KREMMLING
COMPREHENSIVE PLAN
2014
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Acknowledgements

Citizens of Kremmling – This is your plan. RG and Associates, LLC would like to thank those who participated and those who will use the plan in the future.

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Division of Local Government
Provided partial funding for the Plan via an Energy Impact Grant

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Overview

The existing Kremmling Comprehensive Plan was adopted September, 1984, and modified in 1992. It was well past time to create another. The community, region, and state have all changed. How those changes affect Kremmling needs to be addressed and acknowledged as part of a new Comprehensive Plan. The previous plan included chapters on Public Services, Facilities and Utilities, Land Use Planning, and Circulation and Transportation Planning. The 1992 modification included design and downtown discussions. The 1992 chapters identify what is the physical setting of the community. While this new 2014 plan includes these elements, it also includes additional chapters addressing Recreation, Open Space and Culture, Community Engagement and Special Events, as well as Public Safety and Nuisances.

The intent of the 2014 Comprehensive Plan is to provide direction to the Community as issues arise in each of the areas which the plan covers. It is also designed to meet statutory requirements for a Comprehensive Plan. The plan provides a blueprint (matrix) for improving the community through a series of tasks designed to be completed in the next year, within the next 1-3 years, 3-5 years and 5-10 years. Some of the items in these categories will necessarily need to be adjusted as the community changes.

Community Feedback

Throughout the review, creation and planning process for this Comprehensive Plan, the community of Kremmling has been well involved and has voiced thoughts, opinions and ideas which helped shape the document. Initial feedback for the document was received during the Downtown Colorado, Inc. (DCI) assessment of Kremmling which was done on April 22-23, 2013. Issues, ideas and thoughts which were raised at this time helped form the framework for this Comprehensive Plan.

Other feedback was received during initial presentations to the City Council and to a joint Council and Planning Commission meeting held on April 10, 2013. Additionally, an open house to review and comment on the Draft Plan was held on September 25, 2013 and was attended by over 25 citizens. Finally, a survey was created and distributed to people who attended the DCI Downtown assessment and expressed interest in being involved in future endeavors. This survey was designed to gather a better understanding of community issues or concerns about the built environment and the community as a whole. The survey and results are in the appendix.
Native Americans

The Ute and Arapahoe Indians were once inhabitants of what is now known as Middle Park, where Kremmling is located. During the summer, the present-day locations of Kremmling and Hot Sulphur Springs were favorite hunting grounds for the Utes and the Arapahoe. The Utes used a trail up the Williams Fork Valley over Ute Peak and down to the Blue River. The Williams Fork Valley was a favorite place for Indians to cut tepee poles and each summer they visited this area for that purpose. They collected the poles during the summer and packed them out in the fall. The tribes fought several wars with each other over who would have hunting rights in this mountain valley.

The Utes made many pilgrimages to Hot Sulphur Springs for health reasons. At one time Chief Ouray, who was suffering from an acute attack of rheumatism, made the journey from his home near Montrose, Colorado, on a litter swung between two horses in tandem fashion. After bathing in the warm water, he was able to mount his horse and ride home.

Eventually, the influx of settlers to Middle Park created conflicts with the Ute Indians. Buffalo, deer, elk and antelope were readily available in 1875 when Chief Colorow and his band of 300 Indians slaughtered a large number of these big game animals and set fire to forests in order to discourage and drive out the white settlers. In the fall of 1879, the county sheriff and his deputies were sent to Tabernash to quell a rising number of disturbances. The result was the death of the town's Indian namesake, Tabernash. His followers were rounded up and herded to Hot Sulphur Springs. The sheriff encamped them near the town without guards. The group left, crossed the Blue River, and trekked to an area near Meeker, Colorado. This was the last year that any significant number of Indians summers in Middle Park.

The French Influence

The area around Kremmling was explored by French fur trappers by 1820. They named the principal river “the Grand” and gave the valley the name, “The Old Park.” Park meant enclosure to the Frenchmen, and the plain to the
north surrounded by mountains where the North Platte River originates was called "The New Park", while a similar geographic location to the south was called "Bayou Salado" – which is an interesting blend of French and Spanish, and recognizes the salt springs located there. Later, when English-speaking visitors arrived, names underwent a shuffling, but "The Park" remained. The New Park became "North Park", Bayou Salado became "South Park" and the one in the middle, The Old Park, became "Middle Park".

From the Grand River – now called the Colorado River, comes Grand Lake which is the largest natural lake in Colorado, and Grand County. However, the river, which was the Grand River until it joined the Green River in Utah and became the Colorado River, had its name changed to the Colorado River by the U.S. Congress in 1921. The River originates in Rocky Mountain National Park.

In 1853, Sir George Gore organized an exploration and hunting expedition in Laramie, Wyoming consisting of 50 wagons and about 400 men and their mounts. He traveled throughout the North and Middle Park areas collecting big game trophies. He and his guide, the famous Jim Baker, traveled up the Blue River Valley and explored the range and the canyon to the west which now bears his name. After this time, explorations ceased and the settlers began to arrive.

Kremmling Beginnings

Kremmling is somewhat of a newcomer to Middle Park. Many of the area's other towns, including a few which no longer exist, were going strong before Kremmling was started. The first known white settler in what is now Kremmling was Tracy Tyler, who settled here in 1874. By 1883, the valleys around Kremmling were known for producing superior hay and ranchers began settling the public domain land. Kremmling got its first store and its name in 1884 when Rudolph Kremmling, a Dillon merchant, established a branch store here. An 1884 map shows Hot Sulphur Springs, Fraser and Grand Lake as established towns. Although this area had other towns at the time, including Hermitage, about five miles north of Kremmling; Colorow, about 10 miles north; and Troublesome, about five miles east, there was no Kremmling on the map. Apparently, Mr. Kremmling didn’t spend much time in town but by 1885, the settlement boasted a post office and a ferry to cross the Grand (Colorado) River.

Then, as now, Kremmling sat at the junction of roads east to Hot Sulphur Springs, and Denver; west to Steamboat Springs; and south to Dillon and Breckenridge. The early settlement probably had less than two dozen residents, although more than 200 persons received their mail in Kremmling. In 1891, the town was platted by John and Aaron Kinsey and they suggested the name Kinsey City. The post office became Kinsey City in 1891 until it was changed back to Kremmling in 1895. Kremmling was incorporated as a town in 1904, and Tracy Tyler, the area's first settler, was elected mayor.

The Community Grows

Kremmling grew quickly between 1904 and 1908, due to the construction of the Denver, Northwestern, and Pacific railroad. David Moffat's crews had surmounted Rollins Pass and faced its next major challenge at Gore Canyon, some two miles west of Kremmling. Needless to say, constructing a railroad through this deep canyon was not an easy undertaking. Surveyors had to hang by ropes from the cliffs to establish a route. It took four years for them to find a route and four construction crews to blast it through.

During those years, Kremmling grew, getting a newspaper, a bank and other businesses. When the railroad arrived in 1906, eight saloons were open for business where the men of the construction crews could spend their
leisure time. Kremmling was the end of the line until 1908, and was the terminal for stage lines which took passengers west over Gore Pass.

During and after the construction of the railroad, several new businesses and a bank were started in Kremmling. Construction of these business enterprises developed slightly south of the Town Square toward the railroad, since the northern portions of town were considered undesirable due to the large number of saloons located there. Efforts were made to attract new businesses to the central portions of town by developing public facilities there. The Town Hall was constructed between 1906 and 1915 and was razed in 1953. The first water system was placed in 1926. Improvements to the water system were completed in 1930 and 1952. The first elementary school was constructed in 1918, the next elementary in 1936, and the existing school was built in 2008. The original high school was built in 1953, while the existing high school was constructed in 1977. The first church opened in 1908, the airport in 1948, and

Willis was Kremmling’s first resident physician. Dr. Archer Sudan served the area for 20 years prior to 1946 and received ‘The Doctor of the Year Award’ for his service to Kremmling area residents. He built a 14 bed hospital, the only one in the county. In 1947 the community bought the hospital from Dr. Sudan. It is managed by a non-profit corporation which uses a board of directors and a management staff to operate the facility. In recent times, the hospital has been modernized and expanded. Other construction projects such as the Green Mountain Dam and employers such as Freeport-McMoRan and now Federal Express currently have positive employment impacts on the community.

The town is blessed with plenty of historical buildings and structures. The building inventory is based on Historic Kremmling in the Colorado Rockies: A Self-guided Tour to see Buildings from 1885 to 1913. The structures listed below are located by number on the Historical Resource Map in the Appendix.

1. The A. (Adolph) Alpert Co. General Merchandise building was built in 1903 and operated to 1910. He also owned a dairy in the area. Present site of the Masonic Lodge.

2. Formerly the site of the Walte Huff Campfire Saloon which was built in 1904. In the late 1930’s and early 1940’s, Cliff Esmiel operated a grocery store here, called the Red and White.

3. Kremmling Club was built in 1906 as a saloon run by Emil Schlump. These buildings were part of the most well developed block. A wooden boardwalk brought shoppers and thirsty patrons to the front doors.

4. Town Square and Jail Building: The town square was sold to the Town of Kremmling on August 8, 1905 by Anton Heini. The purchase price was $300. A town hall was built on this site.
and dedicated on July 4, 1907. A town bell for calling out firemen or for announcing other community emergency's was installed in 1912. The Kremmling Union High School started in 1910 and used the Town Hall for classrooms for three years. The building burned down in 1951 and again in 1952 and was finally torn down the following year.

5. Kremmlings' first jail was built in 1904. It was moved to the Heritage Park Museum from its original 3rd Street location.

6. The Red Barn was a livery stable built in 1906 by Sam, Pat, and Will Martin on the north side of the Town Square. The Red Barn stables had a boarding house connected to the stable that put up drivers and passengers for the night.

7. Dan Hoare's Blacksmith Shop: This building was originally built north of the Muddy Creek in 1884 by Rudolph Kremmling. He later moved the structure to the present site when the U.S. Post Office settled on Kremmling as the name of the town. Later the store was purchased by Tracy Tyler, Kremmling's first mayor, and for a few years after World War I it was a garage and filling station operated by Cliff Esmiol (Star Garage).

8. The Adolph Infanger house was built in 1905. He was a rancher on the Muddy River who lived in Town in the winter so his children could go to school. Dan Hoare and his sisters later lived here.

9. Kremmling's first school house was in the main part of this building, which was constructed in 1898. The first teacher was Ms. Walker.

10. Built in the early 1900s, this was the home of Edwin and Eva Becker. He was a cattleman and she ran the telephone office.

11. The Tyler House was one of the first hotels in Kremmling and was built in 1901 by Mr. and Mrs. Tracy Tyler. He became the first mayor of Kremmling.

12. This home was built in 1886 for the Joe Rivers family. His widow worked at the Tyler House.

13. Nancy Tyler (wife of Tracy Tyler) had a house built in 1905 at this location which was razed in 2012.

14. This location was the residence of the Anton Heini family and had a home built in the late 1800s. Mr. Heini was a cattleman and the second mayor of Kremmling. The home was moved to the site from one block east.

15. The home of Pat and Annie Martin was built in 1900 on the corner of Third and Park Avenue. It was moved to this location in 1951.

16. The Oaks Home was built about 1904. Mr. Oaks was a cattleman. The home was later owned by Sheriff Chancy Van Pelt.

17. Built in the early 1900s, this site was the log home of Bill Thompson, son of Jim Thompson who built the post office and grocery store in 1900. The building was razed in the 1990s.

18. Built in about 1905 by W.C. Call, whose descendants still live in the Kremmling area.

19. This vacant lot was the location of the Manhattan Saloon and Eagle Avenue Cafe which was operated by C. N. Romaine, and built in the early 1900s.
20. Thomas J. Mitchell Hardware was built in 1906 and operated by Mitchell until 1946 or 1947.

21. Arcade Grocery was built in 1906, operated by J.A. Sullivan and later purchased by Leroy Curran who ran it as a Mercantile.

22. Wills-Morgan Mercantile was built at this site in 1906 and managed by Charlie Brown who later bought out his partner, Frank Jones. The business remained in the Brown family until the 1970s. The structure was razed in 2012.

23. This structure was built in 1906 by Clarence Magee and was later owned by George Swan who was a newspaper man. His wife ran a ladies millinery store in the front portion of the house.

24. Was built in the early 1900s by John Wade and was believed to be razed in the 1960s.


26A. The Alpert House was built in the early 1900s for the Alpert family, proprietors of the A. Alpert Co. General Merchandise store. The building was razed in the early 2000s.

27. The Community Church was originally the Trinity Episcopal Church in 1913. About half of the funds to construct the building came from local residents, with the other half coming from Advent Sunday School offerings from Connecticut and western Colorado.

28. Fred Schwegler Meat Market was built in 1906 and moved to the present location in 1918 by Alex Jameson Sr. where it was used as part of the Chevrolet dealership.

29. Built in 1905 as the Fred Schwegler family residence. It was moved to this location in 1929 by Alex T. Jameson.

29A. Built in the early 1900s for members of the Martin family.

30. This was the site of a roughhewn log home built by George Price in 1899.

30A. This home was built in the early 1900s, possibly by Pat Martin.

31. Built in 1899 by Mrs. Anna Bemrose Fetters Dietrich, who was known as the "Cattle Queen of Middle Park," this home had a sod roof until 1960.

32. Built in 1906 by F. U. Spring who edited "The Moffat Snow Plow" which was a local paper.

33. This building was built in the early 1900s and was moved to this site from the corner of Fourth and Eagle in 1918 for the Jameson Chevrolet Garage.

34. This area was the Moony Lumber Yard.

34A. The Kremmling Depot was built in 1906 by the Denver & Northwestern Pacific Railroad Company, was acquired by Union Pacific in 1998, donated to the Grand County Historical Association and moved to the Heritage Park Museum Site in 2008.

35. The first home of Pat and Annie Martin was built in 1888 and originally located in the middle of the block between Third and Fourth on Park Avenue. It was moved in 1951.

36. This home was built in 1906 for William and Florence Martin. It remained in the family until 1971.
37. Built by William Martin in 1906, this home was razed in 2012.

37A. The home on the corner was owned by Walter Jones in the early 1900s. Part of this house was moved from the dam construction camp in the Gore Canyon.

38. This home was built in 1906 for the Dave McIsaac family.

39. This house was built for Mrs. Charlie (Mabel E.) Brown in 1906 by Mr. Benson.

40. Mrs. Tracy Tyler had this house built in 1906. It was later owned by Mrs. Nancy Engle who was her granddaughter.

41. Kremmling’s first hospital was known as The Hatchery, where ladies came to have their babies. Dr. Fleming was the doctor and worked here from 1921 to 1926.

42. The Gore View Hotel was built in 1905 by Robert Washington Tucker. Mr. Tucker’s son was W.G. (Tony) Tucker, who was a postmaster.

43. The east part of the structure was built in 1906 and was a garage and a grain and feed store. Before World War II, Willis Call ran a grocery store here. The building was built by O.H. Crawford.

44. The Kremmling Lumber Company was built in 1906 and was managed by D.B. Graham.

45. This home was built in 1902 by Andrew Johnson, who was a carpenter and town councilman.

46. This home was built by Andrew Johnson in 1905.

47. This site housed a log home which was built in 1905. It was razed in the 1980s. Mr. Irving lived here. He was a watchmaker and jeweler.

47A. This home was built in 1906 by Frank Craven who served on the first town board and as a town marshal.

48. The Bank of Kremmling was built in 1905 and has since been remodeled and added on to. The first president was W.H. Harrison. The bricks on the original north section were manufactured in the Kremmling area.

49. The Thompson Store and Post Office were built by Jim Thompson in 1900. It was also the Esmiol’s Department Store.

50. The north portion was built in 1906 by Casper Schuler. The main floor was the Kremmling Bottling Works and the upstairs a rooming house. The building later housed a barbershop, shoe shine shop, drug store and dress shop.

51. The Log Cabin Livery Stable was built in 1903 by Henry McElroy. The building was donated by the family to the Grand County Historical Association for the Heritage Park Museum.

52. Built in the early 1900s by Fred Schwegler who owned a meat market in Kremmling, it was razed in the 1990s.

53. Built in the early 1900s by Josie Gould, the building was later owned by the Esmiol family.

54. The log residence was built in 1894 and was the home of Jim Thompson. It was moved from the corner of Second and Park in 1941.
55. St. Peter’s Catholic Church was built in 1907. The first priest was Father Meyers who served from 1910 to his death in 1939. Bricks for the chimney were hauled from Hot Sulphur Springs by team and wagon by Mr. Henry McElroy.

56. This home was built in the late 1800s by Rolland Grindle for his brother-in-law Alex Stewart, who served on the town board.

57. This house was moved from the north side of the block between First and Second on Park Avenue in 1941. It was built for the Nels Westerberg family in 1906. Mr. Westerberg was one of the first blacksmiths in Town.

58. This was the home of Henry and Lillie McElroy and was built in 1902. It was moved from the corner of Fourth and Park Avenue in 1975 and is currently owned by their great grandson, Mr. and Mrs. Tim Menhennett.

59. Built in 1897 by Willis Call for the family home, the inside and outside walls were insulated with dirt. The house sits on the old McQueary property.

60. The Kremmling Cheese Factory originally sat on this site on the west edge of town. It was built in 1906 and run by Adolph Insanger. It was moved to the fairgrounds to be used as an exhibit hall soon after the first fair in 1913.

61. The two rooms on the east part of this house were built at the mouth of the Gore Canyon when the New Century Light and Power Co was started in 1902. It was moved from the canyon in 1905 by sledding it up the Colorado River on the ice with a six horse team.

62. This home was built in 1895 by the William Sampsons, ranchers who came here from Nebraska.

63. Built in the late 1800s by Casper Schwab who operated the Gore City Dairy here. The home was owned by the Rayner family and former owners include the Nunn family. The building was razed in the 1990s.

64. This log house, a former millinery shop, was built in 1905 for the Emil Berger family. Mr. Berger operated the Cheese Factory. The house was moved to this location in 1951 from the south side of the block between Third and Fourth on Park Avenue.

65. The Star Bakery was built in 1906 and operated by Joe Litner until the 1930s. The building was later moved from the south side of the block between First and Second Street on Park Avenue in 1948 to make way for construction of a Café, now the Quarter Circle Saloon.

66. The United States Forest Service Bunk House was built in 1906 and moved to Heritage Park from Williams Fork in 2006.

67. The Homestead House moved from the Muddy Valley Area Ranch to the Heritage Park in 1996. It was built in the 1880s and remodeled in the 1970s.

68. Richard's fishing cabin moved to the Heritage Park Museum from the Richard's Ranch located along the Colorado River east of Kremmling.

Into the Future

A surprising number of historically significant structures still exist in the Town of Kremmling which include both log and frame constructed buildings. At present, none of the structures are listed on the National Register of Historic Places, however, some are candidates for historic designation. Many structures have been
moved from one site to another within the community rather than being torn down. Most of these structures are over 100 years old reflecting the relatively short period of time Kremmling and Grand County has been settled.

As Kremmling continues to grow and redevelop, it is likely that many of the older buildings will be removed. Those of primary historic significance should be identified and the process of placing them on the National or State Register begun. Another option would be to create a local means to register properties. Alternatively, some of these buildings could be moved to Heritage Park or used as utility buildings. Some are in very marginal condition and it may be economically prohibitive to rehabilitate them.

Goals and action steps associated with historic preservation are included in the Recreation, Open Space, and Culture Resources chapter.
Access

Generally speaking, access to Kremmling is good. Interstate Highway 70 is 38 miles south in Summit County and provides access to Kremmling via Highway 9 and U.S. Highway 40, which then meet at Kremmling. Highway 40 continues north to Steamboat Springs. During the summer, U.S. Highway 34 connects Grand County to the north Front Range, while throughout the year, State Highway provides that access. In addition, the Denver Rio Grande and Western Railroad traverse the community offering a second mode of access. The rail is currently used to provide goods and services to the community. No passenger rail is currently available. The Kremmling airport provides a third method of access and is currently used on a limited basis by private aircraft. The Vicinity Map in the Appendix depicts the relative location of Kremmling to other towns in Grand County and its relationship to other areas of Colorado.

The Town is also located just north of the Colorado River and the confluence of two tributaries into the Colorado River: Muddy Creek and the Blue River. The Town limits comprise an area of approximately 914 acres located in portions of Sections 7, 8, 9, 16, 17 and 18, Township 1 North, Range 80 west of the 6th Principal Meridian. Grazing land and irrigated hay meadows surround the Town on all sides. These agricultural lands extend generally to public land boundaries which nearly encircle the town. Privately held property exists along the Colorado River bottom lands and the two major access highways.

Elevation

According to the Town's website, the elevation of Kremmling is 7,364 feet. According to the U.S. Geological Survey, the elevation varies from a low of 7,355 feet at the sanitation district sewer treatment plant to the 7,410 feet associated with the runway at the airport.
Climate

Kremmling receives an average of 11.88 inches of precipitation each year according to the Western Regional Climate Center, with the wettest month in August. In January, the average high temperature is 28.3 degrees Fahrenheit warming to 81.5 degrees Fahrenheit in July.

Population

In terms of resident population, Kremmling is now the second largest incorporated town in Grand County following Granby. Kremmling gives the impression of a smaller “feel” to the community than Granby or the Winter Park/ Fraser areas of the county. In terms of the number of people that can be housed and the total number of housing units constructed, Kremmling is the 4th largest community. Table 1 compares the basic resident population and total housing unit distributions throughout the County from the 1980 Census through the 2010 Census.

Table 1: Resident Population and Housing Unit- Source: 2000 and 2010 US Census of Population and Housing Counts

<table>
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</thead>
<tbody>
<tr>
<td>Grand Co.</td>
<td>7,475</td>
<td>7,966</td>
<td>12,442</td>
<td>14,843</td>
<td>99%</td>
</tr>
<tr>
<td>Fraser</td>
<td>470</td>
<td>573</td>
<td>910</td>
<td>1,224</td>
<td>160%</td>
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<tr>
<td>Granby</td>
<td>963</td>
<td>966</td>
<td>1,525</td>
<td>1,864</td>
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<tr>
<td>Grand Lake</td>
<td>382</td>
<td>259</td>
<td>447</td>
<td>471</td>
<td>23%</td>
</tr>
<tr>
<td>Hot Sulphur Springs</td>
<td>405</td>
<td>347</td>
<td>521</td>
<td>663</td>
<td>64%</td>
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<tr>
<td>Kremmling</td>
<td>1,296</td>
<td>1,166</td>
<td>1,578</td>
<td>1,444</td>
<td>11%</td>
</tr>
<tr>
<td>Winter Park</td>
<td>480</td>
<td>528</td>
<td>662</td>
<td>999</td>
<td>108%</td>
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</tbody>
</table>

<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>Grand Co.</td>
<td>7,209</td>
<td>9,985</td>
<td>10,894</td>
<td>16,061</td>
<td>123%</td>
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<tr>
<td>Fraser</td>
<td>306</td>
<td>542</td>
<td>622</td>
<td>1,096</td>
<td>258%</td>
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<tr>
<td>Granby</td>
<td>433</td>
<td>492</td>
<td>628</td>
<td>1,531</td>
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<tr>
<td>Grand Lake</td>
<td>637</td>
<td>754</td>
<td>748</td>
<td>918</td>
<td>44%</td>
</tr>
<tr>
<td>Hot Sulphur Springs</td>
<td>179</td>
<td>185</td>
<td>227</td>
<td>309</td>
<td>73%</td>
</tr>
<tr>
<td>Kremmling</td>
<td>484</td>
<td>560</td>
<td>646</td>
<td>694</td>
<td>43%</td>
</tr>
<tr>
<td>Winter Park</td>
<td>819</td>
<td>1,380</td>
<td>1,229</td>
<td>2,572</td>
<td>214%</td>
</tr>
</tbody>
</table>
Looking into the numbers, since the 1980 Census, every community in Grand County has added population at a faster rate than Kremmling, which has grown at a steady but uneven pace. This is due to historical events surrounding employment opportunities within the community and the region more than anything else. Since 1980, the Kremmling population has increased by 11%, while the County as a whole has doubled.

Since 1980, Grand County has seen a housing boom, with a 123% increase in the number of housing units in the County as a whole. Kremmling has seen some increase in the number of residential units, but at a rate of 43% over that time, Kremmling had the smallest percent growth of the communities in the County. During this same time, Grand County’s population has seen a similar marked increase at 99%. Kremmling, however, has only had an 11% increase in population during this same time. As of the 2010 census, Kremmling had about 2.08 residential units per person. In 1980, there were 2.68 people per unit. This data suggests some of the spillover effect from second homes in the County associated with the ski areas and other recreational opportunities are having a minor impact and influence in Kremmling. This is a change in the community from the last Comprehensive Plan. With more than 1 residential unit per resident in Grand County, this influence is being felt more acutely in other portions of the County. Other societal factors, such as smaller family unit sizes are also influencing this figure in Kremmling.

Table 2 documents the population of Kremmling, Grand County and the State for the last Comprehensive Plan done in the early 1980s as well. Note the expectation at that time for the Kremmling population was essentially to triple in 15 years from 1,296 in the 1980 Census to a projected 3,823 by 1995. The population has remained steady through the 2010 Census.

<table>
<thead>
<tr>
<th>Year</th>
<th>Kremmling</th>
<th>Grand County</th>
<th>State of Colorado</th>
</tr>
</thead>
<tbody>
<tr>
<td>1910</td>
<td>141</td>
<td>1,862</td>
<td>779,000</td>
</tr>
<tr>
<td>1920</td>
<td>365</td>
<td>2,659</td>
<td>940,000</td>
</tr>
<tr>
<td>1930</td>
<td>261</td>
<td>2,108</td>
<td>1,036,000</td>
</tr>
<tr>
<td>1940</td>
<td>567</td>
<td>3,587</td>
<td>1,123,000</td>
</tr>
<tr>
<td>1950</td>
<td>623</td>
<td>3,963</td>
<td>1,325,000</td>
</tr>
<tr>
<td>1960</td>
<td>576</td>
<td>3,357</td>
<td>1,754,000</td>
</tr>
<tr>
<td>1970</td>
<td>764</td>
<td>4,107</td>
<td>2,224,000</td>
</tr>
<tr>
<td>1980</td>
<td>1,296</td>
<td>7,475</td>
<td>2,889,964</td>
</tr>
<tr>
<td>Projections</td>
<td>1,184</td>
<td>9,984</td>
<td>3,043,742</td>
</tr>
<tr>
<td>1990</td>
<td>2,203</td>
<td>12,279</td>
<td>3,279,950</td>
</tr>
<tr>
<td>1995</td>
<td>3,823</td>
<td>14,683</td>
<td>3,568,962</td>
</tr>
<tr>
<td>Census</td>
<td>1,166</td>
<td>7,966</td>
<td>3,294,394</td>
</tr>
<tr>
<td>2000</td>
<td>1,578</td>
<td>12,422</td>
<td>4,301,261</td>
</tr>
<tr>
<td>2010</td>
<td>1,444</td>
<td>14,843</td>
<td>5,029,196</td>
</tr>
</tbody>
</table>
These statistics give some idea of what level of growth the community can plan for using standard projection assumptions. Any major increase in employment opportunities generated either by chance or by deliberate implementation of economic goals, could have significant unforeseen impacts on the community.

Likewise, while the West Grand Elementary School has seen an ebb and flow to their enrollment figures, the 2010-2011 year saw the lowest enrollment amount in the last 35 years.

Table 3: West Grand Elementary School

<table>
<thead>
<tr>
<th>School Year</th>
<th>Fall</th>
<th>Spring</th>
</tr>
</thead>
<tbody>
<tr>
<td>1975-76</td>
<td>236</td>
<td>239</td>
</tr>
<tr>
<td>1980-81</td>
<td>254</td>
<td>274</td>
</tr>
<tr>
<td>1990-91</td>
<td>251</td>
<td></td>
</tr>
<tr>
<td>1995-96</td>
<td>275</td>
<td></td>
</tr>
<tr>
<td>2000-01</td>
<td>220</td>
<td></td>
</tr>
<tr>
<td>2005-06</td>
<td>247</td>
<td></td>
</tr>
<tr>
<td>2010-11</td>
<td>205</td>
<td></td>
</tr>
</tbody>
</table>

Ethnicity

The people who call Kremmling home have remained surprisingly similar over the years. Table 4 documents the ethnic breakdown of the Kremmling population in 1980 and 2010. Interestingly enough, the percent of the "non-white" population was identical in 1980 and 2010 at 7.4%. Likewise, the data in Table 5 demonstrates a similar male-female ratio from 1980 and 2010 in the population. However, the Kremmling population has aged significantly from an average of 26.8 years old to 35.5.

There also seems to be a significant outmigration of people in their twenties, most likely due to educational and employment reasons. It’s also interesting to note the change to the youngest cohort. In the 1980 census, these residents consisted of 15% of the population. That number was reduced in the 2010 Census to 7.5%. This suggests a population which is aging.

Age distribution by gender population in the community is detailed in Table 5 below using information from the 1980 and 2010 Census.

Table 4: Census Population – Source: Censusviewer.com

<table>
<thead>
<tr>
<th>Ethnic Breakdown for Kremmling</th>
<th>1980</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>1,352</td>
<td>1,444</td>
</tr>
<tr>
<td>White</td>
<td>1,252</td>
<td>White</td>
</tr>
<tr>
<td>American Indian</td>
<td>12</td>
<td>American Indian</td>
</tr>
<tr>
<td>Japanese</td>
<td>2</td>
<td>Asian</td>
</tr>
<tr>
<td>Mexican</td>
<td>30</td>
<td>African American</td>
</tr>
<tr>
<td>Spanish Origin</td>
<td>56</td>
<td>Pacific Origin</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hispanic</td>
</tr>
</tbody>
</table>
Table 5: 1980 and 2010 Census – Age by Sex

<table>
<thead>
<tr>
<th>Age</th>
<th>Female</th>
<th>Male</th>
<th>Total</th>
<th>Percentage</th>
<th>Female</th>
<th>Male</th>
<th>Total</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-5</td>
<td>94</td>
<td>98</td>
<td>192</td>
<td>15</td>
<td>56</td>
<td>52</td>
<td>108</td>
<td>7.5</td>
</tr>
<tr>
<td>6-9</td>
<td>47</td>
<td>52</td>
<td>99</td>
<td>8</td>
<td>61</td>
<td>55</td>
<td>116</td>
<td>8</td>
</tr>
<tr>
<td>10-14</td>
<td>48</td>
<td>53</td>
<td>101</td>
<td>8</td>
<td>64</td>
<td>61</td>
<td>125</td>
<td>8.7</td>
</tr>
<tr>
<td>15-18</td>
<td>27</td>
<td>35</td>
<td>62</td>
<td>5</td>
<td>41</td>
<td>49</td>
<td>90</td>
<td>6.2</td>
</tr>
<tr>
<td>19-24</td>
<td>71</td>
<td>61</td>
<td>132</td>
<td>10</td>
<td>38</td>
<td>29</td>
<td>67</td>
<td>4.6</td>
</tr>
<tr>
<td>25-29</td>
<td>86</td>
<td>89</td>
<td>175</td>
<td>13</td>
<td>43</td>
<td>47</td>
<td>90</td>
<td>6.2</td>
</tr>
<tr>
<td>30-34</td>
<td>59</td>
<td>72</td>
<td>131</td>
<td>10</td>
<td>50</td>
<td>65</td>
<td>115</td>
<td>8</td>
</tr>
<tr>
<td>35-44</td>
<td>67</td>
<td>73</td>
<td>140</td>
<td>11</td>
<td>91</td>
<td>87</td>
<td>178</td>
<td>12.3</td>
</tr>
<tr>
<td>45-54</td>
<td>41</td>
<td>51</td>
<td>92</td>
<td>7</td>
<td>112</td>
<td>132</td>
<td>244</td>
<td>16.9</td>
</tr>
<tr>
<td>55-64</td>
<td>40</td>
<td>39</td>
<td>79</td>
<td>6</td>
<td>76</td>
<td>114</td>
<td>190</td>
<td>13.2</td>
</tr>
<tr>
<td>65-74</td>
<td>33</td>
<td>29</td>
<td>62</td>
<td>5</td>
<td>28</td>
<td>32</td>
<td>60</td>
<td>4.2</td>
</tr>
<tr>
<td>75-84</td>
<td>17</td>
<td>10</td>
<td>27</td>
<td>2</td>
<td>26</td>
<td>10</td>
<td>36</td>
<td>2.5</td>
</tr>
<tr>
<td>84 and over</td>
<td>3</td>
<td>1</td>
<td>4</td>
<td>Less than 1%</td>
<td>19</td>
<td>6</td>
<td>25</td>
<td>1.9</td>
</tr>
<tr>
<td>Total</td>
<td>633</td>
<td>663</td>
<td>1,296</td>
<td>100</td>
<td>705</td>
<td>739</td>
<td>1443</td>
<td>100</td>
</tr>
<tr>
<td>Median</td>
<td>26.7</td>
<td>26.8</td>
<td>26.8</td>
<td>-</td>
<td>35</td>
<td>36</td>
<td>35.5</td>
<td>-</td>
</tr>
</tbody>
</table>

Housing

When looking at housing characteristics, according to the 1980 Census, 484 housing units existed in Kremmling, of which 447 were occupied and 37 (8%) were vacant (Table 6). By the 2010 Census, the number of total units had grown to 694 and the percent vacant stood at 12%. Another telling statistic is the percent of owner-occupied units dropped from 73% in 1980 to 62% in the 2010 Census. There are two mobile home parks and several housing subdivisions, including Gore Pass and Grand River Ranch developments in the Kremmling vicinity. These areas increase housing opportunities for Kremmling residents.

Table 6: Housing Characteristics from the 1980 and 2010 Census

<table>
<thead>
<tr>
<th>Housing Units</th>
<th>1980</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occupied</td>
<td>447</td>
<td>614</td>
</tr>
<tr>
<td>Owner Occupied</td>
<td>325 (73%)</td>
<td>383 (62%)</td>
</tr>
<tr>
<td>Renter Occupied</td>
<td>122</td>
<td>231</td>
</tr>
<tr>
<td>Vacant</td>
<td>37 (8%)</td>
<td>80 (12%)</td>
</tr>
<tr>
<td>For Sale</td>
<td>17</td>
<td>13</td>
</tr>
<tr>
<td>For Rent</td>
<td>6</td>
<td>36</td>
</tr>
<tr>
<td>Other</td>
<td>14</td>
<td>31</td>
</tr>
<tr>
<td>Total</td>
<td>484</td>
<td>694</td>
</tr>
</tbody>
</table>
Employment Diversification

Table 7 identifies the employment diversification in the Community and is broken down into top employment types. Greater diversification in categories was available for this data in the 1980 Census than in 2010. Since some categories were consolidated as part of the 2010 Census, interpretation of some of the data is a bit difficult; however, there are some trends worth noting. The economy of Kremmling seems to be changing to one which supports more retail and service oriented positions, and provides less professional positions. Additionally, “extractive” industries are reduced in significance in terms of the % of people employed.

Table 7: Employment Diversification in Kremmling - Sources: 1982 Kremmling Comprehensive Plan and 2007-2011 American Community Survey 5-year estimates

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mining</td>
<td>12%</td>
<td>Retail Trade</td>
<td>18.6%</td>
</tr>
<tr>
<td>Ranching</td>
<td>11%</td>
<td>Construction</td>
<td>15.9%</td>
</tr>
<tr>
<td>Education</td>
<td>10%</td>
<td>Arts, Entertainment, and Recreation</td>
<td>13.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Selected Industries</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ranching, Mining, and Timber</td>
<td>30%</td>
<td>7.8%</td>
<td>-22.2%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>1%</td>
<td>2.9%</td>
<td>+2%</td>
</tr>
<tr>
<td>Public Administration</td>
<td>4%</td>
<td>9%</td>
<td>+5%</td>
</tr>
</tbody>
</table>

Economy

Table 8 shows the median income for Grand County as a whole has climbed to $71,800. In looking at the economy of Kremmling, there are trends which need to be noted, such as the retail sales, which have more than doubled over the last 31 years (Table 9). This trend would be expected though as the price of goods has increased. The interesting statistic in Table 9 is the percent of sales which Kremmling collects in relation to that which is collected by Grand County as a whole. This number has declined over the past 30 years and is likely a reflection of Kremmling’s more modest population growth during that same time as compared to other communities. The sales tax itself in Kremmling is currently 7.9 percent, consisting of 2.9 percent state tax, 1 percent county tax and 4 percent town tax.
Table 8: Kremmling Household Income

<table>
<thead>
<tr>
<th>1982</th>
<th>% 1982</th>
<th>2010</th>
<th>% 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Household Income</td>
<td></td>
<td>Annual Household Income</td>
<td></td>
</tr>
<tr>
<td>Less than 8,000</td>
<td>19</td>
<td>Less than 10,000</td>
<td>3.0</td>
</tr>
<tr>
<td>$8,001-12,000</td>
<td>14</td>
<td>$10,000 – 19</td>
<td>7.0</td>
</tr>
<tr>
<td>$12,001-15,000</td>
<td>10</td>
<td>$20,000 – 30</td>
<td>5.6</td>
</tr>
<tr>
<td>$15,001-20,000</td>
<td>10</td>
<td>$30,000 – 40</td>
<td>13.8</td>
</tr>
<tr>
<td>$20,001-25,000</td>
<td>19</td>
<td>$40,000 – 50</td>
<td>5.7</td>
</tr>
<tr>
<td>$25,001-30,000</td>
<td>13</td>
<td>$50,000 – 75</td>
<td>31.5</td>
</tr>
<tr>
<td>$30,001-40,000</td>
<td>13</td>
<td>$75,000 – 100</td>
<td>12.1</td>
</tr>
<tr>
<td>$40,001-50,000</td>
<td>2</td>
<td>$100,000 – 150</td>
<td>15.6</td>
</tr>
<tr>
<td>$50,000 and over</td>
<td>1</td>
<td>$150,000 – 200</td>
<td>2.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$200,000 and over</td>
<td>0</td>
</tr>
</tbody>
</table>

Table 9: Retail Sales Statistics- Source 1982 Kremmling Comprehensive Plan and Colorado Department of Revenue, State Sales Tax Collected in Colorado Counties and Selected Cities and Related Statistics

<table>
<thead>
<tr>
<th>Year</th>
<th>Gross Sales</th>
<th>Retail Sales</th>
<th>Percent of County Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1981</td>
<td>14,519,135</td>
<td>11,891,703</td>
<td>14.5</td>
</tr>
<tr>
<td>2012 (Fiscal Year)</td>
<td>35,716,062</td>
<td>30,677,035</td>
<td>7.1% of Gross Sales and 6.1% of Retail</td>
</tr>
</tbody>
</table>

*All sales – wholesale and retail

The total assessed valuation for the town of Kremmling is shown in the table below.

Table 10: Assessed Valuation

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessed Valuation</td>
<td>$4,465,330</td>
<td>$15,642,600</td>
</tr>
</tbody>
</table>

The total tax burden for residents and business owners in Kremmling has gone up nearly 20% since the last Comprehensive Plan was done. The mill levies for properties located in the Town are shown below.

Table 11: Mill Levies

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mill Levies</td>
<td>52.399</td>
<td>62.516</td>
</tr>
</tbody>
</table>
Set against an idyllic backdrop of iconic shale cliffs and high-desert sage brush, Kremmling boasts an unparalleled menu of world-class outdoor activities, intriguing historic sites and jubilant celebrations. Modern infrastructure and modest but steady growth support a robust local economy, which has traditionally been agricultural and mining based, is evolving to become a tourism-oriented eclectic artisan community, and has also seen strong gains in other sectors, such as services, distribution and construction. Despite its success, Kremmling has remained affordable, preserved its off-the-beaten path, small-town feel, and still attracts the same hard-working, down-to-earth and friendly people that it always has.
GROWTH AND ECONOMIC DEVELOPMENT

Towns and cities, much like private businesses, need to maximize revenues in order to thrive. Municipalities accomplish this goal by annexing taxable land, encouraging the development of neighborhoods that attract sales tax generating retail businesses, and supporting commercial and industrial businesses that create jobs for workers who will buy homes and other products.

Municipalities then use these revenues to provide a product to their customers (residents) in the form of water, sewer, streets, parks, fire and police services. If municipalities do not grow at least minimally, it can be difficult for these organizations to keep up the costs of infrastructure maintenance and other ongoing operations costs that tend to rise over time.

The following input was provided regarding economic development issues in Kremmling:

- Need jobs in town – attract businesses
- Address issue of declining population
- Kremmling is a bedroom community
- Because of its location, Kremmling could be a commercial hub for surrounding communities
- Too many businesses in town relying solely on local support

Definitions

The term “economic development” encompasses the topics of growth, land use, infrastructure and utilities. However, this section of the plan will only address growth and economic development growth and economic development issues as defined below:

1. Adequate Public Facilities – a system that helps ensure new development “pays its own way” in terms of investing in roads, utilities, parks, fire, police, schools and other services the development will require.

2. Annexation – formally including property within municipal boundaries and taxing
3. **Business Recruitment and Retention** – working to encourage businesses to come to or stay in the community by identifying and employing incentives, either financial or otherwise. Incentives might include tax breaks, impact fee discounts, high quality of life, affordable and available land for a given land use, and/or a streamlined development review process.

4. **Community Image** – developing a “brand” for the town that can be marketed to the outside world for economic development purposes.

5. **Forecast** – a qualitative exercise whereby projections are adjusted based on anticipated local market factors that could impact growth.

6. **Marketing** – the process of advertising and promoting a municipal brand.

7. **Projection** – a quantitative exercise whereby potential levels of growth are calculated based on historic growth patterns and trends.

---

**Goal: Community Image and Marketing GED 1**

Define and promote an image that capitalizes on community strengths and allows the town to market itself to the outside world.

**Objective:** Build on the selection of the “Untapped-Utamed” slogan by undertaking a professional branding campaign to craft an image that residents and business owners are comfortable with, and is also marketable.

GED 1.1

**Action:** Craft an image that accomplishes the following: (GED 1.1.1)

- Cultivate Western in addition to Sportsman identity
- Employ the slogan “Untapped-Utamed”
- Cultivate an image that is uniquely Kremmling
- Capitalize on the town’s existing artisan community
- Promote the town as an outdoor recreation mecca where visitors can enjoy the following activities:
  - Hunting and fishing
  - Hiking and camping
  - ATV riding and snowmobiling
  - Mountain biking
  - Geological and Cultural exploration
  - Bird watching
  - Rafting and boating
  - Cross-country skiing
  - Snowshoeing
  - Access to Colorado River headwater scenic byway
  - Access to ski areas
Objective: Market Kremmling’s strengths throughout the region, state, country and world to bring more visitors to the area. GED 1.2

Action: Work with Chamber of Commerce to establish a strong web presence, coordinate special events, encourage word of mouth advertising, and attend conferences and expositions. GED 1.2.1

Action: Work with the existing informal group to establish official arts committee or association to work with the Chamber and other organizations to promote Kremmling. GED 1.2.2

Action: Work with existing business owners to establish official outdoor activities committee or association to work with the Chamber and other organizations to promote Kremmling. GED 1.2.3

Action: Contact outdoor and arts magazines to do stories on people and activities in Kremmling to bring attention to the area. GED 1.2.4

Goal: Business Recruitment and Retention GED 2

Explore opportunities to diversify the local economy by recruiting new businesses of all sizes and types to Kremmling, while encouraging an environment where existing businesses thrive.

Objective: Develop an overarching strategy and system for recruiting businesses to Kremmling and retaining them long-term. GED 2.1

Action: Explore potential of contracting with a recruitment consultant or hiring staff for this purpose. GED 2.1.1

Action: Attend targeted trade and industry shows and conferences to meet industry professionals and promote Kremmling as a place to do business. GED 2.1.2

Objective: Capitalize on Kremmling’s central location to Steamboat Springs, Winter Park and Summit County. GED 2.2

Action: Explore possibility of establishing Kremmling as a supply distribution hub for these larger resort locations. GED 2.2.1

Action: Target businesses that cater to the traveling public such as restaurants, ATV/snowmobile rentals, hotels and other attractions. GED 2.2.2

Objective: Capitalize on the airport as a potential economic development engine. GED 2.3

Action: Explore ways the Town and local businesses can cater to high-end clientele flying in private jets that stop at McElroy Air Field. GED 2.3.1
**Action:** Explore the possibility of establishing McElroy Air Field as a shipping hub by recruiting shipping companies to the site. **GED 2.3.2**

**Objective:** Maximize the benefit of the rafting industry to Kremmling’s economy. **GED 2.4**

**Action:** As Kremmling grows, explore the possibility of instituting a use tax for any portions of the Colorado River used by rafters that may be incorporated into the town limits. **GED 2.4.1**

**Action:** Conduct regular outreach to rafting company owners, managers and guides to improve relations between those organizations and the Town, and discuss mutually beneficial business strategies. **GED 2.4.2**

**Objective:** Work to attract and retain businesses in the “creative industries” sector in order to solidify the Town’s identity as an “arts community.” **GED 2.5**

**Action:** Work with “creative industries” business owners to develop incentives and maintain an environment where such businesses can thrive. **GED 2.5.1**

**Objective:** Work to attract and retain recreation-oriented businesses that capitalize on the abundance of outdoor resources that Kremmling has access to, including ATV/snowmobile rentals, expedition outfitters, bike shops, hotels, restaurants, and spas. **GED 2.6**

**Action:** Work with outdoor-oriented business owners to develop incentives and maintain an environment where such businesses can thrive. **GED 2.6.1**

**Action:** Market Kremmling as a unique place to stay that is close to all the resorts, but far away from the crowds and high costs. **GED 2.6.2**

**Objective:** Stimulate the local economy by addressing the issue of empty storefronts during certain times of year. **GED 2.7**

**Action:** Work with property owners to maintain well-kept appearance of storefronts even when empty. **GED 2.7.1**

**Action:** Strategically encourage “pop-up cafes” and other temporary businesses during slower times of year for business owners and landlords. **GED 2.7.2**

**Action:** Work to provide art displays in empty storefronts when service-based businesses are not available in order to consistently provide attractions to downtown. **GED 2.7.3**

**Action:** Work with property owners to develop an inventory of storefronts that are vacant during significant periods and could benefit from temporary uses. **GED 2.7.4**
**Action:** Research what other communities have done in this regard, and become involved with industry organizations that may exist to promote “pop-up” businesses. **GED 2.7.5**

**Objective:** Before recreational marijuana businesses attempt to locate in town, resolve residents’ mixed stance on whether or not it should be allowed, and based on decisions made regarding recreational marijuana, possibly reconsider allowing medical marijuana in town. **GED 2.8**

**Action:** Undergo a community education campaign to disseminate information on the economic and social benefits and disadvantages of marijuana businesses. **GED 2.8.1**

**Action:** Draft and present to the Board of Trustees an ordinance either allowing or prohibiting marijuana businesses in town. **GED 2.8.2**

**Objective:** Target clean industries for recruitment of major employers versus typical agricultural, manufacturing or extractive industries. **GED 2.9**

**Action:** Revise the zoning code to ensure that it allows for and promotes clean industries over polluting industries. **GED 2.9.1**

**Action:** Do a location analysis and make recommendations regarding the types of businesses that would be most successful in town. **GED 2.9.2**

**Goal: Community Growth GED 3**

Promote community growth in a controlled fashion and to an extent that allows the Town organization, residents and business owners to accomplish desired goals, while preserving the existing small-town feel.
The ability to own land is one of the foundational blocks that this country was built on. There is no doubt that private property rights are and should remain sacred. However, it is important to remember that one’s right to use his or her property is only valid if it does not impact someone else’s right to do the same. Zoning ordinances and community design regulations were put into place to protect private property rights.

From preventing heavy industrial businesses from locating next to schools, churches and homes, to ensuring that downtown residents and visitors have sidewalks to get them around and street lights and signs to show them the way, land use regulations are necessary in helping to create safe, attractive, thriving communities.

Land Use Conditions

Kremmling is generally bounded by Muddy Creek, Jackson Ave and Hwy 40 to the north, the Union Pacific rail line to the south, Muddy Creek to the west and the Kremmling Airport to the east. Physiographic constraints to growth on the north (Kremmling Cliffs, Muddy Creek and floodplain) and south (Colorado River and floodplain), have caused Kremmling to develop in a linear fashion generally from west to east along Park Ave/Hwy 40 (see the Transportation Infrastructure Map in the Appendix).

The transportation systems in Kremmling are closely aligned with the land uses which develop near them. Industrial uses have generally developed near the rail lines on the south edge of town, around the airport and are also served by State Highway 9. Commercial uses have generally developed along the main east-west corridor (Park Ave/US Hwy 40) which also bisects the downtown area. Twenty-Second Street offers another area for commercial development as well.

Older residential areas exist north and south of Hwy 40, largely adjacent to the downtown area. These “in-town” neighborhoods are evenly split between low-density single-family homes, higher density multi-family and mobile
homes. There is also one newer development of suburban style larger lot homes east of West Grand High School.

**Zoning Classifications**

The purpose of the zoning ordinance is to assign each parcel of land within the town with a classification outlining how that land can and cannot be used. Building dimension and placement is also regulated through the zoning ordinance. Generally, zoning ordinances divide land uses into variations on five basic uses: 1) residential, 2) commercial, 3) industrial, 4) public, and 5) agricultural. As of June 2013, actual Kremmling zoning classifications included: 1) Low-Density Residential; 2) High-Density Residential; 3) Central Business; 4) Industrial; 5) Open Space; 6) Public-Owned Property.

Kremmling’s zoning ordinance has not been updated since 2000, and Town officials have determined that it will be revised after the completion of this plan. Specifically, public and staff input during the planning process indicates a strong desire for a greater variety of zoning districts to allow for a more gradual transition from higher intensity uses to lower intensity uses. For example, at least one more commercial or mixed use designation is needed; another residential designation could be helpful and perhaps expanding the use of the “planned unit development” (PUD) designation. A PUD designation could be helpful in providing flexibility with respect to density and other regulations when a project would benefit the Town in other ways, such as economic development, or the provision of amenities such as parks or other public facilities.

**Future Land Use Categories**

The purpose of attempting to map out future land uses in a community is two-fold. First, it gives town officials a framework from which to quantitatively and geographically project build-out scenarios and plan for infrastructure such as water, sewer, roads and parks. Second, it provides guidance as annexation and subsequent development occurs, and zoning establishment or change is proposed. However, future land use designations are just a guide—they do not carry the authority of law as zoning designations do.

The Future Land Use Map in the Appendix does not assign each individual parcel a classification. Instead it employs a more general “bubble diagram” approach that identifies larger land use districts. One advantage of this approach is that there is less potential for confusion over the difference between the future land use designation and zoning classification. It can also be easier for members of the general public to understand that it is just a guide, and not a grand scheme to change the use on their property if the future land use designation happens to differ from the current use.

**Category Definitions**

This plan provides nine future land use categories to address residential, commercial, industrial and public needs. Each category is defined as follows:

1. Open Space – A generic term referring to parks, greenways, natural areas and agricultural lands that provide for recreational, aesthetic, economic, preservation, and community separation uses.
2. Public – Generally includes government facilities such as town hall, BLM offices, schools, community centers, library, medical clinic and similar facilities.

3. Multi-Family – Refers to apartments, condominiums, assisted living facilities, duplexes and other similar facilities where more than one family may live in one building containing multiple units.

4. Single Family – Refers to typical frame built detached homes of various sizes that are built on a single parcel of land owned by the owner of the home. This category includes “Manufactured” homes.

5. Mobile Home – Includes a residential structure that is manufactured off-site, is delivered and installed without a permanent foundation. Mobile homes under this definition contain sealed walls that prevent inspection of electrical, plumbing, and general construction by local staff. Such structures may be located on individual lots owned by the mobile homeowner or in “land lease” communities.

6. Mixed Use – Allows for the combination of uses particularly commercial and residential, often with retail or office on the first floor, and residential on the second floor above.

7. Commercial – Includes business uses such as office or retail that do not as a general rule generate excessive and undesirable impacts to surrounding property owners such as noise, odor, truck traffic, dust, chemical emissions, or similar uses.

8. Light Industrial – Includes less intensive industrial uses such as light manufacturing, warehousing, storage, product assembly, research and design, or similar uses.

9. Heavy Industrial – Includes more intensive industrial uses such as heavy manufactur-

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**Goal: Land Use LUCD 1**

Develop and maintain a set of philosophies, policies, ordinances and procedures designed to ensure a balanced mix of land uses in Kremmling that provide for the residential, commercial, industrial, agricultural and public needs of the community, while mitigating the impacts of such uses on each other and the community at large.

**Objective:** Provide an appropriate variety of zoning districts to accommodate businesses in locations best suited for commercial land uses while protecting less intense uses from potential impacts. **LUCD 1.1**

**Action:** Explore the possibility of creating a mixed use zoning district to allow for live above/work below developments primarily in the downtown area. **LUCD 1.1.1**

**Action:** Explore the possibility of creating a high-intensity or community commercial zoning district for use primarily on the edges of town to accommodate grocery stores, hardware stores and similar medium to big-box uses. **LUCD 1.1.2**
Objective: Provide appropriate variety of zoning districts to accommodate heavier business uses in locations best suited for industrial land uses while protecting less intense uses from potential impacts. LUCD 1.2

Action: Explore the possibility of creating a low to medium intensity industrial zoning district to serve as a buffer between more intense uses, such as the airport and pellet plant and other less intense commercial and residential uses. This low intensity industrial zoning district would accommodate uses such as storage, warehousing, some research and development and light manufacturing. LUCD 1.2.1

Objective: Provide appropriate zoning districts to accommodate residential developers and citizens in locations best suited for residential land uses. LUCD 1.3

Action: Explore the possibility of creating a medium-density residential zoning district to accommodate residential uses of intermediate density, such as duplexes and townhomes, to serve as a buffer between low density single family and high density multi-family. LUCD 1.3.1

Action: Explore the possibility of creating a zoning district to accommodate mobile homes as defined in this plan, and shown on the future land use plan. LUCD 1.3.2

Objective: Provide an appropriate complement of overlay districts that modify the underlying zoning districts. LUCD 1.4

Action: Explore the possibility of a planned unit development overlay district to allow for more flexibility in the application of density/intensity and other regulations in exchange for amenities, such as landscaping, parks or other facilities that go beyond Code requirements. LUCD 1.4.1

Action: Explore the possibility of creating a hazards overlay district to address floodplains, areas of wildland fire danger, areas of subsidence or similar. LUCD 1.4.2

Community Design

As discussed previously, one of the primary land use tools available is the zoning ordinance, which seeks to avoid conflict between disparate land uses by separating certain uses from others. However, design tools can also be effective in limiting the impact of one use on another, particularly when the two uses already exist in close proximity to one another. Some of the biggest concerns of the residents of Kremmling when asked about their town, and many of the issues observed by staff are either the direct results of initial community design flaws, or need for interventional design measures. For example:

- Traffic on Hwy 40/Park Ave, running through downtown Kremmling has grown to a level that physically divides the north side of the corridor from the south, makes walking unsafe and uncomfortable, and limits the economic potential for downtown;
- Much of Kremmling’s streetscape is devoid of landscaping; specific areas include: Hwy 40 between 7th St and 10th St; Ace Hardware on 6th St; mobile home park at northeast corner of Tyler Ave and Hwy 9 (unincorporated); east of fairgrounds along Tyler;
• Much of Eagle Ave, Central Ave and other roadways in the downtown area lack basic curb, gutter and sidewalk improvements;

• Unattractive, and often aging metal buildings can be found in commercial and residential areas, including the container storage lot on Hwy 40 between 14th St and 17th St, and along Hwy 40 between 7th St and 10th;

• Overhead power lines still exist throughout town;

• Many parts of town, including downtown, lack adequate numbers of shade-providing street trees and landscaping.

Definitions

1. **Bump-outs** – refer to the permanent narrowing of roadways at intersections that slow traffic and limit the amount of road that pedestrians have to cross – often a component of “road diets.”

2. **Bicycle lanes** – separate striped travel lanes reserved for bicycle traffic on a given roadway.

3. **CDBG** – the Community Development Block Grant is a financial assistance program offered by HUD.

4. **CDOT** – Colorado Department of Transportation. This state organization is responsible for, among other things, maintaining all state roadways, such as US Hwy 40 and Hwy 9.

5. **HUD** – the Housing and Urban Development Department is a federal organization that offers a number of assistance programs related to housing and community development.

6. **Raised cross-walks** – extra elevation provides a more visible and safer path for pedestrians across roads and also serves as a default traffic hump which slows motorists down in areas where lots of people are walking.

7. **Roof line changes** – an architectural term that refers to a technique used to break up long, flat expanses of roofline. This technique is often incorporated into town design guidelines to ensure interesting architecture associated with new development or redevelopment by requiring multiple changes in the height of the roof.

8. **Speed humps** – similar to “speed bumps” that are generally installed in parking lots and neighborhoods, but wider with less height. They allow motorists to travel at a somewhat higher rate of speed, while still requiring them to slow down at key areas.

9. **Walkability** – a broad term referring to the overall ability for people to successfully walk around a town, corridor or specific development. Infrastructure generally associated with walkability includes sidewalks, trails, directional signage, buildings that are close to the street, street trees, bike lanes and street furniture.

10. **Wall articulation** – an architectural term that refers to a technique used to break up long, boring expanses of wall. This technique is often incorporated into town design guidelines to ensure interesting archi-
Goal: Walkability LUCD 2

Promote general opportunities for walking as a viable transportation option in Kremmling, specifically in the downtown area.

**Objective:** To address long-term walkability issues, develop a “pedestrian infrastructure” plan for the downtown area.

**LUCD 2.1**

**Action:** Develop a plan that addresses the following issues: LUCD 2.1.1

- Need for uniform sidewalks downtown;
- Need to narrow Highway 40/Main St. through the use of bumps outs, wider sidewalks, median, angled parking instead of parallel;
- The abundant mosquito population;
- Need for connections between downtown and existing trail networks in Grand County as identified in the Grand County Trails and Open Space Plan and other applicable plans;
- Need for more street trees in the downtown area to provide shade and pleasant views for pedestrians;
- The replacement of old and dead trees.

**Objective:** Tap outside sources for guidance on how to implement short-term walkability measures. LUCD 2.2

**Action:** Contact other similar mountain communities to gain an understanding of walkability issues they have encoun-
tered and the steps they took to address those issues. Possible mountain communities to contact: LUCD 2.2.1

- Granby (struggles with walkability)
- Dillon (struggles with walkability)
- Grand Lake (very walkable)
- Leadville (good walkability)

**Action:** Pursue grants and other financial incentives for implementing walkability measures. LUCD 2.2.2

**Objective:** Work with CDOT to address some of the traffic problems with Hwy 40, calm traffic in downtown and make the area more walkable. LUCD 2.3

**Action:** Explore the possibility of adding bump-outs, raised cross-walks, bicycle lanes, speed humps and appropriate signage at key intersections downtown. LUCD 2.3.1

**Action:** Explore the possibility of installing a tree-lined landscaped median that would divide the east and westbound lanes of Hwy 40 that run through downtown Kremmling. LUCD 2.3.2

Goal: Signage LUCD 3

Ensure the existence of attractive, tasteful, unobtrusive private and public signage throughout the community that efficiently directs residents and visitors to businesses, transportation routes, cultural and recreational opportunities, and other places and facilities of interest.

**Objective:** Maintain strong, fair and simple code limitations on the size, design, color and brightness of signs in Kremmling, particularly in the downtown area. LUCD 3.1

**Action:** Form a commercial signage steering committee and conduct a se-
ries of workshops with local business owners to gain a thorough understanding of their signage needs and wants. **LUCD 3.1.1**

**Action:** Evaluate the ways that other communities regulate signage and the subsequent results. **LUCD 3.1.2**

**Action:** Revise the current sign code as a part of the general land use code update. **LUCD 3.1.3**

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**Objective:** As part of an overall branding campaign, develop a public way-finding signage plan designed to direct residents and visitors to places and facilities of interest in Kremmling. **LUCD 3.2**

**Action:** Form a way-finding signage committee and canvass downtown and other key areas to determine where public directional signage would be the most effective and helpful to people trying to find their way. **LUCD 3.2.1**

**Action:** Based on the findings of the canvassing effort, create a map identifying the locations of proposed way signage. **LUCD 3.2.2**

**Action:** Coordinate the effort with business owners, Grand County and CDOT for placement in a variety of locations that may be outside Kremmling’s jurisdiction or on private property. **LUCD 3.2.3**

**Action:** Coordinate the look and overall design of the signs with the broader branding effort for the town as a whole. **LUCD 3.2.4**

**Action:** Install the signs, accounting for ongoing maintenance in the budget. **LUCD 3.2.5**

**Goal: Parking LUCD 4**

Ensure an adequate supply of parking throughout the community, but particularly in the downtown area, to accommodate year-round demand from residents, visitors and business owners.

**Objective:** Establish a parking committee tasked with addressing the town’s parking issues. **LUCD 4.1**

**Action:** Approach local business owners that are passionate about current parking issues and ask them to be on the committee. **LUCD 4.1.1**

**Objective:** To directly address current seasonal parking demand issues that lead to shortages of parking space supply in the downtown area, restrict where cars can park and for how long. **LUCD 4.2**

**Action:** Task the parking committee with canvassing the downtown area during various times of year including off-season and peak rafting season when the majority of the parking problems occur. The committee should make specific note of the following: **LUCD 4.2.1**

1. Where are people parking?
2. Are they frequenting Kremmling businesses?

3. How many rafters are parking downtown?

4. What time of day are they parking?

5. How long are people parking for?

6. What businesses are being impacted by seasonal parking changes?

7. Where would it be appropriate for rafters to park if they are not patronizing local businesses before or after rafting?

**Action:** As a result of the committee's findings, institute restrictions on parking in strategic locations, which may include the following: **LUCD 4.2.2**

1. "No parking" zones in areas where it is inappropriate to park; Enforce these restrictions by ticketing and/or towing vehicles;

2. "Customers only" areas near local businesses to reserve parking spaces for customers; Enforce these restrictions by ticketing and/or towing vehicles;

3. "Rafters parking area" in places where it is appropriate for rafters to park; consider establishing parking lots where rafters pay to park.

**Objective:** To directly address current seasonal parking supply shortages in the downtown area, explore ways to increase the number of parking spaces available to visitors and residents. **LUCD 4.3**

**Action:** Explore the possibility of providing more parking spaces on Main St. and in the downtown area through conventional and alternative parking solutions including: **LUCD 4.3.1**

1. Angled parking;

2. Alternative parking locations with directional signs;

3. Dedicated parking lot or garage.

**Objective:** Develop a formal strategy for addressing the town's overall medium to long-term parking needs. **LUCD 4.4**

**Action:** Consider the feasibility of contracting a parking study for the whole town, with special focus on the downtown area. **LUCD 4.4.1**

**CUSTOMER PARKING ONLY**

**Unauthorized Vehicles Will Be Towed Away At Vehicle Owners Expense**

**Action:** Explore different methods of funding for the study and implementation measures, which may include acquisition of land for parking lots and/or structures. **LUCD 4.4.2**
Goal: Architecture and Aesthetics
LUCD 5

Establish regulations and funding sources designed to ensure that new and existing public and private developments are attractive, contribute to a desirable community image, and set a high standard for future development.

Objective: Ensure that the land use code provides for the regulation of architecture and landscaping associated with new or existing development. LUCD 5.1

Action: Evaluate the portion of the code that addresses community design, and revise as needed to provide the ability for officials to require the following: LUCD 5.1.1

- Architecture that consists of a variety of building materials, changes in roof line, wall articulation, and interesting architectural features;

- Landscaping that consists of street trees, a variety of plants, turf and an appropriate ratio of live to inanimate materials, such as mulch or rock.

Action: Perform regular code enforcement sweeps in targeted areas to ensure that the community stays clean and attractive. LUCD 5.1.2

Objective: Explore and establish funding sources to address issues related to aesthetics of existing private structures and public infrastructure. LUCD 5.2

Action: Explore the use of urban renewal and tax-increment financing to address issues of blight that impact overall aesthetics, including deteriorating structures, overhead power lines, cracked pavement, damaged or non-existing sidewalks, or similar. LUCD 5.2.1

Action: Explore the possibility of acquiring CDBG, HUD or other community development funds to establish programs for business façade remodeling, home weatherization and remodeling, public art, tree-planting or other beautification projects. LUCD 5.2.2

Action: Work with CDOT to provide attractive entrances to the community. LUCD 5.2.3
TRANSPORTATION AND UTILITIES

Inadequate public and quasi-public infrastructure has the potential to sabotage a community's ability to thrive and grow. Such services are often taken for granted, but are critical to sustaining the day-to-day activities of residents and business owners, and are sorely missed when absent or inadequate. For example, inadequate transportation networks can create unsafe traffic conditions and cause motor vehicle accidents, and undersized water and sewer lines can limit the types and number of businesses that can locate in a given area of town. Such service inadequacies make it difficult for a community to attract businesses and residents.

Unfortunately, the high cost of infrastructure construction and maintenance is often a barrier to community development which can be difficult to overcome, especially during economic downturns. One solution for addressing this problem, at least for public agencies, is the implementation of "adequate public facilities" policies designed to ensure that new development "pays its own way" and does not place an undue financial burden on the municipality. Some municipalities are also investing in the planning and construction of communication infrastructure such as broadband facilities.

Public infrastructure addressed in this plan includes: highways, local streets, collector and arterial roadways, water, sewer and storm water facilities. Quasi-public infrastructure addressed in this plan includes: communication networks including cell towers, fiber optic cable and broadband, and power infrastructure including gas and electric lines.

The utilities portion of this Comprehensive Plan provides general information on the existing water, wastewater, roadway and stormwater systems within the Town of Kremmling. It is not within the scope of this plan to provide comprehensive analysis of each utility, but rather to establish a general understanding of these systems. Additional information in the form of a comprehensive analysis of the existing utilities and a detailed capital improvement plan and a utilities master plan should be completed to help understand where these infrastructure improvements need to be made.
Water, Sewer and Stormwater

Water service in Kremmling is provided by the Town and administered through the Public Works Department, which is staffed by a Director, and two Town employees. Sewer service is provided by the Kremmling Sanitation District, which is administered by a 5 member board of directors and assisted by a consultant engineer. Storm water detention facilities are typically provided on individual development sites where it is gradually released into the public storm and storm sewer system which generally indirectly empties into either the Colorado River to the south of town, or Muddy Creek to the north.

Kremmling Sanitation District

The sanitary sewer collection and treatment systems are operated by the Kremmling Sanitation District (KSD). The Town of Kremmling does not directly operate, fund or maintain the sanitary sewer system. The KSD staff and its elected board are solely responsible for day to day operation, maintenance, billing and planning of all sanitary sewer system related work. The Town should work closely with the KSD to cooperatively plan and encourage municipal growth. The KSD is charged with receiving and treating any wastewater generated by new developments within the district’s boundaries. A map showing the boundaries of the KSD is located in the Appendix of this report.

The existing sewer treatment facility that serves the Town of Kremmling consists of three (3) aerated lagoons, one (1) settling pond and a treatment building housing a filter and UV disinfection system. There are two capacity limits that the treatment plant operates under, flow and organic loading. The plant can receive and treat up to 300,000 gallons per day and 600 pounds of BOD₅ (Five-Day Biochemical Oxygen Demand) per day.

The facility currently receives flows of up to 150,000 gallons per day and a solids loading of 312 BOD₅ per day. This illustrates that the plant currently operates at about 50% hydraulic capacity and 52% organic capacity. The current
population served by the KSD is approximately 1,440 full time residents equating to a per capita wastewater generation of 104 gallons per capita per day. It follows that the remaining hydraulic capacity of the treatment plant (150,000 gallons per day) will allow approximately 1,440 additional full time residents to be served assuming comparable development to the existing district.

A more convenient way to express wastewater treatment capacity and development contribution is through the single family equivalent (SFE) method. The SFE method is utilized for both hydraulic and organic capacity ratings. Typically, 200 gallons per day is considered one SFE. Assuming 200 gallons per day of wastewater flows are generated per single family unit, a capacity of 750 SFE remains. In other words the existing treatment facility can be assumed to be capable of treating approximately 750 additional single family households. The SFE method assumes customers are producing typical domestic wastewater.

![Sanitation District Aeration Lagoon]

Development such as industrial manufacturing can generate wastewater with a much higher SFE rating as the wastewater may have a higher BoD loading.

**Water Treatment and Distribution System**

Major water distribution system improvements in Kremmling were completed in 2009 and 2010 and were funded through grants. These projects included replacement of the water distribution lines in the Kremmling Country Subdivision. In discussion with Town staff, there is one area in particular where additional improvements may be required. The Town wishes to extend the existing 4” water line from the fair grounds to the Federal Express building to provide looping for fire protection in this area. There is an existing abandoned tank in this area that could be utilized for fire flow if it is found to be adequate and safe for water storage.

The existing water treatment plant is reaching the end of its useful life and should be planned to be replaced within the next five years. A preliminary cost estimate for replacement of the existing water treatment plant was done in 2010. The cost at that time was estimated to be around $2,600,000.

**Stormwater**

The Town needs better documentation of existing stormwater infrastructure and stormwater issues. A stormwater management plan should be completed to document existing conditions and recommend improvements. This will bring the community closer to federal requirements. Any new development should be required to develop their site in accordance with Town standards and accepted engineering requirements.

**Transportation**

The Park Ave/US Hwy 40 Corridor is the primary commercial corridor through Kremmling, and serves as the town’s “Main Street” in the downtown area. This corridor extends more than two miles from one side of town to the
other, and represents the most likely location for new growth and development.

The Union Pacific rail line runs roughly parallel with Hwy 40 along the town’s southern boundary, helping define another important business area.

The area between the rail line in the south and Hwy 40 in the north contains the town-owned airport and nearly all other industrial properties.

State Hwy 9 cuts east from Sixth Street through the heart of Kremmling’s industrial zone before turning south and crossing the Union Pacific rail line towards Green Mountain Reservoir and Silverthorne. Twenty-Second Street is a secondary commercial corridor that branches off from Park Ave to the north.

The second area of concern is the roadway along First and Depot Streets. This roadway is gravel with some areas of deteriorating asphalt. It has primarily been used for railroad activity for the line directly to the south. Several power poles are being removed to clear the right-of-way and town staff would like to pave this street because it is a relatively well traveled road utilized by businesses in the area.

The third area of concern is Eagle Avenue north of the airport. The pavement in this area has deteriorated and is in need of replacement.

Finally, the town wants to install traffic calming devices and a raised median along Park Avenue. The purpose of these installations would be to slow traffic through the commercial areas of Kremmling, encouraging travelers to stop and visit the town’s businesses and provide an attractive entry to and through town, another benefit to the installation of traffic calming devices would be pedestrian safety along a Federal highway.

The airport has significant potential to serve as a regional and economic hub of commerce. An Airport Board should be formed to promote the airport.

The Town has had discussions with Amtrak to provide a stop in Kremmling.
work with the railroad to once again have a train stop in Kremmling.

**Gas, Electrical and Communication**

Natural gas service is provided by Xcel Energy. Electrical service is provided by Mountain Parks Electric. Internet service is provided by Qwest Communications and other local providers. Most of these service lines will need to be extended for any new larger development. Those extensions are typically done by and paid for by the developer of the property.

**Public Input**

Staff received the following input from the public and elected officials regarding the town’s infrastructure and utilities:

- Local street system is in desperate need of repair in some areas
- Airport is an asset, but is under-built and needs improvement
- There is no longer a train stop in town, but the Town is pursuing getting one
- Hwy 40 runs through downtown Kremmling which helps and hurts the town
- Town water system could pose a problem and limit growth
- Significant work has been done on the water system
- The sanitation district may need expansion and possibly a new wastewater treatment plant
- Expand cell phone zones
- Utility capacity for three phase power and natural gas is limited
- Expand on improved broadband availability

**Definitions**

1. **AARA** – The American Recovery and Reinvestment Act, which provides federal funding for a variety of infrastructure projects.

2. **Aerated lagoon** – In the context of wastewater treatment, an open waste pond used in the treatment process.

3. **Arterial Street** – The largest non-highway category in the hierarchy of street capacities, also known as a major thoroughfare; capable of carrying large amounts of traffic to provide access to commercial and industrial areas.

4. **Broadband** – Refers to the most efficient Internet service available.

5. **Collector Street** – The next smallest category in the hierarchy of street capacities; generally constructed as intermediary routes connecting major thoroughfares to local streets found in residential areas.

6. **DORA** – The Colorado Department of Regulatory Agencies, which contains the Public Utilities Commission.

7. **Local Street** – The smallest in the hierarchy of street capacities generally constructed for use within neighborhoods for residential access.

8. **Right-of-Way** – A term generally used to refer to strips of land owned by federal, state, county or local governments for the provision of roads, shoulders, curbs, gutters, sidewalks, and other improvements.

9. **Single Family Equivalent (SFE)** – In the context of wastewater treatment, for demand projection purposes, the assumption of how much wastewater is typically generated by a single-family home, generally 200 gallons per day.
10. *Three Phase Power* – Refers to a level of electrical infrastructure that is required by most industrial uses and other heavy power users.

11. *Traffic Calming* – A number of different measures that can be taken to slow traffic and reduce its overall impact in pedestrian-oriented areas.

**Goal: Transportation and Utilities**

**TU 1**

Ensure that appropriate transportation infrastructure and facilities exist to support future growth in the community, while continuing to adequately serve existing residents, businesses and visitors.

**Objective:** Consider developing a transportation master plan for the Kremmling area. **TU 1.1**

**Action:** At a minimum, include the following in the plan: **TU 1.1.1**

- Road classification system map (local, collector, arterial);
- Cross-section standards for each classification;
- Potential/proposed road alignments in the future growth area;
- Evaluation of the condition of town road and sidewalk systems;
- Recommendations for road repair and prioritized work schedule;
- Sections on airport and railroad.

**Objective:** Develop a 5-year capital improvement schedule for public infrastructure projects that prioritizes repairs and new construction based upon need and available resources. Make portions of the town in the most need a high priority. **TU 1.2**

**Action:** Prioritize repairs and new construction to streets and the water system based on need and available resources. **TU 1.2.1**

**Objective:** Work with the Sanitation District to identify and address deficiencies in the sanitation system that may be limiting growth or impacting quality of life. **TU 1.3**

**Action:** Begin by opening dialogue with the District and voicing concerns about the current status of the system, and the system’s capacity for growth. **TU 1.3.1**

**Action:** Evaluate Kremmling’s Codes and Ordinances to determine whether new development is required to “pay its own way.” Update as appropriate to ensure this is done. **TU 1.3.2**

**Objective:** Evaluate untapped public financing methods for infrastructure maintenance, repair, and construction, such as tax-increment financing and state and federal grants. **TU 1.4**

**Action:** Establish Kremmling Urban Renewal Authority, perform blight stud-
ies on targeted portions of town, and establish tax-increment finance districts in the areas that need the most help. **TU 1.4.1**

**Objective:** Evaluate current policies to determine whether or not new development is required to "pay its own way" in terms of providing adequate public infrastructure to serve proposed projects. If the town proves to be absorbing an unsustainable proportion of the public improvements required for development, develop an "adequate public facilities" ordinance to address the problem. **TU 1.5**

**Action:** Evaluate Kremmling's codes and ordinances and update their public infrastructure its adequacy requirements for new development. **TU 1.5.1**

**Objective:** Better utilize the airport as an asset and a potential driver for economic development by investigating ways to expand it and increase potentially beneficial air traffic through Kremmling. **TU 1.6**

**Action:** Determine what size of airplane and overall level of air traffic the town wishes to serve and expand the existing facilities to accommodate those specifications. **TU 1.6.1**

**Objective:** Work with Union Pacific (UP) Railroad towards re-establishing a train stop in Kremmling in order to expand transportation options for residents, visitors and business owners, and drive more commercial and retail traffic into town. **TU 1.7**

**Action:** Open a dialogue with UP for the purpose of gaining an understanding of what it would take for them to re-establish a stop in Kremmling. **TU 1.7.1**

**Objective:** Work with CDOT to address the impacts of US Hwy 40 on the downtown area through design treatments such as raised crosswalks, bump-outs, medians and street trees. **TU 1.8**

**Action:** Establish an initial dialogue with CDOT to get an idea of what they are willing to do to help address the problem, and what resources might be available. **TU 1.8.1**

**Action:** Use Tax-Increment Finance funds to help address some of the traffic issues downtown. **TU 1.8.2**

**Objective:** Work with outside utility and communication service providers to address limitations to growth by expanding cell zones, increasing the availability of three phase power to support industry, expanding on improved broadband availability. **TU 1.9**

**Action:** Consider partnering with communication companies and investing public funds in the expansion of fiber optic, broadband or cell networks to help support and encourage commercial growth in the area. **TU 1.9.1**
RECREATION, OPEN SPACE AND CULTURE

While native populations have long valued natural resources, the topic did not enter modern debate until the nineteenth century works of Emerson and Thoreau, and preservation did not begin to occur until the 1872 establishment of Yellowstone National Park by President Ulysses S. Grant. In 1890 John Muir convinced Congress to establish Yosemite National Park, and soon open space began to appear in cities via the City Beautiful (1890’s) and Garden City (1900’s) movements. These responses to the squalid conditions of post Industrial Revolution Britain and America sought to create inviting “cities of the future”, partially by preserving swaths of undeveloped land.

The concept of preserving pre-historic and historic resources began to emerge prior to the Civil War, but did not become institutionalized until later when Congress passed the Antiquities Act of 1906, which only helped to protect resources on federally-owned property. In 1935, the Historic Sites Act was passed to create the National Historic Landmark Program for the purpose of documenting and preserving archaeological and historic sites on public and private lands. The National Historic Preservation Act of 1966 established a list of historically or culturally significant sites, structures or areas known as the National Register of Historic Places. State and local governments have since followed suit with their own registers.

Today a common way to measure quality of life in a community is by evaluating the degree to which attractive vistas, inviting open spaces, cultural events and celebrations, indoor and outdoor recreational opportunities, and the preserved remnants of historical resources are available to residents. These are amenities which allow people to escape from day-to-day pressures to undertake a variety of activities from organized sporting events and community celebrations, to more intimate family activities, passive reflection time and communion with nature.

Beautiful views, usable open spaces, and diverse recreational and cultural opportunities, while important even at face value, also provide myriad benefits related to health (mental and physical, education, sustainability and
development, and are among the essential building blocks for a successful and liveable community.

Definitions

1. Park – A piece of open space that has been developed for specific recreational purposes, including playgrounds, walking paths, and sports fields.

2. Neighborhood Park – A smaller park that serves a single neighborhood generally found along local streets.

3. Community Park – A larger park that serves multiple neighborhoods generally found along collector or arterial streets.

4. Open Lands – An undeveloped piece of open space that is either used for agricultural purposes or remains in its natural condition.

5. Trail – A developed multi-purpose pathway with an all-weather surface, generally wider than a standard sidewalk and located outside the public right-of-way.

6. Greenway – Long strips of open space generally found along utility rights-of-way that can be used as a trail, but is not always developed as a trail.

7. Level of Service – In the context of parks, a quantitative metric, generally expressed in acres per thousand people, that allows communities the ability to provide the appropriate amount of acreage as populations grow.

8. Service Area – The geographic area served by a given park. Generally neighborhood parks have a service area of one half mile, and community parks have a service area of one mile.

9. GOCO – A grant program that allocates funds from the State lottery for use in the acquisition and development of open space.

10. BLM – The Bureau of Land Management, an organization that owns and manages millions of acres of open space nationwide.

11. Habitat – Land in its natural state where animals live.

Goal: Parks, Trails and Recreation

ROSC 1

Increase community quality of life, attractiveness and identity by providing recreational opportunities through the sustainable creation and maintenance of a system of interconnected parks, trails and recreation facilities.

Objective: Emphasize the importance of parks and trails in the community and ensure that they are built. Develop a "parks, trails and open lands (PTOL)" master plan as a specific implementation component of the Kremmling Comprehensive Plan.

ROSC 1.1

Action: Establish a PTOL committee, preferably comprised of individuals with knowledge in the realm of parks, trails and open space to provide meaningful input throughout the planning process and coordinate the overall effort. ROSC 1.1.1
Action: Identify sources of funding for the planning effort, which may include general funds, GOCHO and/or other grants, urban renewal/TIF, or private donations. ROSEC 1.1.2

Action: Work with the community to develop the master plan, and establish a work schedule. ROSEC 1.1.3

Objective: Provide an interconnected trail and greenway system throughout town and the region, as opposed to individual trail segments that do not connect to other amenities or resources (i.e. town to reservoir). ROSEC 1.2

Action: As appropriate, ensure that new development or redevelopment projects are required to install trails that contribute to the overall trail system in town and the region as a whole. ROSEC 1.2.1

Action: If current community design regulations do not require new developments or redevelopments to contribute to the trail system appropriately, then revise the code to address the situation as needed. ROSEC 1.2.2

and prioritize those trail segments for development. ROSEC 1.2.3

Action: Take advantage of existing greenways that might exist in utility or railroad rights-of-way as opportunities for adding to the overall trail and greenway network. ROSEC 1.2.4

Action: Acknowledge the scenic byway south of town and incorporate into local plans to capitalize on it as a valuable resource. ROSEC 1.2.5

Objective: Provide conventional neighborhood and community parks in a variety of types and sizes to meet the needs of Kremmling residents. ROSEC 1.3

Action: Provide neighborhood parks closest to where people live primarily featuring picnic and gathering areas, playgrounds, smaller informal playfields, and/or walking paths. Neighborhood parks should be planned according to the following specifications: ROSEC 1.3.1

- Park Size: 5-20 acres
- Level of Service: 2.5 acres per 1,000 residents
- Service Area: .5 mile (.25 mile walking distance)
- Location: local streets and small collectors

Action: Provide community parks with larger scale amenities such as programmed sports fields, indoor recreation facilities, athletic complexes, water sports, skate parks, and/or dog parks. Such facilities should be located outside neighborhoods because of the additional traffic and other impacts they are likely to generate. Communi-
Large parks should be planned according to the following specifications:

**Objective:** Provide regional parks with very large scale and specialty amenities such as golf-courses, ice arenas, kayak parks, moto-cross/snowmobile competition facilities, stock car/baja buggy raceways, rodeo arenas or similar facilities. Such facilities may need to be located on the outskirts of the community along Highways 9 or 40 or other major arterials because of the specific impacts they could generate.  

**Action:** Explore the possibility of locating a golf course in Kremmling to realize economic benefit through a regional attraction, and to provide another recreational opportunity for residents. Issue an RFP for private companies that own and operate golf courses nationwide and/or investigate the feasibility of constructing and operating a Town-owned public course.  

**Objective:** Work with existing business owners and other agencies when necessary to provide camping and RV facilities to meet existing demand and attract visitors to the area in the future.  

**Action:** Assess the need for additional camp sites and/or RV facilities to accommodate the lodging needs of visitors.  

**Objective:** Work to upgrade and/or expand the existing ice arena in order to address safety issues and to attract regional sporting events.  

**Action:** Work with the community to identify possible renovations for the ice arena that will address safety issues and improve seating capacity.  

**Action:** Evaluate if it is more cost effective to rehabilitate the existing ice arena or construct a new one.  

**Action:** Identify funding sources such as grants, private investment and partnerships with other recreation or school districts and for the ice arena.  

**Action:** Work with the School District to see if there is an interest in a high school hockey team so there is a primary user of the rink.
Goal: Natural Areas and Open Spaces ROSC 2

Enhance community quality of life, attractiveness and identity by preserving significant views, interesting physiographic formations, diverse habitat and productive agricultural land as Kremmling grows and begins to encroach on surrounding resources in the future.

Objective: Preserve the agricultural areas and lands of statewide concern that surround the community for economic and educational purposes, and to eventually help insulate Kremmling from the potential encroachment of other communities in the future. ROSC 2.1

Action: Work with Grand County to evaluate the possibility of establishing a "no development" policy in the agricultural areas around Kremmling. ROSC 2.1.1

Action: Work with town residents and owners/operators of surrounding agricultural lands to establish farmers' markets and other methods of marketing agricultural products directly to town residents to help support local agricultural providers and provide incentives for agricultural land uses to continue in the area. ROSC 2.1.2

Objective: Preserve stunning natural formations in the area for aesthetic, recreational and educational purposes. ROSC 2.2

Action: Work with Grand County or consider annexing lands with aesthetic and/or recreational value and establishing a "no development" zone in those areas. ROSC 2.2.1

Objective: Preserve the natural habitat around Muddy Creek to the north of town, and the Colorado River to the south for sustainability, recreational and educational purposes. ROSC 2.3

Action: Maintain enforcement of floodplain regulations limiting development near such waterways. ROSC 2.3.1

Action: Work with the local sanitation district to ensure that best practices are being adhered to and local waterways are not being polluted. ROSC 2.3.2

Action: Work with state and federal authorities to ensure local businesses with high potential to pollute (gas stations, truck wash-outs, feed lots, dry cleaners, oil-change facilities) are not doing so. ROSC 2.3.3

Action: Work with local farmers and ranchers to start an "organic only" campaign designed to limit the use of pesticides, herbicides and fertilizers that can negatively impact water quality and habitats. ROSC 2.3.4

Objective: Identify and promote natural resources that may be outside the town's likely future boundaries, but that are accessible by town visitors and residents, and therefore serve as an attraction to the area. ROSC 2.4
**Action:** Consult BLM inventory of natural resources near Kremmling and advertise those resources as area attractions to benefit Kremmling.  
**ROSC 2.4.1**

**Action:** Promote year round activity availability including skiing, hunting, fishing and motorized sports.  
**ROSC 2.4.2**

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**Goal: Historic Preservation ROSC 3**

Create and maintain an environment in Kremmling where the preservation of historic and pre-historic structures, sites, artifacts and areas is valued, encouraged and facilitated, but not mandated to a degree that compromises the rights of private property owners or unnecessarily perpetuates the existence of dilapidated buildings.

**Objective:** Work with the Kremmling and Grand County Historical Society to establish and promote a voluntary local historic registry program that documents and promotes the existence of important historic buildings, sites and areas for preservation purposes and to attract visitors.  
**ROSC 3.1**

**Action:** Evaluate historic buildings and sites in the community and update existing historic resource map on a regular basis so that an accurate inventory exists. Additions may include:  
**ROSC 3.1.1**

- New Heritage Park buildings
- Existing archaeological sites in Grand County (coordinate with BLM)
- Other appropriate sites TBD

**Action:** Update "historic structure walk" program to promote the historic resources in town and serve as an attraction for visitors and residents.  
**ROSC 3.1.2**

**Action:** Employ review criteria that allows for the demolition of old, dilapidated buildings that would not have aesthetic appeal even if renovated.  
**ROSC 3.1.3**

**Action:** Work to expand the Historic Preservation Society in Kremmling.  
**ROSC 3.1.4**

**Action:** Work with Heritage Park in Kremmling to promote the museum.  
**ROSC 3.1.5**

**Objective:** Investigate different sources of funding available and pursue historic preservation projects, programs and/or activities as needed.  
**ROSC 3.2**

**Action:** Work to establish Heritage Park as a highlight of the community by expanding its overall area, and restoring it as necessary.  
**ROSC 3.2.1**

**Action:** Be cautious when considering the establishment of historic districts to get tax credits so as not to infringe on owner’s rights.  
**ROSC 3.2.2**
COMMUNITY ENGAGEMENT AND SPECIAL EVENTS

The establishment and maintenance of an amicable and productive dialogue between municipal governments and the communities they serve is an effective way to share information, build partnerships, establish trust and efficiently work towards common community goals.

The Town of Kremmling can engage the community in a number of different ways including: public noticing of Town activities, creation of programs designed to cultivate public/private partnerships, presence on social media, and support for existing community organizations and volunteer programs.

Definitions

1. DOLA – State of Colorado Department of Local Affairs.

2. Four Point Main Street approach – A comprehensive preservation-based economic development tool designed to revitalize business districts. The points include: Organization, Promotion, Design, and Economic Restructuring.

3. AmeriCorps VISTA program - Volunteers in Service to America. Members build the organizational, administrative, and financial capacity of organizations that fight illiteracy, improve health services, foster economic development, and assist in a variety of ways low income elements of the community.

Goal: Community Engagement CESE 1

Develop and maintain a wide variety of methods by which the Kremmling Town Government engages the local citizenry for purposes of information dissemination, requests for input and active promotion of specific programs or initiatives.

Objective: Simplify and enhance existing and predominate "word of mouth"
communication process by developing online and print communication that discusses opportunities to volunteer, event planning methods/resources, and ways to suggest ideas to the Town. **CESE 1.1**

**Action:** Print directories and business/asset maps, trail maps, etc. and have them in all businesses. **CESE 1.1.1**

**Action:** Identify and develop relationships with media outlets that can be of assistance to the Town in community engagement activities. **CESE 1.1.2**

**Action:** Provide a social media presence for Kremmling and regularly update it. **CESE 1.1.3**

**Objective:** Address staffing and budgetary limitations by seeking support from various sources that can be helpful in assisting the Town’s community engagement efforts. **CESE 1.2**

**Action:** Consider partnerships amongst business owners and between public and private entities that encourage property improvement. **CESE 1.2.1**

**Action:** Local members of non-profits and the creative industry should continue to attend regular meetings with Grand County. **CESE 1.2.2**

**Action:** Work with DOLA to develop regular communication and a strategy with BLM and CDOT. **CESE 1.2.3**

**Objective:** Address staffing and budgetary limitations by employing a variety of methods for recruiting volunteers to assist the Town in its community engagement efforts. **CESE 1.3**

**Action:** Consider increasing the effectiveness of the Chamber by reorganizing it in the “Four Point Main Street” approach. **CESE 1.3.1**

**Action:** Consider the AmeriCorps VISTA program as an option for community revitalization projects. **CESE 1.3.2**

**Action:** Create a volunteer clearinghouse with skills offered and job descriptions entered online. **CESE 1.3.3**

**Action:** Consider addressing the issue of “idle youth” by creating a Youth Corps program to provide employment and volunteer opportunities for younger residents. **CESE 1.3.4**

**Objective:** Address the apparent disconnect between potential volunteers and groups needing assistance in the community. **CESE 1.4**

**Action:** Develop processes and written communications to clearly outline how community members can engage in decision-making and planning in the community, and how to request financial or facilities support for events or activities. **CESE 1.4.1**

**Action:** Create a citizen’s academy to educate community members on opportunities and develop a group of trained citizens ready to succeed. **CESE 1.4.2**

**Action:** Develop a youth council to advise the Town Board and have a youth position on various boards and organizational committees in the town. **CESE 1.4.3**

**Action:** Involve youth in planning community events, designing physical improvements, and other projects that involve younger residents in civic matters. **CESE 1.4.4**
Goal: Special Events CESE 2

Develop and maintain a wide variety of special events that attract visitors, boost the economy and strengthen the desired image of the community as a destination.

Objective: Establish artisan and family-oriented events that are complementary to the Kremmling image and lifestyle. CESE 2.1

Action: Establish a committee of individuals that have proven to be passionate, successful event-planners in Kremmling, and task them with planning the following kinds of events:

- Movies in the Park
- ½ marathons
- Friday night live music
- Mural painting
- "Road Kill" Supper

Objective: As Kremmling grows, and becomes a well-known recreation destination for young people, continue to avoid large drug and alcohol-oriented festivals that may have negative impacts on the town.

CESE 2.2

Action: Work with Grand County to limit the kinds of festivals that are able to occur in the vicinity of Kremmling.

CESE 2.2.1

Objective: Maintain the success of existing events such as Kremmling Days, Father’s Day, 4th of July, Mid-Park County Fair and the Rodeo. CESE 2.3

Action: Continue to provide as many resources as is feasible to ensure the success of existing events. CESE 2.3.1

Action: Evaluate the existing events to ensure their continued success. Look for opportunities to improve them. CESE 2.3.2
PUBLIC SAFETY AND NUISANCES

The old saying “never judge a book by its cover” may be true from a certain perspective, but people place a high level of importance on the appearance of a community when considering whether or not to visit, live, or do business in that community. As a result, keeping Kremmling clean, safe and inviting is tantamount to attracting new development, infrastructure, investment, jobs, and long-term residents who take pride in their surroundings.

Community Revitalization

The term “urban renewal” had its genesis in the mid to late 1800’s but extended well into the 1900’s when clean-up and redevelopment efforts were initiated in response to deteriorating conditions that had developed in large cities such as New York and Chicago as a byproduct of the Industrial Revolution in the United States. The movement resulted in historically significant efforts such as the development of Central Park in 1857 New York City, Daniel Burnham’s 1909 Plan for Chicago, and the widespread redevelopment of large swathes of New York City by Robert Moses beginning in the 1930’s, which included parks, highways, bridges and housing projects. Moses pioneered the use of “public authorities” for renewal purposes.

Those “public authorities” have been refined today into two types of entities, “urban renewal authorities”, which typically have jurisdiction over entire municipalities, and “downtown development authorities”, which are generally only concerned with small portions of a community. Generally, the most pleasant and effective way to clean up a given community is to use the powers of urban renewal and/or downtown development authorities to put incentives in place to help people address issues that they may not able to tackle otherwise in the form of urban renewal and beautification programs.

Code Compliance

Sometimes the only way to achieve widespread sufficient compliance with the Town’s codes and ordinances is by issuing warnings and eventually citations that require property owners to pay a fine. As a result, it is very important to ensure that residents and business owners are aware of the importance of having a clean community, what the rules are, what resources are out there to help them, and what the consequences are for violation.

Following the definitions is a brief assessment of the community in terms of potential code violations and the possibility for urban
renewal as defined by the State of Colorado. The assessment is followed by a series of goals, objectives and actions designed to address code enforcement and community revitalization issues in Kremmling.

Definitions

1. **Blight** – A generic term commonly used by many to refer to unattractive buildings or parts of town that are in need of repair or cleaning up. Blight has a very specific legal meaning as defined by the State of Colorado (and other states), referring to a list of specific conditions that must be present in an area in order for municipalities to use certain urban renewal powers, undergo certain activities, and employ certain funding mechanisms.

2. **Code Enforcement** – Exercising police powers inherent to a municipality to ensure that local ordinances are not violated.

3. **Nuisance** – A term commonly used by municipalities to refer to light, odors, noise, traffic or other byproducts of development that can negatively impact communities and detract from quality of life.

4. **Urban Renewal** – A term referring to the removal of “blight” from a community, which carries special legal significance with respect to the powers and funding mechanisms municipalities have at their disposal.

5. **Urban Renewal Authority** – A decision-making body established through a specific legal process for the sole purpose of eliminating “blight” from a given community.

6. **Downtown Development Authority** – Similar to an urban renewal authority, but with slightly different powers, responsibilities, and jurisdiction.

7. **Blight Study/Conditions Survey** – Synonymous terms that refer to the documentation of blight factors (as described above) in a community or specific area of a community for the purpose of establishing an urban renewal authority, or if an authority has already been established, for the purpose of establishing a tax-increment finance (TIF) District.

8. **Tax-Increment Financing** – A funding mechanism that is available for use by Urban Renewal Authorities and Downtown Development Authorities whereby future tax revenues are used to make current improvements to properties found to be blighted as defined by the State.

9. **CDOT** – Colorado Department of Transportation. This state organization is responsible for, among other things, maintaining all state roadways, such as Hwy 40.

10. **Sweep** – A term often used by municipalities to describe an initiative that targets a certain neighborhood or part of town for code enforcement action.

Assessment

The level of “blight” around town is a common concern expressed by key members of the community. Observed blight factors include deteriorating buildings, underutilized or vacant properties, unsightly storage of junk and trash, deteriorated roadways and infrastruc-
ture, and potentially unsafe traffic conditions. Specific examples include:

- Traffic on Hwy 40 through the downtown area is heavy enough and the drivers are erratic enough (passing, reckless driving) to inhibit growth and development in the area;

- During rafting season, there is a shortage of parking for year 'round businesses;

- Many of the local streets in the residential areas of Kremmling are practically un-drivable because of damage that was never repaired after a water line installation;

- Many of the parking areas for local businesses and even town-owned buildings are unpaved;

- Aging metal buildings along the south entryway to the community along Hwy 9 in the vicinity of Confluence Energy are unsightly;

- Aging mobile home park at northeast corner of Tyler Ave and Hwy 9 has very little landscaping and appears to be largely unpaved within the park;

- Industrial use across from mobile home park has chain link fencing and no perimeter landscaping;

- One of the largest businesses in town, Ace Hardware on 6th St., has unpaved parking and no landscaping;

- Overhead power lines can be one of the most significant detractors from overall aesthetics, particularly in a community with beautiful views of the surrounding landscape; overhead power lines exist throughout town;

- Container storage lot on Hwy 40 between 14th St and 17th St is not aesthetically pleasing;

- Hwy 40 between 7th St and 10th St has unkempt shoulders with no improvements or landscaping; run down mobile homes in this area; unsightly coroner's building; vacant parcels, rundown buildings;

- Much of Eagle Ave and Central Ave in downtown area lack basic curb, gutter and sidewalk improvements.

**Goal: Code Compliance PSN 1**

Establish, advertise and enforce ordinances designed to address blight and nuisance issues to keep Kremmling clean, safe and inviting for residents, visitors and business owners and operators.

**Objective:** Ensure that codes related to community design and nuisance abatement are clear, enforceable and fair and accomplish the ultimate goal of a clean, safe and inviting Kremmling. **PSN 1.1**

**Action:** As a part of the upcoming zoning code update, address issues related to community design and nuisance abatement. **PSN 1.1.1**

**Action:** Implement "Kremmling Klean" marketing campaign. **PSN 1.1.2**
**Action:** Ensure that residents and business owners have sufficient opportunity to provide input during the code revision process regarding what is and is not acceptable in terms of appearance.  
**PSN 1.1.3**

**Objective:** Target areas of town for code enforcement “sweeps” designed to employ a focused and forceful Town response to areas in need of clean up.  
**PSN 1.2**

**Action:** Canvass the town and determine which areas need the most help, prioritize into a list and develop a schedule.  
**PSN 1.2.1**

**Action:** Begin the process by promoting annual clean up days that are voluntary and open to all residents.  
**PSN 1.2.2**

**Action:** Issue public notices that explain when the “sweeps” will occur and encourage property and business owners to address issues including:  
**PSN 1.2.3**

- Storage of trash and junk
- Structures or portions of structures that are deteriorated, unsafe or un-inhabitable
- Basic lawn maintenance
- Excessive noise, dust, odor, or light

**Action:** Follow up after the deadline with a “sweep” and issue citations for remaining code violations making an effort to work with property owners who may not have the financial means to address extensive problems requiring expensive mitigation. Offer urban renewal assistance when available.  
**PSN 1.2.4**

**Action:** Issue frequent public service announcements to remind residents and business owners that the Town is actively monitoring property conditions and will be issuing citations to violators; also remind people about assistance programs that may be available to them.  
**PSN 1.2.5**

**Objective:** Employ a broad-based communication and cooperation strategy designed to open continued dialogue between the Town, residents, business owners and other entities that can serve as partners in an ongoing effort to keep Kremmling clean, safe and inviting.  
**PSN 1.3**

**Action:** Leverage public interest in beautification and maximize use of Town staff time by establishing a “neighborhood watch” program, where community volunteers act as the “eyes and ears” of the police in the community, and report violations as they occur.  
**PSN 1.3.1**

**Action:** Reach out to landlords that rent properties to tenants in town, and make them aware of the new campaign to keep Kremmling beautiful, and warn them of the penalties for code violations.  
**PSN 1.3.2**

**Action:** Make CDOT aware of the unsightly condition (weeds, no landscaping) that much of the state ROW in town is in and request that it be cleaned up, and improvements made where needed.  
**PSN 1.3.3**

**Objective:** Address safety and livability issues downtown due to excess traffic, speeding and unsafe passing by motorists passing through Kremmling.  
**PSN 1.4**
**Action:** Post police officers (state or local) at the corner of Hwy 40 and Spruce St on the west side of town, and at the corner of Hwy 40 and 22nd St on the east side. **PSN 1.4.1**

**Action:** Work with CDOT and local business owners to employ traffic calming measures sometimes known as a "road diet" along Hwy 40 through downtown Kremmling including: **PSN 1.4.2**

- Blinking "Slow Down" and/or "Crosswalk" signage
- Raised crosswalks and bump-outs at intersections with Hwy 40 to narrow roadway and protect pedestrians
- Bike lanes, medians, street art to narrow roadway and protect pedestrians/cyclists

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**Goal: Community Revitalization**

**PSN 2**

Work to eliminate "blight" issues in Kremmling such as underutilized or vacant property, junk storage, deteriorating buildings, deteriorated streets, inadequate infrastructure.

**Objective:** Establish a funding mechanism for urban renewal activities designed to eliminate blight. **PSN 2.1**

**Action:** Develop a list of priority areas in town that require the most attention including: **PSN 2.1.1**

- Hwy 40 corridor (from Eagle Ave to Central Ave) in the downtown area (general walkability, pavement conditions, building conditions);
- Hwy 40 corridor east of 12th St (street conditions, mobile home park appearance);
- Smokey Estates residential area (street conditions).

**Action:** Establish the "Kremmling Urban Renewal Authority" as provided for in the Colorado State Statutes to address "blight" issues including underutilized property, junk storage, deteriorating buildings, deteriorated streets. **PSN 2.1.2**

**Action:** Conduct blight studies/conditions surveys in key areas of town and establish tax-increment finance districts to provide redevelopment incentives to developers and property owners. **PSN 2.1.3**

**Objective:** Develop ongoing town programs designed to channel urban renewal funds into the areas where they are needed, and where private or public partnerships may be found. **PSN 2.2**

**Action:** Develop revolving loan program for property owners in tax increment finance (TIF) districts (particularly downtown) to fund façade improvements, parking lot re-pavement, utility relocation/undergrounding. **PSN 2.2.1**

**Action:** Use TIF funds to finance public needs such as: street furniture, street trees and plants, traffic calming...
measures, cross walks, bike racks, decorative street lights and other public capital improvements that make the streetscapes more attractive, functional and inviting. **PSN 2.2.2**

**Action:** Use TIF and other funds as needed to address large urban renewal projects under circumstances where simple clean-up and renovation is not enough to eliminate blight. Associated activities may include planning, building condemnation (if needed), resident relocation (if needed), acquisition, demolition and new construction. **PSN 2.2.3**

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**Law Enforcement and Emergency Response**

**Police**

Police protection in Kremmling is provided by the Kremmling Police Department. The Kremmling PD included a Police Chief and three officers at the time this plan was developed, which are responsible for everything from traffic monitoring and emergency response to land use code enforcement duties. The Colorado State Patrol has jurisdiction over U.S. Hwy 40 and Colorado Hwy 9 that run through town. The Grand County Sheriff’s Department has jurisdiction on the outskirts of Kremmling.

Given Kremmling’s small population and relatively isolated, rural geography, it is no surprise that its 2011 crime index is 32% lower than the national average. However, the 2011 crime index figure of 216.9 shows a 53% increase over 2010 (141.4). The increase can be primarily attributed to two categories of crime - assaults and thefts. Assaults increased 83% from 6 in 2010 to 11 in 2011, and thefts increased nearly 47% from 15 in 2010 to 22 in 2011. It is possible that both increases were the result of economic conditions caused by the recession that was still going on during this time.

**Fire**

Fire protection in Kremmling is provided by the Kremmling Fire Protection District (KFPD), a volunteer fire and rescue agency. The District is guided by a 5 member board, and operates on a largely volunteer staff. In 2012, the District collected $396,910 in tax revenues through a 9.543 mil levy. The District comprises 136 square miles around Kremmling proper. However, the volunteer staff ultimately services a 360 square mile area largely comprised of wilderness. Services include extinguishing of structure and wildland fires, motor vehicle accident response, low angle rescue, medical assistance, and response to water-related incidents.

In 2011, the District developed a Community Wildfire Protection Plan (CWPP) in conjunction with the Bureau of Land Management, which has a field office in Kremmling, Grand County, Colorado State Forest Service, US Forest Service, local utilities and interested landowners. The CWPP identifies and prioritizes hazardous
fuel reduction projects and areas; recommends measures to reduce ignitability of structures; identifies areas and property at risk; evaluates current levels of preparedness; and prioritizes action items. Resources of particular interest include homes, winter range, power lines, watersheds, communication sites and other developments that can be negatively impacted by wildfires.

Definitions

1. **Colorado State Patrol** – State police agency which has jurisdiction over State Highway 9 and US Highway 40 which both run through Kremmling.

2. **Fire Adapted Community** – U.S. Department of Agriculture (USDA) Forest Service term referring to a community that has reduced its vulnerability to fire through community awareness and pro-active approaches that employ prevention measures instead of relying on suppression measures alone.

3. **Grand County Sheriff's Department** – The law enforcement division for Grand County which has jurisdiction in the unincorporated areas surrounding Kremmling.

4. **Kremmling Fire Protection District** – A government entity providing fire and rescue services that is separate from the municipality of Kremmling.

5. **Low-Angle Rescue** – Term used by emergency response personnel to describe attempts at rescuing individuals that are stranded in mountainous terrain or steep slopes due to injury or other cause.

6. **U.S. Forest Service** – Federal agency responsible for management activities in national forests, including fire protection.

Goal: Law Enforcement and Emergency Response PSN 3

Maintain an environment where Kremmling residents, business owners and visitors thrive because they are well served by law enforcement and emergency response personnel and feel safe and protected as a result.

**Objective:** Continue to support the Kremmling Police Department, Kremmling Fire Protection District (KFPD), Hospital and other emergency response agencies that service the Kremmling area in any way feasible, effective and appropriate. **PSN 3.1**

**Action:** Continue to support the Grand County Emergency Plan and be on the Local Emergency Planning Committee which addresses public safety, disaster preparedness and emergency response. **PSN 3.1.1**

**Action:** Consider the possibility of developing a Town-Initiated master plan to address public safety, disaster preparedness and emergency response with the Kremmling Police Department serving as lead agency. **PSN 3.1.2**

**Action:** Work with the KFPD to promote the Ready, Set, Go! Program to ensure that Kremmling is a "Fire-Adapted Community" and implement the goals of the 2011 Community Wildfire Protection Plan, particularly those related to cooperation and communi-
Promotion can be accomplished by organizing a series of public education workshops to inform the public on common fire risks in the area and things they can do to help prevent them. Topics might include: PSN 3.1.3

- Improve wildfire prevention through education regarding the prevention of unplanned fires started by humans by untended recreational fires, brush burning, fireworks, or cigarette littering.

- Facilitate and prioritize appropriate hazardous fuel reductions such as excess brush, dead trees, flammable wood/junk piles, and storage of combustible chemicals.

- Promote improved levels of response by identifying and prioritizing areas of the community that are at risk and communicating with appropriate jurisdictions to plan and coordinate response strategies.

**Action:** Address safety and livability issues downtown due to excess traffic, speeding and unsafe passing by motorists driving through Kremmling by posting police officers (state or local) at the corner of Hwy 40 and Spruce St on the west side of town, and at the corner of Hwy 40 and 22nd St on the east side. PSN 3.1.4

**Action:** Continue to recognize the hospital as a facility that is key to the success and stability of the town and support its growth, maintenance and well-being as appropriate and feasible. PSN 3.1.5
Any plan is only as good as its implementation strategy, so the goal of this section is to identify the parties, resources, ideas and key tasks needed to carry out the goals of this management plan. The following “Implementation Matrix” is organized according to the structure of the goals, objectives, and action steps identified and discussed in detail earlier in this plan.

Goals are listed in the first column on the far left of the table, with each subsequent objective listed to the immediate right. Continuing horizontally to the right, a series of action steps is listed for each objective. To this point, the information presented in the table is a duplication of what can be found in each individual goal section of the plan, but the information found to the right of the action steps column is new.

The next column lists any specific projects that have already been identified as means to accomplishing the goals to the left. Some cells in this column are purposefully left blank when no project has yet been identified. Next, the parties who will be involved in undertaking the projects are listed, as is the timeframe for the work, and the key project components and resources needed for successful implementation.

The table is intended to be used as an organizational tool for purposes of keeping track of the various pieces of the plan that have been accomplished, and what pieces still need work. The table should by no means be considered a static document. The content contained within, particularly in the right-hand columns, should change as needed. The table was not designed as the only project management tool to be used in the implementation of this management plan. Other more detailed project management solutions should also be employed.
<table>
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<tr>
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<th>Funding Sources</th>
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<tbody>
<tr>
<td>Growth and Economic Development (GED) Chapter 1</td>
<td>Community Image and Marketing GED 1</td>
<td>Undergo a professional branding campaign to craft an image for the community that residents and business owners are comfortable with, and is also marketable. GED 1.1</td>
<td>Actions: 1. Cultivate Western vs. Sportsman identity 2. Employ the slogan “Untapped: Untamed” 3. Capitalize on the town’s existing artisan community 4. Promote outdoor recreation amenities 5. Cultivate an image that is unique from other towns GED 1.1</td>
<td>Chamber, Town Manager</td>
<td>Short-Term (1-3 years)</td>
<td></td>
<td>General fund, grants, Chamber</td>
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<td>Chamber, Arts Committee</td>
<td>Ongoing</td>
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<td>Chamber, businesses</td>
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<td></td>
<td>Business Recruitment and Retention GED 2</td>
<td>Develop an overarching strategy and system for recruiting businesses to Kremmling and retaining them long-term. GED 2.1</td>
<td>Explore potential of contracting with a recruitment consultant or hiring staff for this purpose. GED 2.1.1</td>
<td>Town Manager, Grand County Economic Development, Small Business Development Center</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, NWCCOG Economic Development District</td>
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<td>Town Manager, Chamber</td>
<td>Short-Term (1-3 years)</td>
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<td>Chamber, general fund</td>
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<td>Capitalize on Kremmling’s central location to Steamboat Springs, Winter Park and Summit County resorts. GED 2.2</td>
<td>Explore possibility of establishing Kremmling as a supply distribution hub for these larger resort locations. GED 2.2.1</td>
<td>Chamber, Town Manager, Grand County Economic Development</td>
<td>Long-Term (3-10 years)</td>
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<td>Chamber, general fund</td>
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<td>Chamber, Town Manager, Grand County Economic Development</td>
<td>Mid-Term (3-5 years)</td>
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<td>Chamber, general fund</td>
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<td>Capitalize on the airport as a potential economic development engine. GED 2.3</td>
<td>Cater to high-end clientele flying in private jets to airport. GED 2.3.1</td>
<td>Chamber, Town Manager</td>
<td>Mid-Term (3-5 years)</td>
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<td>Chamber, general fund</td>
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<td>Chamber, Town Manager</td>
<td>Mid-Term (3-5 years)</td>
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<td>Chamber, general fund, NWCCOG</td>
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<td>Maximize the benefit of the rafting industry to Kremmling’s economy. GED 2.4</td>
<td>Explore the possibility of instituting a use tax for any portions of the river used by rafters within Kremmling jurisdiction (future). GED 2.4.1</td>
<td>Town Manager</td>
<td>Mid-Term (3-5 years)</td>
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<td>General fund (staff time)</td>
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<td></td>
<td>Town Manager, Chamber</td>
<td>Short-Term (1-3 years)</td>
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<td>Chamber</td>
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## Implementation Matrix

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<tr>
<td>Growth and Economic Development (GED cont)</td>
<td>Work to attract and retain businesses in the &quot;creative industries&quot; sector in order to solidify the Town’s identity as an &quot;arts community.&quot; GED 2.5</td>
<td>Work with &quot;creative industries&quot; business owners to develop incentives and maintain an environment where such businesses can thrive. GED 2.5.1</td>
<td>Town Manager, Creative Task Force, Chamber, Small Business Development Center</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, NWCCOG Economic Development District</td>
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<td>Work to attract and retain recreation-oriented businesses that capitalize on the abundance of outdoor resources that Kremmling has access to, including ATV/snowmobile rentals, Expedition outfitters, Bike shops, Hotels, Restaurants, and Spas. GED 2.6</td>
<td>Work with outdoor-oriented business owners to develop incentives and maintain an environment where such businesses can thrive. GED 2.6.1</td>
<td>Town Manager, Chamber, Grand County Economic Development, current business owners, Small Business Development Center</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, NWCCOG Economic Development District</td>
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<td>Market Kremmling as a unique place to stay. GED 2.6.2</td>
<td>Work with property owners to develop an inventory of storefronts that are vacant during significant periods and could benefit from temporary uses. GED 2.7.1</td>
<td>Town Manager, Grand County Economic Development, Chamber</td>
<td>Short-Term (1-3 years), Ongoing</td>
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<td>General fund, Chamber</td>
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<td>Address issue of empty storefronts by strategically encouraging &quot;pop-up cafes&quot; and other temporary businesses during slower times of year for business owners and landlords. GED 2.7</td>
<td>Research what other communities have done regarding vacant storefronts and become involved with industry organizations that may exist to promote &quot;pop-up&quot; businesses. GED 2.7.2</td>
<td>Town Manager, Grand County Economic Development, Chamber</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund (staff time), volunteers</td>
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<td>Work to provide art displays in empty storefronts when service-based businesses are not available in order to consistently provide attractions to downtown. GED 2.7.3</td>
<td>Town Manager, Chamber, local property owners</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, NWCCOG</td>
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<td>Work with property owners to develop an inventory of storefronts that are vacant during significant periods and could benefit from temporary uses. GED 2.7.4</td>
<td>Town Manager, Grand County Economic Development, Chamber, local property owners</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, Chamber, Grand County Economic Development</td>
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<td>Research what other communities have done in this regard and become involved with industry organizations that may exist to promote &quot;pop-up&quot; businesses. GED 2.7.5</td>
<td>Town Manager, Grand County Economic Development, Chamber, Small Business Development Center</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, Chamber, Grand County Economic Development, NWCCOG</td>
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<td>Growth and Economic Development (GED cont)</td>
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<td>Before recreational marijuana businesses attempt to locate in town, resolve residents' mixed stance on whether or not it should be allowed, and based on decisions made regarding recreational marijuana, possibly reconsider allowing medical marijuana in town. GED 2.8</td>
<td>Undergo a community education campaign to disseminate information on the economic and social benefits and disadvantages of marijuana businesses. GED 2.8.1</td>
<td>Chamber, Town Manager, Town Attorney</td>
<td>Immediate (0-1 year); Short-Term (1-3 years)</td>
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<td>Chamber, General fund (staff time)</td>
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<td>Draft and present to the Board of Trustees an ordinance either allowing or prohibiting marijuana businesses in town. GED 2.8.2</td>
<td>Town Manager, Town Attorney</td>
<td>Immediate (0-1 year)</td>
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<td>General fund</td>
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<td>Target clean industries for recruitment of major employers. GED 2.9</td>
<td>Revise the zoning code to ensure that it allows for and promotes clean industries over polluting industries. GED 2.9.1</td>
<td>Town Manager, Planning and Zoning Commission</td>
<td>Immediate (0-1 year)</td>
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<td>General fund</td>
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<td>Do a location analysis and make recommendations regarding the types of businesses that would be most successful in town. GED 2.9.2</td>
<td>Town Manager, Planning and Zoning Commission, Chamber</td>
<td>Short-Term (1-3 years)</td>
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<td>Chamber, General fund, NWCCCD</td>
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<tr>
<td>Community Growth GED 3</td>
<td></td>
<td>Develop a formal strategy outlining the Town’s wants and needs related to growth (long-term). GED 3.1</td>
<td>Determine the extent to which the Town wants to grow based on existing opportunities, constraints and desired quality of life and establish a long-range planning boundary. GED 3.1.1</td>
<td>Town Manager</td>
<td>Immediate (0-1 year)</td>
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<td>General fund</td>
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<td>Establish goals and policies for annexation and develop an adequate public facilities system plan to ensure that growth pays its own way. GED 3.1.2</td>
<td>Town Manager</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, DOLA</td>
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<tr>
<td>Land Use and Community Design (LUCD) Chapter 2</td>
<td>Land Use LUCD 1</td>
<td>Provide an appropriate variety of zoning districts to accommodate businesses in locations best suited for commercial land uses while protecting less intense uses from potential impacts. LUCD 1.1</td>
<td>Explore the possibility of creating a mixed use zoning district to allow for live above/work below primarily in the downtown area. LUCD 1.1.1</td>
<td>Town Manager, Planning and Zoning Commission</td>
<td>Immediate (0-1 year)</td>
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<td>General fund</td>
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<td>Explore the possibility of creating a high-intensity or community commercial zoning district for use primarily on the edges of town to accommodate grocery stores, hardware stores and similar medium to high-use uses. LUCD 1.1.2</td>
<td>Town Manager, Planning and Zoning Commission</td>
<td>Immediate (0-1 year)</td>
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<td>General fund, grants</td>
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<td>Explore the possibility of creating a low to medium intensity industrial zoning district to serve as a buffer between more intense uses, such as the airport and petro plant and other less intense commercial and residential uses. This industrial zoning district would accommodate uses such as storage, warehousing, some research and development and light manufacturing. LUCD 1.2.1</td>
<td>Town Manager, Planning and Zoning Commission</td>
<td>Immediate (0-1 year)</td>
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<td>General fund, grants</td>
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<td>Chapters &amp; Goals</td>
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<tr>
<td>Land Use and Community Design (LUCD)</td>
<td>Chapter 2</td>
<td>Provide appropriate zoning districts to accommodate residential developers and individuals in locations best suited for residential land uses relative to the location of existing land uses. LUCD 1.3</td>
<td>Explore the possibility of creating a medium-density residential zoning district to accommodate residential uses of intermediate density to serve as a buffer between low density single family and high density multi-family. LUCD 1.3.1</td>
<td>Town Manager, Planning and Zoning Commission</td>
<td>Immediate (0-1 year)</td>
<td>General fund, grants</td>
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<td>Provide an appropriate complement of overlay districts that modify the underlying zoning districts. LUCD 1.4</td>
<td>Explore the possibility of creating a zoning district to accommodate mobile homes as defined in this plan, and shown on the future land use plan. LUCD 1.3.2</td>
<td>Town Manager, Planning and Zoning Commission</td>
<td>Immediate (0-1 year)</td>
<td>General fund, grants</td>
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<td>Explore the possibility of creating a planned unit development overlay district to allow for more flexibility in the application of density/intensity and other regulations in exchange for amenities, such as landscaping, parks or other facilities. This approach could work for residential, commercial, industrial, and mixed use land use proposals. LUCD 1.4.1</td>
<td>Town Manager, Planning and Zoning Commission</td>
<td>Immediate (0-1 year)</td>
<td>General fund, grants</td>
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<td>Walkability LUCD 2</td>
<td>Address long-term walkability issues by developing a &quot;pedestrian infrastructure&quot; plan for the downtown area. LUCD 2.1</td>
<td>Explore the possibility of creating a hazards overlay district to address floodplains, areas of wildland fire danger, areas of subsidence or similar. LUCD 1.4.2</td>
<td>Town Manager, Planning and Zoning Commission, Fire Department</td>
<td>Short-Term (1-3 years)</td>
<td>General fund, DOLA, FEMA, Grand County</td>
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<td>Develop a plan that addresses the following issues: Uniform sidewalks downtown Need to narrow Highway 40/Main St. through the use of bumps outs; wider sidewalks; median, angled parking instead of parallel Abundant mosquito population Need better connections between downtown and existing trail networks in Grand County as identified in the Grand County Trails and Open Space Plan Street trees in the downtown area to provide shade for pedestrians. LUCD 2.1.1</td>
<td>Town Manager, Public Works, CDOT, Grand County</td>
<td>Short-Term (1-3 years)</td>
<td>General fund, safe routes to school grants, CDOT grants, CDOT</td>
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<td>Tap outside sources for guidance on how or how not to implement short-term walkability measures. LUCD 2.2</td>
<td>Contact a list of other similar mountain communities to gain an understanding of walkability issues they have encountered and the steps they took to address those issues. This list may include, but should not be limited to the following mountain communities: Granby (struggles with walkability) Dillon (struggles with walkability) Grand Lake (very walkable) Leadville (good walkability) LUCD 2.2.1</td>
<td>Town Manager, Public Works</td>
<td>Short-Term (1-3 years)</td>
<td>General fund (staff time), Safe Route to School grants</td>
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<td>Pursue grants and other financial incentives for implementing walkability measures. LUCD 2.2.2</td>
<td>Explore the possibility of adding bump-outs, raised cross-walks, bicycle lanes, speed humps and appropriate signage at key intersections downtown. LUCD 2.3.1</td>
<td>Town Manager, Public Works, CDOT</td>
<td>Short-Term (1-3 years)</td>
<td>General fund, grants</td>
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<td>Work with CDOT to address some of the traffic problems with Hwy 40, calm traffic in downtown and make the area more walkable. LUCD 2.3</td>
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<td>General fund, safe routes to school grants, CDOT grants, CDOT, USDOT</td>
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<tr>
<td>Land Use and Community Design (LUCD) Chapter 2 cont.</td>
<td></td>
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<td>Explore the possibility of installing a treeed, landscaped median that would divide the east and west-bound lanes of Hwy 40 that run through downtown Kremmling. Median could include trees for signaled crosswalks. LUUC 2.2.2</td>
<td>Town Manager, Public Works, CDOT</td>
<td>Short-Term (1-3 years)</td>
<td></td>
<td>General fund, safe routes to school grants, CDOT grants, CDOT, USDOT</td>
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<td>Signage LUUC 3</td>
<td></td>
<td>Maintain strong, fair and simple code limitations on the size, design, color and brightness of signs in Kremmling, particularly in the downtown area. LUUC 3.1</td>
<td>Form a commercial signage steering committee and conduct a series of workshops with local business owners to gain a thorough understanding of their signage needs and wants. LUUC 3.1.1</td>
<td>Town Manager, Chamber, Business Owners, Sign Committee</td>
<td>Immediate (0-1 year)</td>
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<td>General fund, Chamber, Business Owners</td>
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<td>Evaluate the ways other communities regulate signage and the subsequent results. LUUC 3.1.2</td>
<td>Town Manager, Sign Committee</td>
<td>Immediate (0-1 year)</td>
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<td>General fund, Chamber</td>
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<td>Revise the current sign code as a part of the general land use code update, LUUC 3.1.3</td>
<td>Town Manager, Sign Committee</td>
<td>Immediate (0-1 year)</td>
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<td>General fund, Chamber</td>
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<td>As part of an overall branding campaign, develop a public signage plan designed to direct residents and visitors to places and facilities of interest in Kremmling. LUUC 3.2</td>
<td>Form a way finding signage committee and canvas downtown and other key areas to determine where public directional signage would be the most effective and helpful to people trying to find their way. LUUC 3.2.1</td>
<td>Town Manager, Public Works, Sign Committee, Youth Council</td>
<td>Short-Term (1-3 years)</td>
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<td>Based on the findings of the canvassing effort, create a map.</td>
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<td>Town Manager, Public Works, Sign Committee</td>
<td>Short-Term (1-3 years)</td>
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<td>Coordinate the effort with business owners, Grand County and CDOT for placement of signs in a variety of locations that may be outside Kremmling’s jurisdiction or on private property. LUUC 3.2.3</td>
<td></td>
<td>Town Manager, Public Works, Sign Committee, Grand County, CDOT, Business Owners</td>
<td>Short-Term (1-3 years)</td>
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<td>Coordinate the look and overall design of the signs with this broader branding effort for the town as a whole. LUUC 3.2.4</td>
<td></td>
<td>Town Manager, Public Works, Sign Committee, Chamber</td>
<td>Short-Term (1-3 years)</td>
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<td>Install the signs, accounting for ongoing maintenance in the budget.</td>
<td></td>
<td>Town Manager, Public Works, Sign Committee</td>
<td>Short-Term (1-3 years)</td>
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<tr>
<td>Parking LUUC 4</td>
<td></td>
<td>Establish a parking committee tasked with addressing the town’s parking issues. LUUC 4.1</td>
<td>Approach local business owners that are passionate about current parking issues and ask them to be on the committee. LUUC 4.1.1</td>
<td>Town Manager, Public Works, Consultant</td>
<td>Short-Term (1-3 years)</td>
<td></td>
<td>General fund</td>
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<td>Chapters</td>
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<td>Objectives</td>
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<td>Parties Responsible</td>
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<td>Land Use and Community Design (LUCD)</td>
<td>Chapter 2 cont.</td>
<td>Directly address current seasonal parking demand issues that lead to shortages of parking space supply in the downtown area. LUCD 4.2</td>
<td>Task the parking committee with canvassing the downtown area during various times of year including off-season and peak rafting season when the majority of the parking problems occur. The committee should make specific note of the following: 1. Where are rafters parking? 2. Are they frequenting Kremmling businesses? 3. How many rafters are parking downtown? 4. What time of day are they parking? 5. How long are people parking for? 6. What businesses are being impacted? 7. Where would it be appropriate for rafters to park if they are not patronizing local businesses? LUCD 4.2.1</td>
<td>Town Manager, Public Works, Parking Committee, Youth Council</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, Rafting Companies</td>
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<td>As a result of the committee's findings, institute restrictions on parking in strategic locations which may include the following: 1. &quot;No parking&quot; zones in areas where it is inappropriate to park; Enforce these restrictions by ticketing and/or towing vehicles; 2. &quot;Customers only&quot; areas near local businesses to reserve parking spaces for customers; Enforce these restrictions by ticketing and/or towing vehicles; 3. &quot;Rafters parking area&quot; in places where it is appropriate for rafters to park, consider establishing parking lots where rafters pay to park; 4. &quot;Two Hour Parking&quot; in front of businesses.</td>
<td>Town Manager, Public Works, Parking Committee, Chamber</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, Chamber</td>
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<td>Directly address current seasonal parking supply shortages in the downtown area, explore ways to increase the number of parking spaces available to visitors and residents. LUCD 4.3</td>
<td>Explore the possibility of providing more parking spaces on Main St. and in the downtown area through conventional and alternative parking solutions including: 1. Angled parking; 2. Alternative parking locations with directional signs; 3. Dedicated parking lot or garage.</td>
<td>Town Manager, Public Works, Parking Committee</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, grants</td>
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<td>Develop a formal strategy for addressing the town's overall medium to long-term parking needs. LUCD 4.4</td>
<td>Town Manager, Public Works</td>
<td>Short-Term (1-3 years)</td>
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<td>General Fund</td>
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<td>Consider the feasibility of conducting a parking study for the whole town, with special focus on the downtown area. LUCD 4.4.1</td>
<td>Town Manager, Public Works</td>
<td>Short-Term (1-3 years)</td>
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<td>General Fund</td>
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<td>Explore different methods of funding for the study and implementation measures, which may include acquisition of land for parking lots and/or structures. LUCD 4.4.2</td>
<td>Town Manager, Public Works</td>
<td>Short-Term (1-3 years)</td>
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<td>General Fund</td>
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<td>Land Use and Community Design (LUCD)</td>
<td>LUCD 5</td>
<td>Architecture and Aesthetics</td>
<td>Ensure that the land use code provides for the regulation of architecture and landscaping associated with new or existing development. LUCD 5.1</td>
<td>Town Manager, Town Attorney</td>
<td>Immediate (0-1 year)</td>
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<td>General fund</td>
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<td>As a part of the zoning ordinance update, evaluate the portion of the code that addresses community design, and revise as needed to provide the ability for officials to require the following: • Architecture that consists of a variety of building materials, changes in roof line, wall articulation, and interesting architectural features; • Landscaping that consists of street trees, a variety of plants, turf and an appropriate ratio of live to inanimate materials, such as mulch or rock. LUCD 5.1.1</td>
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<td>Perform regular code enforcement sweeps in targeted areas to ensure that the community stays clean and attractive. LUCD 5.1.2</td>
<td>Town Manager, Police</td>
<td>Ongoing</td>
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<td>General fund (staff time), ticket revenue</td>
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<td>Explore and establish funding sources to address issues related to aesthetics of existing private structures and public infrastructure. LUCD 5.2</td>
<td>Explore the use of urban renewal and tax-increment financing to address issues of blight that impact overall aesthetics, including deteriorating structures, overhead power lines, cracked pavement, damaged or non-existing sidewalks, or similar. LUCD 5.2.1</td>
<td>Town Manager</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund (staff time), TIF</td>
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<td>Explore the possibility of acquiring CDBG, HUD or other community development funds to establish programs for business façade remodeling, home weatherization and remodeling, public art, tree-planting or other community maintenance and beautification projects. LUCD 5.2.2</td>
<td>Town Manager</td>
<td>Short-Term (1-3 years)</td>
<td></td>
<td>CDBG, HUD</td>
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<tr>
<td>Transportation and Utilities (TU)</td>
<td>TU 1</td>
<td>Transportation and Utilities</td>
<td>Develop a transportation master plan for the Kremmling area. TU 1.1</td>
<td>Town Manager, CDOT, Public Works</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, CDOT</td>
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<td>Chapter 3</td>
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<td>As part of any Transportation Master Plan, include the following: • Clearly identify the various road classifications in the Town and area. • Develop standard cross-sections for each road classification. • Provide a uniform method to evaluate the condition of Town roads and sidewalks. • Include recommendations to prioritize repairs and work. TU 1.1.1</td>
<td>Town Manager, Public Works Department, CDOT</td>
<td>Short-Term (1-3 years)</td>
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<td>DOLA, general fund</td>
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<td>Develop a 5-year capital improvement schedule for infrastructure projects. TU 1.2</td>
<td>Town Manager, Public Works Department</td>
<td>Short-Term (1-3 years)</td>
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<td>DOLA, General fund</td>
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<td>Prioritize repairs and new construction to streets and the water system based on need and available resources. TU 1.2.1</td>
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<td>Work with the Sanitation District to identify and address any deficiencies in the sanitation system. TU 1.3</td>
<td>Begin by opening dialogue with the District and voicing concerns about the current status of the system, and the system's capacity for growth. TU 1.3.1</td>
<td>Town Manager, Sanitation District</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund</td>
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<td>Evaluate Kremmling's Codes and Ordinances to determine whether new development is required to &quot;pay its own way.&quot; Update as appropriate to ensure this is done. TU 1.3.2</td>
<td>Town Manager, Town Attorney</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, grants</td>
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<td>Chapters, Goals</td>
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<td>Parties Responsible</td>
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<tr>
<td>Transportation and Utilities (TU)</td>
<td>Discover previously untapped funding mechanisms which would help finance public infrastructure improvements. <strong>TU 1.4</strong></td>
<td>Establish Kremmling Urban Renewal Authority, perform blight studies on targeted portions of town, and establish tax-increment finance districts in the areas that need the most help. <strong>TU 1.4.1</strong></td>
<td>Town Manager, Finance Department, Town Board</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, TIF</td>
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<tr>
<td>Chapter 3 cont</td>
<td>Evaluate current policies to determine whether or not new development &quot;pays its own way.&quot; Providing public infrastructure to serve the project. If the town is absorbing an unsustainable proportion of the public improvements required for development, develop an &quot;adequate public facilities&quot; ordinance to address the problem. <strong>TU 1.5</strong></td>
<td>Evaluate Kremmling’s codes and ordinances and update their public infrastructure its adequacy requirements for new development. <strong>TU 1.5.1</strong></td>
<td>Town Manager, Finance Department, Town Attorney</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, DOLA, Developers</td>
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<td>Investigate ways to expand the airport and bring additional air travel through Kremmling. <strong>TU 1.6</strong></td>
<td>Determine what size airplane and what amount of air traffic is appropriate for the existing airport facility, and what size and amount should be provided. <strong>TU 1.6.1</strong></td>
<td>Meet with Union Pacific representatives to understand what would be needed to reestablish a rail stop in Kremmling. <strong>TU 1.7</strong></td>
<td>Town Manager, Grand County Airport Committee</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, Grand County</td>
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<td>Work with the Union Pacific Railroad to reestablish a rail stop in Kremmling. <strong>TU 1.7</strong></td>
<td>Work with CDOT to establish appropriate design elements to incorporate into the Highway to minimize impacts. <strong>TU 1.8.1</strong></td>
<td>Use Tax Increment Finance funds to help address some of the traffic issues downtown. <strong>TU 1.8.2</strong></td>
<td>CDOT, Town Manager, Public Works Department</td>
<td>Short-Term (1-3 years)</td>
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<td>CDOT, DOLA, general fund</td>
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<td>Work with the Union Pacific Railroad to reestablish a rail stop in Kremmling. <strong>TU 1.7</strong></td>
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<td>Use Tax Increment Finance funds to help address some of the traffic issues downtown. <strong>TU 1.8.2</strong></td>
<td>CDOT, Town Manager, Public Works Department</td>
<td>Short-Term (1-3 years)</td>
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<td>CDOT, DOLA, general fund</td>
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<td>Evaluate the impacts of US Highway 40 on the downtown area. Examine typical traffic patterns and speed, the pedestrian experience, and impacts on those riding bikes. <strong>TU 1.8</strong></td>
<td>Use Tax Increment Finance funds to help address some of the traffic issues downtown. <strong>TU 1.8.2</strong></td>
<td>Develop a &quot;parks, trails and open lands (POTL)&quot; master plan as a specific implementation component of the Kremmling Comprehensive Plan. <strong>ROSC 1.1</strong></td>
<td>Town Manager, Finance Department, Town Manager, Public Works Department</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund</td>
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<td>Increase utility opportunities and options in the Kremmling area. <strong>TU 1.9</strong></td>
<td>Increase utility opportunities and options in the Kremmling area. <strong>TU 1.9</strong></td>
<td>Establish a POTL committee, preferably comprised of individuals with knowledge in the realm of parks, trails and open space to provide meaningful input throughout the planning process and coordinate the overall effort. <strong>ROSC 1.1.1</strong></td>
<td>Town Manager, Public Works Department, Headwaters Trails Alliance</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, DOLA, GOCO</td>
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<tr>
<td>Recreation, Open Space and Culture (ROSC) Chapter 4</td>
<td>Parks, Trails, and Recreation <strong>ROSC 1</strong></td>
<td>Develop a &quot;parks, trails and open lands (POTL)&quot; master plan as a specific implementation component of the Kremmling Comprehensive Plan, <strong>ROSC 1.1</strong></td>
<td>Town Manager, Finance Department, Town Manager, Public Works Department, Headwaters Trails Alliance</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, DOLA, GOCO</td>
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<td></td>
<td>Recreation, Open Space and Culture (ROSC) Chapter 4</td>
<td>Identify sources of funding for the planning effort, which may include general funds, GOCO and/or other grants, urban renewal/TIF, or private donations. <strong>ROSC 1.1.2</strong></td>
<td>Town Manager, Finance Department, Town Manager, Public Works Department, Headwaters Trails Alliance</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund, other grants, TIF, general fund</td>
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<td>Recreation, Open Space and Culture (ROSC) Chapter 4 cont.</td>
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<td>Provide an interconnected trail and greenway system throughout town and the region, as opposed to individual trail segments that do not connect to other amenities or resources (i.e. town to reservoir). ROSC 1.2</td>
<td>Work with the community to develop the master plan, and establish a work schedule. ROSC 1.1.3</td>
<td>Town Manager, Headwaters Trails Alliance</td>
<td>Short-Term (1-3 years)</td>
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<td>GOCO, DOLA, general fund</td>
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<td>Evaluate regulations to determine when new development or redevelopment projects are required to install trails that contribute to the overall trail system in town and the region as a whole. ROSC 1.2.1</td>
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<td>Town Manager, Headwaters Trails Alliance, Grand County</td>
<td>Immediate (0-1 year)</td>
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<td>NWCOG</td>
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<td>If current community design regulations do not require new developments or redevelopments to contribute to the trail system, then revise the code to address this issue. ROSC 1.2.2</td>
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<td>Town Manager, Headwaters Trails Alliance</td>
<td>Immediate (0-1 year)</td>
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<td>General fund, DOLA grant</td>
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<td>Identify locations where the town trail system can connect to external trail systems or other amenities and prioritize those trail segments for development. ROSC 1.2.3</td>
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<td>Town Manager, Public Works Dept., PTOL, Headwaters Trails Alliance</td>
<td>Short-Term (1-3 years)</td>
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<td>GOCO, DOLA, general fund, Conservation Trust funds</td>
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<td>Take advantage of existing greenways that might exist in utility or railroad rights-of-way as opportunities for adding to the overall trail and greenway network. ROSC 1.2.4</td>
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<td>Town Manager, Public Works Dept., Headwaters Trails Alliance</td>
<td>Short-Term (1-3 years)</td>
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<td>GOCO, DOLA, general fund, Rails to Trails</td>
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<td>Acknowledge the scenic byway south of town and incorporate into local plans to capitalize on it as a valuable resource. ROSC 1.2.5</td>
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<td>Town Manager, Public Works Dept., Headwaters Trails Alliance</td>
<td>Short-Term (1-3 years)</td>
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<td>GOCO, DOLA, general fund, Grand County</td>
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<td>Provide conventional neighborhood and community parks in a variety of types and sizes to meet the needs of Kremmling residents. ROSC 1.3</td>
<td>Provide neighborhood parks closest to where people live primarily featuring picnic and gathering areas, playgrounds, smaller informal play fields, and/or walking paths.</td>
<td>Town Manager, Public Works Dept., PTOL</td>
<td>Ongoing</td>
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<td>Private Development (Impact Fees), GOCO</td>
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<td>Recreation, Open Space and Culture (ROSC) Chapter 4 cont</td>
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<td>Provide community parks with larger scale amenities such as programmed sports fields, indoor recreation facilities, athletic complexes, water sports, skate parks, and/or dog parks. Such facilities should be located outside neighborhoods because of the additional traffic and other impacts they are likely to generate. Park Size: 20 - 100 acres Level of Service: 5 acres per 1,000 residents Service Area: 1 mile (.5 mile walking distance) Location: large collectors and arterial streets ROSC 1.3.2</td>
<td>Town Manager, PTOL</td>
<td>Ongoing</td>
<td>Issue an RFP for private companies that own and operate golf courses nationwide and/or investigate the feasibility of constructing and operating a Town-owned public course. Private Development, general fund for public course</td>
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<td>Work with regional parks with very large scale and specialty amenities such as golf courses, ice arenas, kayak parks, motorcross/snowmobile competition facilities, stock car/baja buggy raceways, rodeo arenas, or similar facilities. Such facilities may need to be located on the outskirts of the community along highways or major arterials because of the specific impacts they can generate. ROSC 1.4</td>
<td>Explore the possibility of locating a golf course in Kremmling to realize economic benefit through a regional attraction, and to provide another recreational opportunity for residents. ROSC 1.4.1</td>
<td>Town Manager, PTOL Grand County, NWCOG, Town Board</td>
<td>Mid-Term (5-3 years)</td>
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<td>Work with existing business owners and other agencies when necessary to provide camping and RV facilities to meet existing demand and attract visitors to the area in the future. ROSC 1.5</td>
<td>Assess the need for additional camp sites and/or RV facilities to accommodate the lodging needs of visitors. ROSC 1.5.1</td>
<td>Town Manager, Public Works Dept, PTOL</td>
<td>Long-Term (5-10 years)</td>
<td>Private development, public funds</td>
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<td>Work to upgrade and/or expand the existing ice arena in order to address safety issues and to attract regional sporting events. ROSC 1.6</td>
<td>Work with the community to identify possible renovations for the ice arena that will address safety issues and improve seating capacity. ROSC 1.6.1</td>
<td>Town Manager, Public Works, School District</td>
<td>Short-Term (1-3 years)</td>
<td>General fund, GCCO grants</td>
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[RG AND ASSOCIATES, LLC](#)
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<th>Chapters/Goals</th>
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<tr>
<td>Recreation, Open Space and Culture (ROSC) Chapter 4 cont</td>
<td></td>
<td>Evaluate if it is more cost effective to rehabilitate the existing ice arena or construct a new one. ROSC 1.6.2</td>
<td>Town Manager, Finance Department, Public Works</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund</td>
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<td>Natural Areas and Open Spaces ROSC 2</td>
<td>Preserve the agricultural areas that surround the community for economic and educational purposes. ROSC 2.1</td>
<td>Work with Grand County to evaluate the possibility of establishing a “no development” policy in the agricultural areas around Kremmling. ROSC 2.1</td>
<td>Grand County, Town Manager</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund</td>
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<td>Rosa's</td>
<td>Preserve the natural habitat around Muddy Creek to the north of town, and the Colorado River to the south for sustainability, recreational and educational purposes. ROSC 2.3</td>
<td>Maintain enforcement of floodplain regulations limiting development near such waterways, ROSC 2.3.1</td>
<td>Town Manager, Grand County, Army Corps of Engineers</td>
<td>Ongoing</td>
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<td>General fund (staff time)</td>
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<td>Work with local sanitation district to ensure that best practices are being adhered to and local waterways are not being polluted. ROSC 2.3.2</td>
<td>Sanitation District, Public Works Department, Town Manager</td>
<td>Ongoing</td>
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<td>General fund (staff time), Sanitation District</td>
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<td>Work with state and federal authorities to ensure local businesses with high potential to pollute (gas stations, truck wash-outs, feedlots, dry cleaners, oil-change facilities) are not doing so. ROSC 2.3.3</td>
<td>Sanitation District, Public Works Department, Town Manager</td>
<td>Short-Term (1-3 years)</td>
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<td>General fund (staff time)</td>
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<td>Recreation, Open Space and Culture (ROSC) Chapter 4 cont</td>
<td>Identify and promote natural resources that may be outside the town's likely future boundaries, but are accessible by town visitors and residents, and therefore serve as an attraction to the area. ROSC 2.4</td>
<td>Consult BLM inventory of natural resources near Kremmling and advertise those resources as area attractions to benefit Kremmling. ROSC 2.4.1</td>
<td>Chamber, Town Manager, BLM, Chamber of Commerce, Grand County</td>
<td>Ongoing</td>
<td>General fund (staff time), BLM, Grand County</td>
<td></td>
</tr>
<tr>
<td>Historic Preservation ROSC 3</td>
<td>Work with the Grand County Historical Society to establish and promote a voluntary local historic registry program that documents and promotes the existence of important historic buildings, sites and areas for preservation purposes and to attract visitors. ROSC 3.1</td>
<td>Evaluate historic buildings and sites in the community and update the historic resource map on a regular basis so that an accurate inventory exists. Additions to the map may include: * New Historic Park buildings * Existing archaeological sites in Grand County (coordinate with BLM) * Other appropriate sites TBD</td>
<td>Town Manager, Grand County Historical Association, Grand County Historic Preservation Board</td>
<td>Ongoing</td>
<td>Colorado Economic Development office, Grand County Econ Dev</td>
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<td></td>
<td>Update &quot;historic structure walk&quot; program to promote the historic resources in town and serve as an attraction for visitors and residents. ROSC 3.1.2</td>
<td></td>
<td>Grand County Historical Association, Grand County Historic Preservation Board</td>
<td>Short-Term (1-3 years)</td>
<td>General fund, Historic preservation grant</td>
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<td></td>
<td>Employ review criteria that allows for the demolition of old, dilapidated buildings that would not have aesthetic or historic appeal even if renovated. ROSC 3.1.3</td>
<td></td>
<td>Town Manager, Grand County Historical Association, Grand County Historic Preservation Board</td>
<td>Short-Term (1-3 years), Ongoing</td>
<td>Historic preservation planning grant, General fund, volunteers</td>
<td></td>
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<tr>
<td></td>
<td>Work to expand the Historic Preservation Society in Kremmling. ROSC 3.1.4</td>
<td></td>
<td>Town Manager, Grand County Historical Association and Historic Preservation Board</td>
<td>Short-Term (1-3 years)</td>
<td>General fund</td>
<td></td>
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<td>Chapters</td>
<td>Goals</td>
<td>Objectives</td>
<td>Action Steps</td>
<td>Parties Responsible</td>
<td>General Timeframe</td>
<td>Notes/Observations</td>
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<tr>
<td>Recreation, Open Space and Culture (ROSC) Chapter 4 cont</td>
<td></td>
<td>Investgate different sources of funding available and pursue historic preservation projects, programs and/or activities as needed. ROSC 3.2</td>
<td>Work to establish Historic Park as a highlight of the community by expanding its overall area, and restoring it as necessary. ROSC 3.2.1</td>
<td>Town Manager, Grand County Historical Association, Grand County Historic Preservation Board</td>
<td>Ongoing</td>
<td>Historic preservation grant, general fund, volunteers</td>
</tr>
<tr>
<td>Community Engagement and Special Events (CESE) Chapter 5</td>
<td>Community Engagement CESE 1</td>
<td>Simplify predominate “word of mouth” communication process by developing online and print communication that discusses opportunities to volunteer, event planning methods/resources, and ways to suggest ideas to the Town, CESE 1.1</td>
<td>Print directories and business/asset maps, trail maps, etc. and have them in all businesses not just chamber members. CESE 1.1.1</td>
<td>Chamber, businesses, Town Manager</td>
<td>Immediate (0-1 year)</td>
<td></td>
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<td></td>
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<td></td>
<td>Identify relationships between media outlets, CESE 1.1.2</td>
<td>Chamber, businesses, Town Manager</td>
<td>Immediate (0-1 year)</td>
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<td>Provide a social media presence for Kremmling and update it on a regular basis CESE 1.1.3</td>
<td>Town Manager, Chamber</td>
<td>Ongoing</td>
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<td>Seek out support from various sources CESE 1.2</td>
<td>Consider partnerships to encourage property improvement, CESE 1.2.1</td>
<td>Property owners, businesses, Chamber, Police, Town Manager</td>
<td>Immediate (0-1 year)</td>
<td>Property owners, general fund (staff time)</td>
</tr>
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<td></td>
<td></td>
<td>Local members of non-profits and the creative industry should continue to attend regular meetings with Grand County, CESE 1.2.2</td>
<td>Non-profit members, creative business people, Grand County, Chamber</td>
<td>Ongoing</td>
<td>Businesses, Grand County</td>
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<td></td>
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<td>Work with DOLA to develop regular communication and a long-term strategy with BLM and CDOT, CESE 1.2.3</td>
<td>Town Manager, DOLA, CDOT, BLM</td>
<td>Ongoing</td>
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<td>Employ a variety of methods for recruiting volunteers, CESE 1.3</td>
<td>Consider organization of the Chamber in the “Four Point Main Street” approach, CESE 1.3.1</td>
<td>Chamber, CDC, Town Manager</td>
<td>Short-Term (1-3 years)</td>
</tr>
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<td></td>
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<td>Create a volunteer clearinghouse with skills offered and job descriptions entered online, CESE 1.3.3</td>
<td>AmeriCorps, Town Manager</td>
<td>Short-Term (1-3 years)</td>
<td></td>
<td>AmeriCorps, Town Manager</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Consider a Youth Corps program to provide youth employment, CESE 1.3.4</td>
<td>Town Manager, Chamber</td>
<td>Mid-Term (3-5 years)</td>
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<tr>
<td>Chapters</td>
<td>Goals</td>
<td>Objectives</td>
<td>Action Steps</td>
<td>Parties Responsible</td>
<td>General Timeframe</td>
<td>Notes/Observations</td>
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<tr>
<td>Community Engagement and Special Events (CESE)</td>
<td>Chapter 5 cont</td>
<td>Address the apparent disconnect between potential volunteers and groups needing assistance in the community. CESE 1.4</td>
<td>Develop processes and written communications to clearly outline how community members can engage in decision-making and planning in the community, and how to request financial or facilities support for events or activities. CESE 1.4.1</td>
<td>Town Manager, Chamber</td>
<td>Mid-Term (3-5 years)</td>
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<td></td>
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<td>Create a citizen's academy to communicate opportunities and develop a group of trained citizens ready to succeed. CESE 1.4.2</td>
<td></td>
<td>Town Manager</td>
<td>Mid-Term (3-5 years)</td>
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<td></td>
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<td>Develop a youth council to advise the Town Board and have a youth position on various boards and organizational committees in the town. CESE 1.4.3</td>
<td></td>
<td>Town Manager, Youth Council</td>
<td>Short-Term (1-3 years)</td>
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<td></td>
<td></td>
<td>Involve youth in planning events, designing physical improvements, etc. CESE 1.4.4</td>
<td></td>
<td>Town Manager, Youth Council</td>
<td>Ongoing</td>
<td></td>
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</tbody>
</table>
| Special Events                | CESE 2                                                               | Establish artisan and family-oriented events that are complementary to the Kremmling Image and lifestyle. CESE 2.1 | Establish a committee of individuals that have proven to be passionate, successful event planners in Kremmling, and task them with planning the following kinds of events:  
  • Movies in the Park  
  • ½ marathons  
  • Friday night live music  
  • Mural painting  

CESE 2.1.1 | Town Manager, Board of Trustees, other Boards, Events Committee | Short-Term (1-3 years), Ongoing | | General fund (staff time), volunteers |
<p>|                               |                                                                      | As Kremmling grows, and becomes a well-known recreation destination for young people, continue to avoid large drug and alcohol-oriented festivals that may have negative impacts on the town. CESE 2.2 | Work with Grand County to limit the kinds of festivals that are able to occur in the vicinity of Kremmling. CESE 2.2.1 | Grand County, Businesses, Property Owner, Town Manager, Police, Events Committee, Chamber | Ongoing | | General fund (staff time), Grand County |
|                               |                                                                      | Maintain the success of existing events such as Kremmling Days—Father's Day, 4th of July, Mid-Park County Fair and the Rodeo. CESE 2.3 | Continue to provide as many resources as is feasible to ensure the success of existing events. CESE 2.3.1 | Existing planning committees, Businesses, Town Manager, Board of Trustees, Other Boards | Ongoing | | General fund (staff time), volunteers, businesses, Chamber |
| Public Safety and Nuisances (PSN) | Chapter 6                                                           | Code Compliance PSN 1                                                        | Evaluate the existing events to ensure their continued success. Look for opportunities to improve them. CESE 2.3.2 | Town Manager, Board of Trustees, planning committees, Chamber | Ongoing | | General fund, businesses, Chamber |
|                               |                                                                      | Ensure that codes related to community design and nuisance abatement are clear, enforceable and fair and accomplish the ultimate goal of a clean, safe and inviting Kremmling. PSN 1.1 | As a part of the upcoming zoning code update, address issues related to community design and nuisance abatement. PSN 1.1.1 | Town Manager, Town Attorney | Immediate (0-1 year) | | General fund |
|                               |                                                                      | Implement &quot;Kremmling Clean&quot; marketing campaign. PSN 1.2 | | Town Manager, Public Works, Police | Immediate (0-1 year) | | General fund, Chamber |</p>
<table>
<thead>
<tr>
<th>Chapters and Hazards (PSN)</th>
<th>Objectives</th>
<th>Action Steps</th>
<th>Parties Responsible</th>
<th>General Timeframe</th>
<th>Notes/Observations</th>
<th>Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Safety and Hazards (PSN) Chapter 6 cont.</td>
<td>Ensure that residents and business owners have sufficient opportunity to provide input during the code revision process. PSN 1.1.3</td>
<td>Target areas of town for code enforcement &quot;sweeps&quot; designed to employ a focused, fair, and forceful Town response to areas in need of clean up, PSN 1.2</td>
<td>Town Manager</td>
<td>Immediate (0-1 year)</td>
<td></td>
<td>General fund (staff time), ticket revenue</td>
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<td>Canvass the town and determine which areas need the most help, prioritize into a list and develop a schedule. PSN 1.2.1</td>
<td>Town Manager, Police</td>
<td>Short-Term (1-3 years)</td>
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<td>Begin the process by promoting annual clean up days that are voluntary and open to all residents, PSN 1.2.3</td>
<td>Town Manager, Police, Public Works</td>
<td>Short-Term (1-3 years)</td>
<td></td>
<td>General fund, ticket revenue</td>
</tr>
<tr>
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<td>Issue public notices explaining when the &quot;sweeps&quot; will occur and encouraging property and business owners to address issues including: - Storage of trash and junk - Structures or portions of structures that are deteriorated, unsafe or uninhabitable - Basic lawn maintenance - Excessive noise, dust, odor, or light</td>
<td>Town Manager, Police</td>
<td>Immediate (0-1 year)</td>
<td></td>
<td>General fund (staff time), ticket revenue</td>
</tr>
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<td>Follow up after the deadline with a &quot;sweep&quot; and issue citations for persisting code violations making an effort to work with property owners who may not have the financial means to address extensive problems requiring expensive mitigation. Offer urban renewal assistance when available, PSN 1.2.4</td>
<td>Town Manager, Police</td>
<td>Immediate (0-1 year)</td>
<td></td>
<td>General fund (staff time), ticket revenue, CDBG funds</td>
</tr>
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<td>Issue frequent public service announcements to remind residents and business owners that the Town is actively monitoring property conditions and will be issuing citations to violators; also remind people about assistance programs that may be available to them, PSN 1.2.5</td>
<td>Town Manager, Police</td>
<td>Immediate (0-1 year)</td>
<td></td>
<td>General fund (staff time), ticket revenue</td>
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<td>Employ a broad-based communication and cooperation strategy designed to open continued dialogue between the Town, residents, business owners and other entities that can serve as partners in an ongoing effort to keep Kremmling clean, safe and inviting, PSN 1.3</td>
<td>Town Manager, Police, Neighborhoods</td>
<td>Short-Term (1-3 years)</td>
<td></td>
<td>General fund (staff time), volunteers</td>
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<td>Leverage public interest in beautification and maximize use of Town staff time by establishing a &quot;neighborhood watch&quot; program, where community volunteers act as the &quot;eyes and ears&quot; of the police in the community, and report violations as they occur, PSN 1.3.1</td>
<td>Town Manager, Police, Neighborhoods</td>
<td>Short-Term (1-3 years)</td>
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<td>Reach out to landlords who rent properties to tenants in town, and make them aware of the new campaign to keep Kremmling beautiful, and warn them of the penalties for code violations, PSN 1.3.2</td>
<td>Town Manager, Police</td>
<td>Short-Term (1-3 years); Ongoing</td>
<td></td>
<td>General fund (staff time)</td>
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<tr>
<td>Chapters</td>
<td>Goals</td>
<td>Objectives</td>
<td>Action Steps</td>
<td>Parties Responsible</td>
<td>General Timeframe</td>
<td>Notes/Observations</td>
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<tr>
<td>Public Safety and Nuisances (PSN)</td>
<td>Chapter 6 cont.</td>
<td>Address safety and livability issues downtown due to excess traffic, speeding and unsafe passing by motorists passing through Kremmling. PSN 1.4</td>
<td>Post police officers (state or local) at the corner of Hwy 40 and Spruce St on the west side of town, and at the corner of Hwy 40 and 22nd St on the east side. PSN 1.4.1</td>
<td>Town Manager, Police</td>
<td>Immediate (0-1 year)</td>
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</tbody>
</table>
|                           |                          | Work with CDOT and local business owners to employ traffic calming measures along Hwy 40 through downtown Kremmling including: | • Blanking "Slow Down" and/or "Crosswalk" signage  
• Raised crosswalks and bump-outs at intersections with Hwy 40 to narrow roadway and protect pedestrians  
• Bike lanes, medians, street art to narrow roadway and protect pedestrians/cyclists PSN 1.4.2 | Town Manager, Public Works, CDOT | Mid-Term (2-5 years), Long-Term (5-10 years) |                     | General fund (staff time), ticket revenue |
| Community Revitalization  | Establish a funding mechanism for urban renewal activities designed to alleviate blight. PSN 2.1 | Develop a list of priority areas in town that require the most attention including:  
• Hwy 40 corridor from Eagle Ave to Central Ave in the downtown area (general walkability, pavement conditions, building conditions);  
• Hwy 40 corridor east of 12th St (street conditions, mobile home park appearance),  
• Smokey Estates residential area (street conditions), PSN 2.1.1 | Establish the "Kremmling Urban Renewal Authority" as provided for in the Colorado State Statutes to address "blight" issues including underutilized property, junk storage, deteriorating buildings, deteriorated streets. PSN 2.1.2 | Town Manager, Public Works, Town Attorney | Short-Term (1-3 years) |                     | General fund (staff time), TIF, CDOT, business owners |
<p>|                           |                          | Conduct blight studies/conditions surveys in key areas of town and establish tax increment finance districts to provide redevelopment incentives to developers and property owners. PSN 2.1.3 | Develop revolving loan program for property owners in TIF districts (particularly downtown) to fund facade improvements, parking lot re-pavement, utility relocation/undergrounding. PSN 2.2.1 | Town Manager, Chamber | Short-Term (1-3 years) |                     | General fund (staff time), TIF |</p>
<table>
<thead>
<tr>
<th>Chapters</th>
<th>Goals</th>
<th>Objectives</th>
<th>Action Steps</th>
<th>Parties Responsible</th>
<th>General Timeframe</th>
<th>Notes/Observations</th>
<th>Funding Sources</th>
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<tbody>
<tr>
<td>Public Safety and Nuisances (PSN) Chapter 6 cont</td>
<td></td>
<td></td>
<td>Use TIF funds to finance public needs such as street furniture, street trees and plants, traffic calming measures, crosswalks, bike racks, decorative street lights and other public capital improvements that make the streetscapes more attractive, functional and inviting. PSN 2.2.2</td>
<td>Town Manager</td>
<td>Short-Term (1-3 years)</td>
<td></td>
<td>TIF</td>
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<tr>
<td>Law Enforcement and Emergency Response PSN 3</td>
<td></td>
<td>Continue to support the Kremmling Police Department, Kremmling Fire Protection District and other emergency response agencies that service the Kremmling area in any way feasible, effective and appropriate. PSN 3.1</td>
<td>Town Manager; Police, Office of Emergency Management</td>
<td>Mid-Term (3-5 years)</td>
<td></td>
<td>TIF; private investment</td>
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<td>Consider the possibility of developing a Town-initiated master plan to address public safety, disaster preparedness and emergency response with the Kremmling Police Department serving as lead agency. PSN 3.1.2</td>
<td>Town Manager, Police, Office of Emergency Management</td>
<td>Mid-Term (3-5 years)</td>
<td>Hold workshop with Police Chief, Police Officers, KFPD staff, Emergency Management Coordinator, and others to evaluate current public safety plans and determine the need for a master plan to implement this section of the Comprehensive Plan.</td>
<td>General fund, Grand County</td>
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<td>Work with the KFPD to promote the [ready, Set, Go] program to ensure that Kremmling is a &quot;Fire-Adapted Community&quot; and implement the goals of the 2011 Community Wildfire Protection Plan, particularly those related to cooperation and communication. Promotion can be accomplished by organizing a series of public education workshops to inform the public on common fire risks in the area and things they can do to help prevent them. Topics might include: * Improve wildfire prevention through education regarding the prevention of unplanned fires started by humans by untended recreational fires, brush burning, fireworks, or cigarette littering. * Facilitate and prioritize appropriate hazardous fuel reductions such as excess brush, dead trees, flammable wood/brush piles, and storage of combustible chemicals. * Promote improved levels of response by identifying and prioritizing areas of the community that are at risk and communicating with appropriate jurisdictions to plan and coordinate response strategies. PSN 3.1.3</td>
<td>KFPD, Town Manager</td>
<td>Ongoing</td>
<td>General fund (staff time), grants as available</td>
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<tr>
<td>Chapters</td>
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<tr>
<td>Public Safety and Nuisances (PSN) Chapter 6 cont</td>
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<td></td>
<td>Address safety and feasibility issues downtown due to excess traffic, speeding and unsafe passing by motorists driving through Kemmerring by posting police officers (state or local) at the corner of Hwy 40 and Spruce St on the west side of town, and at the corner of Hwy 40 and 22nd St on the east side. PSN 3.1.4</td>
<td>Town Manager, Police</td>
<td>Immediate (0-1 year)</td>
<td></td>
<td>General fund</td>
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<td>Continue to recognize the hospital as a facility that is key to the success and stability of the town and support its growth, maintenance and well-being as appropriate and feasible. PSN 3.1.5</td>
<td>Town Manager, Finance Department, Chamber, Hospital Board of Directors</td>
<td>Ongoing</td>
<td></td>
<td>General fund</td>
</tr>
</tbody>
</table>
Public Facilities List

1. West Grand Pre K-8 School
2. School District Office
3. Log Cabin Heritage Museum
4. Dog Park
5. Coin Operated/Seasonal Domestic Water for Sale
6. Town Square, Visitors Center, Information (Center of Town)
8. Town Hall and Sanitation District Office
9. Old Depot Site/Railroad Siding
10. Memorial Hospital
11. Kiddle Park
12. Senior Apartments
13. Assisted Living Facility
14. Post Office
15. Library
16. Basketball and Tennis Courts
17. Grand County EMS, Coroner, and Search and Rescue
18. Veteran’s Memorial
19. West Grand High School
20. Park – Forward Motion Project
21. Police Department and Public Works Shop
22. Grand County Fairground
23. CSU Extension Hall
24. County Road and Bridge
25. Fire Protection District
26. Riverside Cemetery
27. Ceriani Park
28. US Bureau of Land Management
29. McElroy Field
30. Airport Terminal
31. Town and County Gravel Pit
32. Old Railroad Loading Area for Henderson Mill
33. Red Mountain Complex (baseball diamonds, ice arena, and dirt track)
34. Snowmobile and 4-Wheel Drive Access
### Large Fires (Greater than 50 Acres) on BLM Lands in Grand County from 1983 - 2010

<table>
<thead>
<tr>
<th>Year</th>
<th>Acres</th>
<th>Location</th>
<th>Cause</th>
</tr>
</thead>
<tbody>
<tr>
<td>1988</td>
<td>1,104</td>
<td>Seven miles east of Kremmling</td>
<td>Human</td>
</tr>
<tr>
<td>1988</td>
<td>310</td>
<td>Southeast of Parshall</td>
<td>Human</td>
</tr>
<tr>
<td>1989</td>
<td>188</td>
<td>Nine miles northeast of Kremmling</td>
<td>Human</td>
</tr>
<tr>
<td>1989</td>
<td>250</td>
<td>North of Parshall</td>
<td>Natural</td>
</tr>
<tr>
<td>1994</td>
<td>50</td>
<td>Radium area</td>
<td>Natural</td>
</tr>
<tr>
<td>1999</td>
<td>80</td>
<td>Radium area</td>
<td>Human</td>
</tr>
<tr>
<td>1999</td>
<td>356</td>
<td>Parshall/Byers Canyon</td>
<td>Human</td>
</tr>
<tr>
<td>2007</td>
<td>75</td>
<td>Granby sawmill</td>
<td>Human</td>
</tr>
<tr>
<td>2010</td>
<td>190</td>
<td>Rifle range east of Parshall</td>
<td>Human</td>
</tr>
<tr>
<td>2010</td>
<td>342</td>
<td>Nine miles northeast of Kremmling</td>
<td>Human</td>
</tr>
</tbody>
</table>

**SOURCE:** Kremmling Fire Protection District Community Wildfire Protection Plan, July 2011

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**Map Details:**
- Community Hazard Rating: High, Very High, HFD Boundary
- Roads
- County Boundary

**Map Source:** Kremmling Fire Protection District Community Wildfire Protection Plan, July 2011

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**RG AND ASSOCIATES, LLC**
4885 Ward Road, Suite 109 • Wheat Ridge, CO • 80033
303-293-8107 • 303-293-8106 (fax) • www.rgengineers.com
KREMMLING, COLORADO  Strengths, Weaknesses, Opportunities, and Threats Map

- Untapped and Untamed
- Capitalize on cliffs and other outdoor resources
- Capitalize on central location to resort towns
- Preserve small-town feel
- Need to cater more to airport users
- Need new water system soon
- Need more inviting entry way
- Need more inviting entry way
- Need more inviting entry way
- Need to address nuisances - noise, dust, etc.
- Need more economic impact from rafters
- Need more economic impact from rafters
- Address population decrease
- Establish river trail loop
- Need sidewalks, curb and gutter, paved parking downtown
- Traffic Problems along Park/Hwy 40
- Airport is under-built
- Roads need repaving
- Kremmling is a bedroom community

Address blighted mobile homes and public ROW

Date: Thursday, December 15, 2013

RG AND ASSOCIATES, LLC
4885 Ward Road, Suite 100 - Wheat Ridge, CO - 80033
303-293-8107 - 303-293-8106 (fax) - www.epengineers.com
17 surveys completed.

Tell us about yourself

1. Are you completing this survey as a: (Check all that apply)
   
   a. Year round resident of Kremmling
   b. Part-time resident (Kremmling is primary residence)
   c. Part-time resident (Kremmling is not primary residence)
   d. Business Owner in Kremmling
   e. Other (please specify): _______________________

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Comments:
- Resident/Business Owner (4)
- Part time employment

2. Where do you live?

   a. In the Town of Kremmling
   b. In Grand County, but outside Kremmling town limits
   c. In Summit County
   d. Elsewhere in Colorado

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3. Where do you work?

   a. Town of Kremmling
   b. Elsewhere in Grand County
   c. Routt County
   d. Summit County
   e. I don't work/retired
4. How long have you lived or worked in Kremmling?
   a. Less than 1 year
   b. 1 to 5 years
   c. 5 to 10 years
   d. 10 to 20 years
   e. More than 20 years
   f. Neither live nor work in Kremmling

5. Do you have children in the West Grand School District?
   a. Yes
   b. No

Comments:
- All four kids went to school here from 1980 to 2000

6. What is your age range and ethnic background?
   Age Range:
   a. 0-18
   b. 19-30
   c. 31-49
   d. 50-69
   e. 70+
   
   Ethnic Background:
   a. Caucasian
   b. Hispanic
   c. Aslan
   d. African-American
   e. Other

Age Range:

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Ethnic Background:

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7. Do you agree or disagree with the following statements on issues that are confronting or may confront Kremmling in the near future? (Circle one response for each question)

I. There is a lack of good paying jobs

1  2  3  4  5
Disagree-------------------Agree

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II. The provision of emergency services is insufficient

1  2  3  4  5
Disagree-------------------Agree

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III. There are traffic issues (speed) on Highway 40 in Kremmling

1  2  3  4  5
Disagree-------------------Agree

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IV. Some of the heavy industrial uses in the Town have left unfavorable environmental impacts

1  2  3  4  5
Disagree-------------------Agree

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V. The Town needs to spend money to cover increasing costs associated with improvements to streets, water, sewer and other municipal services

1  2  3  4  5
Disagree-------------------Agree
8. Rate the adequacy of the following:

I. Opportunities for youth
   a. Adequate
   b. Inadequate
   c. No Opinion

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Comment:
- I think there are plenty available, but they take parental encouragement.

II. Town Streets
   a. Adequate
   b. Inadequate
   c. No Opinion

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III. Trails in Town and surrounding area
   a. Adequate
   b. Inadequate
   c. No Opinion

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IV. Shopping Opportunities
   a. Adequate
   b. Inadequate
   c. No Opinion

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V. Medical Facilities
   a. Adequate
b. Inadequate  
c. No Opinion

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VI. Schools  
a. Adequate  
b. Inadequate  
c. No Opinion

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VII. Fire and Emergency  
a. Adequate  
b. Inadequate  
c. No Opinion

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VIII. Police  
a. Adequate  
b. Inadequate  
c. No Opinion

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IX. Recreational Opportunities  
a. Adequate  
b. Inadequate  
c. No Opinion

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X. Community Events  
a. Adequate  
b. Inadequate  
c. No Opinion
9. Are you generally satisfied with the existing businesses and services currently provided in Kremmling?
   a. Yes
   b. No (please explain)
   c. No Opinion

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Comments:
- I would like to see more small businesses
- Costs are too high
- It would be nice to have better quality of fresh fruits and vegetables in grocery store. It'd be nice to have a health conscious restaurant.
- We need businesses where we can buy and sell all our needs within the local community.

10. During this relatively tough economic time, how do you feel about Kremmling's economy in general? (Select one response for each option)
   a. Kremmling's economy is improving
   b. Kremmling's economy is sustainable
   c. Kremmling's economy is sustainable but lacking in diversity
   d. Kremmling's economy is not sustainable
   e. Kremmling's economy is declining
   f. Other (please specify):

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Comments:
- Lacking in diversity

11. How do you see the Town of Kremmling's future? What should Kremmling look like, look towards and protect?
Comments:

- Protect natural surroundings, hopefully become a center for small businesses/entrepreneurship, transportation crossroads develop businesses that serve counties: Grand, Summit, and Routt.
- Self supporting, historical, and more businesses
- Chamber of commerce needs to learn how to market and promote the Town of Kremmling.
- Setting better codes: junk, weeds, garbage, etc; sustain downtown; teardown old abandoned buildings (i.e. old gas stations)
- Slight growth, more trails, western feel
- If we stick to the plan with community involvement, I see a bright future in 5 years. Let’s keep working on it.
- Slow and steady improvements and diversification
- Pretty much the same as it is now. We need to protect our history.
- The original site for the new medical complex east of Kremmling on Highway 40 makes much more sense than what I’ve heard has been traded and will be built by Kremmling Mercantile.
- Kremmling is not Steamboat, Summit City or East Grand; don’t look at other towns and try to make it look like them, look at what we have and capitalize on that. Need to make it financially feasible to scrape old buildings and houses for newer ones to be built. Need to secure top cell phones and internet high speed for tech. jobs – work from home to keep younger generation here. The opportunities for industry are limited – face it.
- Clean up town and have more community activities for families.
- Continue to clean up and improve – the look of Kremmling
- More children activities and activities for adults.
- I would like to see the community more supportive in local shopping. I feel this would help. I would like to see more things available while maintaining the small town comfort, which I realize is hard. Protect history but growth also, to keep locals here and young adults here.
- If plans are not made and executed then Kremmling will remain status quo, but its curb appeal and business diversity is brought in then Kremmling will grow and have more internal money.
- Though not currently a destination location, Kremmling can make efforts to take advantage of the traffic and potential customers going through town. Traffic calming projects, encourage pedestrian and bike traffic. Provide for low interest loans for business start-up and existing business spruce-up!
- I see hope with the Town & chamber working together. Hopefully create a buzz of enthusiasm for people wanting to get involved. Chamber & Town have to create 6 task force teams to help grow the town participation.
12. This is a “free-space” to comment on this survey or any other Town-related items.

Comments:

- Regarding question IX, outdoor opportunities are good, but indoor such as movies, bowling, etc. are lacking; will the town change their motto from “A Western Treasure” to Untapped/Untamed?
- Empowering citizens to “ray” dilapidated buildings, houses, etc. without fines or fees in common sense. The improvements to Kremmling’s looks in the district is a great beginning; it needs to continue and expand into the residential area to people can build new or remodel, upgrade etc.; There is a stop sign on the North and South corners on Goze St. and 9th Street that is dangerous as well as totally ridiculous.
- Do not bring or encourage in businesses that compete with existing businesses. Look for what we don’t have and people go to the other towns for the services. That will bring increases.
- I love Kremmling, but can see that we need to offer more things to keep our young people here and out of trouble. More opportunities would also help the economy on many levels.
- This is a great local community! It would be nice to maintain that small town feel but improve on local economy!
- Volunteers, events, beautification & Design, Development.

Thank you for taking time to give us your opinion on the current “state” of Kremmling. If you would like to help with Kremmling’s future growth plans, please check on the Town of Kremmling’s website in the near future for more information about the Comprehensive Plan review!