allocated to the transit operating budget for each service contract are determined. Certain costs are eliminated for things such as RFTA's contributions to WE-cycle and Garfield Clean Energy, etc.
4. Certain line items are not charged to the individual service contracts because, for example, the City of Glenwood Springs handles its own marketing program, and shelter maintenance.
5. Once the costs that are being allocating to a specific contract are determined, the costs are grouped either as a fixed overhead cost per hour ("F" for administration, utilities, and etc.), a direct cost per hour ("H" for drivers, supervisors, information clerks, and other costs associated with the Operations Department) and a direct cost per mile ("M" for mechanics, fuel, bus parts, and etc.).
6. The totals of the grouped "F" & "H" costs are divided by total driver hours for a given year, net of Training/Other hours. This produces the Fixed and Hourly cost per mile Budgeted Cost Factors for each of the service contracts.
7. The total of the grouped "M" costs is divided by total vehicle miles net of Training/Other miles. This produces the cost per mile Budgeted Cost Factor for each of the service contracts.
8. The number of estimated driver hours associated with the service or service contract is multiplied by the fixed and direct costs per hour ("F" & "H). The number of estimated vehicle miles for the service is multiplied by the direct cost per mile ("M").
9. All of the "F," "H," & "D" costs are added to generate a subtotal for Operating costs.
10. RFTA costs associated with training and non-productive driver time are then prorated for each RFTA service and service contract based upon the percentage of driver hours each service is of total driver hours (excluding Training/Other hours).
11. A capital cost (for tools, equipment, and facilities) is then prorated to each RFTA service and service contract based upon the number of vehicle miles each service is of total vehicle miles (excluding Training/Other miles).
12. The subtotal of Operating costs is added to the allocated training/other and allocated capital costs for a total budgeted fully allocated cost for the service.
13. From the budgeted total fully allocated cost amount for each service or service contract, fares are deducted and the balance is the net public investment for the service.
14. At year end, the costs for each service or service contract are trued up or Adjusted, using actual driver hours and vehicle miles multiplied by the Budgeted Cost Factors, and by deducting actual fare revenue.
15. Following the completion of the annual audit, the budgeted numbers are trued up with action expenditure numbers and the Cost Factors are recalculated and multiplied by actual driver hours and vehicle miles. If the actual costs for a service contract exceed the Adjusted costs by more than 3%, RFTA will bill the contracting partner for the amount that exceeds 3%. If the actual costs for a service contract are less than 97% of the Adjusted cost, RFTA will remit the amount less than 97%.

RIDE GLENWOOD

City of Glenwood Springs

Federal Transit Administration (FTA) Title VI Program

Submitted To:

Chris Robbie
Civil Rights Specialist, Subrecipient Compliance
Civil Rights and Business Resource Center
Colorado Department of Transportation (CDOT)

2021 DRAFT Submission: October 8, 2021
2018 Submission: February 1, 2018

SUBRECIPIENT INFORMATION

SUBRECIPIENT: City of Glenwood Springs
FTA Section 5311 Program
Rural Transit Service

SUBMITTAL DATE: October 8, 2021 (DRAFT)

EXPIRATION YEAR: 2024

CONTACT INFORMATION:

Linda DuPriest
Transit Planning and Development Lead
City of Glenwood Springs
101 W. 8th Street
Glenwood Springs, CO 81601
Phone: 970-384-6437
Email: linda.dupriest@cogs.us

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I. INTRODUCTION

Ride Glenwood Springs (RGS) is a year-round local, general public, fixed route, public transit service managed by the City of Glenwood Springs, a Colorado home-rule municipality located in Garfield County. All RGS operations and bus maintenance activities are operated by the Roaring Fork Transportation Authority (RFTA) under contract with the City of Glenwood Springs. The City is responsible for obtaining funds for operations and capital needs from the Colorado Department of Transportation (CDOT) and the Federal Transit Administration (FTA). FTA Section 5311 operating assistance funds provided through CDOT predominately support the City of Glenwood Springs public transit service. RGS provides critical connections to regional RFTA bus service, intercity CDOT Bustang bus service, interstate Greyhound Bus Lines bus service, and the national Amtrak passenger rail service.

RFTA operates one (1) RGS local general public, fixed route, 365 days per year. The route is approximately six (6) miles long, extending from the western end to the southern end of Glenwood Springs, operating on the SH-82 and US-6 corridors daily from 6:53am to 7:53pm with two (2) buses (and one spare bus) and thirty (30) minute headways, with thirteen (13) stops in each direction.

The fare for the local RGS route is $1.00 per day. Children under five (5) riding with an adult, and seniors 65 and older, ride for free. Discounted stored-value cards are also available for purchase. All buses and bus facilities owned by the City are mobility aid accessible.

The City contracts with RFTA, Colorado Mountain College, and Garfield County for the provision of Americans with Disabilities Act (ADA) required complementary paratransit service, to complement local fixed route service, with "The Traveler," the human services senior transportation service provided through Garfield County and RFTA.

II. PROVISION OF TITLE VI ASSURANCES

The City of Glenwood Springs – Ride Glenwood Springs (RGS) hereby certifies that, as a condition of receiving Federal financial assistance under the Urban Mass Transportation Act of 1964, as amended, it will ensure that:

a. The City shall submit on an annual basis a Title VI Assurance, as part of an annual Certification and Assurance submission to CDOT and the FTA.

b. No person, on the basis of race, color, or national origin, will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.

c. The City will compile, maintain, and submit in a timely manner, Title VI information required by FTA Circular 4702.1B and in compliance with the Department of Transportation's Title VI Regulation, 49 CFR, Part 21.7.

d. The City will make it known to the public that those persons or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

III. TITLE VI COMPLIANCE HISTORY: COMPLAINTS, INVESTIGATIONS AND LAWSUITS

a. There are no outstanding complaints, investigations, or lawsuits naming RGS that allege discrimination on the basis of race, color, or national origin with respect to service or other transit benefits.

b. There are no pending applications for Federal financial assistance, and there is no Federal financial assistance currently being provided to the City other than that being supplied by the Federal Transit Administration (FTA). Currently the City is applying for Section 5311 funding as a subrecipient through the Colorado Department of Transportation (CDOT), a direct recipient of FTA funds.

c. During the course of the last three (3) years, there have not been any civil rights compliance review activities conducted with respect to the City or RGS and, to the best of our knowledge, there are not presently any ongoing civil rights compliance review activities being conducted with respect to the City or RGS.

d. There are currently no pending construction projects which would negatively impact minority communities being constructed.

IV. GENERAL GUIDELINES/REQUIREMENTS

a. Annual Certification and Assurance

As stated in Section II, the City shall submit annually a Title VI assurance, as part of an annual Certification and Assurance submission to CDOT and the FTA.

b. Public Notification

In compliance with 49 CFR Section 21.9(d), the City shall provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI regulations. RGS complaint procedures and public notification information, as well as a list of locations where the notice is posted, are contained herein as **APPENDICES A-B**.

c. Complaint Procedures

In compliance with 49 CFR Section 21.9(b), the City has developed procedures for investigating and tracking Title VI complaints filed against them. Such procedures shall be made available to the public upon request. RGS complaint procedures and complaint form are contained herein as **APPENDICES C-D**.

d. Record Title VI Activities

In compliance with 49 CFR Section 21.9(b), the City shall prepare and maintain a list of any active investigations conducted by entities other than the FTA; and lawsuits or complaints naming the City or RGS that allege discrimination on the basis of race, color, or nation origin. Such list shall include, and an example is shown in **APPENDIX E,**:

1) Date the complaint, investigation, or lawsuit, was filed;

2) Summary of the allegation(s);

3) The status of the complaint, investigation, or lawsuit; and

4) Actions taken by RGS in response to the complaint, investigation, or lawsuit.

e. Access for LEP Persons

The City shall take steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP). The City will assist persons with limited English proficiency to participate in the transportation planning process. RGS/City Staff will make every effort to provide translators and document translation, where feasible, upon request. The City's Limited English Proficiency (LEP) Plan is contained herein as **APPENDIX F**.

f. Additional Information

The City acknowledges that, at the discretion of the FTA and CDOT, information other than that

which is required by FTA Circular 4702.1B, may be requested in writing of the City, to investigate complaints of discrimination or to resolve concerns about possible noncompliance with Title VI.

g. Timely Submission

The City acknowledges that their Title VI Program submissions and/or updates thereto, shall be supplied to CDOT once every three (3) years. The submission shall include, but is not limited to:

1) A public participation plan (**APPENDIX G**), including information about outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts made since the last Title VI Program submission;

2) The City's process for persons with limited English proficiency (LEP);

3) Title VI Complaint and Tracking procedures;

4) A list of any Title VI complaints, investigations, or lawsuits filed since the last submission; and

5) A copy of RGS' public notice regarding Title VI compliance and public access and instructions to RGS Title VI complaint procedures.

h. Transit Related Board Membership

The Glenwood Springs City Council serves as the governing board for Ride Glenwood Springs. The Council consists of seven (7) members, all elected by popular vote. The Council appoints a Mayor and Mayor Pro-Tem from among the Council Members. Members of the current Council by name, gender, and race are listed in the table below.

City Council Membership

Name	Gender	Race
Steve Davis	Male	Caucasian
Jonathan Godes (Mayor)	Male	Caucasian
Tony Hershey	Male	Caucasian
Shelley Kaup (Mayor Pro-Tem)	Female	Caucasian
Paula Stepp	Female	Caucasian
Charlie Willman	Male	Caucasian
Ingrid Wussow	Female	Caucasian

The City's seven (7) member Transportation Commission advises the Council on transportation related issues, including the provision of public transit service.

The Commission is appointed by Council based on applications submitted by eligible individuals: six members must reside in the City limits, one may live in the 81601 zip code area but own real property or a business within City limits. Open positions are advertised on the City website, on City Bulletin Boards, and in Community news outlets.

Transportation Commission Membership

Name	Gender	Race
Sandy Lowell	Male	Caucasian
Steve Smith	Male	Caucasian
John Stephens	Male	Caucasian
Ralph Trapani	Male	Caucasian
Vacant	N/A	N/A
Vacant	N/A	N/A
Vacant	N/A	N/A

i. Public Participation

The City shall seek out and consider viewpoints of minority and LEP populations in the course of conducting public outreach and involvement activities in regards to proposed transportation decisions. The City shall make every effort to include the following practices:

1) Coordination with individuals, institutions, or organizations and implementing community-based public involvement strategies to reach out to members in the affected minority and/or LEP communities;

2) Provision of opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments;

3) Utilization of locations, facilities and meeting times that are convenient and accessible to LEP and minority communities;

4) Utilization of different meeting sizes or formats, or varying the type and number of news media used to announce public participation opportunities; and

5) Implementation of DOT's policy guidance regarding the City's responsibilities to LEP persons.

Unless otherwise posted, the Glenwood Springs City Council holds monthly meetings on the first and third Thursday of every month at 6:00 pm that are open to the public. All meetings are held at City Hall, in City Council Chambers, at 101 West 8th Street in Glenwood Springs, CO. The meeting agenda is listed on the City of Glenwood Springs website and posted at Glenwood Springs City Hall. Meetings can be attended in-person or online via Zoom.

Unless otherwise posted, the Glenwood Springs Transportation Commission holds monthly meetings on the first Tuesday of every month at 7:30 am that are open to the public. All meetings are held at City Hall, in City Council Chambers, at 101 West 8th Street in Glenwood Springs, CO. The meeting agenda is listed on the City of Glenwood Springs website and posted at Glenwood Springs City Hall. Meetings can be attended in-person or online via Zoom.

Dedicated public hearing time is allowed at each meeting of which the following subjects can be

discussed:

- Annual budget adoption;
- Capital improvement plan adoption;
- Establishment of service plan;
- Establishment of fees and fares; and
- Hearings required by State and Federal law or regulation in the pursuit of grants.

j. System-Wide Service Standards and Policies

RGS and RFTA shall define system-wide service standards and system-wide service policies, per the requirements of Title 49 CFR Sections a) 21.5 which states the general prohibition of discrimination on the grounds of race, color, or national origin; b) 21.5(b)(2) which specifies that a recipient shall not "utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin."; and c) 21.5(b)(7) which requires recipients to "take affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin." Also, Appendix C to 49 CFR part 21 provides in Section (3)(iii) that "[n]o person or group of persons shall be discriminated against with regard to the routing, scheduling, or quality of service of transportation service furnished as a part of the project on the basis of race, color, or national origin. Frequency of service, age and quality of vehicles assigned to routes, quality of stations serving different routes, and location of routes may not be determined on the basis of race, color, or national origin."

System-wide service standards and policies will address how service is distributed across the transit system, and show how the system ensures that the manner of the distribution affords users access to these assets. Service policies will also be designed to ensure service design and operations practices do not result in discrimination on the basis of race, color, or national origin. Service policies differ from service standards in that they are not necessarily based on a quantitative threshold.

Service standards will document the vehicle load for each mode, the vehicle headway for each mode, the on time performance for each mode, and the service availability for each mode. Service policies will document the transit amenities for each mode and the vehicle assignment for each mode. Standards and Policies documenting these federal requirements are contained herein as **APPENDICES H-I**.

V. TITLE VI EQUITY ANALYSIS

FTA subrecipient planning to acquire land to construct certain types of facilities must not discriminate on the basis of race, color, or national origin, against persons who may, as a result of the construction, be displaced from their homes or businesses. "Facilities" in this context does not include transit stations or bus shelters, but instead refers to storage facilities, maintenance facilities, and operation centers.

There are many steps involved in the planning process prior to the actual construction of a facility. It is during these planning phases that attention needs to be paid to equity and non-discrimination through equity analysis. A Title VI Equity Analysis must be done before the selection of the preferred site.

Note: Even if facility construction is financed with non-FTA funds, if the subrecipient organization receives <u>any</u> FTA dollars, it must comply with this requirement.

The City of Glenwood Springs and RGS has no current plans to develop new transit facilities covered by these requirements. When a new transit facility is planned, the City will complete and document a Title VI Equity Analysis and include that information in this Program Plan through an appendix.

APPENDIX A: Title VI Notice to the Public (English)

The following statement is posted in conspicuous and accessible locations on the City of Glenwood Springs website: https://www.cogs.us/187/Ride-Glenwood-Springs; on Ride Glenwood Springs vehicles; and rider's guides.

NOTIFYING THE PUBLIC OF RIGHTS UNDER TITLE VI AND ADA: RIDE GLENWOOD SPRINGS

The City of Glenwood Springs operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, and without regard to disability in accordance with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 (ADA). Any person who believes he/she/they has been aggrieved by any unlawful discriminatory practice under Title VI and/or ADA regulations or has a complaints about the accessibility of the transit system, may file a complaint with the City of Glenwood Springs.

For more information on the City of Glenwood Springs' civil rights program, and the procedures to file a complaint, contact the RGS Title VI/ADA Coordinator; Phone: 970-384-6437; email: linda.dupriest@cogs.us; visit our administrative office at 101 W. 8th Street, Glenwood Springs, CO 81601; or visit https://www.cogs.us/187/Ride-Glenwood-Springs.

A complainant may file a complaint directly with the Colorado Department of Transportation (CDOT) or the Federal Transit Administration (FTA) by filing a complaint directly with the corresponding offices of Civil Rights: **CDOT**: ATTN: Title VI or ADA Program Manager, 2829 West Howard Place, Denver, CO 80204 or **FTA**: ATTN: Title VI or ADA Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

If information is needed in another language, contact 970-384-6437.

Si necesita información en Español, favor contactar (970) 384-4871.

APPENDIX B: Title VI Notice to the Public (Spanish)

Aviso al Público Sobre los Derechos Bajo el Título VI y ADA: RIDE GLENWOOD SPRINGS

The City of Glenwood Springs *(y sus subcontratistas, si cualquiera)* asegura complir con el Título VI y ADA de la Ley de los Derechos Civiles de 1964, Sección 504 de la Ley de Rehabilitación de 1973 y La Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA). El nivel y la calidad de servicios de transporte serán provehidos sin consideración a su raza, color, o pais de origen y discapacidad.

Para obtener más información sobre la City of Glenwood Springs' programa de derechos civiles, y los procedimientos para presentar una queja, RGS Title VI/ADA Coordinator; telefono: 970-384-6437; email: linda.dupriest@cogs.us; visite nuestra oficina administrativa en 101 W. 8th Street, Glenwood Springs, CO 81601; o visite https://www.cogs.us/187/Ride-Glenwood-Springs.

El puede presentar una queja directamente con Colorado Department of Transportation (CDOT) o Federal Transit Administration (FTA) mediante la presentación de una queja directamente con las oficinas correspondientes de Civil Rights: CDOT: ATTN: Title VI o ADA Program Manager, 2829 W. Howard Place, Denver, CO 80204 o FTA: ATTN Title VI o ADA Program Coordinator, East Building, 5th Floor –TCR 1200 New Jersey Ave., SE Washington DC 20590.

APPENDIX C: Title VI, LEP, and ADA Information and Complaint Process

The following information is offered for review at the City's offices and through a link on our website: https://www.cogs.us/187/Ride-Glenwood-Springs. The information can provided by other mediums upon request.

The City of Glenwood Springs, through Ride Glenwood Springs (RGS) operated by the Roaring Fork Transportation Authority (RFTA), grants all persons equal access to its public transportation services. It is further the intent of RGS that all persons are aware of their rights to such access. This information is designed to serve as an educational tool for riders so that they may understand the civil rights laws that protect their right to freely use RGS programs and services, specifically as it relates to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990 (ADA).

What is Title VI?

Title VI is a section of the Civil Rights Act of 1964 requiring that "No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Note that Title VI does not address gender discrimination. It only covers race, color, and national origin. Other Civil Rights laws prohibit gender discrimination.

What is LEP?

As part of Title VI requirements, RGS has developed a Limited English Proficiency (LEP) Plan to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to RGS services as required by Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency," reprinted at 65 FR 50121 (August 16, 2000). A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English.

What is the ADA?

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity and access for persons with disabilities. Since passage of the ADA in 1990, transit agencies such as RGS have worked to make their public transit systems accessible for people with disabilities by ensuring all transit buses and facilities are ADA accessible to allow for mobility aids such as wheelchairs. RGS and RFTA also follow a strict set of federal transit service requirements to ensure proper accessibility is available to persons with disabilities.

RGS' Complaint and Investigation Procedures

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990, for alleged discrimination in any program or activity administered by RGS.

These procedures do not deny the right of the complainant to file formal complaints with other State or Federal agencies or to seek private counsel for complaints alleging discrimination. Every effort will be made to obtain early resolution of complaints at the lowest level possible.

The option of informal mediation meeting(s) between the affected parties and RGS/RFTA may be utilized for resolution. Any individual, group of individuals, or entity that believes they have been subjected to discrimination prohibited under Title VI or ADA and related statutes may file a complaint.

The following measures will be taken to resolve Title VI and ADA complaints:

The preferred method is to file your complaint in writing using the ***RGS Title VI and ADA Complaint Form***, and sending it to (either by mail or email):

Title VI/ADA Coordinator
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601
Email: linda.dupriest@cogs.us
Phone: 970-384-6437

1) A formal complaint must be filed within 180 calendar days of the alleged occurrence. Complaints shall be in writing and signed and dated by the individual or his/her/they representative, and will include the complainant's name, address and telephone number; name of alleged discriminating official, basis of complaint (race, color, national origin, or disability) and the date of alleged act(s). A statement detailing the facts and circumstances of the alleged discrimination must accompany all complaints.

2) In the case where a complainant is unable or incapable of providing a written statement, a verbal complaint of discrimination may be made to the RGS Title VI/ADA Coordinator by calling the phone number listed above. Under these circumstances, the complainant will be interviewed, and the RGS Title VI/ADA Coordinator will assist the Complainant in converting the verbal allegations to writing.

3) When a complaint is received, the RGS Title VI/ADA Coordinator will provide written acknowledgment to the Complainant, within ten (10) calendar days by registered mail.

4) If a complaint is deemed incomplete, additional information will be requested, and the Complainant will be provided 60 calendar days to submit the required information. Failure to do so may be considered good cause for a determination of no investigative merit.

5) Within 15 calendar days from receipt of a complete complaint, the City will determine its jurisdiction in pursuing the matter, consult with its' operations contractor (RFTA), and determine whether the complaint has sufficient merit to warrant investigation. Within five (5) calendar days of this decision, the RGS Title VI/ADA Coordinator or his/her authorized designee will notify the Complainant and Respondent, by registered mail, informing he/she/they of the disposition.

   a. If the decision is not to investigate the complaint, the notification shall specifically state the reason for the decision.

   b. If the complaint is to be investigated, the notification shall state the grounds of the City's jurisdiction, while informing the parties that their full cooperation will be required in gathering additional information and assisting the investigator.

6) When the City does not have sufficient jurisdiction, the RGS Title VI/ADA Coordinator or his/her authorized designee will refer the complaint to the appropriate State or Federal agency holding such jurisdiction.

7) If the complaint has investigative merit, the RGS Title VI/ADA Coordinator or his/her authorized designee will fully investigate the complaint. A complete investigation will be

conducted, and an investigative report will be submitted to the RGS Title VI/ADA Coordinator's direct supervisor within 60 calendar days from receipt of the complaint. The report will include a narrative description of the incident, summaries of all persons interviewed, and a finding with recommendations and conciliatory measures where appropriate. If the investigation is delayed for any reason, the RGS Title VI/ADA Coordinator will notify the appropriate authorities, and an extension will be requested.

8) The RGS Title VI/ADA Coordinator or his/her authorized designee will issue written letters of finding summarizing the results of the investigation, stating the findings, and advising of any corrective action to be taken as a result of the investigation to the Complainant within 90 calendar days from receipt of the complaint.

9) If the Complainant disagrees with RGS' determination, he/she/they may request reconsideration by submitting a request in writing to the City of Glenwood Springs Mayor's office within seven (7) days after the date of the RGS letter, stating with specificity the basis for the reconsideration. The City of Glenwood Springs Mayor's office will notify the Complainant of the decision either to accept or reject the request for reconsideration within ten (10) days. In cases where reconsideration is granted, the City of Glenwood Springs Mayor's office will issue a determination letter to the Complainant upon completion of the reconsideration review.

10) If the Complainant remains dissatisfied with the City of Glenwood Springs' resolution of the complaint, he/she/they has the right to file a complaint with the:

Colorado Department of Transportation
Civil Rights & Business Resource Center
2829 West Howard Place
Denver, CO 80204
720-930-1523
christopher.robbie@state.co.us

or

Federal Transit Administration
Region 8
Attn: Civil Rights Officer
Byron Rogers Federal Building
1961 Stout Street
Suite 13-301
Denver, CO 80294
Phone: 303-362-2400
Fax: 303-292-5904

APPENDIX D: Glenwood Springs Title VI/ADA Complaint Form (English)

Ride Glenwood Springs Title VI / ADA Complaint Form

Instructions: If you have a complaint about the accessibility of our transit system or believe you have been discriminated against on the basis of race, color, national origin or disability, please fill out the form below and mail it to: City of Glenwood Springs, Attn: Title VI / ADA Coordinator, 101 W. 8th Street, Glenwood Springs, CO 81601 or email it to: linda.dupriest@cogs.us.

For questions or a full copy of MX's Title VI and ADA policy and complaint procedures call 970-384-6437 or email: linda.dupriest@cogs.us.

<table>
<tr><td colspan="2">1. Name (Complainant):</td></tr>
<tr><td>2. Phone:</td><td>3. Home address (street no., city, state, zip):</td></tr>
<tr><td colspan="2">4. If applicable, name of person(s) who allegedly discriminated against you:</td></tr>
<tr><td>5. Location and position of person(s) if known:</td><td>6. Date of incident:</td></tr>
<tr><td colspan="2">7. Discrimination because of:
☐ Race
☐ National Origin
☐ Color
☐ Disability
☐ Accessibility Issue</td></tr>
<tr><td colspan="2">8. Explain as briefly and clearly as possible what happened and how you believe you were discriminated against. Indicate who was involved. Be sure to include how you feel other persons were treated differently than you. Also, attach any written material pertaining to your case.</td></tr>
</table>

9. Why do you believe these events occurred?

10. What other information do you think is relevant to the investigation?

11. How can this/these issue(s) be resolved to your satisfaction?

12. Please list below any person(s) we may contact for additional information to support or clarify your complaint (witnesses):

Name: Address: Phone number:

13. Have you filed this complaint with any other federal, state, or local agency; or with any federal or state court?

☐ Yes ☐ No

If yes, check all that apply:

☐ Federal agency ☐ Federal court ☐ State court
☐ Local agency ☐ State agency ☐ County court

If filed at an agency and/or court, please provide information about a contact person at the agency/court where the complaint was filed.

Agency/Court: Contact's Name: Address: Phone number:

Signature (Complainant):	Date of filing:

APPENDIX E: Glenwood Springs Title VI/ADA Complaint Log

Ride Glenwood Springs Title VI and ADA Complaint Log Example

- Title VI and ADA Complaints, Investigations, and Lawsuits
- This form will be submitted annually. If no complaints, investigations, or lawsuits were filed, a blank form will be submitted.

Description/Name	Date (Month, Day, Year)	Summary (include basis of complaint: race, color, national origin or disability)	Status	Action(s) Taken (Final findings?)
Complaints				
1)				
2)				
Investigations				
1)				
2)				
Lawsuits				
1)				
2)				

APPENDIX F: Limited English Proficiency Plan

I. INTRODUCTION

This Limited English Proficiency (LEP) Plan for the City of Glenwood Springs – Ride Glenwood Springs (RGS) has been developed in response to federal requirements included under Section 601 of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d), which provides that no person shall "on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Federal Executive Order No. 13166, issued in August 2000 by President Clinton, "Improving Access to Services for Persons with Limited English Proficiency," was created to "... improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency (LEP)..." President Bush affirmed his commitment to Executive Order 13166 through a memorandum issued on October 25, 2001, and Assistant Attorney General for Civil Rights, Ralph F. Boyd, Jr. and Acting Assistant Attorney General, Loretta King directed a strengthening of enforcement of Title VI in a memorandum dated July 10, 2009.

As a subrecipient of funds from the Federal Transit Administration (FTA), through the Colorado Department of Transportation (CDOT), this Limited English Proficiency (LEP) Plan for the City has been developed to ensure compliance with Federal LEP regulations. It includes an assessment of the limited English proficiency needs of our area, an explanation of the steps we are currently taking to address these needs, and the steps we plan to take in the future to ensure meaningful access to our transit programs by persons with limited English proficiency.

II. POLICY

It is the policy of the City to ensure that our programs and activities, normally provided in English, are accessible to Limited English Proficiency (LEP) persons and thus do not discriminate on the basis of national origin in violation of the Title VI prohibition against national origin discrimination. The City will, to the maximum extent feasible in its official deliberations and communications, community outreach and related notifications, provide appropriate alternative non-English formats for persons with LEP to access information and services provided.

III. LIMITED ENGLISH PROFIENCY NEEDS OF AREA

The *Four-Factor Analysis* developed by the FTA requires that information be included in LEP Plans regarding the number and percentage of LEP persons in our area, and the nature, frequency and importance of the contact we have with LEP persons in providing transit services. Each of these elements is addressed below.

Number and Percentage of LEP Persons in Our Area

Permanent Population

The U.S. Census provides information to assist in estimating the number of limited English speakers in the permanent population. For small urban areas and rural towns and counties, the best data available is

from the U.S. Census American Community Survey 2015-2019. Table 1 presents information for the City of Glenwood Springs on *Language Spoken at Home by Ability to Speak English*, based on that Survey.

TABLE 1: 2019 LANGUAGE SPOKEN AT HOME: GLENWOOD SPRINGS, COLORADO

Subject	Glenwood Springs, Colorado					
	Total/Percent		Percent of specified language speakers			
			Speak English "very well"		Speak English less than "very well"	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	9,392	+/-143	88.6%	+/-3.4	11.4%	+/-3.4
English Only	71.8%	+/-4.3	(X)	(X)	(X)	(X)
Language other than English	28.2%	+/-4.3	59.5%	+/-8.8	40.5%	+/-8.8
Spanish	24.7%	+/-4.5	57.4%	+/-9.6	42.6%	+/-9.6
Asian and Pacific Island Languages	2.8%	+/-1.6	71.4%	+/-26.6	28.6%	+/-26.6

Source: U.S. Census Bureau, 2015-2019 5-Year American Community Survey

- *An '(X)' means that the estimate is not applicable or not available*.

As the table shows, the City of Glenwood Springs is home to 9,392 people. 28.2% of this population speaks a language other than English. Spanish is most common, at 24.7% of the population. Asian and Pacific Island Languages is next at 2.8%.

Among speakers of other languages (28.2%), 40.5% of this population report speaking English less than very well. The majority of this LEP population is Spanish speaking. No other significant LEP populations reside in our service area.

The U.S. Census data indicates a frequent and growing need to respond to Spanish speaking individuals in our service area who have difficulty with English.

Visitors

Another potential need for LEP service accommodations is from our visitor population. As a year round tourist destination, and gateway to Aspen and Snowmass Village ski areas, the Glenwood Springs area attracts individuals from all over the world. We are sensitive to LEP needs among visitors and work with our regional transit partners to ensure our service is accessible to all individuals who travel to our area.

Summary

Given the number of primary Spanish speaking individuals residing in the City of Glenwood Springs, and

the large number of visitors, including those who potentially have Limited English Proficiency needs, we are committed to addressing both needs, but primarily for Spanish speaking populations.

Nature, Frequency and Importance of LEP Contact

RGS' fixed route service covers multi-family complexes (both employee housing and private sector) as well as main business corridors and recreation facilities.

Most of the contact with LEP individuals is through RFTA's (our service contractor) driving staff. Very few questions are received at our administrative office or through phone calls. The drivers work to provide information in an understandable manner to all of our customers.

Regardless of whether our LEP passengers are residents, employees, or tourists; our job is to assist people in accessing jobs, housing, shopping, or recreation. As such, it is RGS' intent to continue to work on transit service materials to ensure accessibility in a clear and convenient format.

IV. CURRENT LEP EFFORTS

As a public transit provider, RGS, in conjunction with our service contractor RFTA, are committed to addressing the on-going need to service LEP individuals. Therefore, in recent years the City has undertaken the following efforts:

1. A Title VI / ADA notice posted on our vehicles and on our website in English and Spanish.
2. Providing information in English and Spanish on brochures and advertisements.
3. A Spanish language customer service number is included on all brochures, signage, and the City's website.
4. Dedicating annual funding to support development of bilingual brochures and advertisement, including website information.
5. Ensuring RFTA has bilingual individuals on staff to assist with translation of information materials and to talk with riders.
6. Ensuring RFTA distributes copies of "Basic Spanish for Transit Employees" to drivers, customer service staff, and other employees as necessary at new employee orientation.

V. PLANS FOR THE FUTURE LEP EFFORTS

Given the current and potential future need to respond to individuals with limited English proficiency, our LEP Plan includes the elements identified below.

Identifying LEP Persons Who Need Language Assistance

In order to identify LEP needs, the City will undertake the following:

- Review Census updates as they become available;
- Periodically review perceived LEP needs with our service contractor, RFTA; and
- Make periodic contacts with school districts and other community agencies that may know of LEP persons or groups.

Language Assistance Measures

As the need arises, the City will consider the following to respond to LEP needs:

- Update inventory of Census Bureau's "I Speak Cards";
- Maintain Spanish versions of marketing materials, customer complaint forms, public notices, and related information, as appropriate;

- Keep/Hire Spanish-speaking customer service staff;
- Use web-based **Babel Fish:** https://www.babelfish.com/ for phrase translation into or from multiple languages; and
- Increase customer service staff familiarity with on-call translation services such as www.languagelines.com.

Staff Training

As the need arises, the City will do the following:

- Encourage staff to attend training regarding Federal and local Title VI and LEP requirements when offered by NTI, CASTA, or other outside entities.
- Document language assistance requests.
- Provide additional training on any of the language assistance measures described above.
- Direct staff to other available resources regarding LEP best practices such as:
  1. "Breaking Down the Language Barrier: Translating Limited English Proficiency into Practice." This video, which is available on DVD and as a streaming video link on www.lep.gov, explains the language access requirements of Title VI and Executive Order 13166 through vignettes that expose the problems resulting from the absence of language assistance. The video goes on to show how these same situations could have been handled more appropriately if the service provider took reasonable steps to provide meaningful access.
  2. "Providing Language Access for Persons with Limited English Proficiency," a PowerPoint presentation produced by the FTA Office of Civil Rights and available at http://www.fta.dot.gov/civilrights/title6/civil_rights_5102.html.
  3. "How to Engage Low-Literacy and Limited English Proficient Populations in Transportation Decisionmaking," available at http://www.fhwa.dot.gov/hep/lowlim. This report documents "best practices" in identifying and engaging low-literacy and LEP populations in transportation decisionmaking. These "best practices" were collected during telephone interviews with individuals in 30 States.
  4. "Guidelines for Developing Traffic Safety Educational Materials for Spanish- Speaking Audiences," a manual developed by the Education in Traffic Safety project, Education Development Center, Inc., with funding from the National Highway Traffic Safety Administration. The manual is organized into three sections: research and planning, creating materials, and dissemination and evaluation. Available at http://www.nhtsa.dot.gov/people/injury/airbags/TESM/index.htm.

Outreach Efforts

As the need arises, the City will consider the following outreach:

- Coordinate with school districts to survey language groups in need of assistance;
- Identify agencies that may serve LEP populations; and
- Provide opportunities for LEP participation at public meetings, through advertising and have translators available, as appropriate.

Monitoring and Updating Plan

The City will monitor and update its LEP Plan every 3 years, or as needed. The update process will include:

- Review of the current plan with City and RFTA staff.
- Review of the demographic changes within the City of Glenwood Springs and the surrounding commute area.
- Review of all LEP-related complaints documented since the last LEP update.

- Outreach to local agencies that interact with LEP populations.
- Opportunities for LEP participation at public meetings.

Disseminating Our LEP Plan

- Post on the City's website, https://www.cogs.us/187/Ride-Glenwood-Springs.
- By adoption of a City Council Resolution.
- By direct request from the City Transportation Manager from any interested party.
- On file at the Colorado Department of Transportation.

APPENDIX G: Public Participation Plan

The City is engaging the public in its planning and decision-making processes, as well as its marketing and outreach activities. The public will be invited to participate in the process whether through public meetings or surveys. As an agency receiving federal financial assistance, the City has the following community outreach efforts:

The City of Glenwood Springs meets on the first and third Thursday of every month, for a total of 24 meetings annually. In addition, the City has a Transportation Commission that meets monthly and is partially tasked with identifying changes necessary for the public transit system.

For any proposed significant service changes, the City posts public notices in the daily local newspaper (the *Glenwood Springs Post Independent)*, at City Hall, and on the City's website and social media (www.cogs.us). Public hearings are advertised and held at ADA-accessible and transit-accessible facilities.

The City of Glenwood Springs identifies minority populations through the use of local demographic data gathered through on-board bus surveys and customer outreach; U.S. Census data reviewed annually; the

use of community liaisons available with local public and private schools, places of worship, and employment centers; and local non-English media like radio stations and newspapers.

To communicate with, and conduct outreach to, LEP individuals and minority populations, the City utilizes its official website with translation services available; publishes occasional newsletters and press releases with available translation services; uses local business owners with various language skills and minority customer bases; uses broadcast media such as local Spanish language radio stations and newspapers; and consults multilingual individuals that work with the City.

The City of Glenwood Springs is committed to incorporating input from minority populations and LEP persons in our decision-making processes related to providing public services. Public services, at a minimum, are provided in both English and Spanish, and if necessary, can be provided in other languages by engaging multiple local residents and business owners or online translation services to remain all-inclusive and available to all persons. City staff are continually working to identify additional ways to reach LEP populations.

In the upcoming year, the City will make the following community outreach efforts:
The City of Glenwood Springs will continue to meet on the first and third Thursday of every month, for a total of 24 meetings annually. In addition, the City has a Transportation Commission that meets monthly and is partially tasked with identifying changes necessary for the public transit system.

Public Meetings:

(1) Public meetings are scheduled to increase the opportunity for attendance by stakeholders and the general public. This may require scheduling meetings during non-traditional business hours, holding more than one meeting at different times of the day or on different days, and checking other community activities to avoid conflicts.
(2) When a public meeting or public hearing is focused on a planning study or program related to a specific geographic area or jurisdiction within the region, the meeting or hearing is held within that geographic area or jurisdiction.
(3) Public meetings are held in locations accessible to people with disabilities and are located near a transit route when possible.

APPENDIX H: Service Standards

RFTA, as our primary service contractor, has established the following service standards to develop and maintain efficient and effective fixed-route transit service. These standards apply to the provision of Ride Glenwood Springs general public, fixed route, transit service.

- Assure that service is evaluated and provided in a fair, consistent, and equitable manner;
- Assure that requests and proposals generated from the general public, elected officials, and RFTA staff are evaluated in a fair, consistent and equitable manner;
- Provide a baseline for service planning of bus routes, headways and other service characteristics; and
- Improve route productivity while minimizing negative impacts to passengers.

This framework is applied to best serve the travel needs of citizens in RFTA's service area, as well as to achieve RFTA's vision of connecting and supporting vibrant communities within RFTA's budgetary resources. Since RFTA's goals and objectives and the resources available to attain them will change over time, service standards will be revised periodically to reflect those changes.

RFTA's standards can be applied to identify routes which are most in need of service changes. Service

changes may include restructuring to eliminate lower-productivity segments, or adjusting service frequency to better reflect the demand for service.

These service standards are applied to improve the efficiency of existing routes, to establish new routes and to provide justification for eliminating routes. Routes that fail to meet standards, however, are not automatically eliminated. Suspension of service may occur based on a variety of considerations.

The relationship between RFTA's Service Standards and the RGS budget is dynamic. Balancing transit needs, service standards, budget realities and other needs and constraints can be challenging, and adjustments are required between the costs and benefits and realities of providing transit service. These service-based standards and the accompanying Infrastructure Standards should be considered guidelines for decision-making.

PASSENGER LOADING

The intent of loading standards is to balance safety, passenger comfort, and operating efficiency. RFTA's vehicle load standards define acceptable passenger loads at different times of the day to help ensure acceptable levels of passenger comfort and operating efficiency. Loading standards are applied and the service is adjusted through continuous monitoring. Service should be adjusted when there is a consistent trend of passenger loads exceeding standards, and when resources are available to do so. Random fluctuations and one-time events such as the X-Games that result in exceedances to loading standards should be expected.

The maximum passenger load factor for a single trip will not exceed 120% of the seated capacity at any point in the trip for 80% of trips. When MCIs are used, the maximum passenger load shall be 100% of seated capacity for 90% of trips. In general, this means that there should be no more than 8 standees on a 40-foot bus and zero standees on an MCI. If this occurs more than once for every five trips (or once for every 10 trips for the MCIs), the standard is exceeded.

MEASUREMENT OF PASSENGER LOADING

Drivers will report when passenger loading exceeds 120%, or when loading exceeds 100% on an MCI bus.

HEADWAY

Headway is the interval of time between two vehicles running in the same direction on the same route. RGS operates on thirty (30) minute headways, from 6:53 a.m. to 7:53 p.m., seven (7) days a week, throughout the calendar year. These headways are required in the RGS service contract.

PERFORMANCE

On-time performance is the time deviation of actual operating time from the published schedule. RFTA buses (including RGS) are considered on-time if the actual departure time is no more than 3 minutes and 59 seconds (the on-time window) past the scheduled time of departure. Currently, on-time performance is measured by road supervisors comparing the actual departure times at time points. The Automatic Vehicle Locator (AVL) System compares actual departure times with the corresponding scheduled departure times, excluding first and last time points for each trip.

MEASUREMENT OF ON-TIME PERFORMANCE

On-time performance is currently measured and documented by road supervisors on a regular and a

random basis.

Location	*Day/Time*	*Measurement*
Glenwood Springs area	Random	Document departure times on a random basis in random locations.
Random	Random	Day and night road supervisors document departure times on a random basis.

If on-time performance does not meet the standards, the Road Supervisors will alert the Directors of Operation and discuss potential solutions.

SPAN OF SERVICE

Ride Glenwood operates from 6:53 a.m. to 7:53 p.m., seven (7) days a week, 365 days per year.

APPENDIX I: Service Policies

RFTA, as our primary service contractor, adheres to the following service policies to ensure that quality of vehicles assigned to routes, and transit amenities along those routes, comply with requirements set forth by the FTA and exceed the community's expectations. These policies also govern the provision of RGS service under our contract with RFTA.

VEHICLE ASSIGNMENT

"Vehicle assignment refers to the process by which transit vehicles are placed into service in depots and on routes throughout the transit provider's system." ***FTA C 4702.1B***

- RFTA will generally use City-owned vehicles to provide RGS service. These vehicles are purchased, titled, and insured by the City and have been designated the primary vehicles for use in the provision of this service. If necessary, RFTA will substitute one of its own vehicles at no cost according to the provisions of our service agreement.
- RFTA attempts to reserve the VelociRFTA buses for the Bus Rapid Transit (BRT) services. Due to the capacity issues experienced on BRT, especially during peak hours, 57-passenger coaches may also be deployed.
- 40-foot coaches with regular branding should be reserved for RFTA's local service. During peak hours or during periods with known capacity issues, 57-passenger coaches may be used.
- For direct/express service, the 57-passenger OTR coach is the priority vehicle. Direct/express routes operate in peak hour/peak direction situations and are the most favored by commuters. As a result, vehicles assigned are most likely to reach or exceed capacity.

The number of buses staged at each facility is based on the amount needed for peak pull-out, plus 20% spares, and should also account for the types of vehicles needed for each type of service. If storage capacity is exceeded at the Glenwood Maintenance Facility - GMF or the Aspen Maintenance Facility - AMF, then buses may be deadheaded to the other facility. Alternatively, buses may be staged at the Carbondale Maintenance Facility - CMF. The CMF facility should be the last priority for storage, as it offers the least amount of storage and maintenance equipment and services.

AMENITIES

The design of bus stop waiting areas and provision of amenities that enhance security and comfort plays a significant role in a person's decision to use transit. Design of bus stops can affect a person's actual or perceived sense of safety, comfort, and convenience. The following sections identify the factors to consider, and provide guidelines for locating bus stops and designing passenger waiting areas.

Passenger amenities are significant elements in attracting public transportation users. Shelters provide protection from the elements and benches add comfort; kiosks, signs, trash receptacles, lighting, and other amenities add convenience and safety. Passenger amenities should be located within the public right-of-way, and should not impede auto, bus, or pedestrian flows. The bus stop should be located so that the future installation of amenities will not require the relocation of other structures or utilities. Amenities must meet ADA requirements.

AMENITIES DESIRED FOR BUS STOPS

Item	Criteria
Bench	All stops without a shelter
Shelter	All stops with greater than 100 boarding/day
Bike Racks	All
Garbage Receptacle	All
Lighting	All

Meeting these criteria does not guarantee shelter installation. Existing site conditions and pedestrian infrastructure, public right-of-way availability, accessibility and safety issues, and other concerns must be reviewed and addressed before future shelter or bench placements are confirmed.

BENCH AND TRASH RECEPTACLE DESIGN AND PLACEMENT

The following are criteria for providing passenger benches and trash receptacles at bus stops:

- Benches should be placed facing the street whenever possible. Exception may be made for prevailing winds, sun/shade, or safety issues.
- Design and colors should respond to architectural character of street furniture and adjacent development in the area.
- Artistic and aesthetic elements may be incorporated into the street furniture design as part of a streetscape effort to enhance the urban environment.
- Trash receptacles should be designed compatible with other bus stop components and with removable plastic liner with a 35-gallon minimum capacity.
- Where appropriate, trash receptacles should be bear-resistant.
- Avoid installing trash receptacles with design features that permit liquids to pool or remain near the receptacle and attract insects.
- If possible, install trash receptacles in shaded areas a minimum of 3 feet from a bench. When installed in areas that receive direct sunlight most of the day, the heat may cause foul odors to develop.
- Both benches and trash receptacles should be anchored to prevent unauthorized movement.
- Construct furniture for easy relocation to allow for bus route changes, street improvement projects, etc.
- Materials, coatings, and surfaces should be graffiti resistant. Furniture should be readily replaceable.
- Benches should be placed on the back side of sidewalk a minimum of six to nine feet from the bus sign post, to allow pedestrians to move past people sitting on the bench. In addition, local

jurisdictions may have special standards for physical clearance which must be satisfied.

- Seating areas should be well shaded, if possible, either using shade trees preferably planted at the back of the sidewalk, or existing buildings.

Install trash receptacles at bus stops when:

- There is a request for placement of a receptacle;
- There is evidence of a litter problem at the bus stop; and/or
- The receptacle can be located within close proximity to the bus stop.

Particularly in areas where RFTA provides contract service, developers and local jurisdictions may design a special style of bench to fit into the landscape and complement the architectural style of their project or streetscape. Placement of benches and receptacles must maintain proper clearances for passage and wheelchair boarding areas.

While bench designs vary among manufacturers, some standards do exist. Benches usually seat three (3) to four (4) people and may have an upright back support. Some bench designs come with a D metal bar in the center of the bench to discourage sleeping on the bench for a prolonged period of time.

SHELTER DESIGN

Passenger shelters are provided to enhance the safety, security, and comfort of transit patrons. Shelters can be provided in many ways and can take almost any form or appearance since local agencies typically select and install their own shelters. Most often, passenger shelters are free standing, but sometimes they are incorporated into adjacent buildings. The guidelines presented in this section are most applicable to free standing structures. When considering the placement of passenger shelters, the following should be considered:

- Type and intensity of adjacent land uses;
- Estimated or actual boardings;
- Sidewalk condition at the bus stop and access to and from the stop;
- Location of bus doors and wheelchair lifts;
- Visibility of the shelter and visibility impacts of the shelter;
- Ensuring shelter is located where it will not impede sight lines from nearby streets and driveways;
- Avoiding crowding of street furniture and ensuring ample waiting space around shelter;
- Ensure location has appropriate drainage and water does not pool near shelter;
- The availability of electrical service;
- Availability of existing lighting around the shelter and opportunities for additional lighting;
- The availability of necessary right-of-way and/or the ability of adjacent property owner to dedicate the necessary right-of-way; and/or
- Accessibility for elderly and mobility impaired persons.

The following design and placement criteria will assist local agencies after it has been determined a shelter will be placed at an existing bus stop:

- All requirements under "General Site Design" and "Bench and Trash Receptacle Design" should be met;
- Minimum overhead canopy of 72 square feet with a minimum width of 6 feet is desired;
- Minimum 7.5 feet clearance between underside of roof and sidewalk surface is desired;
- Minimum two feet clearance between overhead canopy and curb face is required;
- Shelter canopy should be waterproof with provisions for drainage away from waiting passengers and boarding area;
- Seating for at least four people located under the shelter canopy is desired. If possible, the size of shelters and platforms should be should be adjusted to accommodate current and long-term passenger demand;
- A minimum space of 36 inches by 48 inches of clear floor space for people in wheelchairs is required within the shelter per ADA regulations;
- For passenger comfort and convenience, a minimum lighting level of two foot-candles is required throughout the shelter;
- Accessories to be added to the transit shelter and passenger boarding area are a decision for the individual agency responsible for the shelter;
- The shelter should be located in reasonably close proximity to where the front door of the bus will open to facilitate timely passenger loading;
- Shelter screens should keep a minimum 6 inches vertical clearance from sidewalk to avoid collection of trash and debris;
- The back of the shelter should be located at least 12 inches from a building face, wall, or other broad vertical surfaces to facilitate trash removal and panel cleaning;
- Shelters should not be placed between a regularly used building exit and the curb so that pedestrians retain direct access to the street from the building;
- Shelters should be located to avoid exposing persons to splashing water from passing vehicles and runoff from adjacent buildings and landscaping; and/or
- Shelters should be located so that their orientation provides as much protection as possible from wind and rain, and with consideration of the sun’s angles to allow maximum shade during peak use in the morning and afternoon.

GENERAL SITE DESIGN

Every bus stop should include the following minimum elements for passenger safety and comfort:

- A far-side bus stop sign should be located between 80 feet and 100 feet from point of tangency of the intersection. A near-side bus stop sign should have a minimum clearance of 40 feet from point of tangency of the intersection. The greater the distance between the bus stop and the intersection crossing, the greater the possibility of jay-walking;

- In a separated sidewalk situation (e.g. parkway between curb and sidewalk), provide a connecting pathway from sidewalk to landing area;
- Provide convenient pedestrian pathways/access ways to and from adjacent buildings;
- Locate the bus stop to allow coach operators clear visibility of passengers and to allow passengers a view of the oncoming bus; and/or
- Street furniture over 2-1/2 feet high should be located in such a way to provide motorists exiting nearby driveways clear visibility of the street.

PASSENGER BOARDING AREA

The following criteria for boarding areas should be used to ensure compliance with ADA:

- Front door clearance minimum 5 feet by 8 feet;
- Rear door clearance minimum 10 feet by 8 feet;
- Distance between front and rear boarding area is 18 feet;
- Surface material is stable, firm, and slip resistant;
- Slope does not exceed 1 foot vertical over 20 feet horizontal (5%);
- Cross slope does not exceed 1 foot vertical over 50 feet horizontal (2%);
- Horizontal clearance of 48 inches maintained in boarding area;
- Vertical clearance of 84 inches maintained in boarding area;
- Pads must have a smooth broom finished surface to accommodate high heels and wheelchairs and must have high strength capacity to bear the weight of a shelter;
- Approved pavers (textured/decorative tiles) can be used in combination with the concrete pad to provide a pleasing aesthetic and architectural balance; and/or
- Slope of pad should match slope of adjacent sidewalk and allow drainage of pad (2% maximum per ADA regulations).

LANDSCAPING

- Landscaping near the passenger boarding area is encouraged to maximize passenger comfort, but far enough back from curb face as not to interfere with the bus;
- All landscaping should be carefully located so as not to obstruct the shelter canopy or obscure sight lines at the stop;
- Shade trees are desirable and the preferred location is at back of sidewalk;
- All street furniture should maintain a minimum of 48 inches of horizontal clearance wherever possible for access and maintenance between components and switch boxes, mail boxes, etc.;
- Maintain minimum 5 feet clearance between components and fire hydrants;

- Locate bus stops where there is a standard curb in good condition;
- Ensure a minimum clearance distance of 10 feet between a pedestrian crosswalk and the front or rear of a bus at a bus stop;
- Whenever possible, avoid placing a bus stop such that the bus wheels will cross over a catch basin;
- In rural or undeveloped areas, avoid placing bus stops adjacent to drainage ditches or uneven slopes; and/or
- The local jurisdiction should ensure that a proper platform and access way is maintained or be required to move the bus stop temporarily to a nearby location that allows safe boarding and alighting.

PASSENGER SECURITY

Pedestrian security is one of the primary issues associated with the design of bus stops. Personal security is consistently mentioned in transit studies as a major concern among transit users. The following guidelines should be considered to improve passenger security:

- Between two to five foot-candles of illumination should be provided within the bus stop area;
- Adjacent shrubbery should be trimmed low and thinned so passengers can view over and behind hedges. Consider using plants that are open and do not form solid hedges of vegetation;
- Ensure clear visibility of, thru and around the bus stop for both passenger surveillance of environment and for police surveillance;
- Pedestrian circulation routes through bus stops and waiting areas should not be impeded by walls or other structures;
- Avoid design features such as sound walls or similar structures that isolate passengers from surrounding neighborhoods;
- Provide secure bicycle parking and ensure proper clearances are maintained when bikes are parked;
- Provide multiple exits for bus shelters; and/or
- Remove all evidence of vandalism and regularly repair and maintain benches and shelters.

PEDESTRIAN CONNECTIONS AND CROSSINGS

Bicycle and pedestrian trails and sidewalks surrounding the stop should be improved for safe, accessible, and attractive bike/ped connectivity.

BUS STOP MAINTENANCE

Well maintained bus stops are crucial to the image of the transit system. Damaged street furniture and trash build-up should be tended to immediately to create a positive impression for transit patrons and the general public. Maintenance frequency of not less than once per week should include:

- Full wash down of shelter and accessories;

- Removal of all dirt, graffiti, and pasted material;
- Wipe down of glass surfaces;
- Removal and replacement of trash bags;
- Litter pick up around stop or shelter/accessories to a distance of 10 feet;
- Manual or chemical removal of weeds;
- Pruning of obstructing foliage;
- Touch up of marred paint; and/or
- Verify shelter lighting levels and replace bad bulbs and ballasts.

Repair of items that pose a safety problem should be performed immediately. Repairs that do not pose safety problems should be completed within three (3) days.

BUS STOP LIGHTING & DESIGN

Lighting affects transit patron's sense of security and safety at bus stops as well as on routes to bus stops. Good lighting can enhance a passenger's comfort and security. Illumination standards are often a policy of the local jurisdiction that installs and maintains street lighting, but RFTA recommends lighting which provides between 2 and 5 foot-candles at bus stops.

If installing direct, pedestrian-scaled lighting at bus stops, the fixtures should be vandal proof but easily maintained. For example, avoid using exposed bulbs or elements that can be easily tampered with or destroyed. Lighting that conforms to night sky preservation should be installed at all locations.

A cost-effective approach to providing indirect lighting is to locate bus stops near existing street lights. When locating bus shelters and benches near existing street lights, ensure the minimum clearances discussed elsewhere in this manual are met and that a minimum of two foot-candles of light reaches inside the shelter.

APPENDIX J: City of Glenwood Springs Resolution Approving Title VI Program

See approved City of Glenwood Springs Resolution from XXXX on page 33.

City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item: Options for Minutes

Action Requested: Provide staff with direction on preparing minutes for future Council meetings.

Department: City Administration

Presented By: Debra Figueroa

Strategic Goals: Provide Efficient and Responsive City Government

Background Info: Council has requested that Staff analyze and present options for providing more detailed minutes to City Council regarding regular council meetings as well as work sessions.

Attached as **Exhibit A** to the Staff Report is a set of draft minutes from May 20, 2021. These minutes summarize a four-hour council meeting and took approximately 8 to 9 hours to prepare. At this time, Council is averaging between 8 and 12 hours of regular council meeting and special meetings per month. This results in approximately 16 to 24 hours of staff time monthly to prepare meeting minutes in the form of the May 20, 2021 minutes. When work sessions are added that number rises to between 60 and 90 hours per month to prepare minutes for Council. In either scenario, it results in the need for between a quarter and full-time person dedicated to the preparation of meeting minutes for Council.

Other options for preparing minutes include using an outside transcription service or using voice recognition software. The approximate cost of a transcription service would be $120 per hour with an average turnaround time of one week. After having explored several options for voice recognition software, Staff has found that both Teams and Zoom can do this natively for no additional cost. Both these options have limitations in that there will be numerous errors, no line breaks between speakers, and there is no way for the software to know who the individual speakers are, so it would certainly take additional staff time to fix the errors and insert that information into the minutes. Since Staff has never prepared minutes in this fashion, it is unknown what additional time may be necessary to complete that. If you would like to see an example of a Zoom transcription, it can watched on the 2022/04/26 Planning and Zoning meeting on YouTube or view the attached document “closed_caption.txt”. All meeting recordings would include these subtitles.

Council also requested that Staff investigate maintaining audio and visual recordings of all work sessions. At this time, the increasing demands on the IT department to provide AV services for Council, Planning Commission, and other events has exceeded the resources of the IT department and is pulling IT away from critical and necessary projects. As a result, Staff is recommending that we do not broadcast work sessions on Zoom or take video recordings unless we increase IT resources. It is possible to maintain an audio recording without utilizing IT personnel, but it is recommended that Council do work sessions at the dais to provide the clearest audio, if they choose to maintain an audio recording. IT has discussed contracting with Grassroots Television to provide A/V services related to Council Meetings. Grassroots may be able to provide coverage

for work sessions as well, if council decides it is important to broadcast them; again, work sessions would be best held at the dais if this were the decision made.

Issues: A balance needs to be found between providing sufficient detail in minutes and cost-effectiveness.

Fiscal Impact: A full-time employee at this level would cost approximately $94,000 per year including benefits.

Legal Review: NA

Staff Recommendation: Staff defers to Council

MINUTES

CITY OF GLENWOOD SPRINGS

REGULAR CITY COUNCIL MEETING

MAY 20, 2021

101 W. 8TH STREET

6:15 PM

Note: Official meeting minutes are located on the City website via YouTube video at the following link: https://www.youtube.com/user/GlenwoodSprings1885/videos. The times in agenda items indicate approximately where the item can be found on the YouTube video timeline.

REGULAR SESSION

04:30 Roll Call

Present: Mayor Godes, Mayor Pro Tem Willman, Councilor Kaup, Councilor Stepp, Councilor Hershey, Councilor Davis. Also present were Debra Figueroa, City Manager; Steve Boyd, COO; Jenn Ooton, Assitant City Manager, Matt Langhorst, Director of Public Works, Gretchen Ricehill, Assistant Director for Economic and Community Development, and Karl Hanlon, City Attorney.

04:58 Pledge of Allegiance

Mayor Godes led the Pledge.

05:13 Agenda Changes and Conflicts

Councilor Hershey requested agenda item 25 to agenda item 11 or 12. Mayor Godes suggested moving it to agenda item 13. All council members agreed.

No conflicts of interest.

06:42 Citizens Appearing Before Council

Sharma Phillips requested clarification on for pay exercise classes at City parks. She is looking for a permit for less than one hour twice a week and believes that fitness instructors are being singled out. There is no rule, law or ordinance that prevents her from doing her classes for pay at the park. Her class had a warmup event to see who could pick up the most trash.

10:45 Council Comments

Mayor Godes responded to Sharma Phillips. A lot of latitude was given to a lot of groups and people due to COVID-19. This situation is unique, and the process is currently being referred to the Park and Recreation Commission to give a recommendation to Council. Mayor Godes supports waiving park fees for thirty to forty-five days while they wait for the recommendation. Debra Figueroa, City Manager, stated that rules have been in code since 2018. Karl Hanlon, City Attorney, commented that there is a process to follow and that the thirty-to-forty-five-day waiver could be a slippery slope. Mayor Godes appreciated the clarification but would still be okay with waiving the code.

Mayor Pro Tem Willman is empathetic to Ms. Phillips' position but is not prepared to waive the code. He also commented about a CML Board retreat and how travel and costs will be covered. Debra Figueroa replied that there is money in the budget available. Mayor Godes asked to have this subject moved to another Council meeting.

Councilor Stepp is for flexibility for the parks fee waiver. She stated that she felt there would not be a rush on businesses who wanted to have a waiver. Councilor Stepp was contacted by a citizen on if it were possible to comment in another way on controversial issues. Karl Hanlon commented that most jurisdictions allow use of a name and a town. Councilor Stepp received a letter about having a porta-potty set up on Rio Grande Trail by the High School due to people using bushes to relieve themselves in. Brian Smith, Parks and Recreation Director, is aware of the request and stated that the City spent over $7,000 last month and are trying to be careful with their budget. Councilor Stepp commented that some City Board and Commission members have departed or have been termed out and did not receive a 'thank you', she suggested a letter expressing gratitude from the Council. Debra Figueroa replied that a letter is usually sent but some people may be missed.

Councilor Kaup agreed with making sure a letter from Council is sent to Board and Commission members. Councilor Kaup agreed there should be changes to permits to allow for pay activities but does not agree with out and out waiving of the code. Debra Figueroa commented that for pay activities can occur three times a year or through special permit requests directly with City Council. City Attorney stated that these are for contracts for use of City property. Hanlon said that there is an internal meeting next week for options for Parks and Recreation so something can come before council.

Councilor Kaup received a link from a citizen to a 9-News article about the housing crisis in Frisco, and the apparent transfer to a 'second homeowner' community in Glenwood. She wanted Legal to bring them options to discourage this. Mayor Godes thinks a conversation with the Housing Commission, Planning and Zoning and Legal should happen. Karl Hanlon commented that the housing issue is affecting employment and all mountain communities, and that the conversation should start with the Housing Commission.

Councilor Davis is sympathetic to Ms. Phillips and stated that exceptions should be made for schools and classes and that currently school already use the parks without interference from the City.

34:15 Councilor Davis moved, seconded by Councilor Hershey, to allow Sharma Phillips a 45-day permit to hold her exercise class for no more than 2 days per week.

Ayes: Kaup, Godes, Hershey, Stepp, Davis

Nays: Willman

Motion passed 5-1

Debra Figueroa commented that there will be other requests and asked if they should go on the agenda. Mayor Godes commented that each request should come before Council on Citizen Comments.

38:16 Bryanna Starbuck, Public Information Officer, played a video presentation on Glenwood Springs Emergency Watershed Protection Project – Project Complete Celebration. Mayor Godes thanked Manager Figueroa, Attorney Hanlon, Matt Langhorst, and all the partners and staff for all their hard work in completing this project.

47:43 Motion for Consent

47:48 Mayor Pro Tem Willman moved, seconded by Mayor Godes to approve the consent agenda.

Passed unanimously.

ACTIONS AND/OR PRESENTATIONS

48:04 Office of Financial Empowerment

Jon Fox-Rubin and Barbara Freeman presented on a new state office – the Office of Financial Empowerment.

Mayor Godes thanked Jon and Barbara for their presentation and all the work that they do in the community.

1:01:28 Planning File 69-20 Consideration of a Special Use Permit for a Retail Marijuana establishment at 2114 Grand Avenue (PIN 2185-164-00-095).

Trent Hyatt of Community Development advised that any comments since the last council meeting on May 6, 2021 have been included in the agenda packet.

Chris Hawkins of Alpine Planning, representing the applicant, presented, and requested that council keep an open mind, that Planning and Zoning recommended approval and offered rebuttal to comments.

Eric Marquez, traffic engineer, representing the applicant, presented, and offered rebuttal to comments.

John Dyet, owner, thanked the Council for allowing this to come before them again and offered rebuttal to comments.

Mayor Pro Tem Willman who would like to move this out of Council discussion. He also expressed concerns regarding the Chief of Police comments, traffic, and safety.

Mayor Godes commented on the concerns of the prior applications, its morality, parking, that there will be a new nice-looking building in the community if the store fails, and if denied it would be for the wrong reasons.

Councilor Stepp commented on the image of marijuana, usage, and her concerns on the closeness to residential and school areas.

Councilor Kaup asked if concerns raised by the Chief of Police for rear access and possible break-ins have been mitigated. Treat Hyatt replied that he does not know about the walls to prevent break-ins, but the no-parking area can be required. Mayor Godes commented that the yellow lining can become a condition. Councilor Davis moved to approve, Councilor Kaup seconded with the condition of added yellow ling to allow access to the rear of the building.

1:37:53 Councilor Davis moved, seconded by Councilor Kaup, to approve with conditions found in the May 5, 2021 Staff Report and with the condition that the parking lot is striped, Planning File 69-20 Consideration of a Special Use Permit for a Retail Marijuana establishment at 2114 Grand Avenue.

Ayes: Davis, Godes, Kaup

Nays: Stepp, Hershey, Willman

Tied 3-3

Motion failed.

Karl Hanlon commented because this is a land use hearing he would like to consider a motion in the alternative. Mayor Pro Tem Willman commented that the motion was not approved and was not denied. Karl Hanlon agreed and commented that if there was something missing that could be added to change a councilors vote, or continue the item until all councilors are present, to reach a resolution.

1:41:36 Mayor Pro Tem Willman moved, seconded by Councilor Kaup, to continue Planning File 69-20 Consideration of a Special Use Permit for a Retail Marijuana establishment at 2114 Grand Avenue, to the next meeting on June 3, 2021 to allow Councilor Wussow to review this section of the hearing so all seven members of the Council can vote.

Passed unanimously.

1:42:30 COVID 19 Update and Face Covering Extension

Councilor Hershey commented that he would like the City to be consistent. Mayor Godes would like to encourage unvaccinated staff to continue to wear masks.

1:42:35 Mayor Godes moved, Seconded by Councilor Stepp, to revoke everything that is not in line with CDC and State guidelines and recommendations and encourage unvaccinated people to continue to wear masks but not make it a requirement by special order or law.

Passed unanimously.

1:45:05 Appointments to Historic Preservation Commission

Gretchen Ricehill, Assistant Director for Economic and Community Development, commented that there are two available seats. She recommends that Patricia Stark be moved from an alternate seat to a regular seat, and that after interviewing Grant Stevens, he be given an alternate seat. Councilor Hershey agrees it is important to move someone up and appoint someone to the alternate seat.

Mayor Godes commented that appointees should be interviewed by a Council member and not by staff.

1:47:15 Councilor Hershey moved, Seconded by Councilor Kaup, to approve the motion as presented by staff.

Ayes: Davis, Willman, Stepp, Kaup, Hershey

Nays: Godes

Passed 5-1

Mayor Pro Tem Willman requested that the Tourism Board be moved to the next agenda item.

1:50: Mayor Pro Tem moved, Seconded by Councilor Stepp, to move the Tourism Board agenda item to the next agenda item.

Ayes: Davis, Willmam, Stepp, Kaup, Godes

Nays: Hershey

Passed 5-1

1:50:45 Tourism Promotion Board Composition and Terms

Lisa Langer would like an adjustment to the ordinance to allow citizen seat who may have an interest in tourism and to promote a couple of the alternates to fill the two empty seats, a tourism seat, and a citizen seat. Mayor Pro Tem Willman asked if the code needs to be changed. Karl Hanlon replied that if the council wants to appoint like this, he will catch the code up with a cleanup ordinance at the next meeting.

1:52:17 Councilor Stepp moved, Seconded by Mayor Pro Tem Willman, to approve the change in fulfilling the roles on the Tourism Board and move the two people up to fill out the positions on the Tourism Board.

Ayes: Stepp, Davis, Willman, Hershey

Nays: Kaup, Godes

Passed 4-2

1:55:20 Award Proposal for Council Chambers

Steve Boyd, Chief Operating Officer, presented. Councilor Kaup commented on individual IT set up for each member. Alissa Owsley, Information Technology, replied that monitors will be replaced by laptops, each will have a touchscreen and a microphone and the ability to share any computer in the room and to the screen. Mayor Pro Tem Willman asked if microphones will be open all the time. Jim Post replied that every position will be able to mute their microphone and will have the ability to have someone running the meeting capable of muting microphones as needed. Microphones will be off unless activated. There will be a total of four displays set up for council and the public to view. Mayor Godes asked if there is anything technologically missing and are the microphones capable of being heard in the live YouTube broadcast. Jim Post replied that this will be as advanced as needed but simplistic, and that the design will be zoned for better microphone pickup.

2:07:17 Councilor Kaup moved, Seconded by Mayor Godes, to award Ford AV the contract for the Council Chamber Technology Upgrades.

Passed unanimously.

2:09:15 Recess

2:22:19 Second Reading, Ordinance No 2021-03 of the City of Glenwood Springs, Colorado, Amending Title 070 Sections 070.010.070, 070.020.020, 070.030.020, 070.030.030, 070.030.040, 070.040.020, 070.040.050, 070.040.060, 070.040.080, 070.040.090, 070.040.110, 070.050.040, 070.060.020, 070.060.050, 070.060.070, 070.070.020, AND 070.070.030 of the Glenwood Springs Municipal Code.

Gretchen Ricehill presented. Question from Councilor Kaup if screening on shipping containers would meet the new code. Gretchen Ricehill said that it would.

2:27:20 Councilor Kaup moved, Councilor Stepp, to approve the adoption of the amendments to No 2021-03 of the City of Glenwood Springs, Colorado, Title 070 Sections 070.010.070, 070.020.020, 070.030.020, 070.030.030, 070.030.040, 070.040.020, 070.040.050, 070.040.060, 070.040.080, 070.040.090, 070.040.110, 070.050.040, 070.060.020, 070.060.050, 070.060.070, 070.070.020, AND 070.070.030 of the Glenwood Springs Municipal Code as revised by staff.

Passed unanimously.

2:28:55 Ordinance No 2021-05 for CWCB Loan

Matthew Langhorst, Director of Public Works, presented that the previous Resolution was requested to be upgraded to an Ordinance by the Bond Council.

No public comment

2:30:05 Mayor Pro Tem Willman moved, Seconded by Councilor Stepp, to approve Ordinance 2021-05 for the CWCB Loan.

Passed unanimously.

2:31:24 Memorandum of Understanding regarding Residential Development within RH District of Glenwood Meadows

Karl Hanlon presented. Councilor Stepp asked about the amount of housing allowed, if a lift station is not put in there would be no development, if a new lift station would be able to serve nine hundred units, what the cost reimbursement is and the time commitment to when units would come online. Karl Hanlon replied that the amount of housing should apply to the residential development, but two open lots in the business development could potentially be used for residential development. He said that the current lift station would need maintenance and upgrades to serve any future development. He also replied that it is designed to serve eleven hundred to twelve hundred units and that the company could recover around eight hundred dollars per unit that they do not develop, which is not uncommon for large projects. A per unit surcharge would be added to a future development as a cost recovery and passed on to the contractor who originally fronted money and that it is hard to predict a timeline for development, with apartment units are the most sought after.

Mayor Pro Tem Willman asked about the traffic impact fee, the meaning of an “equitable share” and “no further extractions”. Karl Hanlon replied that future traffic mitigation has been waived due the original significant investment and it will get the City through the planning phase to shovel ready. A traffic study had been done and the most significant thing is signalization at West Wolfson intersection. The equitable share is five hundred dollars per unit. No further extractions is the contractor saying they have put in their value and they are done with their share.

No public comment.

2:47:55 Councilor Hershey moved, Seconded by Mayor Pro Tem Willman, to ratify the Memorandum of Understanding between Glenwood Meadows LLC and the City executed by the City Manager.

Passed unanimously.

2:49:12 City Owned Property Housing RFQ

Hannah Klausman, Economic and Community Development, presented.

Mayor Godes mentioned that this matter was addressed at a workshop prior to the regular session.

No public comment.

Councilor Davis commented that south of 27th Street project until South Bridge is in place is out of the question and the parcel on 8th Street and Midland is prime corner of real estate and not a location for affordable housing.

Councilor Stepp commented that from thirty possible sites, these two sites are the most viable for good standard affordable housing projects.

3:03:45 Councilor Stepp moved, Seconded by Councilor Kaup, to request an RFQ to establish any potential partnerships for the 27th Street and 8th Street Projects.

Councilor Kaup commented that this project was initiated by City Council and the two locations are the best potentials for investment for a community housing project and the South Bridge project is waiting for the potential award of the brick grant.

Hannah Klausmen commented that thirteen thousand dollars from last year could fit into the Community Development Department budget.

Mayor Godes commented that they must wait to see if the brick grant is awarded and if not, he does not see how they can move forward with, as of today, thirty-five million dollars needed.

Mayor Pro Tem Willman is concerned for further prior to South Bridge being approved but this is a commitment to begin to solve the housing problem and the feasibility of it, and for future projects.

Councilor Kaup requested to withdraw her Second for the motion and continue to when there is a full council.

03:13:57 Councilor Kaup withdrew her second to request an RFQ to establish any potential partnerships for the 27th Street and 8th Street Projects.

03:14:05 Councilor Kaup moved to continue, seconded by Councilor Hershey, to continue City Owned Property Housing RFQ to the next City Council meeting on June 3rd.

Ayes: Stepp, Willman, Kaup

Nays: Godes, Hershey, Davis

Tied 3-3

Motion failed.

3:15:28 Councilor Stepp moved, Seconded by Councilor Hershey, to request an RFQ to establish any potential partnerships for the 27th Street and 8th Street Projects.

Ayes: Willman, Stepp, Kaup

Nays: Davis, Godes, Hershey

Tied 3-3

Motion failed.

Councilor Hershey commented that the community does not want more growth and highlights the issues around 8th Street and Colorado of traffic, parking and the amount of business conducted by the State Courts, the County, and the City.

Mayor Godes thanked the Housing Commission for their work.

3:19:35 South Canyon Planning

03:19:50 Mayor Godes moved, Seconded by Councilor Davis to continue South Canyon Planning to the next City Council meeting on June 3rd.

Passed unanimously.

3:20:10 Electronic Participation City Council Meetings

3:20:16 Mayor Pro Tem Willman moved, Seconded by Councilor Hershey, to continue Electronic Participation City Council Meetings to the next City Council meeting on June 3rd.

Passed unanimously.

3:20:43 To-Go Alcohol Locations

Jennifer Ooten, Assistant City Manager, wanted to check that City Council is still in favor of to-go alcohol to be consumed in the Bethel Plaza area. Councilor Hershey asked for confirmation that this is consistent with State's temporary COVID-19 orders. Karl Hanlon confirmed.

3:22:34 Councilor Hershey moved, seconded by Council Davis, to continue to-go alcohol locations consistent with State of Colorado temporary COVID-19 orders.

Passed unanimously.

3:23:07 Ordinance No 2021-04; An Ordinance of the City Council of the City of Glenwood Springs, Colorado, Amending the 2021 Appropriation Ordinance to Reflect Carryovers from the 2020 Budget, Reallocation of Funds, and Expenditures Approved after Submission of the 2021 Budget (ONE READING)

Steve Boyd and Debra Figueroa presented. Councilor Stepp asked if the city has the staff to put into place projects, or if this money should be kept in reserve over for 2022 budget discussion. Steve Boyd replied that staffing is an issue, and the city will prioritize and complete projects where possible.

No public comment

Councilor Hershey commented for clarification of extra action to replace reduced salary for the City Manager. Steve Boyd replied that he would produce a contract adjustment for the City Manager and something to give the Council members money back, for the Council to vote on.

Mayor Godes thanked Steve Boyd and Yvette Gustad for all the long hours and hard work to get the City to this point throughout the last year and a half and recognized the staff as they City's biggest asset.

Mayor Godes asked if there was a suggestion to revisit the City Manager repayment in the next few meetings. Councilor Hershey confirmed.

3:28:15 Mayor Pro Tem Willman moved, seconded by Councilor Kaup, to approve Ordinance No 2021-04; An Ordinance of the City Council of the City of Glenwood Springs, Colorado, Amending the 2021 Appropriation Ordinance to Reflect Carryovers from the 2020 Budget, Reallocation of Funds, and Expenditures Approved after Submission of the 2021 Budget.

Passed unanimously.

Mayor Pro Tem Willman commented that Staff should not return with a recommendation to repay Council for lost wages. Councilor Hershey concurs.

Steve Boyd asked for confirmation not to bring back the pay lost by the Counsel. Councilor Hershey and Debra Figueroa agreed.

3:34:02 Repeal Resolution 2020-32 and 2020-4 Temporarily Suspending the Sign Ordinance.

3:34:49 Mayor Pro Tem Willman moved, Seconded by Councilor Kaup, to Repeal Resolution 2020-32 and 2020-4 Temporarily Suspending the Sign Ordinance.

Councilor Kaup asked if this repeal would affect the 'take-a-minute' signs in the City and how quickly cab the community signs be replaced. Mayor Godes said it would affect all signs. Karl Hanlon suggested that the signs would just need to be moved to another property rather than just being taken down and put back up again.

3:37:29 Councilor Kaup withdrew her second, to Repeal Resolution 2020-32 and 2020-4 Temporarily Suspending the Sign Ordinance.

3:37:39 Mayor Pro Tem Willman moved, Seconded by Councilor Hershey, to Repeal Resolution 2020-32 and 2020-4 Temporarily Suspending the Sign Ordinance

Ayes: Stepp, Davis, Willman, Godes, Hershey

Nays: Kaup

Passed 5-1

3:40:00 Downtown Banners.

Brian Smith presented. Councilor Kaup objected to one of the images being presented. Brian Smith also mentioned that one of the images may be replaced. Mayor Godes asked if the images had been presented to the Arts Commission and Parks and Recreation for suggestions. Brian Smith replied that the Arts Commission had seen the images, but the Parks and Recreation Commission has yet to see them. Smith said the Downtown Development Authority have seen them and they are excited to have them displayed. The project is being funded by CDOT and DDA.

3:49:54 Report from City Administration

A. City Manager

Debra Figueroa commented that she attended a detox meeting and they requested if City Council would consider setting aside, in the marijuana fund, a fifty-thousand-dollar detox reserve in the 2022 budget for matching funds. Councilor Stepp commented that matching funds are available from the County, and she will help in grant applications. Debra Figueroa commented that if okay it will just be included in the 2022 budget.

Mayor Godes asked about the grants recently awarded to the City. Debra Figueroa commented that the City received a three hundred-thousand-dollar grant to assist with the homeless. The Deveraux sidewalk project is very close to being funded by CDOT, who also gave fifty-thousand-dollar grant for the Main Street project. DOLA gave one hundred-thousand-dollar grant to move forward with the comprehensive plan.

B. City Attorney

No report from Karl Hanlon.

C. Correspondence Incoming/Outgoing

3:53:45 Adjournment

09:56 Mayor Pro Tem Willman moved, seconded by Councilor Kaup, to adjourn.

Passed unanimously.

Technical Solutions for Transcription:

Teams Webinar or Live Event:	$0.00/mo
	Pro: Included in our Teams licensing
	Con: Changing platform, Automated – may not be accurate
Zoom Webinar Transcription:	$340.00/mo (Paying currently for webinar services)
	Pro: Cheap and keeping current platform
	Con: Automated – not very accurate and no speaker labels or breaks

(there is an example of this service on the 2022/04/26 Planning and Zoning Commission YouTube video)

Rev Transcription Services:	$90/hour human + $18 /hour for verbatim
	Pro: No upcharges for background noise etc.
	Con: Up to a week turnaround time
Scribie Transcription Services:	$6/hour automated or $48/hour human 99% accuracy +$30/hour for noise and $30/hour for strict verbatim
	Pro: 24-hour turnaround time may be possible
	Con: Upcharge for noisy/accented audio
Transcribeme Services:	$120/hour human verbatim
	Pro: No additional fees
	Con: Longer meetings may be over a week turnaround
SpeechPad Transcription:	$75/hour human verbatim + $15/hour verbatim+ $ 15/hour additional speakers + $60/hour bad audio
	Pro: 48–72-hour turnaround time48+
	Con: Extra charge for more than 5 speakers, bad audio, timestamps – could end up being expensive

18:04:27 see it under Commissioner Questions to Staff, but not a response
18:04:41 Alright, just just a clarification. I thought that was an important thing to do.
18:04:50 To have that element in that elevation would be really important Hopefully, that's in the case.
18:04:55 I'll sorry next review the recording to make sure we Alright, thank you.
18:05:02 So any other discussion, seeing none, i'll call the question on the receipt of the minutes of March, 20Â s 2022
18:05:35 The motion passes unanimously. Okay, and we've had a request to alter the agenda, which will require motion, and that is to move.
18:05:47 Item, c. Oh, wait a minute. Forgotten something here. comments of citizens appearing for items that are not on the agenda
18:06:08 Don't see any any any online
18:06:35 That's James and Susan Annoy
18:06:41 Are you wishing to comment
18:07:01 I'll take that as a no
18:07:18 Hmm
18:07:31 , Yeah, they're trying it, looks like Oh, there it is would you care to comment, James and Susan annoy
18:07:43 What are What are you talking to? ? yeah this is the public comment, period And notice, you had your hand up.
18:07:52 Oh, I'm, I'm sorry I didn't mean to do that.
18:07:55 Oh, okay, alright, thank you , we'll close the public comment, period and i'll accept a motion to move item, c.
18:08:10 In the new items up as the first item to be addressed
18:08:17 Okay. I have a motion second motion from Commissioner Weimer and a second by Commissioner Waller.
18:08:25 Any discussion. i'll call for a voice vote all in favor say aye, opposed hearing none.
18:08:36 The motion passes. Kerry, please,
18:08:50 Good evening, everyone. and here to give you a presentation about an update in our regulations for the State.
18:08:58 The State recently adv advised all the the flex line regulations as they applied every community in the State.
18:09:05 They were effective in January, and we at this meeting to adopt the new regulations. And the reason why we have the regulations is that it allows our citizens to be insured under the national floodplain insurance program and
18:09:18 without compliance with the regulations. our citizens wouldn't be able to have insurance, and so it's important that we apply the correct rules.
18:09:29 We do have luckily. regulations in place now.
18:09:34 I think that you know we will replace most of them.
18:09:39 With the new rules. in general they're very similar you know there's a lot of criteria about how how where they apply.
18:09:50 You know residential structures for commercial structures.
18:09:55 What facilities are affected? in terms of their designation.
18:09:58 Designated use, like critical facilities and that kind of thing.
18:10:00 I think the most important changes are that the new regulations have more definition about how the flood plane should be calculated.
18:10:09 Who's qualified to calculate it How no the the criteria for mapping hydraulics and hydrology topography?

18:10:19 Those kinds of things. So I think in some ways it is more strict than the old regulations, and there will be, you know, more dialogue, I think, with developers and engineers about how the flood planes need to be
18:10:30 calculated. there are criteria about when there's a proposal, a development proposal in a flood way for those of you who aren't familiar.
18:10:47 The fema maps too well, mostly for for large streams.
18:10:52 They map a floodway in a flood plane. The flood way is the most restrictive You can be in the flood plane as long as you elevate your structure.
18:10:59 Usually but within the flood way really no development is possible without green mapping, and they define how how that will be addressed, and how it will be remnapped into what criteria you need to read through map if you're in the flood
18:11:14 way. So those are some of the more substantial changes with the ordinance. Some of the things will stay the same, you know.
18:11:22 There's some administration things that are that proceed our our regulations, and I think for the most part, those will stay the same.
18:11:29 One more thing to highlight is that in our current code we have a various procedure, and variances can be allowed by the planning commission in the new code.
18:11:39 It says that variances can be allowed by the community and allows for a provision, and for us to establish our own rules.
18:11:48 And so I think that we can continue with the idea that the planning Commission allow experiences of the flipping regulations.
18:11:54 But I would say that it should come with a lot of caution.
18:11:59 You know, if we aren't able to demonstrate to the Colorado Water conservation board.
18:12:04 Homogeneous these rules that we haven't caused any additional hazard or increased hazard downstream to any other you know, person or below the alteration Then we have some liability
18:12:21 as a as a community. So with that I think you know there. There's a lot to it, and I would ask that you guys support us and in changing the fluctuating regulations is required by the seat.
18:12:35 You guys have any questions, specific questions,
18:12:43 Okay, So So one question I have so so it's passed by the State, and then so does every municipality jurisdiction in the State have to approve it.
18:12:55 And then it's tied to insurance that if they don't do it.
18:12:58 They're like scoundrels the short answer yeah so that's yes, that sounds pretty screwed up
18:13:08 And then the the other question I had was so the the 35 foot setback that we have from the high water mark.
18:13:15 You know that is that still is that in that or is that?
18:13:25 And it will say exactly the way it is I I will probably try to move it to one side or the other.
18:13:30 So it's more clear to the doors that it's not necessarily a part of our client regulations.
18:13:35 But you know they're they're thank you did the flood plane maps change with this or no but
18:13:51 We are in the process of robbery mapping effort.
18:13:55 Yes, our current maps are like from 1985 and you know, don't even have the same basis to elevation.

18:14:03 That we we currently use today. so fema through wood who's a contractor and engineering contractor are working on remapping them at Colorado, and the roaring fork rivers along with a lot of our
18:14:17 tributaries, the free mile, the format creeks
18:14:20 A number of our that come out of the north side. Even the you know the small ones.
18:14:25 With that read mapping number. I think he will be back in front of this board to explain the changes.
18:14:33 The good news is that the hydrology behind that thing is changing.
18:14:39 So i'm already. they've already done the hydrology, which is, you know, how how much water is coming.
18:14:48 Through the Colorado, and the overall elevation of the water is lowering for the Colorado.
18:14:58 We're just seeing the same thing on the wrong port But you know I can't say what the changes are gonna be yet for our our small tributary creeks.
18:15:09 That will be coming up be going through an adoption process and that's for debris flow zones as well.
18:15:17 So to recall those will be included. The city has a number of degree photos, sounds, particularly on the on the east side.
18:15:25 With the degree close that happens in the canyon.
18:15:32 We have conversations, I guess, with via about whether insurance was provided for debris flow, or whether it was only provided for flood events, and they assured us that that debris flow would be covered under the pled insurance as
18:15:46 Well, So with that, you know we will you know go ahead and model those those areas and people will likely want to obtain insurance up there, because I do think that hasn't exists.
18:16:02 Okay, Good idea.
18:16:09 Thanks, Jerry. So with the remaping you say you have to.
18:16:14 Your department has to remap everything. is is that part of the State regulation like, who pays for that, too. So fortunately it's not my department.
18:16:31 We are in involved and we review mapping changes, but it really is.
18:16:41 It's a contractor, an engineer can be engineering from a Denver called wood that's doing the work for 4 weeks.
18:16:50 And so you know our role in the mapping has been to which Creeks say we're gonna map which areas help them with some of our information that we have internally about Culbertson crossings and that kind of thing
18:17:02 and but we're not paying for or or doing them
18:17:09 Thanks, Terry. could you give us an example of a variance that would come before us?
18:17:18 You know the the and let's say we we grabbed it could you?
18:17:22 Then talk a bit about like the implications of granting that hypothetical variance like liability insurance.
18:17:34 You know facts of God. you know. you know we do have a variance procedure, and I have never had a developer or a contractor.
18:17:47 And if the variants were requested in front of the sport, I would like to admit you deny it like something like variance to field
18:18:05 And because i'm building in the flood plane is around you have to elevate your structure but once you touch the flood away, we, the city has a requirement for I have a requirement.

18:18:17 There's a floodline administrator to ask them to do a hydraulic and model.
18:18:22 Essentially if what's going to happen, to the flip and you know they would go through a process of of demonstrating that to me through an engineering study. and then, you know, if they've still wanted to see the the various and there
18:18:36 was a variation in the blood plane elevation by more than 3 tens of a foot.
18:18:42 They're required by team to submit What they call a letter of not a macrovision or and Fema gets involved with those those processes.
18:18:53 We expect the ability to say that we don't think that the downstream impact will be that great.
18:19:03 And and there you know that we believe that the there really won't be a problem.
18:19:05 But I feel that, you know it. That is a subjective measure, And I would be really reluctant to recommend you guys that we, I think that a lot of this is engineering and science based, and I would be uncomfortable making a
18:19:22 record recommendations, you guys that we accept something
18:19:29 Thanks, Jerry. So this remapping that's going to happen on the on the roy fork
18:19:37 The 35 foot setback is defined by somebody yeah but it's but that's by I can't remember It's corbin engineers or somebody that's created that standard right and Then this mapping may
18:19:51 be different. Will they breathe some, bringing together the minds?
18:19:57 Then, you know, I I think that the ordinary high water will stay the same.
18:20:04 Then, because no ordinary high water was not based on biological standards about, you know where they can see a certain type of plan and a certain type of servants, you know, that happens on a regular basis.
18:20:20 This clubly elevation is really a 100 year event, or a 1% chance every year.
18:20:27 So , idea where it was luckily line and or where the flooding line would be in board Mary.
18:20:33 High water looking If you I think they're they're they're different, . So the flow what'd you call it the ordinary high water.
18:20:49 Ordinary high water that would be in in board of that so I think you're thinking of and now. 3 things, cause I think I've confused everybody. so from a blood standpoint, you know we get we're concerned about the plug plane which is where the your flow goes to a
18:21:09 channel, and within that plane there's there's a really a narrower fan, and we called the Flood Way.
18:21:17 Most of the water flows. There is a kind of a thinner strip on either side about where we anticipate.
18:21:23 You know, structures could be as long as they're elevated
18:21:29 In addition we regulate the ordinary high water, which, you know, compared to the flood plane and the flood way, you know, is is somewhere where the water flows.
18:21:38 You know. Ordinarily, you know, on on most years, so it would be different than the flood plane, and I think that elevation will work.
18:21:51 Are there places where that 35 foot set back would fall within the 100 year flood plane?
18:22:00 Then, yeah, i'm sure that's true yeah I mean so much as canyons.

18:22:04 And you know things straight up in the city. It seems to me channels that are really well defined.
18:22:15 It floods, You know we have a pretty sweet channel that it normally saves in
18:22:21 If we were, you know, in other places where they have wider channels.
18:22:27 , Okay, and go ahead. Am I just have one comment just to the variance that you discussed.
18:22:38 There is like a clause in here saying that if a variance is asked that would cause some undo hardship.
18:22:45 It should be like allowed, or it is allowed, or it permits something.
18:22:52 That otherwise would be prohibited. so just wanted to make that comment. Yeah, it's true.
18:22:57 We have, we have some flexibility. but I would say, you know we have to.
18:23:05 Within our approval. Criteria, We have to determined that there's no increase, no additional threat to policy some subjective things as well from a risk scale point, and I will probably always advise you not to
18:23:27 Caroline and I I might presume. but I figure it's safe to ask that, would any of these regulations be applied to developments retroactively.
18:23:36 No. Okay, you know, when ,
18:23:44 Sort of an aside. If these regulations had been in place, would 2 reverse Park have been able to be constructed.
18:23:51 We did about the 100 year, but saying and the fun way
18:23:59 With every city projects. we're very careful to do our due diligence to make sure that we're constructing outside of the fun way in particular, in anticipating future regulations.
18:24:12 To it, I guess. Okay, Thanks. So does this get kind of sprinkled throughout?
18:24:22 70, 40, 20, I mean is it it's not in one lump sum.
18:24:25 It gets distributed in into the code. So 70 42 starts with it.
18:24:31 But sensitive area. there are a number of sensitive areas, and so, where, you know, we can start to modify Section 15
18:24:48 Up there I I probably keep things kind of general provision, or things that are always same.
18:25:03 Come in addressing hazards methods of reducing for losses.
18:25:08 You know, recommendations to have avoid these kinds of things.
18:25:13 I would probably start to alter in section 4 lands to which the subsection applies, and special for hazard.
18:25:25 All definitions. All of these things will be updated with the but we would anticipate that 24 which is where you're right.
18:25:34 Parents set back is would stay so it probably you know the sections in between.
18:25:41 Yes,
18:25:46 One side or the other. you can all see it
18:25:52 Okay, and and we are the recommending body to council. I think Zoom as a code change
18:26:04 Well, i'll entertain a motion on planning item 1222 code amendments to title Oh, 7 o 4.
18:26:11 Oh! as a ring to flood plane regulations, group and a motion to approve.
18:26:19 Second,

18:26:24 Commission High Castle, and second by Commissioner Sipperly, any for any discussion
18:26:35 Okay? The question.
18:27:00 And the motion passes unanimously. Thank you. Thanks.
18:27:07 Thanks, Jerry. Okay. Back to our agenda. in order. now planning Item: 66, 21 variants on 7, 27 Blake Avenue,
18:27:31 ,
18:28:01 There you go. Okay. So right now we have my file.
18:28:11 66, 21, a variance or is that it's one-seven blake avenue.
18:28:15 And so there is one action item for this variance. It is a application for a variance to consider variance from section 77 to 30 accessory structures to allow an accessory structure within 5 feet.
18:28:30 Of the side yard, set back on the north side of the property located in the M.
18:28:34 2 makes you central for zoning district. So again, this is for an accessory structure.
18:28:42 Side. Set back. Start out Your system General Information on the property.
18:28:46 So it's located here downtown over on Blake again.
18:28:53 This is the action. Item: Finding his only commission is exciting body and drop the options to prove conditions, Deny or continue The item, and Staff recommends approval of the variance across the findings and conditions on page 6 to the staff
18:29:08 report just some background. this is the property location in yellow. Everything kind of that pink color is the M.
18:29:19 2 zoning district, which is a lot of the downtown area.
18:29:22 Excuse central course. So and then this is just the same image without the zoning.
18:29:31 See it's next to the manor building
18:29:40 Buildings, 7, 27, Blake. So one thing about this application is so.
18:29:47 This structure has already been built. Read that in your staff report, and so initially the owner of the property approach city staff and asked about building an accessory structure set in this location, and the M.
18:30:01 2 zoning district. This is a picture of it in the M.
18:30:07 2 zoning district, you're allowed to build up the , next page.
18:30:12 I have here. So here are the code standards in the M.
18:30:15 2 zoning district you're allowed to build up for a lot line for the primary structure.
18:30:19 So if you think about those 3 buildings for anger around all those you know, they come up right up the sidewalk.
18:30:24 They're built for a while, and that's your timeline structure in accessory structures, accessory structures are held to their own specific setbacks, which includes the 5 feet from side. and so what happened was Zoner
18:30:38 has staff. Where can I place my shed and staff?
18:30:45 Explain that, you know you can put it right up to the lot line in the end. to zoning district.
18:30:49 This shed is smaller than the size required for your building.
18:30:51 Permit. And so, based on that response from staff, the owner and good Faith went ahead and built the set

18:30:57 And then, later on, kind of further staff review we found that since it's an accessory structure technically setback, which is what prompted experience application.
18:31:12 It would need to be officially approved to be there, otherwise it would be not so again.
18:31:19 So when you look at a variance, and this is a regular variance.
18:31:24 So we have 7 criteria. and they all need to be met.
18:31:28 So these are the 7 different criteria and i'm gonna go through in a second.
18:31:31 How Staff finds that this application meets each one of these criteria.
18:31:37 So first is just that the property has an exceptional shape.
18:31:42 Phot photography, building, configuration of the condition that is in general condition throughout the zoning district, and so most properties in the zoning district.
18:31:51 Our mixed use building that's built wraps to a lot. The fact that this property is a single family dwelling or detached, not up the outlines.
18:32:03 That in itself is a little typical, so it's not a general condition.
18:32:06 So to the strict application of code standards for which a variance is shot sought would produce undo hardship.
18:32:12 So the structure was built, following initial approval by staff.
18:32:17 So in this case scripted application of code standards would require either tearing the structure down or moving it
18:32:28 3 of the applicant did not create the hardship by their own actions.
18:32:31 So again, structure was built, you know, in good faith, and without that initial approval by staff, the structure would not have been built for the variance request is not on the public or impair the intended groups.
18:32:44 The code. So the variance does not harm the public.
18:32:48 And then again, there is sort of the disconnect between zoning district around building up selling case for primary structure.
18:32:56 But then the accessory structure requirements again doesn't harm the public, or impair the intent to the code.
18:33:05 5 variants or best demonstrates exceptional hardship, not related to purpose of communities or financial burden structure.
18:33:14 Sorry part of the physical environment. It was you know built in good faith
18:33:18 So again it's not it would be a financial burden to have to rebuild it.
18:33:22 But it will send off to the owner. 6. The variance will not violate building or fire code requirements. Infrastructure is built with fire, rated materials on the north side.
18:33:33 Structure and the construction planes are reviewed by building department prior to construction, even though there wasn't a building permanent.
18:33:41 You know it's because it's anything 120 square feet or less is not required for the permit There was review by staff.
18:33:49 I built it. And then again, the variance is the minimum variance that will afford to leave the subject standards of the code structures already existing just the minimum minimum

18:34:03 So rearing agencies referred to different city departments. comments on it.
18:34:12 Basically, no official public comments were received. did receive one phone call, just asking about the variance.
18:34:18 And I just curious what it's for opinion so again this is the action.
18:34:25 I don't planning is on a commitment considering advance request to a lot of the accessory structure 5 5 foot side
18:34:38 Okay, Thanks. everyone. questions for Emory
18:34:46 Did the building commence work after a pre application development meeting in in your offices, which might have had a result of of notes or emails or communication back and forth?
18:35:00 So there included, in the packet, there were some email.
18:35:04 This is summer, 2021. So where? Not sure if we were right back in the building.
18:35:11 So a lot of this is email correspondence.
18:35:18 So they submitted the plans again. It doesn't require local permit.
18:35:24 This is for a library structure anything less than a 100 point square.
18:35:33 Feet. , Yeah. What do you, wanna Bill? The worst points to go
18:35:44 Understand what they would like to do. communication emails.
18:35:53 Yeah. Thanks. ,
18:36:05 Okay with the applicant care to offer any comments or so.
18:36:12 Anything to us is the Commission
18:36:19 Hmm
18:36:30 There we go. Can you hear me now? Yes, we can hear you.
18:36:35 Okay, if you have any questions of me about the process i'd be glad to answer any questions.
18:36:42 I am finished with building the shed. and I I mean it is working out good for me and so I I don't know.
18:36:55 Do you have questions for me
18:37:01 Repeat your question,
18:37:04 Oh, I I was satisfied, but just in terms of whether there was a pre application development meeting.
18:37:13 It sounds like you move forward in as an advocate for your own best interest, but as a due diligence to to check with the the city.
18:37:22 It. It seems like you were i'm I'm happy with the answer, James, They were just asking about like previous correspondences between like Gretchen and Victor and different emails before you went
18:37:35 ahead and built the shit who referred me to Gretchen.
18:37:49 And I invited Gretchen over to the property, and she came over and walked it through with me, and I.
18:37:57 I staked out where I wanted to put the the shed.
18:38:07 And with you know the understanding that you know it was she was saying.
18:38:11 It could possibly be on the property line, but there are a couple of rules that she would have to check on.
18:38:20 And then we also looked at the pin that's in the ground, and we establish the the property line, and I had sent her a copy of the shed that I wanted to build, and she said she would check on it and I
18:38:37 know there's a garage next door to me that sits right on the property line on both the back and the side property line, and she said

she was going to go research that and then we had a couple of other conversations
18:38:54 in there a couple of emails, and then she she verbally told me it was okay, and then sent me an email explaining to me that she checked out with the building department, and as long as I did it you know with
18:39:11 a with up to the fire code, and it was fire rated which I did do that with the 2, 5, 8 she brock for the fire rating, and I, had an architect draw that up for me and I sent that back to
18:39:29 her, and she, you know, approved it, and said I was all good to go this, and I didn't need a permit.
18:39:36 If it was a 120 square feet, or under
18:39:45 Okay, Thanks. Jim,
18:39:49 Jim, go ahead this would just it's not necessarily for an answer is just general consideration for us to think about.
18:39:56 If it does meet 7 points of criteria consideration and it really doesn't impact negatively in the surrounding community, what's to keep us in future from approving other requests like this before they come in and then to add to
18:40:12 that. what's to prevent other future mistakes misunderstandings or misinterpretations from others who move forward and especially quickly, and build it, and then claim the same kind of condition with no judgment to the applicant
18:40:28 today with that with that comment. So first part is so like with this situation, where we kind of have This is what to zoning district allows.
18:40:39 And this is what accessory structures. I would say that now Staff is very aware of that particular very well.
18:40:51 Okay. Which again District similar situation. as far as building it.
18:41:08 And then you know, coming back, I think that also takes a new account, you know.
18:41:13 Here. there's a lot of communication I Think staff as far as making a recommendation in their staff.
18:41:19 Report would have a different attitude if someone maybe had a preliminary conversation that wasn't having such a final conclusion.
18:41:26 And then I went ahead. , Okay, i'm i'm coming.
18:41:31 With that answer I I appreciate it as opposed to a quick.
18:41:33 Give me an answer, and then they hang up on you you you're you're comfortable and confident that you had the ability in time to speak with the applicant long enough to where you feel like they didn't move forward against what
18:41:44 it is that you were interpreting. Thanks,
18:41:53 Can I make a motion to approve
18:42:00 I'll do that. Now, anybody here or online if you're online, please raise your hand, alright in attendance
18:42:14 Not seeing any I will entertain a motion on planning File 66, 21 variants at 7, 27.
18:42:23 Blake Avenue staff, who is recommending approval with funding its condition and conditions.
18:42:32 On page 6 of the staff report i'll make a motion to approve finding file, one variance for 7, 27 like avenue.
18:42:41 I feel like it meets all of our variance criteria on pages.
18:42:46 4 and 5, and where are the conditions? Okay, and
18:42:54 The approval would be with the staff conditions on page 6.

18:42:58 Okay, we have a motion to approve. Second and a second.
18:43:06 Make sure, Hardcastle, any comments, please. I just have one comment.
18:43:13 People build stuff like this all the time without guidance from from the planning department.
18:43:18 So I commend you for a consulting with them out the gate, and then also coming through to clear up, you know.
18:43:27 Request the variance to clear up the scenario. So well done, Thank you.
18:43:35 Any other comments, seeing none, i'll call the question
18:43:48 The motion passes unanimously,
18:43:54 Okay, moving on to planning the item. 82, 21 design variants 1120.
18:44:02 Palmer and Emory is got a busy night going here I didn't make a comment.
18:44:13 A free company. A Prec. comment. I talked to Richard.
18:44:18 These are dear friends of mine. but I I really have no knowledge we've made, you know. they made a point of not talking with me about any parts of the project, so I just wanted to put that on record.
18:44:34 I don't know good thank you and that's we looked at the the situation.
18:44:39 Determine if there's no conflict I would also make the same comment.
18:44:43 I know the applicants, and we're friends, as well but I have no vested interest, thank you.
18:44:50 We, we acknowledge that we all live in a relatively small community
18:45:00 Emory, please. Alright, so So this is planning file 82, 21 a design, variance, and administrative adjustment for 1120 Palmer.
18:45:12 So this request has 3 pieces to it. So again, this is gonna be a design variance which has different criteria.
18:45:20 But the 3 items are one consideration of a design variance to a front-loading garage in the downtown core.
18:45:31 2 consideration of a design variance to allow roof pitch with the minimum.
18:45:36 Less than 6, 12 in the downtown court, and 3 consideration of an administrative adjustment for building 15% excess of maximum allowed building type 27 feet in the residential medium density
18:45:51 zoning district. This property is located at the last 20 farmer surrounded by the residential uses.
18:46:00 In the back. it's undeveloped again, so on Rm.
18:46:05 One. So again we're gonna have different action items so i'll go through this presentation kind of present all of it, and then take each each item as it goes, and against similar options.
18:46:16 Approve item with suggested conditions, with additional conditions, not findings, or continue the item.
18:46:23 And so for action. Item, one for the frontloading garage.
18:46:27 Staff has recommended approval with suggested binings and conditions on pages 14 to 17 to the staff report for action.
18:46:36 Item, 2 for considering the design variance for the roof pitch.
18:46:40 Staff also recommends approval of the that design experience with finding some conditions on pages 14 to 17 of the staff report an action item 3, which is considering the administrative adjustment staff recommends approval for the

18:46:56 administrative adjustment. suggested findings and conditions on pages 1417 of the i'll get more in depth on each other's second, And so the project summary is on this property.
18:47:10 There's currently a trailer an applicant proposes to build a single family home with an attached to you on the property, and so the property is located in the Rm.
18:47:21 One zoning district, and then is also subject to downtown port.
18:47:25 Associated design standards in the downtown core.
18:47:29 Is any property that is part of like the original town site or done with springs.
18:47:35 The city was founded, and they went out and applied it.
18:47:37 All the original lots that's what's considered with downtown corn.
18:47:42 So again, more reference properties highlighted in blue.
18:47:48 Everything kind of orange oranges is the Rm.
18:47:52 One zoning district, and then to the kind of the east of the property slope goes up a lot got some areas on Hillsets preservation. and if you go to the south there is an area, so our our real estate
18:48:04 that's context. And again, this is just with the zoning hold off.
18:48:14 So again, if that under block, and again just a little while, these are some neighborhood photos.
18:48:22 So, looking south down Palmer to the east so That's what the existing structure on the property that would be demolished as part of the project.
18:48:31 West, is just looking across the street, and then just North Homer as well.
18:48:38 More senses, and this is the site plan for the project.
18:48:43 So you can see it's up into the front. of the property existing trailer home is sean that's going to be would be demolished. and again.
18:48:56 They So there's an existing curve cut it's already there.
18:48:58 But
18:49:04 And just some design review on the general project. so this is kind of Steph went through the design, not just the variances.
18:49:11 I'm just going through for how it makes code just couple of things.
18:49:18 So one. So this zoning district has a twenty-foot setback for the front an uncovered front porch can go 10 feet into that setback front port.
18:49:29 You see on the front part of the house about the garage.
18:49:34 But would be allowed a second part is so you'll see the maximum height, or using the heights, and it's broken down for each elevation and on the north and we west elevations that
18:49:47 height exceeds the maximum limit allowed by the zoning standards, but is within the when it allowed by administrative adjustment. and and then number 3 is just against the roof.
18:50:02 That. So all these other items and then also I think I forgot to mention
18:50:11 I'll get i'll get to so with the design variance how that is different.
18:50:21 Then regular variance is, You do have 7 criteria.
18:50:27 However, they are split into 2 sections, and so you have section A with 3 items.
18:50:31 You need to meet all 3 of those and then there's section B.
18:50:34 Which has, I think, 6 items and we need to mute for this.

18:50:39 So it's kind of all 3 of the first one and then at least for the site.
18:50:44 And so for this particular standard. So this is considering a design variance to allow frontloading garage in the downtown for.
18:50:53 So what that would be is, you know, this property. You access it from Palmer and other garage that is frontloading.
18:51:02 Is for any property in the downtown that's not allowed. So that's what the variance request is asking for is just having a frontloading.
18:51:14 Typically. So you can see here the code, The intent of code is that you would have a rear accessing garage from an owl.
18:51:24 This property. There is no alley, stops
18:51:34 So criteria here. Section 8. So a variance request is not on the public safety welfare.
18:51:45 All cell phones that harm public health, safety, welfare.
18:51:49 And then 2. The variance requested is in general conformances comprehensive plan with the state of purpose and intent to the code for which the variance is sought.
18:51:58 So Staff found variances and conformance redevelopment of this slot.
18:52:02 It's an adu meets the following comprehensive bangles, Jack Development to locations and buildings forms that are classified, conserved, and to provide housing up for the entire community.
18:52:12 And Steph also found the intent of the code which is to require alley access is really not possible with practice in this location, because and and then 3 of the variants requested will not violate building the fire code requirements
18:52:25 that's section 8
18:52:29 That's Section 8 3 that found all through we met and then you have Section B.
18:52:38 So there are 6 criteria here, and Staff found that 5 of the criteria were met.
18:52:47 So one is the variance requested events, the goals and policies, or choose the intended subject standard to the same for you.
18:52:53 Better. we're not applicable because the intent is that you have a rear access drive away so just can't really accomplish that to the subject property as exceptional shaped topography, building configuration so
18:53:08 most properties in the arm, one zoning district, and the particular properties in the arm. One zone district which are in the downtown core, typically have an alli which allows for garage access.
18:53:20 This property not having an alley. hey? Typical 3.
18:53:26 The variance requested results and benefits to the community, or equivalent, or see benefits associated with the subject.
18:53:31 Standard. So again, it just weighing the fact that it's impractical require your access when there's an annual, and then weighing that against the benefit of an info and fill redevelopment of the
18:53:42 slash, you know, results in the benefit to community that outweighs standard, for the variance is necessary and appropriate to make possible the reasonable use of land.
18:53:55 Again rear access required possible on this property. 5 variances minimum variance that will afford relief from the subject same to the code.
18:54:05 So again, allow allowing just allowing the garage would be the minimum , forward relief, and then 6 strict applications of the code

standards for the , so to produce under hardship again strict application for your access one
18:54:19 there Now we have possibility that, would be unreasonable.
18:54:24 Hardship, and so just kind of to visualize probably should have done this one first.
18:54:31 3 in section 8, and by out of the 6 and
18:54:41 To recommend approval for this variance so that's action.
18:54:43 Item one that's that's the front loading garage So again, just the visual .
18:54:52 Almer. Yeah. so that's action I don't want, we have action.
18:55:01 Item 2, which again it's a downtown course standard.
18:55:04 And this is to consider design variance for roof pitch less than 6, 12 in the downtown core, and against this is a specific to downtown properties.
18:55:16 Section a variance request is it's not home to public health on stack on it did not, to general conformance.
18:55:24 Comprehensive plan which again similar I found similarly that okay, he meets the comprehensive plan development providing housing opportunities.
18:55:35 And then the intent of this standard is also matt and i'll get one code standard.
18:55:41 So copper hit its flat rates. The section of code is looking at, mainly prohibiting flat roots that provide 6, 12 as a minimum.
18:55:50 But again, kind of weighing the balance of the standard to the benefits that found that meeting, the comprehensive plan
18:56:03 Balance with standard the variance requested, not by the ability either of those.
18:56:13 So again, Section 8, Me to meet all 3 cell phone that I met all 3, and then Section B
18:56:20 So again, at least 4 of these criteria need to be met.
18:56:24 So one of the variants requested events, goals, and policies of the code, not in the downtown design standards.
18:56:30 It makes references to neighborhood contexts, and how the design of a particular property matches those on block, face, and staff looked at other properties on the block.
18:56:43 At 1116. Palmer which has an existing.
18:56:46 So they have a gigabytes of less than 6 12, and that would be the next property.
18:56:50 Next door has some photos here. In a second I have a flat roof, and then also just in the general neighborhood.
18:56:56 There are several other gable groups that would probably
18:57:03 Similarities to subject property as an exceptional so if you're building configuration, and so in this case what kind of prompted the 3 12 roof pitch was trying to keep the building height down in
18:57:17 it. Part of that is happening because of the topography of the site, the site.
18:57:28 Design kind of comedy for that photography.
18:57:33 3 variants requested results and benefits to the community. we are equivalent to benefits associated with subject standard.
18:57:38 So again the proposal of styles of Gable Drew, which is a in the downtown court.
18:57:44 The myth. the pitch is beneath the minimum. 6, 12
18:57:48 But again the intent of one back step on the intended.

18:57:51 That code section is to prevent and prohibit flat roots in the downtown downtown core.
18:57:56 Which this is not for the variance is necessary, appropriate to make possible the reason.
18:58:03 The Lander structures on the property. Not to put the little staff found that this is not necessary in the appropriate time.
18:58:12 Something else. but again and then 5. the variance is the minimum variance that afford release of the subject.
18:58:20 Sanders of the Code Some staff on it's the minimum 5, and 6.
18:58:27 The strict application of the code standards, which appearance the salt will produce undo hardship.
18:58:35 So again, how it breaks down meets all 3 3 of the 3 required, and then out of the 6 I met 4 staff, or I've proven to recommend approval for this.
18:58:51 So again you can see at 3, 1250,
18:59:00 Then again, this is just kind of some okay a visual So 6 12, and steeper.
18:59:07 That's everything that would be approved standard and 6 12
18:59:16 So I guess the neighborhood contacts. So this is 11, I think.
18:59:23 12 bar down the street, less than 6, 12 similar scale.
18:59:34 And then this is actually the building next door
18:59:41 Porch,
18:59:48 So that's action I don't too. now action item, 3 is an administrative adjustment.
18:59:55 And so just to explain, so typically an administrative adjustment is something that's refused by staff.
18:59:59 And that's when you have so got the code standard is for a building head of 2,017 administrative adjustment would allow for 15% pass that standard and it's typically reviewed and approved by the director but
19:00:13 because this administrative adjustment is included in an application that has other items that can be for you. So that's that's why you're hearing so like I said Maximum Height.
19:00:30 In the zoning district is 27 feet.
19:00:33 The additional 15% would allow for a building height up to 31 feet, and that is measured from grade.
19:00:41 See, it called out, This is you know facing palmer it's!
19:00:44 Called out from grade to the midpoint of the people the West Salivation.
19:00:51 It's 30 feet in that on the north elevation So it's also about 30 seat, because here last staff is taking kind of that finished grade, so that grade out area again.
19:01:06 His site. So the grade is a little bit different on each elevation taking the same point on the north valation. it says lower level, since we took that as great on the west.
19:01:19 We're also taking that the north because there is see that door.
19:01:24 That's okay,
19:01:32 Level surface. Some measures from there is that gable again acquire the administrative adjustment, and the other 2 elevations at the home
19:01:45 So the criteria for him is sort of adjustment. so it's not so much as like with the design Experience like it checks this box, checks this box with administrative adjustment decision making bodies as you all shall

19:01:59 consider whether or not what, to what extent the adjustment will a not results.
19:02:03 The next issue would be, will not result in in compatible development.
19:02:07 So Staff found the proposed use by right by the zoning district, and the building scale and height is also similar.
19:02:16 , Yeah. will not result in address impacts and that's probably mitigated.
19:02:23 So again, additional height will not really result in adverse impacts on that side.
19:02:28 To the 4 elevations and again it's similar in scale to other structures on the block face, and then see if it a technical nature is required, and stuff on that one to compensate for an initial side so again, this is
19:02:42 not so much checking the box, but to sing to what extent the request of adjustment?
19:02:52 So sent out to the phone referring referral agencies.
19:02:58 And so a lot of these comments, there weren't many comments on the specific variances and stuff for just development of the site, which, if the variant design variances and administrative investment were approved they would go
19:03:08 through the building permit training Google process. How much would it require, you know, range letter to your technical course?
19:03:16 There are review. So a lot of these departments too, you know specific variances they didn't have
19:03:23 It all had to do with
19:03:31 Public comments no public comments to receive. So again, just kind of a summary, we have action.
19:03:36 Item, one for the frontloading garage which Staff recommended approval.
19:03:41 We have action item, 2 for the roof pitch, which Staff recommended approval, and then 3.
19:03:48 The administrative adjustment for the building height, the west, and North Elevations staff recommended
19:04:01 Okay, thanks, Henry questions. i'll be quick? take your time and re Do you know what the intent of the code is for not having frontloading garages?
19:04:14 Is a safety issue, or is it aesthetics?
19:04:16 I think a little bit of come off that come if you're on the road slower.
19:04:25 Yes,
19:04:32 ,
19:04:37 Same thing, and then the height adjustment. what do we know?
19:04:44 Is the parcel be behind it owned by a private individual like if somebody wanted to build there wouldn't create any sort of so parcels behind it,
19:05:00 Lot of people's own parcels behind so parcel behind this.
19:05:06 So you have basically as far as it being like usable, , stops about right there.
19:05:12 And the right away continues. You would have from the back this property,
19:05:26 You can see the slogans going higher,
19:05:39 So it wouldn't create any sort of adverse situation for those people behind.

19:05:45 Correct? . Sure, please. is the current use Non-conforming to any degree
19:06:02 Yeah, so the current use If you can see on site, plan to see the dash line of where that existing trailer is.
19:06:10 So these existing trailers actually
19:06:19 And no other conforming non-conforming issues.
19:06:24 Bye, Yeah. So the sheds would also be demo.
19:06:30 So we got that. Yes, yeah. front front side back to the primary structure.
19:06:41 I appreciate that
19:06:42 I appreciate that right? So this is intended for all of staff.
19:06:53 If this were only an administrative adjustment would you have been inclined to approve it.
19:07:00 Yeah i'm again to to the 4 elevations and then
19:07:20 I only have one other question for the applicant when we get a chance to meet them.
19:07:24 Other than that. Thank you, girl. Alright, Could you go over again?
19:07:31 The covered port in the front set back what is allowed and what's not for your so I just probably it's 20 feet.
19:07:42 Now, if you have it uncovered, porch that can go 10 feet into that can get no closer than 10 feet from what if it's covered?
19:07:55 So congratulations, so it's it's more of a size.
19:08:00 So it code refers to 65% covered you.
19:08:03 Have you have a roof on there? It needs to be, you know, either screen or open.
19:08:08 Okay, outside in the future. So like
19:08:17 So again, you can see it's open that trailing if and you know, 15 years someone wanted to fill in with that through walls
19:08:32 Got it
19:08:38 10 feet, like
19:08:42 Okay, Thanks. hey? Good. Step forward, Emily. So on on action.
19:08:56 To that that the roofs less than 6 12 so, and and you know I think you're justification was good.
19:09:05 I'm good with that but so it's 3 12 and I guess what my question is is I guess that that we wouldn't make that be a code change because again it's a very you would look at each individual location of where it
19:09:19 is because here you looked at the neighborhood and the next door there's a flat roof and a 312 cross. I mean it's so.
19:09:27 This is consistent with that. but let's say it was downtown on Blake, or something like that, then would that be a different?
19:09:36 Could be a different outcome from that Okay,
19:09:51 Put it on a different block and down some court we would want to look at.
19:09:53 Okay, Well, what's already there so that's why you'd stay with the 6?
19:09:59 Yeah, Okay, Thanks. keep the standard. But ,
19:10:08 Okay on previous applications There's been discussions and I think there was some verbiage in your report about the stepping down architectural features, and I believe you were saying that this design meets those standards.
19:10:30 So there was no reason for a variance in that regard

19:10:40 So again. this is kind of the existing site and so that's sending down needs to occur when building spell, and it's created in the neighborhood structure by one great here, so going upcoming
19:10:58 sorry setting down to require the math side, but on the other side stepping down was required.
19:11:07 Which is why you see here, this section is stepped down on that 50% of the building.
19:11:15 So the ridge drops the highest bridge
19:11:28 And could you go through again i'm not clear on how the height is calculated?
19:11:38 It's not from existing grade actually Let's bring up other elevations, so you can see
19:11:55 Sorry. Okay, So if you're standing i'm fine great to take this great? Is it existing?
19:12:04 Grade. So we finish finish great finish grade and find the gable
19:12:19 Come around to the north side of the building. This is a finished lock way, so there is some great love in
19:12:28 Now this is kind of what you continue front level, pay the path coming off the driveway.
19:12:37 On this elevation it also exceeds that 27 which is requiring the administrative adjustment.
19:12:42 As we go to the back of the house with the East, and so we take finish grades.
19:12:50 That was under 27 feet, and then similarly on this side this point right here, that's great
19:13:04 So again, you're looking at west of this it Doesn't.
19:13:11 Apply to this, obviously, but would prevent somebody from going in and filling a lot, and building on top of that, rather than computing from existing.
19:13:29 Break, and maybe that's a discussion for another time I don't know any other district that does that do you state.
19:13:44 I mean I know the county doesn't Garfield County , yeah.
19:13:54 Okay, just discussion for another time. There's a lot of , yeah. yeah.
19:14:02 What What do you think, Pat? I guess we wouldn't I mean we wouldn't even be discussing this issue?
19:14:09 Really, if it hadn't been attached to the request for the variance.
19:14:15 , Okay, that's what I wanted to
19:14:22 Okay, would the no other comments questions up here?
19:14:27 With the applicant, or to come forward and present their project.
19:14:34 Add, State your name and address for the record, please, sure and I am the owner as well as the app
19:14:56 That's my address 1120 call around and do we have questions. I was curious what the material of the siding is going to be.
19:15:08 A couple of different science materials. we're gonna do some concrete board.
19:15:17 And then I guess. just yeah, coordinate all in one section
19:15:26 Right,
19:15:31 Carolyn, please. Yeah, I I have a couple of questions it's sort of about the design, and I understand this is preliminary.
19:15:38 So these may be addressed later, but i'm not the frontloading garage elevation.
19:15:44 It sort of appears as though the porch columns might impede.

19:15:48 Entering the garage. Yeah, that's just a an oversight at the moment right now it will be changing. The stairs are inside the building, not outside, right?
19:15:58 So from the garage level to get to the main living level, not the ad you the stairs.
19:16:09 Our interior. that's serious. okay and I also presume that as you get access to the adu on the side there's probably some grading that has to happen.
19:16:20 That we're not quite seeing there and I know you've only got your 5 feet
19:16:24 But that's on your what's on your radar too. Okay, Great.
19:16:27 Thanks, Jim, please. what's the difference between the existing height from grade, and the proposed height from great the existing height of the structure that is there right it it's it's hard.
19:16:46 To, because you'll probably change the grade but , the general height, I think right now the structure is 12 team and the the proposed structural be closer to yeah.
19:17:02 So 30 feet the mid one and is is any type of excavation, a possibility to maintain the height and avoid the administrative adjustment request.
19:17:12 We're actually talking about that today and I it's kind of something that either way
19:17:27 27 wasn't being critical it was just asking for clarification.
19:17:34 Otherwise it looks like a positive development and a well written staff report.
19:17:38 Thanks. Thank you. Okay, Well, i'll open up for any public comment on this project.
19:17:51 See if there's anybody
19:17:59 Seen on here. Is there any online? No. Okay. i'll close public comment period, and bring it back up for a motion on planning file 82, 21 design variants, 1120 Palmer action, item, one design variants, to
19:18:20 allow a front loading garage in the downtown core of the staff.
19:18:25 Recommendation is approval with finding a zoom conditions on 14 to 17 of the staff report
19:18:36 I'll make a I'll make a motion to approve the design variance request, considering a design variance for to to allow the front loading garage staff recommends approval, given the findings and conditions on pages 14 through 17 which
19:18:52 I think. then, just included all of them right emory I mean that's yeah. yeah.
19:18:58 I'm: Good. Okay, that's my Motion Okay. we have a motion to approve from Commissioner Waller and a second by Commissioner Connoton.
19:19:11 Discussion. Oh, I have one last day we do have a couple of letters from neighbors.
19:19:16 I'm not sure if that makes any difference for you guys
19:19:23 Well, yeah, let's bring those forward again
19:19:31 That does anybody care to see these so those weren't sent into the city?
19:19:36 No, they were sandwich
19:19:41 Have you seen these, Emory
19:19:47 How do we handle I don't think that we need to reinvent the record?
19:19:54 But I think I mean but we will put them in the the we'll scan them into the record.

19:20:03 Okay, right, well be noted that we have 2 letters from in support people that are neighbors
19:20:19 We see no issue with the front facing garage.
19:20:25 I think this one proves the aesthetic of the neighborhood.
19:20:30 I would call that a yeah positive approval this party says they're a 100% behind the convention.
19:20:39 This application. Did you write these Ten? it's been there?
19:20:52 Yeah, at least Okay, if there's no further discussion, i'll call the question, Are we boarding for all 3 gonna take them on at a time?
19:21:23 For planning. item, 82 21 item, one promoting garage.
19:21:32 The vote passes unanimously. okay i'll entertain a motion on action.
19:21:39 Item 2, which is a design variance. request for a roof pitch of less than 6 12 in the downtown core 1122.
19:21:54 Sorry. Oh, no! 82, 21 staff from approval, with findings and conditions on pages 14 to 70.
19:22:07 I'll make a motion to approve action 2 for the design variance for the roof pitch less than 6. 12.
19:22:14 Given the findings and conditions on pages 14 to 17 to the staff report. hey?
19:22:19 We have a motion to approve that commissioner waller i'll approve one.
19:22:25 Okay, and we have a second from Commissioner Conerton.
19:22:30 Further discussion. Sing? Oh, yes, I might have objected to the less than steep roof pitch.
19:22:39 Obviously 6, 12 would be difficult, but I was very convinced by the fact that the adjacent properties have real similar roofs, and and also that you've just set set the roofs back a little from the streak
19:22:51 face, and I think that'll help kind of tuck them back there in the trees.
19:22:55 So I think you made a good compromise. There
19:23:02 Call the question
19:23:13 For planning. item, many, 2, 2111, 20 palmer, item, 2 for the hype variants.
19:23:21 The item passes unanimously. Okay, action. Item: 3.
19:23:27 Under planning. item, 82, 21 is a consideration of an administrative adjustment for the building height in 15%.
19:23:38 Excess of maximum building hydrogen 27 feet in the residential medium density.
19:23:43 Zoning of staff recommends approval with funding and then conditions on pages 14 to 17.
19:23:53 I'll make a motion to approve action 3 for the administrative adjustment for building height the next at 15%, a maximum building height, 27 feet.
19:24:04 Given the findings and conditions on pages 14 to 17 to the staff report. hey?
19:24:09 We have a motion for approval by commissioner well i'm just reading that it's I just read the
19:24:29 On page 2 of them
19:24:33 Okay. I have a motion in a second and a second from Commissioner Sipperly.
19:24:41 Discussion,

19:24:49 Well, I back to my point about the a lot actually I think you wouldn't even need this administrative approval if they were measured from existing grades.
19:25:04 I thought I'm not certain of that not having surveyed it.
19:25:10 But all the question
19:25:23 And I just would like to make a correction plan planning.
19:25:26 Item, 82 21 item 2 should have been roof, pitch, little picture of the roof, not the height it passes you.
19:25:34 Now we're planning item 82 21 height variants.
19:25:41 This item also passes unanimously. Thank you.
19:25:51 Alright. Next is the agenda except for commissioner comments i'll start with Commissioner Weyer.
19:26:01 I'm good, thank you the other end no thanks I just wanna Say, it's really nice to see local kids being able to stay in the town that they grew up in, and being able to you know find creative ways to to house themselves with
19:26:18 the adu and the existing Latin, and of course, there resources of your father being able to help you build awesome his wealth.
19:26:28 You know those resources anyways? Well done. I A question on the I question on the housing.
19:26:40 Rfp. So I was on that maybe that's gonna come up later.
19:26:47 So. so my question is , So the housing Rp.
19:26:50 And maybe just can explain everyone like this. But my question was,
19:26:54 So what did City Council do with the recommendation that our committee went So City Council has only had a work session on the Rfp.
19:27:04 Which was last week, and they will be taking up the item for an action.
19:27:09 On their meeting. May fifth. So habitat for humanity was present, and gave a very similar presentation. to the project.
19:27:17 Steering committee Council ask questions, and now they have some deliberation.
19:27:22 Time to think about it before it comes back for a decision.
19:27:26 So does everybody here know about what that Rp. is? I should expect.
19:27:34 So this is a request for proposals that the city put out on to city owned parcels, one at Eighth and Midland, and another on Airport Road, near Cardiff.
19:27:47 Glenn neighborhood. So City owned property that the city was looking to partner for affordable housing projects.
19:27:52 So we put out the proposal and habitat for community was our sole respondent
19:27:59 And so now city council has the job of determining. It was a proposal just solid enough to move forward with all those properties, either one or both. doing a plan.
19:28:14 Well, I need a job, Caroline, and and you will, and you will probably see these in some former fashion.
19:28:23 As it comes to the process. So the City Council is not approving what it looks like the units.
19:28:31 This is just moving forward with habitat as a development.
19:28:36 Yeah. So lots of lots of planning to come.
19:28:39 And that you know, if if it moves forward, and no habitat has probably some of you are very familiar with how they operate in their

communities and doing community outreach and public shorets and design of that nature so if city
19:28:50 Council does move forward with it with this developer that's like, Are you , Are you proposing that the city is a co-applicant?
19:28:59 We have that as an opportunity. Yes, it has not been entirely determined
19:29:08 It's very exciting by the way I think that's A.
19:29:14 , because it's it's for sale stuff, and because one habitat for humanity does it of the money that they get coming in is makes makes this for sales prices unheard of these kind of days.
19:29:26 Pretty excited it will put out, but
19:29:34 I would just like to compliment emory i've gotten the report from someone that was doing due diligence on on short term rentals, and they were impressed by your delivery and and thoroughness
19:29:49 and politeness and
19:30:00 I looked up made that mistake by the way, directors comments. We will have another steering committee meeting on May tenth and it's likely to be a format for the comprehensive plan that's
19:30:19 more similar to what happened at the Wednesday last Wednesday.
19:30:25 Open houses. So, so we're looking at kind of stations and being able to react to to those.
19:30:33 So we will pro your best to get you information in advance, but in it will be more kind of open house style in terms of the steering committee, and we certainly hope that everybody can, attend and then we
19:30:48 Have extended an invitation to Dr. Guzman, who works at Cmc.
19:30:54 And who has been helping us with the ad hoc Housing Committee. which is making a recommendation to City Council also on May fifth.
19:31:05 So if you are able to attend I would say that that meeting is at 9 on May fifth.
19:31:11 Is that maybe 2 days ago, for schedules but if You're able to attend, you may find that interesting.
19:31:20 And the oh, yeah, well, I had a different question on another topic.
19:31:25 So the last comp plan meeting, I thought was interesting, I mean I was a zoom participant, because I think I was recovering from Covid.
19:31:35 But So it is so, as far as comments, and and for feedback for the consultant on the amount of traffic.
19:31:49 In In fact, I guess I kind of have a question on.
19:31:51 That is the traffic going through the language. So is that what?
19:31:56 And and And I know you know what i'm talking about on that 70%, or whatever is it Is there any additional stuff on that?
19:32:05 Or is that to be saved for that
19:32:21 Some concern that it was that that information that related to how many people are driving into this community.
19:32:28 How many workers are we importing, How many workers start England springs in and continue to other places?
19:32:35 Was of interest to the steering committee, so we are separately, We are working with fair impairs to.
19:32:58 They have some street light data which is data that we've used which is, is different.
19:33:03 It's also cell phone data, but the the way that they track.
19:33:06 It is different than the the data from 2,017.
19:33:09 That was again. It was not our data. it was from Rafta.

19:33:14 We are looking at a way to fund that for some other things that we're doing so.
19:33:19 A grant application, some affordable housing stuff. It may also be of interest to the comprehensive plan.
19:33:27 We are looking to see if fair in person can do that for us.
19:33:32 But I think the point is generally that we import workers and worker start here and travel other places.
19:33:38 I think that it wasn't so I I don't know that we, for the level of the compound which is visionary and need to have that kind of granular detail.
19:33:47 But we will do our best to provide that information. it is an additional expense.
19:33:53 It would not be we're hoping to because it will be used generally for other projects in the city to to have it be separate, and apart from the comprehensive plan, It just seems to me, like and I don't know I
19:34:05 was an engineer and got beat up over on data for many years.
19:34:10 And it is a question is that a lot of times when you find a point of data that's that you question, and you think's not good.
19:34:15 Then you tend to put it a lot of times. People put it over a whole project.
19:34:20 So I mean I I think it's a real important from my perspective. an important thing to address because I think I mean Obviously I thought it was spicy, or comment, and not a point of interest.
19:34:35 But I mean people we're we're pretty upset with that data. and and I just think that it's It's a real important thing, and i'm sure coming back next time that seems like a good thing to address
19:34:45 so cause it gives credibility, I think, to the to that consultant as a whole of the for the data that they bring forth.
19:34:56 Terry looked at the data it was presented to Rafta.
19:35:00 It was the first time that anybody had questioned that data to that extent.
19:35:04 So I would just say that but i'll just leave that there Hey, can you record what were you saying about what was Oh, we're inviting Dr. Gozmann to participate in the steering committee So adding her to the steering
19:35:22 committee. She had been very helpful in the in the conversations we've been having with the Ad Hoc.
19:35:25 Housing committee, and wanted to invite her to this process.
19:35:29 There are some folks who were not able to participate because of the I think it was that we changed the date.
19:35:36 Maybe so, looking to kind of expand that group. And can I be joining us as well?
19:35:48 Do we feel like those? Those steering committee meetings are progressive or or like effective?
19:35:55 At this point, I think that I would encourage you to think about how you wanna put it, so that you are steering the process so that the comprehensive plan is
19:36:09 So you are representing the community. and representing how we want to move forward, and I think check the data or checking the the the overall direction, and we're not there yet.
19:36:25 You know we're not to the point of the recommendations yet. So I think that the real nitty gritty of where you guys are going to be steering is coming.

19:36:35 It. You know this is you know here are the topics this is where we're going.
19:36:42 This is information providing some feedback I think you're missing this I think you're missing this but you know you're not to the actual recommendation piece yet, because it's a long process and I think that it's
19:36:55 intended to be cumulative over time and again.
19:36:58 I also think that the one piece of data is, you know.
19:37:04 Remember, this is a visionary document we talked about today, that in there were some examples of what you're using that master plan to evaluate development against, and those comments are generally general and visionary.
19:37:20 So it's not to it's not like it's it's not like a site plan where it's very specific.
19:37:28 It's not like The The code where it's very specific Who are we?
19:37:34 Where are we going? Who do we want to be next next?
19:37:48 , , thanks for clarifying we have as ever shifting the application processes.
19:38:04 So we've had some applications that have continued along the way We do believe that they are coming in may figure scratched.
19:38:12 So it should be a full agenda location and extense.