AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
NOVEMBER 21, 2019
101 W. 8TH STREET
6:15 PM

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

TIME	ITEM		ACTION
		PRE-MEETING	
3:30pm	1.	Review of Regular Session Agenda	Information/Discussion
	2.	Council Comments/Future Agendas	Information/Discussion
		WORK SESSIONS	Information/Discussion
4:00pm		A. Sayre Park Conceptual Plan	Presentation
4:45pm		B. 6th Street Corridor Master Plan	Information/Discussion
6:00pm		***Meeting Set-up***	
		REGULAR SESSION	
6:15pm	1.	Roll Call	Quorum
	2.	Pledge of Allegiance	
	3.	Agenda Changes & Conflicts	Information
	4.	Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes)	
	5.	Council Comments	Information Only
6:20pm	6.	Consent Agenda	Discussion and/or Action

All matters under consent are considered to be routine and will be enacted by one motion and vote. The titles will not be read aloud. There will be no separate discussion on these items.

A. Ordinance No. 29, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Fixing and Certifying the Mill Levy on the 2019 Assessment for Collection in Fiscal Year 2020 for the Glenwood Springs General Improvement District No. 1980 and Providing for a Temporary Tax Credit (SECOND READING)

B. Ordinance No. 30, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Fixing and Certifying the Mill Levy on the 2019 Assessment for Collection in Fiscal Year 2020 and Providing for a Temporary Tax Credit (SECOND READING)

C. Receipt of Minutes of the Regular Meeting November 7,2019

D. Ordinance No 28, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Amending Title 060 Construction Building Code and Regulations (SECOND READING)

ACTIONS AND/OR PRESENTATIONS

6:25pm	7.	Landfill/Composting Update	Information/Discussion
6:40pm	8.	Three Mile Creek Confluence Comprehensive Planning and Design Project Update	Discussion and/or Action

6:55pm	9.	Report from City Administration A. City Manager B. City Attorney C. Correspondence Incoming/Outgoing	Information
7:00pm	10.	Executive Session to Conduct a Conference with the City Manager and City Attorney for the Purpose of Discussing the City's Purchase, Acquisition, Lease, Transfer or Sale of Real Property; Determining Positions Relative to Matters That May be Subject to Negotiations, Developing Strategy for Negotiations, and Instructing Negotiators; and to Conduct a Conference with the City Attorney to Receive Legal Advice in Accordance with C.R.S. 24-6-402(4)(a), (b), and (e) related to the Confluence	Information/Discussion
7:30pm	11.	Adjournment	

CITY OF GLENWOOD SPRINGS CITY COUNCIL

Future Agenda Items

General and Revenue

- Revenue Generation
  - Progressive water and electric rates
  - Electric Revenue
  - Meadows PIF
  - Code enforcement
- Attractions/Accommodations Tax
- Housing Policy/Affordable Housing

Engineering, Public Works, Transportation and Community Development

- West Glenwood bus service & RFTA
  - Donegan Road Service
- Recycling/Trash Hauling
- Bicycle Improvements
- Cardiff Glen 1 Parking
- Blake Gate
- Iddings Property
- Vogeler 6 F designation
- Spring Cleanup work session
- Downtown Design Standards/Code Issues
- GID

Police

- Ticketing on GA pedestrian bridge
- Graffiti

Parks and Recreation/Cultural Resources

- Future of the Cemetery
- 3 Mile Confluence
- Restoration of River Banks

Fire

- Fire Risk (including camping in BLM land)
- Emergency Response to Natural Disasters

Electric/Environmental

- Glenwood Spring Electric Board Discussion/Solar
- Climate Action Plan
- Updated Energy Code

City Council
STAFF REPORT
City of Glenwood Springs
November 21, 2019

Agenda Item: Sayre Park Conceptual Plan

Action Requested: Feedback from Council on the Conceptual Park Plan, Phasing Options, and Funding Strategies.

Department: Parks & Recreation

Presented By: Brian Smith, Recreation Director

Background Info: In April 2019, the City contracted with Zehren and Associates, an Avon-based landscape architect and planning firm, to create a conceptual plan for Sayre Park improvements. The park planning effort began as several groups approached the City wanting to fund and improve various aspects of the Park as systems and amenities of the park have reached their end of useful life.

Council, with the recommendation of the Parks & Recreation Commission, asked for a Park Plan to evaluate and coordinate the improvements and replacements needed. Funding for the Sayre Park Plan was approved in the 2019 budget. Planning has been a community led effort with several stakeholder groups coming forward to offer assistance with the planning effort and funding the improvements.

Outreach efforts for the plan have been excellent with about 50 people attending the various public input meetings. Several staff meetings, stakeholder group meetings, P&R Commission reviews and a series of interviews with park users were held. Some of the organizations that have contributed to the conceptual plan are Game on Camps, Rotary Club, Arc of the Central Mountains, The Glenwood Chamber, Verizon, Glenwood Springs High School, St. Stephens Middle School, Glenwood Soccer Club, and others.

Staff and the Parks & Recreation Commission have completed review of the conceptual plan which will provide a framework for the layout of the park improvements and addresses ADA accessibility throughout the park, replacement of the obsolete playground- which replacement parts no longer exist for, replacement of deteriorated systems and facilities, replacement of the sports courts, and various safety issues addressed. The plan also calls for installing some historical educational elements, and improving the landscaping throughout.

The improvements to the Park can be easily phased and supported by a combination of stakeholder donations, park impact fee fund balance, conservation trust funding, and typical annual capital improvement funding.

Issues:

Staff Recommendation: Staff is looking for feeback from Council on the plans vision for improvements, phasing of implementation and funding strategies.

Sayre Park Master Plan



City Council Work Session

Sayre Park Master Plan

AGENDA

1. Project and Team Introduction

2. Overview of Community Engagement Process

3. Review of Conceptual Master Plan & Cost Estimate

3. Discuss Funding Strategy and Next Steps



Community Engagement – Phase I

April 2019: 28 interviews with "Stakeholders"

- Sports Leagues and Clubs
- City of Glenwood
- Public Agencies
- Community Organizations

Findings:

- Need select facility and infrastructure upgrades – Restrooms, Utilities, Perimeter Safety, Accessibility, Water, Drainage, Electrical.
- Additional field space and basketball upgrades most cited by leagues and clubs.
- Security issues moderate, manageable.
- Park is well-maintained by City.
- Sayre Park is vital to town park system for location and multi-uses, green space, gathering space, historic.

May 2019: 39 Park User & 12 commercial and residential Neighbor interviews

Most popular activities with Fri-Sat-Sun Park Users:

- Parks users had ideas for improvements, but current satisfaction level high.
- Picnicking at pavilions and picnic tables
- Use of Grass Lawns, Fields and Shady Areas for play and "hanging out".
- Playground, Basketball, Volleyball.

Neighbor interviews:

- Generally satisfied being located next to park.
- Enjoy the view, open space, seeing people enjoying the park, personally use park to walk, play, take a break from home or work.
- Occasional impacts from noise and traffic with special events, and trash.

Community Engagement – Phase I, continued..

May 8th – Parks & Recreation Commission

Findings:

- Support for Sayre Park multi-use layout and character.
- Support for creative, general play areas as well as upgraded specialized facilities.
- Budget and City priorities will be an issue.

May – Publicity Campaign

Purpose:

Encourage participation in May 30 Community Open House and Community Survey.

How:

- Advertisements, Mailings, Posters, Radio Interviews, New Facebook Page, City Website and Facebook Posts, Press Releases, Newspaper and Website Articles, Email Blasts, Planning Map Displays in Sayre Park and Community Buildings, Materials & Interviews in English-Spanish.

Community Engagement – Phase I, continued..

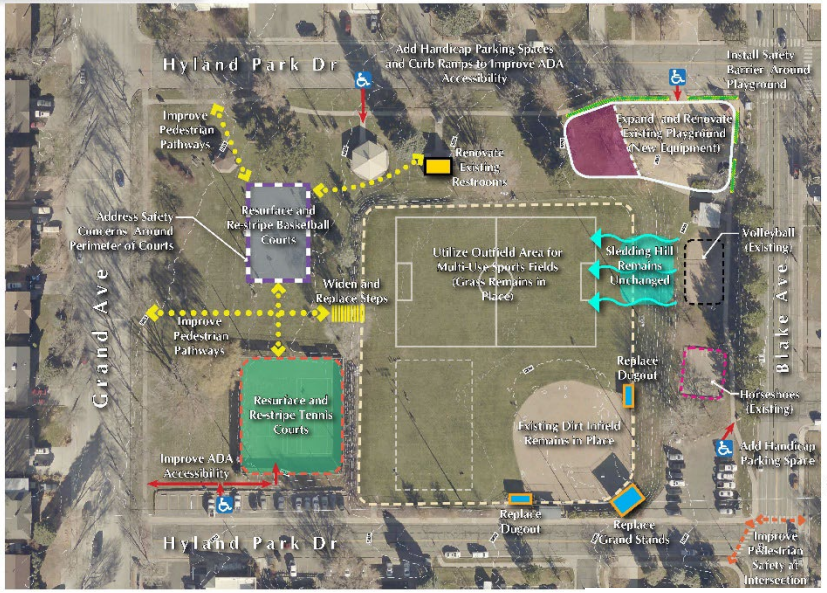
May 30th – Community Open House #1

- Approx. 55 participants
- 3 "options" drawings presented

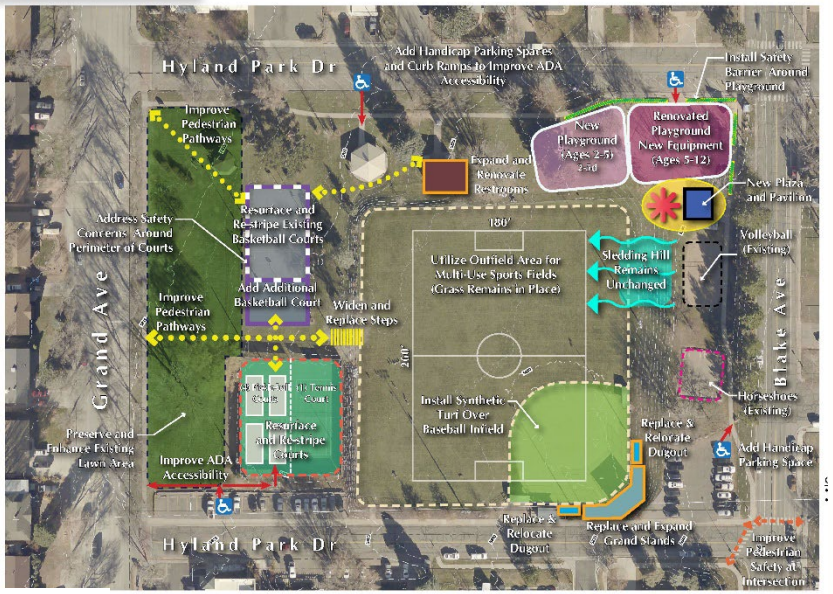
Findings:

- For all ages and abilities, upgrade accessibility and safety upgrades park-wide.
- Upgrade existing facilities including basketball, tennis, baseball, soccer.
- Add pickleball as a new use at existing courts.
- Improve access between field levels i.e. new stairs, and upgrade for more efficient space use overall.
- Retain and improve the playground, sledding hill, open fields amenities for kids.
- Upgrade restrooms and picnic facilities.
- Maintain and improve grass areas.
- Major change or costly new investments are generally not supported, focus was to upgrade/update what exists.

OPTION #1



OPTION #2



OPTION #3



MASTER PLAN OPTIONS (3)

Community Engagement – Phase II

June / July: Community Survey & Open House #2

- 255 respondents to on-line survey, with 150 providing additional written comment.
- July 11, 2019 Community Open House #2

Findings:

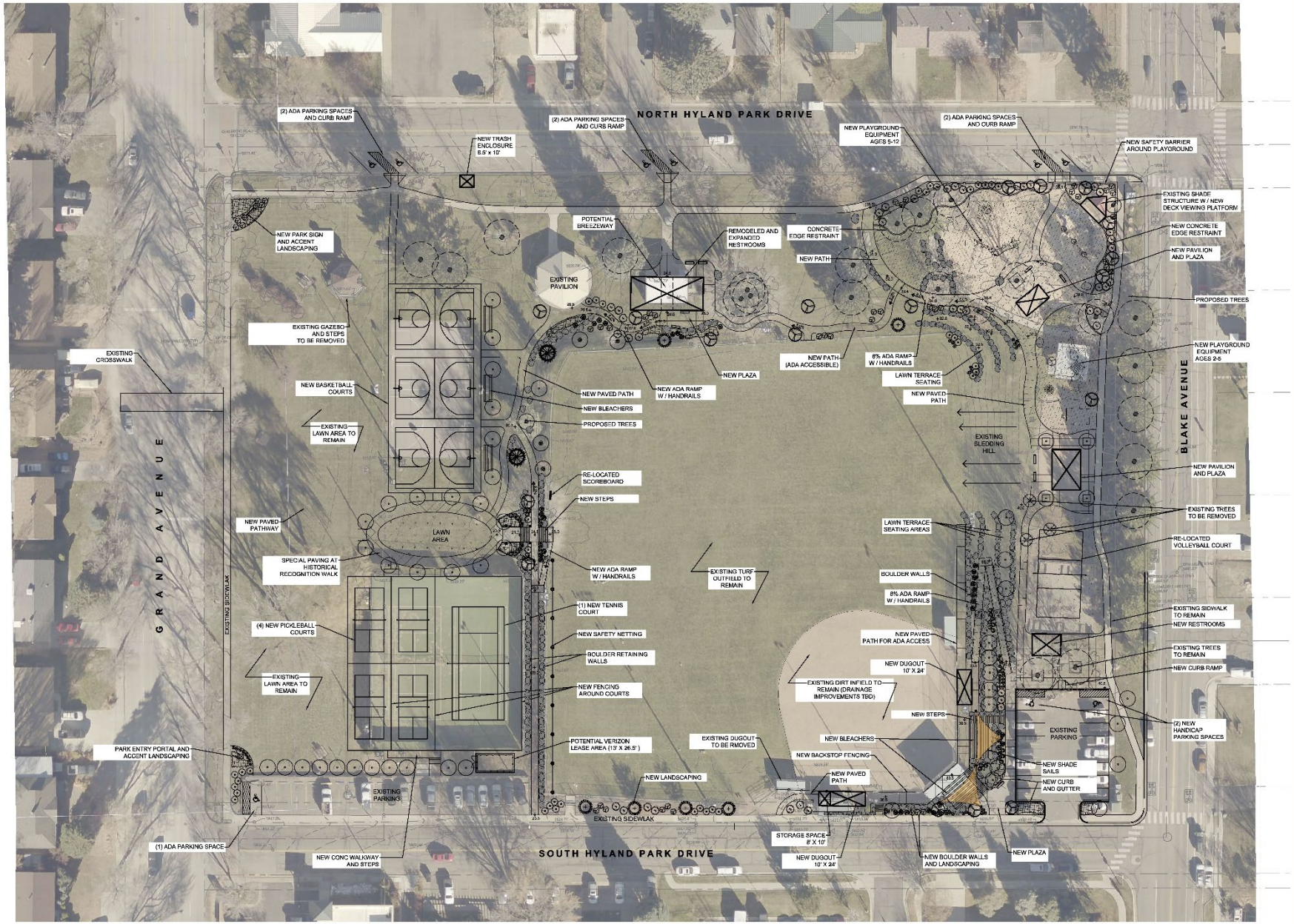
- Responses to the on-line survey were generally consistent with input received during other steps in the community process.
- Passive activities and casual pastimes such as picnicking and special events were most popular uses of the park.
- Parking is not a perceived problem, other than asphalt repairs.
- Strong support for accessibility improvements park-wide, at the playground, to and from parking and for circulation around the park.
- Existing restrooms need improvement and/or replacement.
- Volleyball is very popular.
- Tennis remains popular. Demand for dedicated pickleball courts is also strong.
- Basketball continues to be popular. Courts needs refurbishment or possibly expansion.
- Park lighting is supported for court and field use.
- Support for a "historical plaza" as an interpretive site for Glenwood/Sayre park history.
- Support for the preservation of the trees and grass, and addition of more shade/tress and flowering plants and shrubs if not maintenance or water intensive.
- Update playground with new features for creativity, ages and ability, accessibility and safety separation from road.
- Support for minor amenities such as drinking fountains, benches and dog stations.
- Artificial turf at playing fields not strongly supported, but some openness to partial use at in-field.
- Several written responses that Sayre Park is fine as is, and City leaders should expend resources on roads, not Sayre Park improvements.



PRELIMINARY CONCEPT PLAN

SUMMARY OF PROPOSED IMPROVEMENTS

1. Improve accessibility within park: routes from parking and to park facilities
2. Renovate dug-outs, back stops, ADA ramp, add terraced seating
3. Renovate and expand Playground: accessible, areas for different age groups
4. Renovate Basketball Courts: new surfacing, additional court / multi-use
5. Renovate (1) Tennis Court; Replace (1) Court with (4) Pickleball Courts
6. New stairs and ramps between softball field and lower bench
7. Oval Lawn with Historic Walk at base of stairs / gathering area
8. Restroom expansion and renovation, potential additional restroom
9. New furnishings, signage and landscape enhancements
10. Additional enforcement and management of existing parking supply


NORTH HYLAND PARK DRIVE
SOUTH HYLAND PARK DRIVE
GRAND AVENUE
BLAKE AVENUE
(2) ADA PARKING SPACES AND CURB RAMP
NEW TRASH ENCLOSURE 8.5' x 10'
NEW PLAYGROUND EQUIPMENT AGES 5-12
NEW SAFETY BARRIER AROUND PLAYGROUND
EXISTING SHADE STRUCTURE W / NEW DECK VIEWING PLATFORM
NEW CONCRETE EDGE RESTRAINT
NEW PAVILION AND PLAZA
PROPOSED TREES
NEW PARK SIGN AND ACCENT LANDSCAPING
POTENTIAL BREEZEWAY
REMODELED AND EXPANDED RESTROOMS
CONCRETE EDGE RESTRAINT
NEW PATH
EXISTING PAVILION
EXISTING GAZEBO AND STEPS TO BE REMOVED
EXISTING CROSSWALK
NEW BASKETBALL COURTS
NEW PAVED PATH
NEW BLEACHERS
PROPOSED TREES
NEW ADA RAMP W / HANDRAILS
NEW PLAZA
NEW PATH (ADA ACCESSIBLE)
8% ADA RAMP W / HANDRAILS
LAWN TERRACE SEATING
NEW PAVED PATH
NEW PLAYGROUND EQUIPMENT AGES 2-5
EXISTING LAWN AREA TO REMAIN
EXISTING SLEDDING HILL
NEW PAVILION AND PLAZA
RE-LOCATED SCOREBOARD
NEW STEPS
EXISTING TREES TO BE REMOVED
NEW PAVED PATHWAY
LAWN AREA
LAWN TERRACE SEATING AREAS
RE-LOCATED VOLLEYBALL COURT
SPECIAL PAVING AT HISTORICAL RECOGNITION WALK
NEW ADA RAMP W / HANDRAILS
EXISTING TURF OUTFIELD TO REMAIN
BOULDER WALLS
8% ADA RAMP W / HANDRAILS
EXISTING SIDWALK TO REMAIN
NEW RESTROOMS
(1) NEW TENNIS COURT
(4) NEW PICKLEBALL COURTS
NEW SAFETY NETTING
NEW PAVED PATH FOR ADA ACCESS
EXISTING TREES TO REMAIN
BOULDER RETAINING WALLS
NEW DUGOUT 10' X 24'
NEW CURB RAMP
EXISTING LAWN AREA TO REMAIN
NEW FENCING AROUND COURTS
EXISTING DIRT INFIELD TO REMAIN (DRAINAGE IMPROVEMENTS TBD)
NEW STEPS
(2) NEW HANDICAP PARKING SPACES
EXISTING PARKING
PARK ENTRY PORTAL AND ACCENT LANDSCAPING
POTENTIAL VERIZON LEASE AREA (13' X 26.5')
EXISTING DUGOUT TO BE REMOVED
NEW BLEACHERS
NEW BACKSTOP FENCING
NEW SHADE SAILS
NEW LANDSCAPING
NEW PAVED PATH
NEW CURB AND GUTTER
EXISTING SIDEWLAK
STORAGE SPACE 8' X 10'
(1) ADA PARKING SPACE
NEW CONC WALKWAY AND STEPS
NEW DUGOUT 10' X 24'
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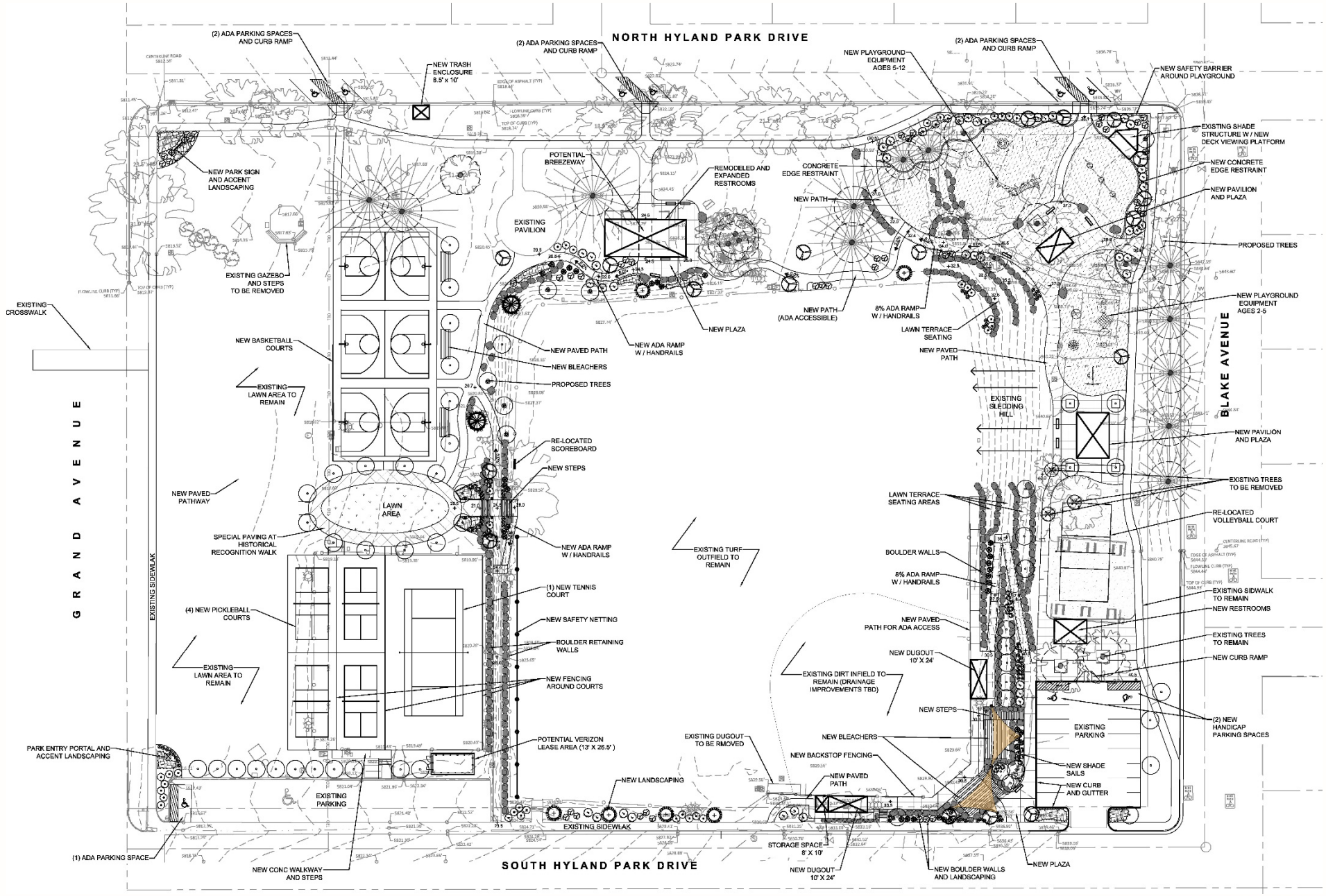
NEW PLAZA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NEW PAVED PATH
NEW CURB AND GUTTER
NEW PLAZA

Sayre Park Concept Plan
Opinion of Probable Cost

ZEHREN AND ASSOCIATES, INC.
ARCHITECTURE . PLANNING . INTERIORS . LANDSCAPE ARCHITECTURE
PO Box 1976 Avon, Colorado (970) 949-0257 FAX (970)949-1080

Date: 5/29/2019

Item	Description	Quantity: Lower Bench	Middle Bench	Upper Bench	All Areas	Units	Unit Price	Sub-total by Area: Lower Bench	Middle Bench	Upper Bench	All Areas	Project Item Total
							SUBTOTAL	$ 731,857.20	$ 1,116,273.40	$ 812,807.75	$ 2,822,438.05	$ 2,822,438.05

Contingency @ 10% $ 282,243.81
GRAND TOTAL $ 3,104,681.86

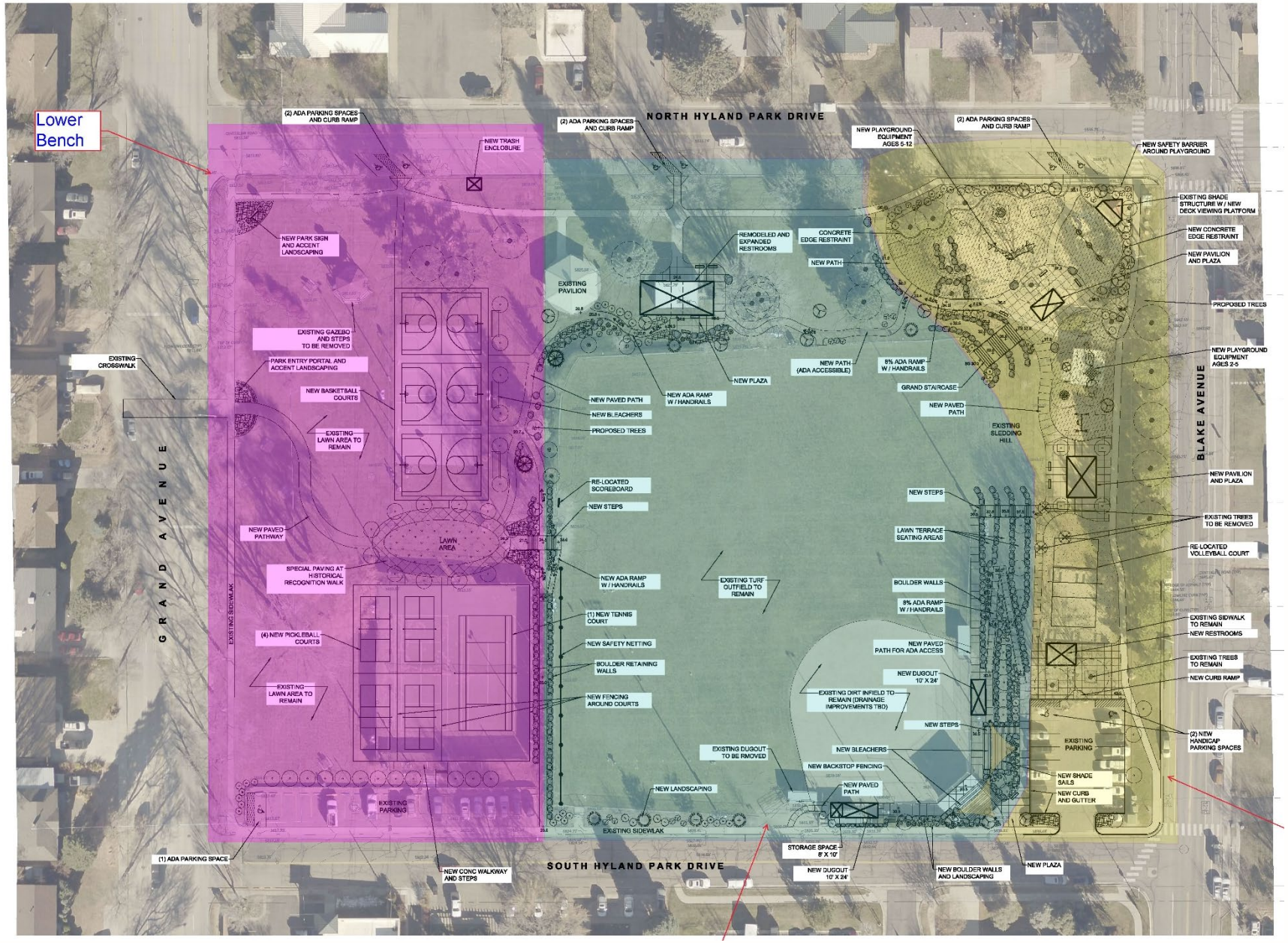
Sayre Park Concept Plan
Opinion of Probable Cost

ZEHREN AND ASSOCIATES, INC.
ARCHITECTURE . PLANNING . INTERIORS . LANDSCAPE ARCHITECTURE
PO Box 1976 Avon, Colorado (970) 949-0257 FAX (970)949-1080

Date: 5/29/2019

Item	Description	Quantity: Lower Bench	Middle Bench	Upper Bench	All Areas	Units	Unit Price	Sub-total by Area: Lower Bench	Middle Bench	Upper Bench	All Areas	Project Item Total
1	Mobilization				1	LS	$ 120,000.00				$ 120,000.00	$ 120,000.00
2	Traffic control				1	LS	$ 5,000.00				$ 5,000.00	$ 5,000.00
3	Construction staking				1	LS	$ 2,700.00				$ 2,700.00	$ 2,700.00
4	Quality control testing				1	LS	$ 3,700.00				$ 3,700.00	$ 3,700.00
							Subtotal				$ 131,400.00	$ 131,400.00
	Demolition											
5	Remove and Dispose of Existing Asphalt Basketball Court (Assumes 6" Thickness)	5128	0	0	5128	SF	$ 3.25	$ 16,659.57	$ -	$ -	$ 16,506.50	$ 16,506.50
6	Remove and Dispose of Existing Gazebo / Concrete Slope	1	0	0	1	LS	$ 15,000.00	$ 15,000.00	$ -	$ -	$ 15,000.00	$ 15,000.00
7	Remove and Dispose Existing Concrete Tennis Courts (4"-6" Thickness)	12724	0	0	12724	SF	$ 5.00	$ 63,620.00	$ -	$ -	$ 63,620.00	$ 63,620.00
8	Remove and Dispose of Existing Drinking Fountain	1	0	0	1	LS	$ 500.00	$ 500.00	$ -	$ -	$ 500.00	$ 500.00
9	Remove and Relocate Existing Light Poles at Basketball Courts	2	0	0	2	EA	$ 864.00	$ 1,728.00	$ -	$ -	$ 1,728.00	$ 1,728.00
10	Remove Existing Large Trees (6"-24") (Including Stumps and Roots)	0	0	3	3	EA	$ 400.00	$ -	$ -	$ 1,200.00	$ 1,200.00	$ 1,200.00
11	Remove and Relocate Existing Baseball Field Scoreboard	0	1	0	1	LS	$ 1,200.00	$ -	$ 1,200.00	$ -	$ 1,200.00	$ 1,200.00
12	Remove Existing Concrete Steps	1	0	0	1	LA	$ 370.00	$ 370.00	$ -	$ -	$ 370.00	$ 370.00
13	Remove and Dispose of Existing Tennis Court Fencing	452	0	0	452	LF	$ 3.00	$ 1,356.00	$ -	$ -	$ 1,356.00	$ 1,356.00
14	Remove Fence From Playground Area	0	0	1	1	LS	$ 1,100.00	$ -	$ -	$ 1,100.00	$ 1,100.00	$ 1,100.00
15	Temporarily Remove & Store Playground Equipment	0	0	1	1	LS	$ 3,800.00	$ -	$ -	$ 3,800.00	$ 3,800.00	$ 3,800.00
16	Remove Existing Grand Stands and Bleachers	0	1	0	1	LS	$ 5,000.00	$ -	$ 5,000.00	$ -	$ 5,000.00	$ 5,000.00
17	Remove Existing Restroom Building	0	1	0	1	LS	$ 15,000.00	$ -	$ 15,000.00	$ -	$ 15,000.00	$ 15,000.00
18	Remove Existing Dugout Structures	0	2	0	2	LS	$ 2,000.00	$ -	$ 4,000.00	$ -	$ 4,000.00	$ 4,000.00
19	Remove Existing Storage Shed	0	1	0	1	LS	$ 1,200.00	$ -	$ 1,200.00	$ -	$ 1,200.00	$ 1,200.00
20	Remove Electrical Lines & Junction Boxes	1	0	0	1	LS	$ 3,000.00	$ 3,000.00	$ -	$ -	$ 3,000.00	$ 3,000.00
21	Remove Irrigation System in Construction Areas	1	0	0	1	LS	$ 2,500.00	$ 2,500.00	$ -	$ -	$ 2,500.00	$ 2,500.00
22	Other:											
23	Other:											
24	Other:											
25	Other:											
							Subtotal	$ 104,741.50	$ 23,400.00	$ 5,600.00		$ 137,041.50
	Earthwork and Retaining Walls											
26	Strip & Haul Off Unsuitable and Excess Material (*Allowance)	1	1	1	3	LS	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 15,000.00	$ 15,000.00
27	Strip, Excavate, and Stockpile Sod/Topsoil Within Project Limits	3922	13452	9963	27337	SF	$ 0.50	$ 1,961.00	$ 6,726.00	$ 4,981.50	$ 13,608.50	$ 13,608.50
28	Install Angular Sandstone Boulder Walls	639	2405	678	3722	LF	$ 85.00	$ 54,315.00	$ 204,425.00	$ 57,630.00	$ 316,370.00	$ 316,370.00
29	Earthwork Regrading & Material Placement	1	1	1	3	LS	$ 12,000.00	$ 12,000.00	$ 12,000.00	$ 12,000.00	$ 36,000.00	$ 36,000.00
30	Install Compacted Road Base for New Basketball and Tennis / Pickleball Courts (6" Depth)	23797	0	0	23797	SF	$ 0.50	$ 11,898.50	$ -	$ -	$ 11,898.50	$ 11,898.50
31	Other:											
32	Other:											
33	Other:											
							Subtotal	$ 85,174.50	$ 228,151.00	$ 79,611.50		$ 392,937.00
	Asphalt Paving and Sidewalk Prep											
34	Subgrade Prep & Compaction (all sidewalks)	3125	6316	9084	18525	SF	$ 0.50	$ 1,562.50	$ 3,158.00	$ 4,542.00	$ 9,262.50	$ 9,262.50
35	Subgrade Prep & Compaction (Paving)	1642	0	0	1642	SF	$ 0.50	$ 821.00	$ -	$ -	$ 821.00	$ 821.00
36	Install 4" White Parking Striping and ADA Markings	295	168	168	631	LF	$ 3.00	$ 885.00	$ 504.00	$ 504.00	$ 1,893.00	$ 1,893.00
37	Other:	0	0	0	0	LF		$ -	$ -	$ -	$ -	$ -
38	Other:											
39	Other:											
40	Other:											
							Subtotal	$ 3,268.50	$ 3,662.00	$ 5,046.00		$ 11,976.50
	Concrete / Masonry Work											
41	Install Concrete sidewalk and Steps (4" Thick)	3125	6316	9084	18525	SF	$ 7.00	$ 21,875.00	$ 44,212.00	$ 63,588.00	$ 129,675.00	$ 129,675.00
42	Install Concrete Pavers (Historical Recognition Walk)	1642	0	0	1642	SF	$ 12.00	$ 19,704.00	$ -	$ -	$ 19,704.00	$ 19,704.00
43	Install 18" Wide Curb and Gutter	0	0	215	215	LF	$ 24.00	$ -	$ -	$ 5,160.00	$ 5,160.00	$ 5,160.00
44	Install 8" Wide x 24" Depth Concrete Playground Edge Curb	0	0	224	224	LF	$ 20.00	$ -	$ -	$ 4,480.00	$ 4,480.00	$ 4,480.00
45	Install Concrete ADA Curb Ramp	1	1	1	3	EA	$ 1,950.00	$ 1,950.00	$ 1,950.00	$ 1,950.00	$ 5,850.00	$ 5,850.00
46	Other:											
							Subtotal	$ 43,529.00	$ 46,162.00	$ 75,178.00		$ 164,869.00
	Sports Courts and Fencing											
47	Install (4) Concrete Pickleball Courts (Post Tensioned Concrete Slab)	1	0	0	1	LS	$ 120,000.00	$ 120,000.00	$ -	$ -	$ 120,000.00	$ 120,000.00
48	Install (1) Concrete Tennis Court (Post Tensioned Concrete Slab)	1	0	0	1	LS	$ 120,000.00	$ 120,000.00	$ -	$ -	$ 120,000.00	$ 120,000.00
49	Install Perimeter and Dividing Chain Link Fence Around Pickleball and Tennis Courts	780	0	0	780	LF	$ 35.00	$ 27,300.00	$ -	$ -	$ 27,300.00	$ 27,300.00
50	Install Pickleball and Tennis Court Nets	1	0	0	1	LS	$ 1,500.00	$ 1,500.00	$ -	$ -	$ 1,500.00	$ 1,500.00
50	Install Bleachers at Baseball Field	0	1	0	1	LS	$ 43,000.00	$ -	$ 43,000.00	$ -	$ 43,000.00	$ 43,000.00
51	Install Concrete Basketball Courts (5" Reinforced Slab)	9216	0	0	9216	SF	$ 9.00	$ 82,944.00	$ -	$ -	$ 82,944.00	$ 82,944.00
51	Install Bleachers at Basketball Courts	3	0	0	3	EA	$ 2,500.00	$ 7,500.00	$ -	$ -	$ 7,500.00	$ 7,500.00
52	Install Safety Netting and Support Poles (Baseball Outfield)	0	161	0	161	LF	$ 160.00	$ -	$ 25,800.00	$ -	$ 25,800.00	$ 25,800.00
53	Install Volleyball Court (12" Depth Sand) and Net	0	0	1	1	LS	$ 25,000.00	$ -	$ -	$ 25,000.00	$ 25,000.00	$ 25,000.00
54	Install New Baseball Backstop Fencing	0	1	0	1	SF	$ 15,000.00	$ -	$ 15,000.00	$ -	$ 15,000.00	$ 15,000.00
57	Basketball Hoops and Back Boards	6	0	0	6	LA	$2,000	$ 12,000.00	$ -	$ -	$ 12,000.00	$ 12,000.00
							Subtotal	$ 371,244.00	$ 83,800.00	$ 25,000.00		$ 483,224.00
	Slope Protection/Erosion Control											
58	Install and Maintain Silt Fence	1	1	1	3	LS	$ 1,200.00	$ 1,200.00	$ 1,200.00	$ 1,200.00	$ 3,600.00	$ 3,600.00
59	Install 8" Straw Wattles	1	1	1	3	LS	$ 500.00	$ 500.00	$ 500.00	$ 500.00	$ 1,500.00	$ 1,500.00
60	Install and Maintain Inlet Sediment Bags	1	0	1	2	LS	$ 350.00	$ 350.00	$ -	$ 350.00	$ 700.00	$ 700.00
61	Install and Maintain Gravel Bags Along Curbs	0	0	1	1	LS	$ 400.00	$ -	$ -	$ 400.00	$ 400.00	$ 400.00
62	Install Tree Protection (T-Posts & Fencing)	0	0	1	1	LS	$ 800.00	$ -	$ -	$ 800.00	$ 800.00	$ 800.00
63	Other:											
64	Other:											
65	Other:											
66	Other:											
							Subtotal	$ 2,050.00	$ 1,700.00	$ 3,250.00		$ 7,000.00
	Buildings, Structures, and Playground Equipment											
68	New Restroom Facilities	0	1150	300	1450	SF	$ 375.00	$ -	$ 431,250.00	$ 112,500.00	$ 543,750.00	$ 543,750.00
69	New Pavilion Structures	0	0	800	800	SF	$ 175.00	$ -	$ -	$ 140,000.00	$ 140,000.00	$ 140,000.00
70	New Dugouts with Storage Areas	0	560	0	560	SF	$ 150.00	$ -	$ 84,000.00	$ -	$ 84,000.00	$ 84,000.00
71	Install Shade Sails over Baseball Bleachers	0	520	0	520	SF	$ 150.00	$ -	$ 79,350.00	$ -	$ 79,350.00	$ 79,350.00
72	Ages 5-12 Playground Equipment	0	0	1	1	LS	$ 100,000.00	$ -	$ -	$ 100,000.00	$ 100,000.00	$ 100,000.00
73	Ages 3-5 Playground Equipment	0	0	1	1	LS	$ 50,000.00	$ -	$ -	$ 50,000.00	$ 50,000.00	$ 50,000.00
74	New Dumpster Enclosure	85	0	0	85	SF	$ 65.00	$ 5,525.00	$ -	$ -	$ 5,525.00	$ 5,525.00
75	Deck Viewing Platform at Playground	0	0	1	1	LS	$ 3,500.00	$ -	$ -	$ 3,500.00	$ 3,500.00	$ 3,500.00
76	Other:											
							Subtotal	$ 5,525.00	$ 594,600.00	$ 405,000.00		$ 1,006,125.00
	Water Service, Storm, and Sanitary Sewer											
77	Install Water Service to Restrooms and Pavilions	1	0	322	323	LF	$ 85.00	$ 85.00	$ -	$ 27,370.00	$ 27,455.00	$ 27,455.00
78	Install Sewer Service to Restrooms	1	0	82	83	LF	$ 90.00	$ 90.00	$ -	$ 7,380.00	$ 7,470.00	$ 7,470.00
79	Install Drainage Improvements at Baseball Infield	0	0	1	1	LS	$ 27,000.00	$ -	$ -	$ 27,000.00	$ 27,000.00	$ 27,000.00
80	Relocate Water Service for Drinking Fountain at Basketball Court	1	0	0	1	LS	$ 4,000.00	$ 4,000.00	$ -	$ -	$ 4,000.00	$ 4,000.00
81	Install Underdrain System at Playgrounds	0	0	1	1	LS	$ 35,000.00	$ -	$ -	$ 35,000.00	$ 35,000.00	$ 35,000.00
82	Modify Storm Drain Inlets and Piping (General)	1	1	1	3	LS	$ 4,500.00	$ 4,500.00	$ 4,500.00	$ 4,500.00	$ 13,500.00	$ 13,500.00
83	Other:											
							Subtotal	$ 8,675.00	$ 4,500.00	$ 101,250.00		$ 114,425.00
	Landscaping											
84	Soil Preparation - Tilling and fine grading	1	1	1	3	LS	$ 3,500.00	$ 3,500.00	$ 3,500.00	$ 3,500.00	$ 10,500.00	$ 10,500.00
85	Screened topsoil import 6"	1	1	1	3	LS	$ 4,500.00	$ 4,500.00	$ 4,500.00	$ 4,500.00	$ 13,500.00	$ 13,500.00
86	Sod	3041	1273	0	4314	SF	$ 3.50	$ 12,743.50	$ 4,455.50	$ -	$ 17,199.00	$ 17,199.00
87	Deciduous Trees (3" CAL)	31	33	8	72	EA	$ 650.00	$ 29,150.00	$ 21,850.00	$ 17,100.00	$ 63,700.00	$ 63,700.00
88	Coniferous Trees (8-10' HT)	1	7	0	8	EA	$ 650.00	$ 950.00	$ 6,650.00	$ -	$ 7,600.00	$ 7,600.00
89	Deciduous Shrubs (5 GAL)	27	66	55	148	EA	$ 46.00	$ 1,242.00	$ 3,036.00	$ 2,530.00	$ 6,808.00	$ 6,808.00
90	Coniferous Shrubs (2-3' HT)	0	34	0	34	EA	$ 210.00	$ -	$ 7,140.00	$ -	$ 7,140.00	$ 7,140.00
91	Ornamental Grasses (5 GAL)	22	33	11	66	EA	$ 31.00	$ 682.00	$ 1,023.00	$ 341.00	$ 2,046.00	$ 2,046.00
92	Perennials (1 GAL)	216	101	82	399	EA	$ 16.00	$ 3,456.00	$ 1,616.00	$ 1,312.00	$ 6,384.00	$ 6,384.00
93	Mulch 3" Depth	2407	4208	3474	10089	SF	$ 1.50	$ 3,610.50	$ 6,312.00	$ 5,211.00	$ 15,133.50	$ 15,133.50
94	Engineered Wood Fiber - playground areas 12" depth	0	0	11123	11123	SF	$ 4.00	$ -	$ -	$ 44,492.00	$ 44,492.00	$ 44,492.00
95	Landscape edging - 1/8" x 4" rolled top black metal.	82	56	25	163	LF	$ 3.85	$ 315.70	$ 215.60	$ 96.25	$ 627.55	$ 627.55
							Subtotal	$ 50,449.70	$ 60,298.10	$ 79,082.25		$ 198,830.05
	Irrigation											
96	Irrigation System Modifications	1	1	1	3	LS	$ 5,500.00	$ 5,500.00	$ 5,500.00	$ 5,500.00	$ 16,500.00	$ 16,500.00
							Subtotal	$ 5,500.00	$ 5,500.00	$ 5,500.00		$ 16,500.00
	Electrical/Lighting											
97	Electric service, permits, and coordination with Holy Cross Electric	1	1	1	3	LS	$ 7,200.00	$ 7,200.00	$ 7,200.00	$ 7,200.00	$ 21,600.00	$ 21,600.00
98	Relocate Basketball Court Lights	2	0	0	2	EA	$ 1,200.00	$ 2,400.00	$ -	$ -	$ 2,400.00	$ 2,400.00
99	Relocate Electrical Equipment at Existing Storage Shed	0	2	0	2	EA	$ 2,900.00	$ -	$ 5,800.00	$ -	$ 5,800.00	$ 5,800.00
100	Install Electrical Service to New Pavilions and Restrooms	1	1	1	1	LS	$ 8,000.00	$ 8,000.00	$ 8,000.00	$ 8,000.00	$ 24,000.00	$ 24,000.00
101	Relocate Electrical Equipment (General)	1	1	1	3	LS	$ 1,700.00	$ 1,700.00	$ 1,700.00	$ 1,700.00	$ 5,100.00	$ 5,100.00
102	Other	0	0	0	0	EA		$ -	$ -	$ -	$ -	$ -
							Subtotal	$ 19,300.00	$ 22,700.00	$ 16,900.00		$ 58,900.00
	Signage											
103	Park Entry sign at Grand Ave.	0	1	0	1	LS	$ 4,500.00	$ -	$ 4,500.00	$ -	$ 4,500.00	$ 4,500.00
104	Wayfinding signs	0	0	1	1	LS	$ 3,800.00	$ -	$ -	$ 3,800.00	$ 3,800.00	$ 3,800.00
105	Tennis / Pickleball Court Signage	0	0	1	1	LS	$ 500.00	$ -	$ -	$ 500.00	$ 500.00	$ 500.00
106	Basketball Court Signage	0	0	1	1	LS	$ 500.00	$ -	$ -	$ 500.00	$ 500.00	$ 500.00
107	Playground Signage	0	0	1	1	LS	$ 700.00	$ -	$ -	$ 700.00	$ 700.00	$ 700.00
108	Volleyball Court Signage	0	0	1	1	LS	$ 500.00	$ -	$ -	$ 500.00	$ 500.00	$ 500.00
							Subtotal	$ -	$ 4,500.00	$ 6,000.00		$ 10,500.00
	Furnishings											
109	Install Handrails at Steps and ADA Ramps (24/7%)	0	537	174	708	LF	$ 35.00	$ -	$ 18,620.00	$ 6,090.00	$ 24,710.00	$ 24,710.00
110	New Bear Saver trash receptacles	5	3	7	15	EA	$ 2,000.00	$ 10,000.00	$ 6,000.00	$ 14,000.00	$ 30,000.00	$ 30,000.00
111	New Drinking Fountain w/ Bottle Filler	2	1	2	5	EA	$ 4,000.00	$ 8,000.00	$ 4,000.00	$ 8,000.00	$ 20,000.00	$ 20,000.00
112	Custom Picnic Benches	4	2	5	11	EA	$ 1,000.00	$ 4,000.00	$ 2,000.00	$ 5,000.00	$ 11,000.00	$ 11,000.00
113	New BBQ Grill Stations	1	1	2	4	EA	$ 500.00	$ 500.00	$ 500.00	$ 1,000.00	$ 2,000.00	$ 2,000.00
							Subtotal	$ 22,500.00	$ 31,120.00	$ 34,090.00		$ 87,710.00
							SUBTOTAL	$ 731,857.20	$ 1,116,273.40	$ 812,807.75	$ 2,822,438.05	$ 2,822,438.05

Contingency @ 10% $ 282,243.81
GRAND TOTAL $ 3,104,681.86


Lower Bench
NORTH HYLAND PARK DRIVE
SOUTH HYLAND PARK DRIVE
GRAND AVENUE
BLAKE AVENUE
(2) ADA PARKING SPACES AND CURB RAMP
NEW TRASH ENCLOSURE
NEW PARK SIGN AND ACCENT LANDSCAPING
EXISTING GAZEBO AND STEPS TO BE REMOVED
PARK ENTRY PORTAL AND ACCENT LANDSCAPING
EXISTING CROSSWALK
NEW BASKETBALL COURTS
EXISTING LAWN AREA TO REMAIN
NEW PAVED PATHWAY
SPECIAL PAVING AT HISTORICAL RECOGNITION WALK
(4) NEW PICKLEBALL COURTS
EXISTING LAWN AREA TO REMAIN
EXISTING SIDEWALK
LAWN AREA
EXISTING PARKING
(1) ADA PARKING SPACE
NEW CONC WALKWAY AND STEPS
NEW PAVED PATH
NEW BLEACHERS
PROPOSED TREES
RE-LOCATED SCOREBOARD
NEW STEPS
NEW ADA RAMP W / HANDRAILS
(1) NEW TENNIS COURT
NEW SAFETY NETTING
BOULDER RETAINING WALLS
NEW FENCING AROUND COURTS
NEW LANDSCAPING
EXISTING SIDEWLAK
EXISTING PAVILION
REMODELED AND EXPANDED RESTROOMS
CONCRETE EDGE RESTRAINT
NEW PATH
NEW PLAZA
NEW PATH (ADA ACCESSIBLE)
8% ADA RAMP W / HANDRAILS
GRAND STAIRCASE
EXISTING SLEDDING HILL
EXISTING TURF OUTFIELD TO REMAIN
EXISTING DUGOUT TO BE RMOVED
NEW DUGOUT 10' X 24'
STORAGE SPACE 8' X 10'
NEW DUGOUT 10' X 24'
NEW PLAYGROUND EQUIPMENT AGES 5-12
NEW SAFETY BARRIER AROUND PLAYGROUND
EXISTING SHADE STRUCTURE W / NEW DECK VIEWING PLATFORM
NEW CONCRETE EDGE RESTRAINT
NEW PAVILION AND PLAZA
PROPOSED TREES
NEW PLAYGROUND EQUIPMENT AGES 2-5
NEW PAVILION AND PLAZA
EXISTING TREES TO BE REMOVED
RE-LOCATED VOLLEYBALL COURT
LAWN TERRACE SEATING AREAS
BOULDER WALLS
8% ADA RAMP W / HANDRAILS
NEW PAVED PATH FOR ADA ACCESS
EXISTING SIDWALK TO REMAIN
NEW RESTROOMS
EXISTING TREES TO REMAIN
NEW CURB RAMP
EXISTING DIRT INFIELD TO REMAIN (DRAINAGE IMPROVEMENTS TBD)
(2) NEW HANDICAP PARKING SPACES
EXISTING PARKING
NEW BACKSTOP FENCING
NEW SHADE SAILS
NEW CURB AND GUTTER
NEW BOULDER WALLS AND LANDSCAPING
NEW PLAZA

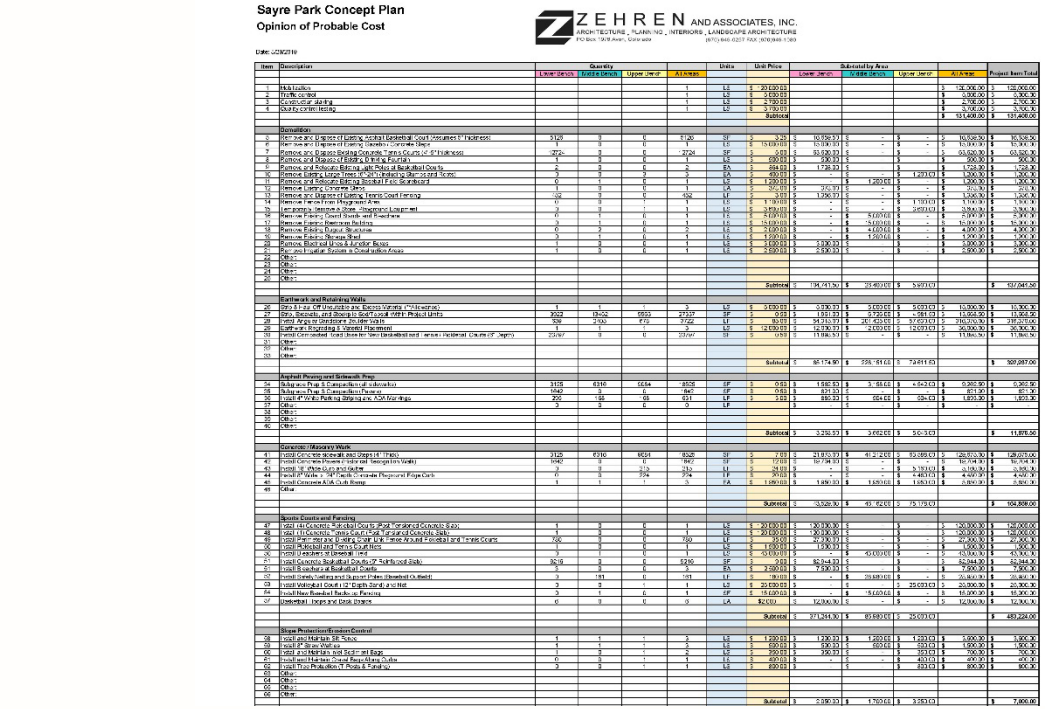
Sayre Park Concept Plan
Opinion of Probable Cost

ZEHREN AND ASSOCIATES, INC.
ARCHITECTURE , PLANNING , INTERIORS , LANDSCAPE ARCHITECTURE
PO Box 1978 Avon, Colorado (970) 949-0257 FAX (970)949-1780

Date: 5/23/2019

Item	Description	Quantity				Units	Unit Price	Sub-total by Area				Project Item Total
		Lower Bench	Middle Bench	Upper Bench	All Areas			Lower Bench	Middle Bench	Upper Bench	All Areas	
							SUBTOTAL	$ 731,857.20	$ 1,116,275.10	$ 357,807.75	$ 2,077,438.05	$ 2,077,438.05

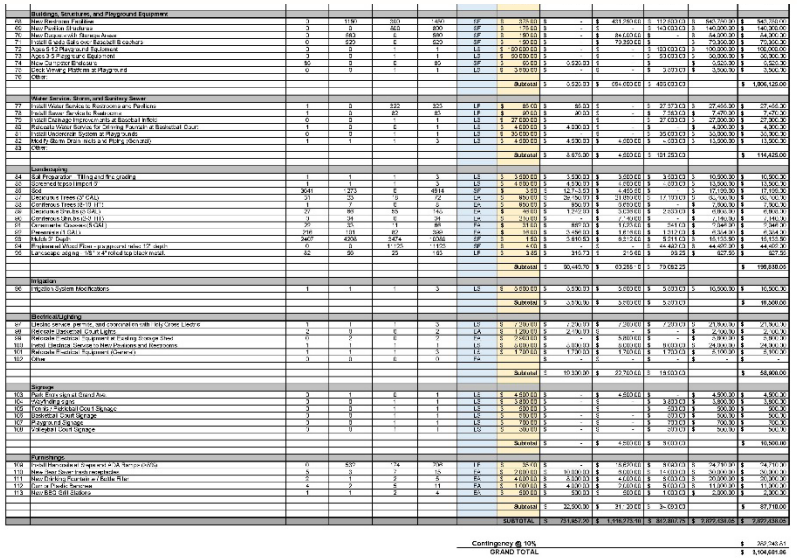
Contingency @ 10%		$ 282,243.81
GRAND TOTAL		$ 3,104,681.86


Sayre Park Concept Plan
Opinion of Probable Cost

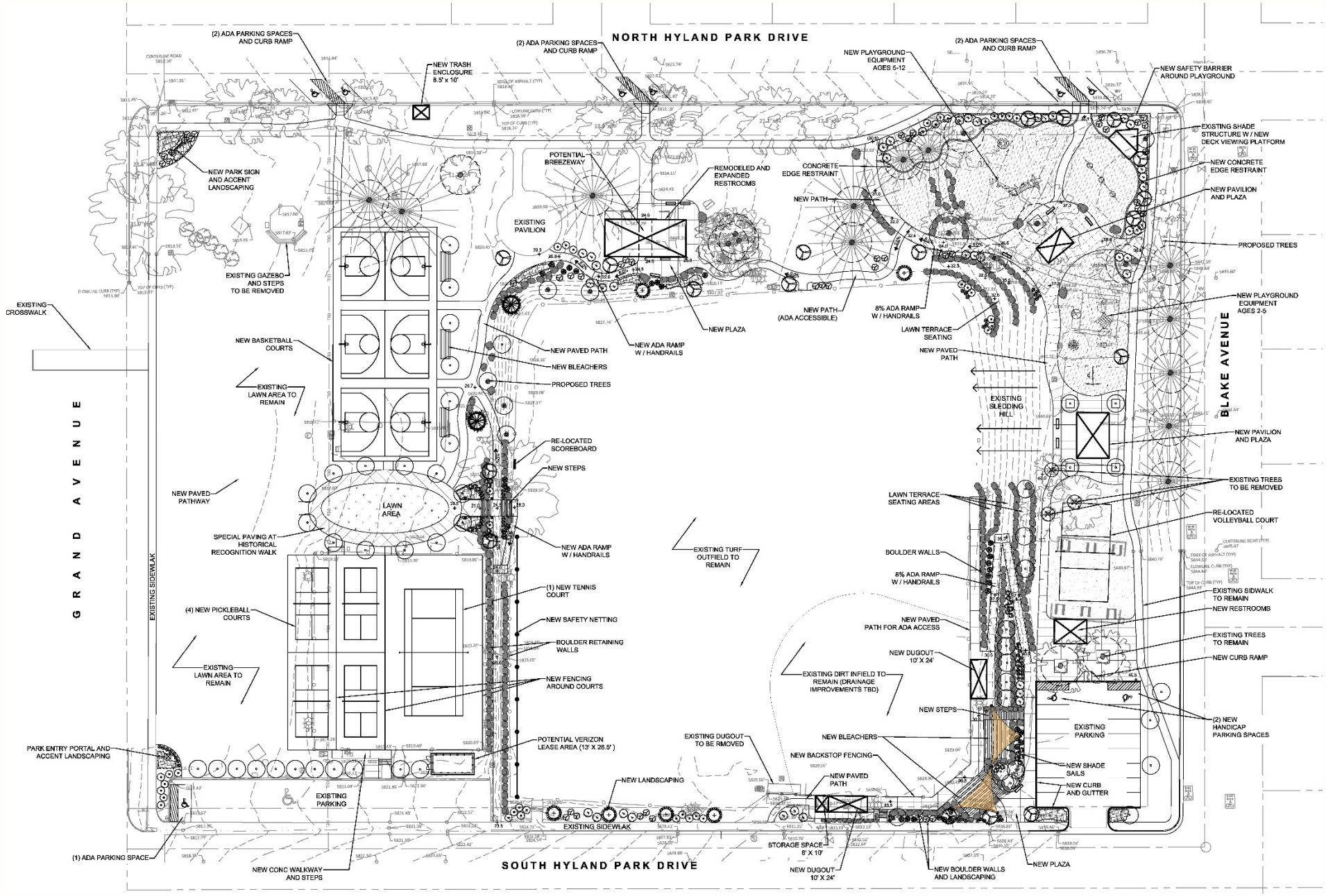
ZEHREN AND ASSOCIATES, INC.
ARCHITECTURE , PLANNING , INTERIORS , LANDSCAPE ARCHITECTURE
PO Box 1978 Avon, Colorado (970) 949-0257 FAX (970)949-1780

Date: 5/23/2019

Item	Description	Quantity				Units	Unit Price	Sub-total by Area				Project Item Total
		Lower Bench	Middle Bench	Upper Bench	All Areas			Lower Bench	Middle Bench	Upper Bench	All Areas	
1	Mob Ladder				1	LS	$ 20,000.00				$ 120,000.00	$ 120,000.00
2	Traffic control				1	LS	$ 5,000.00				$ 5,000.00	$ 5,000.00
3	Construction staking				1	LS	$ 2,700.00				$ 2,700.00	$ 2,700.00
4	Quality control testing				1	LS	$ 3,700.00				$ 3,700.00	$ 3,700.00
							Subtotal				$ 131,400.00	$ 131,400.00
	Demolition											
5	Remove and Dispose of Existing Asphalt Basketball Court Assumes 6" Thickness	3125	0	0	3125	SF	$ 3.45	$ 10,781.25	$ -	$ -	$ 10,781.25	$ 10,781.25
6	Remove and Dispose of Existing Concrete Slope	1	0	0	1	LS	$ 15,000.00	$ 15,000.00	$ -	$ -	$ 15,000.00	$ 15,000.00
7	Remove and Dispose Existing Concrete Tennis Courts (4" Thickness)	2772	0	0	2772	SF	$ 3.00	$ 8,316.00	$ -	$ -	$ 8,316.00	$ 8,316.00
8	Remove and Dispose of Existing Drinking Fountain	1	0	0	1	LS	$ 300.00	$ 300.00	$ -	$ -	$ 300.00	$ 300.00
9	Remove and Relocate Existing Light Pole at Basketball Courts	2	0	0	2	EA	$ 864.00	$ 1,728.00	$ -	$ -	$ 1,728.00	$ 1,728.00
10	Remove Existing Large Trees (>24" Un-Irrigated by Sprinkler and Scenic	3	0	0	3	EA	$ 400.00	$ -	$ -	$ 1,200.00	$ 1,200.00	$ 1,200.00
11	Remove and Relocate Existing Basketball Post Scoreboard	0	1	0	1	LS	$ 1,200.00	$ -	$ 1,200.00	$ -	$ 1,200.00	$ 1,200.00
12	Remove Existing Concrete Steps	0	0	0	0	LF	$ 300.00	$ 300.00	$ -	$ -	$ 300.00	$ 300.00
13	Remove and Dispose of Existing Tennis Court Fencing	192	0	0	192	LF	$ 3.00	$ 1,296.00	$ -	$ -	$ 1,296.00	$ 1,296.00
14	Remove Fence From Playground Area	0	0	1	1	LS	$ 1,100.00	$ -	$ -	$ 1,100.00	$ 1,100.00	$ 1,100.00
15	Landscaping - Irrigation & Sod - Playground Lawn Area	1	1	1	1	LS	$ 3,850.00	$ -	$ -	$ 3,850.00	$ 3,850.00	$ 3,850.00
16	Remove Existing Drywall Shrubs and Boulders	6	1	0	1	LS	$ 6,000.00	$ -	$ 6,000.00	$ -	$ 6,000.00	$ 6,000.00
17	Remove Existing Restroom Building	0	1	0	1	LS	$ 15,000.00	$ -	$ 15,000.00	$ -	$ 15,000.00	$ 15,000.00
18	Remove Existing Playset Structure	0	2	0	2	LS	$ 2,000.00	$ -	$ 4,000.00	$ -	$ 4,000.00	$ 4,000.00
19	Remove Existing Storage Shed	0	1	0	1	LS	$ 1,500.00	$ -	$ 1,500.00	$ -	$ 1,500.00	$ 1,500.00
20	Remove Basketball Hoop & Junction Boxes	1	0	0	1	LS	$ 3,000.00	$ 3,000.00	$ -	$ -	$ 3,000.00	$ 3,000.00
21	Remove Irrigation System in Disturbance Areas	1	0	0	1	LS	$ 2,500.00	$ 2,500.00	$ -	$ -	$ 2,500.00	$ 2,500.00
22	Other											
23	Other											
24	Other											
25	Other											
							Subtotal	$ 194,741.25	$ 28,400.00	$ 5,850.00		$ 197,041.25
	Earthwork and Retaining Walls											
26	Strip 8 in. Of Unsuitable Excess Volume (***Assumed)	1	1	1	3	LS	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 15,000.00	$ 15,000.00
27	Strip, Stockpile, and Stockpile Soil Topsoil With Project Limits	3022	1922	5953	27237	SF	$ 0.05	$ 151.10	$ 96.10	$ 297.65	$ 544.85	$ 13,000.00
28	Import Angular Sandstone Boulder Walls	109	2100	772	2722	LF	$ 15.00	$ 54,750.00	$ 201,420.00	$ 57,623.00	$ 313,793.00	$ 218,287.00
29	Earthwork Regrading & Viewing Placement	1	1	1	3	LS	$ 12,000.00	$ 12,000.00	$ 2,000.00	$ 12,000.00	$ 26,000.00	$ 26,000.00
30	Install Concreted Sand Base for New Basketball and Tennis Pedestal Courts (3" Depth)	23167	0	0	23167	SF	$ 0.50	$ 11,583.50	$ -	$ -	$ 11,583.50	$ 11,583.50
31	Other											
32	Other											
33	Other											
							Subtotal	$ 83,174.60	$ 226,916.10	$ 74,911.65		$ 320,287.00
	Asphalt Paving and Sidewalk Prep											
34	Subgrade Prep & Compaction at sidewalks	3125	6316	5684	15125	SF	$ 0.55	$ 1,696.83	$ 3,456.68	$ 3,124.20	$ 8,280.90	$ 8,280.90
35	Subgrade Prep & Compaction Paving	1642	3	6	1651	SF	$ 0.55	$ 871.33	$ 1.65	$ 3.30	$ 876.28	$ 876.28
36	Install 4" White Parking Striping inc. ADA Markings	200	166	68	434	LF	$ 3.00	$ 600.00	$ 498.00	$ 204.00	$ 1,302.00	$ 1,302.00
37	Other	3	3	6	9	LF		$ -	$ -	$ -	$ -	$ -
38	Other											
39	Other											
40	Other											
							Subtotal	$ 3,251.17	$ 3,952.33	$ 3,331.50		$ 11,876.68
	Concrete / Masonry Work											
41	Install Concrete sidewalk and Steps (4" Thick)	3125	6316	6551	15992	SF	$ 7.50	$ 23,437.50	$ 47,371.50	$ 49,132.50	$ 119,941.50	$ 119,941.50
42	Install Concrete Mowing Pedestrian Transition to Walk	1642	3	6	1651	SF	$ 12.00	$ 19,704.00	$ 36.00	$ 72.00	$ 19,812.00	$ 19,812.00
43	Install 18" Wide Curb and Gutter	1	3	313	317	LF	$ 24.00	$ 24.00	$ -	$ 5,130.00	$ 5,154.00	$ 5,154.00
44	Install 8" Wide x 24" Depth Concrete Playground Edge Curb	1	3	704	708	LF	$ 24.00	$ 24.00	$ -	$ 16,872.00	$ 16,896.00	$ 16,896.00
45	Install Concrete ADA Curb Ramp	1	1	1	3	EA	$ 1,800.00	$ 1,800.00	$ 1,800.00	$ 1,800.00	$ 5,400.00	$ 5,400.00
46	Other											
							Subtotal	$ 43,989.50	$ 49,407.50	$ 73,179.00		$ 166,976.00
	Sports Courts and Fencing											
47	Install (4) Concrete Basketball Courts (Post Tensioned Concrete Slab)	1	0	0	1	LS	$ 120,000.00	$ 120,000.00	$ -	$ -	$ 120,000.00	$ 120,000.00
48	Install (2) Concrete Tennis Courts (Post Tensioned Concrete Slab)	1	0	0	1	LS	$ 120,000.00	$ 120,000.00	$ -	$ -	$ 120,000.00	$ 120,000.00
49	Install Fencing and Gates Around Court (Inc. Three Double Pedestal) and Tennis Courts	700	0	0	700	LF	$ 70.00	$ 49,000.00	$ -	$ -	$ 49,000.00	$ 49,000.00
50	Install Basketball and Tennis Court Nets	3	0	0	3	LS	$ 1,000.00	$ 3,000.00	$ -	$ -	$ 3,000.00	$ 3,000.00
51	Install Scoreboard at Basketball	1	0	0	1	LS	$ 43,000.00	$ 43,000.00	$ -	$ -	$ 43,000.00	$ 43,000.00
52	Install Concrete Basketball Courts (3" Fortified Slab)	3216	0	0	3216	SF	$ 9.00	$ 28,944.00	$ -	$ -	$ 28,944.00	$ 28,944.00
53	Install Basketball Basketball Courts	3	0	0	3	EA	$ 2,500.00	$ 7,500.00	$ -	$ -	$ 7,500.00	$ 7,500.00
57	Install Steel Netting and Support Poles (Baseball Outfield)	3	181	0	181	LF	$ 150.00	$ -	$ 25,650.00	$ -	$ 25,650.00	$ 25,650.00
58	Install Volleyball Court (2 Courts Sand and Net	3	0	0	3	LS	$ 25,000.00	$ 25,000.00	$ -	$ -	$ 25,000.00	$ 25,000.00
64	Install New Baseball Backstop Fencing	3	1	1	5	EF	$ 15,000.00	$ 15,000.00	$ -	$ -	$ 15,000.00	$ 15,000.00
67	Basketball - Inspire and Dash Spaces	6	3	0	9	LA	$ 2,000.00	$ 12,000.00	$ -	$ -	$ 12,000.00	$ 12,000.00
							Subtotal	$ 371,244.00	$ 69,650.00	$ 25,650.00		$ 483,238.00
	Slope Protection/Erosion Control											
68	Install and Maintain SE Fence	1	1	1	3	LS	$ 1,200.00	$ 1,200.00	$ 1,200.00	$ 1,200.00	$ 3,600.00	$ 3,600.00
69	Install 8" Straw Wattles	1	1	1	3	LS	$ 200.00	$ 200.00	$ 600.00	$ 200.00	$ 1,000.00	$ 1,000.00
70	Install and Maintain Inlet Sediment Bags	1	1	1	3	LS	$ 300.00	$ 300.00	$ -	$ 300.00	$ 600.00	$ 600.00
71	Install and Maintain Diversion Rock Mulch Curbs	0	3	1	4	LS	$ 400.00	$ -	$ -	$ 400.00	$ 400.00	$ 400.00
72	Install Slope Protection (Mulch & Planting)	3	3	1	7	LS	$ 300.00	$ 900.00	$ -	$ 300.00	$ 900.00	$ 900.00
73	Other											
74	Other											
75	Other											
76	Other											
							Subtotal	$ 2,600.00	$ 1,800.00	$ 2,900.00		$ 7,300.00



Contingency @ 10%		$ 282,243.81
GRAND TOTAL		$ 3,104,681.86


NORTH HYLAND PARK DRIVE
SOUTH HYLAND PARK DRIVE
GRAND AVENUE
BLAKE AVENUE
(2) ADA PARKING SPACES AND CURB RAMP
NEW TRASH ENCLOSURE 8.5' x 10'
NEW PLAYGROUND EQUIPMENT AGES 5-12
NEW SAFETY BARRIER AROUND PLAYGROUND
EXISTING SHADE STRUCTURE W / NEW DECK VIEWING PLATFORM
NEW CONCRETE EDGE RESTRAINT
NEW PAVILION AND PLAZA
PROPOSED TREES
NEW PARK SIGN AND ACCENT LANDSCAPING
POTENTIAL BREEZEWAY
REMODELED AND EXPANDED RESTROOMS
CONCRETE EDGE RESTRAINT
NEW PATH
EXISTING PAVILION
EXISTING GAZEBO AND STEPS TO BE REMOVED
EXISTING CROSSWALK
NEW PATH (ADA ACCESSIBLE)
8% ADA RAMP W / HANDRAILS
LAWN TERRACE SEATING
NEW PLAYGROUND EQUIPMENT AGES 2-5
NEW BASKETBALL COURTS
NEW PLAZA
NEW ADA RAMP W / HANDRAILS
NEW PAVED PATH
NEW BLEACHERS
PROPOSED TREES
EXISTING LAWN AREA TO REMAIN
NEW PAVED PATH
EXISTING SLEDDING HILL
NEW PAVILION AND PLAZA
RE-LOCATED SCOREBOARD
NEW STEPS
NEW PAVED PATHWAY
LAWN AREA
LAWN TERRACE SEATING AREAS
EXISTING TREES TO BE REMOVED
RE-LOCATED VOLLEYBALL COURT
SPECIAL PAVING AT HISTORICAL RECOGNITION WALK
NEW ADA RAMP W / HANDRAILS
EXISTING TURF OUTFIELD TO REMAIN
BOULDER WALLS
8% ADA RAMP W / HANDRAILS
EXISTING SIDEWLAK
(1) NEW TENNIS COURT
EXISTING SIDEWALK TO REMAIN
NEW RESTROOMS
(4) NEW PICKLEBALL COURTS
NEW SAFETY NETTING
NEW PAVED PATH FOR ADA ACCESS
BOULDER RETAINING WALLS
NEW DUGOUT 10' X 24'
EXISTING TREES TO REMAIN
EXISTING LAWN AREA TO REMAIN
NEW FENCING AROUND COURTS
EXISTING DIRT INFIELD TO REMAIN (DRAINAGE IMPROVEMENTS TBD)
NEW CURB RAMP
NEW STEPS
(2) NEW HANDICAP PARKING SPACES
EXISTING PARKING
PARK ENTRY PORTAL AND ACCENT LANDSCAPING
POTENTIAL VERIZON LEASE AREA (13' X 26.5')
EXISTING DUGOUT TO BE RMOVED
NEW BLEACHERS
NEW BACKSTOP FENCING
NEW SHADE SAILS
NEW LANDSCAPING
NEW PAVED PATH
NEW CURB AND GUTTER
EXISTING PARKING
EXISTING SIDEWLAK
STORAGE SPACE 8' X 10'
(1) ADA PARKING SPACE
NEW CONC WALKWAY AND STEPS
NEW DUGOUT 10' X 24'
NEW BOULDER WALLS AND LANDSCAPING
NEW PLAZA

City Council Staff Report

Date: November 21, 2019

To: City Council

From: Gretchen Ricehill
Asst. Director Community Development Dept.

Subject: Workshop – 6th Street Corridor Master Plan

BACKGROUND

In December 2015, the City contracted with studioINSITE, a Denver-based urban design and planning firm, to create a master plan of the 6th Street corridor from the Yampah Vapor Caves west to Traver Trail.

This planning effort came about as a direct result of the significant changes that were expected to occur following the construction and realignment of the new Grand Avenue and pedestrian bridges. At the time, everyone understood that because the new bridge was being realigned, 6th Street, especially between Laurel and Pine streets, was going to change dramatically. No longer would these three blocks have to support daily traffic volumes in excess of 24,000 vehicles per day. The realignment project represented an exciting opportunity for city staff, elected and appointed officials, and 6th Street businesses and property owners to develop a common vision for area redevelopment that did not have to include the uninhibited movement of vehicles as had been required in the past.

PLAN DEVELOPMENT & PUBLIC OUTREACH

The Corridor plan was developed with substantial public outreach. To direct the project, City Council appointed a sixteen-member steering committee (Committee) made up of representatives from the city's boards & commissions, 6th Street business & property owners, and North Glenwood residents. Council, the DDA and city staff from various departments served as Committee liaisons.

Over a twelve-month period from January 2016 to January 2017, the Committee met eight times with city staff and the project consultant to review and direct various aspects of the plan. Additionally, the Community Development Department hosted three public open houses; studioINSITE conducted one-on-one interviews with most of the corridor's business & property owners; and staff held regular Council workshops to check-in and receive necessary direction. The result was a master plan that provided a vision and direction for streetscape improvements, and for future building and site redevelopment along the 6th Street corridor over the next 5, 10 and 20 years.

PLAN SUMMARY

City Council formally adopted the 6th Street Corridor Master Plan on June 15, 2017 (Resolution #27). A complete copy of the plan and appendices are attached to this report. Following is a summary of the plan's primary components; some of the recommendations are currently underway:

Connect major activity centers

- Connect 6th Street with Two Rivers Park, Glenwood Meadows, the Confluence area and Downtown.
- The 6th Street core historic area is intended to serve as an extension of downtown with the new pedestrian bridge providing the physical link.

Enhance 6th Street's Identity

- Recognize the area's unique identity.
- Create a family oriented, friendly environment.
- Construct "complete streets" where bikes, autos and pedestrians comfortably move through the area.
- Orient new buildings to the sidewalk and street edge.
- Protect surrounding views.
- Encourage property redevelopment.

Improve Connectivity

- Upgrade sidewalks & construct crosswalks.
- Break up the mega block between Laurel Street and Devereux Road.
- Add wayfinding signage.
- Construct bike facilities.
- Consider new pedestrian and vehicular bridges.

Create Nodes of Activity with a Mixture of New Uses

- Ground floor commercial with residential above.
- New residential housing types (townhouses & apartments).
- Civic uses.
- Additional restaurants.
- Retail & lodging.
- Recognize need for structured parking. For buildings and properties to redevelop as envisioned in the plan, the city and private partners may need to construct one or more parking garages within the planning area.

Beautify the Edges

- Improve landscape elements.
- Construct multi-use trails.
- New buildings must include architectural treatment along I-70 corridor.
- Add a new sense of entrance on I-70 near Vapor Caves.

Engage the River

- Continue river restoration improvements in Two Rivers Park.

Streetscape Improvements

The plan also includes a series of recommendations for streetscape improvements in three specific

areas –

Between Laurel and Pine

- Reduce the number of traffic lanes and provide on-street parallel parking on both sides of the street.
- Widen sidewalks.
- Include a dedicated bike lane on the north side.
- Plant street trees.
- Add new lighting.
- Hang flower baskets from the light posts.

Between Pine and the Vapor Caves

- The plan notes that due to the minimal street width, there are fewer opportunities to implement streetscape improvements.
- Add a bike sharrow (share the road painting) encouraging bikes and cars share the same space.
- Add crosswalks.
- Add a shuttle stop.
- Reorganize parking at the Vapor Caves.
- Create a new trailhead for the Glenwood Canyon by moving it to the east.
- Create a new orientation area across the street from the Center for the Arts.

Between Laurel and Devereux/Traver Trail

Note: the implementation of certain recommended streetscape improvements in this area may be dependent on the devolution of Highway 6 from CDOT ownership and control to City ownership.

- Improve connectivity is the primary goal along with making the corridor more pedestrian and bike friendly.
- Construct crosswalks some with pedestrian warning signals.
- Add pull-in transit stops.
- Create a wider sidewalk on the north side and dedicate it for shared bike and pedestrian use.
- Break up the long mega block by looking for opportunities to partner with property owners to create new east-west connections including perhaps a secondary street between 6th and Interstate 70, behind the existing buildings.

North Landing

As part of the overall Grand Avenue Bridge project, CDOT transferred to city ownership a roughly 16,000 square foot area commonly known as the "north landing". Because of its location immediately adjacent to the new pedestrian bridge, the plan studied and suggested several options that would enhance its position as a central gathering place. Design elements common to all the options –

- A space designed to orient visitors.
- A plaza and/or grassy area.
- Water feature or focal point such a prominent sculpture or focal tree, such as a large

evergreen that could be the center of holiday events.
- Enhanced design standards to ensure that any adjacent building have a strong visual and physical connection to the public space.

After completing the Grand Avenue Bridge, City Council, staff and the DDA wanted to explore in more detail the options for developing this public space. In late 2018, Council asked staff to further develop improvement scenarios that included a building to house public restrooms, coffee shop and/or visitor center; an art piece; and landscape and hardscape features. Refining the scenarios included assessing site constraints such as the location of major utilities crossing the property.

Several concept sketches were developed and presented to the public at an open house in March 2019. City Council in Spring 2019 asked staff to develop one or more alternatives. Staff recommends a holding a separate work session on the North Landing to review all of the concept designs.

PHASING

The plan provided a master list and prioritization of public improvement projects based on short term (0-5 years), mid-term (5-10 years) and long-term (10 years +) goals. Streetscape improvements and North Landing improvements were addressed separately.

Developing 90% construction drawings for streetscape improvements from Devereux Road to the Vapor Caves was identified as a mid-term goal. It included breaking the actual construction project into phases and developing cost estimates for each phase.

Developing a North Landing design plan was considered a short-term goal followed by a mid-term goal of developing 100 percent construction plans and identifying /securing funding for the improvements.

COUNCIL DIRECTION REQUESTED

In addition to informing Council about the details of the 6th Street Corridor Plan, the purpose of the workshop is to -

1. Confirm the Plan's vision for streetscape improvements.

2. Discuss the development of engineering plans for streetscape improvements –
    - Should engineering plans be developed for the entire corridor, Devereux Road/Traver Trail to the Vapor Caves?
    - Should plans be developed for just the first phase, Laurel to Pine?
      Note: In the DDA's 2020 budget, Council approved $248,000 for developing streetscape design plans from Laurel to Pine streets. The Engineering Department roughly estimates that developing plans for the entire corridor (Traver Trail to Vapor Caves) may cost up to $500,000.

3. Address design and development of the North Landing by considering-
    - Schedule and process for finalizing design;
    - Development of construction plans & cost estimate.





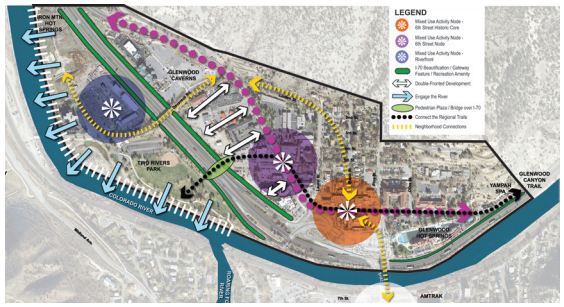














6th Street Corridor Master Plan

GLENWOOD SPRINGS, CO
FINAL PLAN - JUNE 1, 2017

studioINSITE

Acknowledgements

CITY COUNCIL

Michael Gamba, Mayor

Stephen Bershenyi

Steve Davis

Jonathan Godes

Shelley Kaup,

Todd Leahy

Leo McKinney

Matthew Steckler

Kathryn Trauger, Mayor Pro-tem

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Tom Barnes, Parks & Recreation Director

Al Laurette, Parks & Recreation Superintendent

SPECIAL THANKS

Leslie Bethel, Executive Director, Downtown Development Authority

Numerous Stakeholders and Residents that participated in Open Houses and Meetings

North Glenwood Residents and Business Owners

Drew Gorgey, Acting City Manager

Debra Figueroa, City Manager

STEERING COMMITTEE

Lee Barger (Transportation Commission)

Steve Beckley (Business/Property Owner)

Greg Boecker (Resident)

Steven Carver (Business/Property Owner)

Marco Dehm (Planning & Zoning Commission)

Marice Doll (Historic Preservation Commission)

Sheldon Emery (Parks & Recreation Commission)

Dean Gordon (Downtown Development Authority)

David Hauter, Chair (Resident)

Jeremy Heiman (River Commission)

Todd Leahy (City Council)

Deborah Lundin (Business/Property Owner)

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1. Introduction

6TH STREET CORRIDOR PLAN

PLAN PURPOSE

The 6th Street Corridor Plan presents both a vision and action plan for the North Glenwood neighborhood. It serves as a blueprint for both public and private investment:

- **The city will use the plan as a way to prioritize public investment** in infrastructure such as streets, parking and utility upgrades, as well as placemaking elements like streetscapes, plazas and park improvements.
- **The city will also use the plan as a tool to evaluate future development proposals** of properties within the project area.
- **Landowners contemplating new development or redevelopment should consult this plan** to ensure that development concepts are in-sync with the vision and goals of this plan.

IN THIS CHAPTER

PLAN PURPOSE 1

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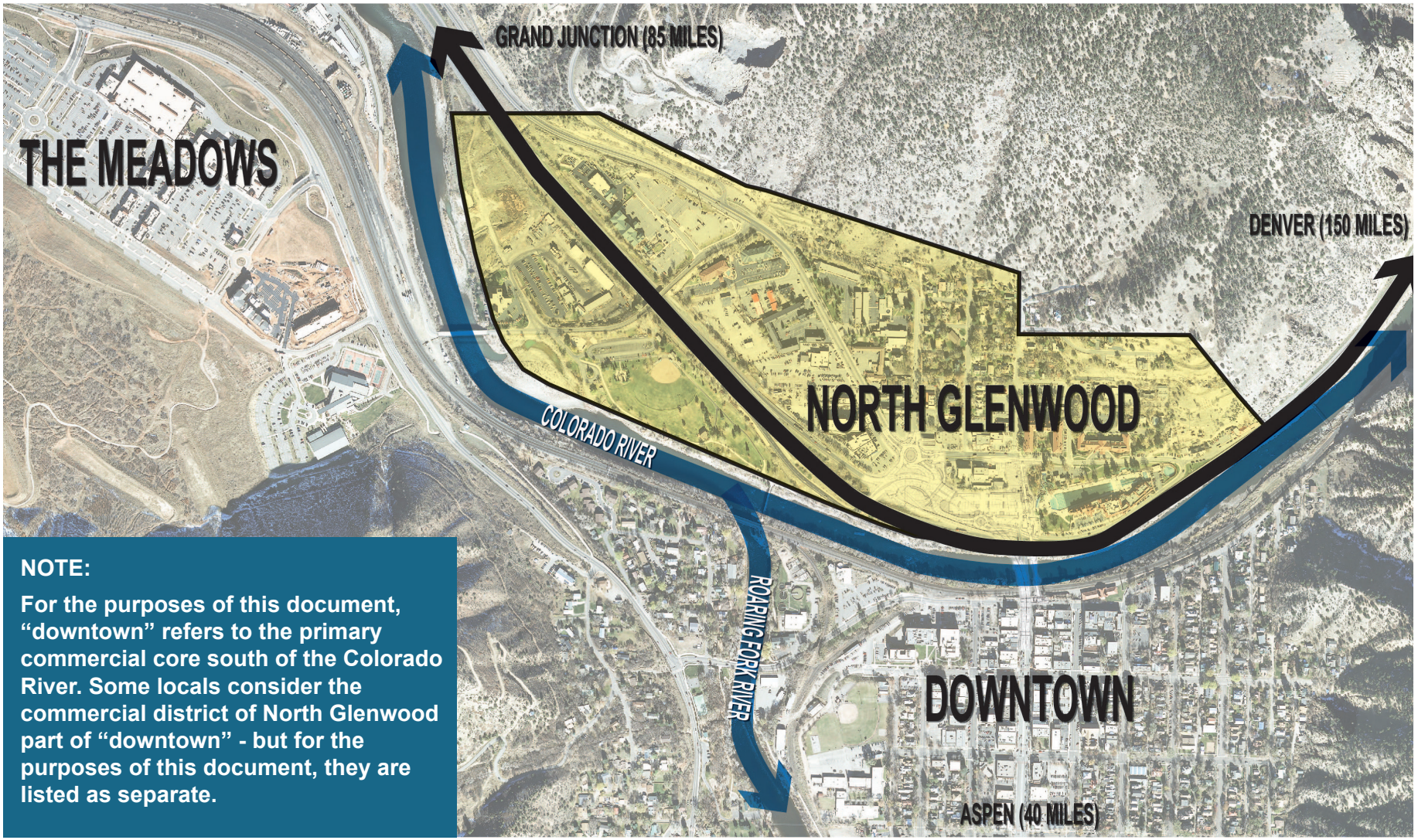


NOTE:

For the purposes of this document, "downtown" refers to the primary commercial core south of the Colorado River. Some locals consider the commercial district of North Glenwood part of "downtown" - but for the purposes of this document, they are listed as separate.

Figure 1 - Context Map

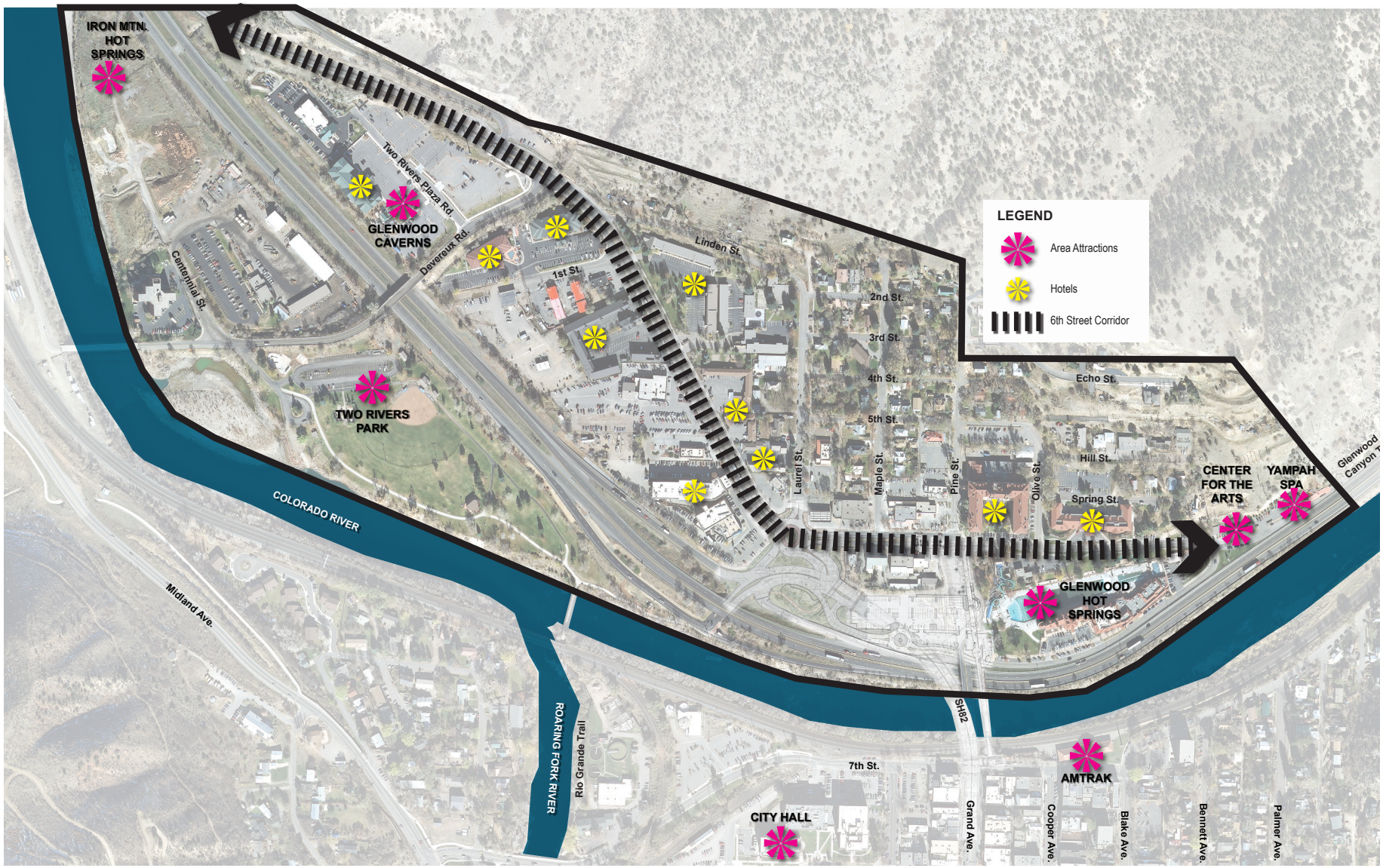


Figure 2 - 6th Street Corridor Study Area & Attractions

OUTREACH AND ENGAGEMENT

The 6th Street Corridor Plan involved extensive public and stakeholder outreach including numerous meetings with a City Council-appointed Project Steering Committee (PSC).

STAKEHOLDERS

The project kicked off with one-on-one interviews with property and business owners in the study area to learn about their long-term visions for their properties and businesses, as well as their desires for the entire corridor and surroundings.

PUBLIC ENGAGEMENT

Three public open houses were held over the course of the planning process. These sessions provided interactive exercises designed to engage and solicit feedback from the public in fun and engaging ways.

PROJECT STEERING COMMITTEE

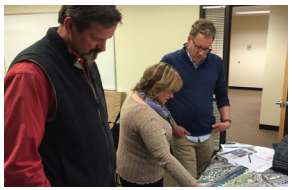
A 16-member PSC with diverse representation from key City boards and commissions, area business owners, and neighborhood residents was appointed by City Council to serve as a sounding board for the design team. They were engaged during critical decision-making processes to help guide the plan concepts and recommendations, and to represent the various views and interests of property owners along the corridor.

CITY STAFF

The consultants worked closely with city staff, including multiple work sessions and bi-weekly team conference calls. Staff was involved in the creation of plan concepts and provided critical feedback throughout the process.

CITY COUNCIL

Finally, City Council work sessions were also held to update city leaders on the process and critical elements of the plan.









Stakeholders were engaged in one-on-one meetings with the design team.



The Project Steering Committee was engaged during critical decision-making processes.











Open Houses provided interactive excersises designed to engage and solicit feedback from the public.

EXISTING LAND USES

TOURISM-RELATED BUSINESSES

The study area includes major Glenwood Springs tourist destinations and tourist-related businesses, such as:

- Glenwood Hot Springs
- Yampah Spa & Vapor Caves
- Glenwood Caverns Adventure Park Tram
- Iron Mountain Hot Springs
- Rafting & outdoor adventure companies

LODGING

Concentrated along the 6th Street corridor, primarily west of Laurel Street, are many of Glenwood Springs' hotels and motels:

- Glenwood Hot Springs Lodge
- Hotel Colorado
- Ramada Inn
- Silver Spruce Motel
- Holiday Inn Express
- Hampton Inn Glenwood
- Hotel Glenwood Springs
- Best Western Antlers
- Glenwood Motor Inn
- Starlight Lodge



Glenwood Hot Springs is a major tourist destination.



Iron Mountain Hot Springs is located along the Colorado River on the west end of the corridor.



The Yampah Spa and Hot Springs are located at the east end of 6th Street.



The Glenwood Caverns Adventure Park is located on the mountainside above North Glenwood. It is accessed by the tramway on 6th Street.

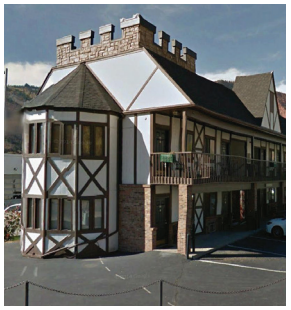


The Holiday Inn Express is located on First Street, near Highway 6 and Devereux Road.



The Ramada is located near the intersection of 6th and Laurel Streets.





Older hotels such as the Starlight Lodge and Silver Spruce Hotel are also local hotels on the corridor.

COMMERCIAL

Other commercial land uses within the study area include offices, retail, restaurants, spa and beauty salons, an automobile dealership, and automotive service and repair facilities. Like the hotels & motels, most of these businesses front onto 6th Street.

RESIDENTIAL

A compact residential neighborhood sits on the south-facing hill above 6th Street, and east of Laurel Street. The neighborhood consists of mostly single-family homes, some dating from the late 1800s and early 1990s. This section of north Glenwood was part of the originial 1885 town site, which also included the downtown area south of the Colorado River to 12th Street. Just like the downtown district, the streets in north Glenwood are aligned on a traditional north-south, east-west grid, but, unlike downtown, they are about 1/2 the width of those south of the Colorado River- which lends to the compact feel of the neighborhood.



Some mixed use buildings are present along 6th St.

VACANT LAND

One of the largest commercial parcels in the study area is the 2.8 acre former Bighorn Toyota lot which sits on the south side of West 6th Street, and which currently serves as temporary parking for the Glenwood Hot Springs and for river rafting customer pick-up and drop-off.

SERVICE PROVIDERS

CDOT and CenturyLink also own property in the area. CDOT's Region 3 offices are located on a 6-acre parcel between I-70 and the Colorado River along Devereux Road and the CenturyLink property is located at the terminus of 1st Street, adjacent to I-70. It seves as a regional hub for CenturyLink maintenance operations and the small buildings on the property are used mainly for storage.

PUBLIC OPEN SPACE

Two Rivers Park, Glenwood's largest regional park, is located within the study area at the confluence of the Colorado and Roaring Fork Rivers and serves as a major destination for events and summer river sport activities. The 22-acre park includes a baseball field, amphitheatre, sheltered picnic areas, restrooms, a playground, and a skate park.



North Glenwood neighborhood has historic character.



The former Bighorn Toyota building is vacant. The lot is currently used for Glenwood Hot Springs parking and for river rafting pick-up/drop-off.



Subway is one of two drive-through fast food services in the study area.

HISTORIC RESOURCES

North Glenwood has a rich historic fabric. The following is a summary of the historic status and/or eligibility status for buildings in the study area:

BUILDINGS ON THE STATE OR NATIONAL REGISTERS OF HISTORIC PLACES

**SRHP = State Register of Historic Places*

**NRHP = National Register of Historic Places*

115 5th Street	*Shelton-Holloway House*	*SRHP*
601 6th Street	*Glenwood Springs former Hydroelectric Plant*	*NRHP*
526 Pine Ave.	*Hotel Colorado*	*NRHP*

BUILDINGS ELIGIBLE FOR STATE OR NATIONAL REGISTERS OF HISTORIC PLACES

515 Maple Street	*Modern style residence*	*Survey 2003*

BUILDINGS ELIGIBLE FOR CONTRIBUTING TO A LOCAL HISTORIC DISTRICT

401 River Street	*Hot Springs Bathhouse, Natatorium, Yampa Spring*	*Survey 1998*
201 5th Street	*Queen Anne Cottage*	*Survey 2002*



Hotel Colorado



Hot Springs Bathhouse



Shelton-Holloway House



Former Hydroelectric Plant (Center for the Arts)



201 5th Street - Queen Anne Cottage

NOTE:

Currently, there are no registered historic districts in Glenwood Springs, although the area east of Pine Street and across the Colorado River to 7th Street has been determined eligible for inclusion on the National Register of Historic Places. It includes the Hotel Colorado, the Hot Springs, the city-owned Hydroelectric Plant and the train station.

CURRENT ZONING

The current zoning for the study area includes the following zone districts (refer to Figure 3 on page 8):

- **C/1 - Limited Commercial**
- **C/3 - General Commercial**
- **C/4 - Resort District**
- **R/1/6 - Single Family Residential**
- **R/1/20 - Single Family Residential**
- **R/2 - Limited Multifamily Residential**
- **R/3 - Multifamily Residential**
- **R/4 - Residential Transitional**
- **I/1 - General Industrial**

The area outlined with a dashed red line (C/1, C/3 and C/4) indicates the area where this plan envisions most future redevelopment occurring. Because some of the current zone district standards do not align with the redevelopment vision, this plan recommends revising existing zoning standards. The residential zoning is not envisioned as changing.

As part of this project, design standards and guidelines are being developed for the area inside the red dashed line that shall be used in cooperation with the new development code. They are provided in Appendix A.

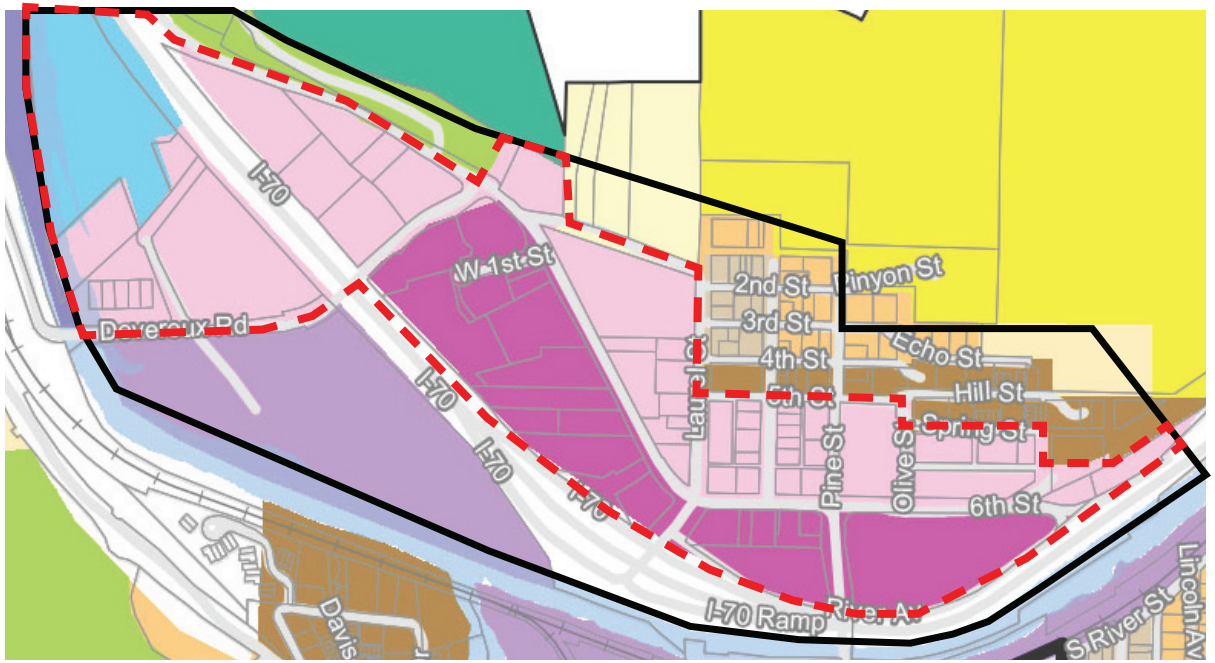
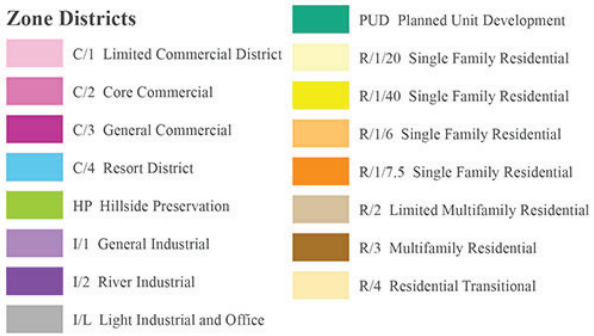


Figure 3 - Current Zoning



NOTE:

In 2016, the City began a process to update the entire development code. This plan was completed prior to the adoption of the development code, however the plan has influence on the proposed zoning actions for the study area. For more information on how the new zoning code relates to North Glenwood and the 6th Street corridor, refer to Appendix (forthcoming).

I-70 INTERCHANGE PROJECT

Glenwood Springs' Exit 116 is undergoing a major reconfiguration, including a new Grand Avenue auto bridge, separate pedestrian bridge, and roundabout that intersects 6th Street in the project area. This major construction project is estimated to be complete in May 2018.

This project opens up both opportunities and challenges for the 6th Street corridor:

- **6th Street from Laurel to Pine Streets** will be transferred from CDOT to City ownership following completion of the Grand Avenue Bridge, which means that the City will be responsible for all future right-of-way maintenance. This provides an opportunity to transform these two blocks from a 4-lane thoroughfare into a quiet, pedestrian-oriented, "main street."
- **Traffic will decrease substantially.** CDOT estimates an 80 percent reduction in traffic between Laurel and Pine streets, as through-traffic will now cross the Grand Avenue Bridge directly from the Laurel roundabout.
- **A new public park or plaza** is proposed to replace the current Grand Avenue Bridge landing at 6th and Pine streets. This new amenity not only will help spur investment along 6th Street, it will provide the area with a prominent gathering space.
- **The new pedestrian bridge** will be separated from the Grand Avenue auto bridge, and includes viewing areas that overlook the Pool and Colorado River. This bridge will provide a pleasant pedestrian connection from downtown to 6th Street.
- **The new roundabout** occurs at the intersection of Laurel and 6th Streets. This proposes a challenge in terms of navigating the new arrangement. Signage will be very important in terms of directing visitors in automobiles to their destinations efficiently. As a pedestrian, the only way to navigate the roundabout is on the north side, so people on the south side of 6th Street trying to get to and from the east and west sides of Laurel, will need to do so by crossing to the north side of 6th and then crossing Laurel. Roundabouts are generally difficult for bicyclists to navigate, and this particular configuration is quite complicated given the amount of traffic that will use it. Therefore, considering bike routes that can bypass the roundabout will be important.
- **Construction of the new bridge** has been disruptive to businesses, as will any future improvements to 6th Street, so being considerate about phasing and timing of construction along the corridor is important.

NOTE:

For the purposes of this plan, most concepts are portrayed assuming that the new interchange is in place. This is to avoid having to update the plan once construction is complete.



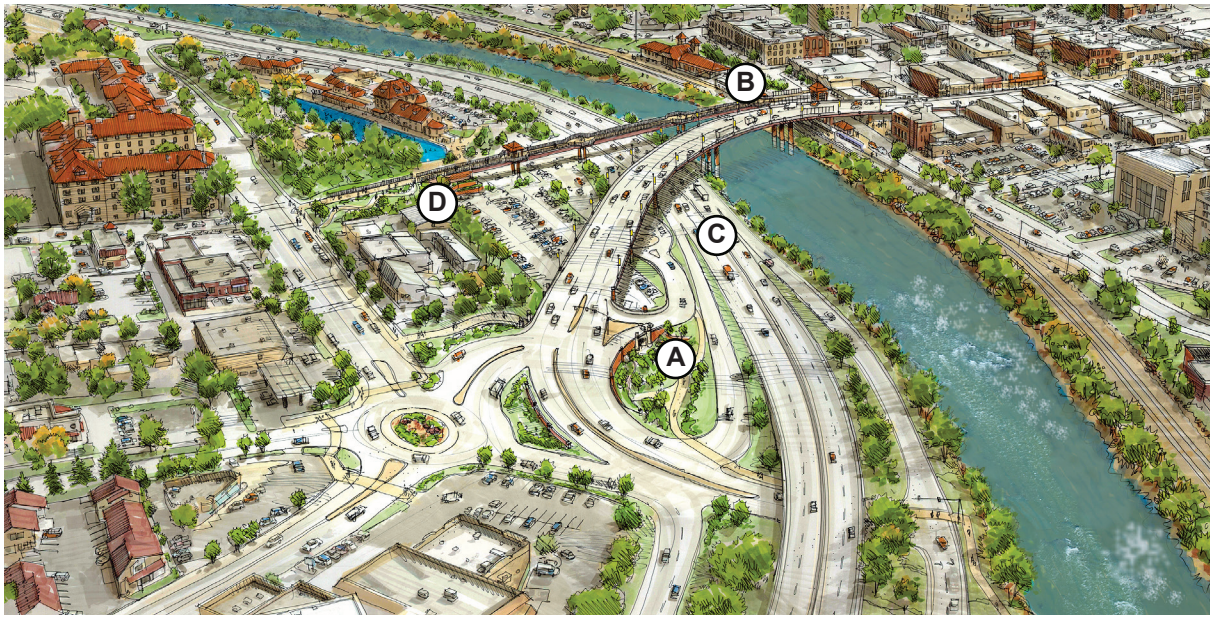
Traffic to the Pool from downtown will cross the bridge and turn right on 6th Street. To get back to downtown from the Pool, people will have to either take 6th Street back to the roundabout and over the bridge, or take River Street up the ramp and over the bridge.



To get on I-70 from the Pool, the only route is back through 6th Street.



From I-70 to Hotel Row and West 6th Street, people will have to go around the roundabout.



View from West 6th Street showing the new roundabout, Exit 116 interchange and the new bridges to downtown.



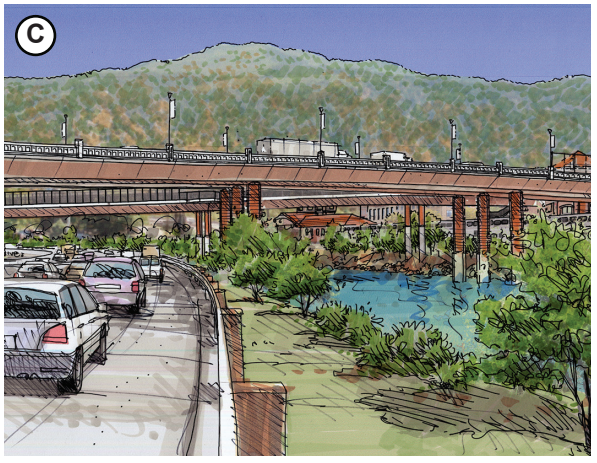
View of the new multi-use path and tunnel.



This view shows the circulation to the pedestrian bridge and restrooms along 7th Street.



This aerial view above the new park looking south toward downtown. The pedestrian bridge overlooks can be seen here. The new pool parking lot is shown in the foreground.



View from east-bound I-70 showing the new Grand Avenue Bridge and pedestrian bridge behind.

2. Vision & Primary Goals

6TH STREET CORRIDOR PLAN

6TH STREET VISION

6th Street is a unique blending of local tradition with contemporary appeal. Its historic architecture, iconic tourist destinations, affordable lodging and housing options, eclectic shopping, excellent dining, breweries, and dedication to the arts is what makes 6th Street such a desirable place to live, work and play. The unique appeal is enhanced with its public open spaces and welcoming streetscape. It provides a unique experience, different from downtown, that people of all ages enjoy.

IN THIS CHAPTER

6TH STREET VISION 11

CONNECTING MAJOR ACTIVITY CENTERS 13

PRIMARY GOALS 15

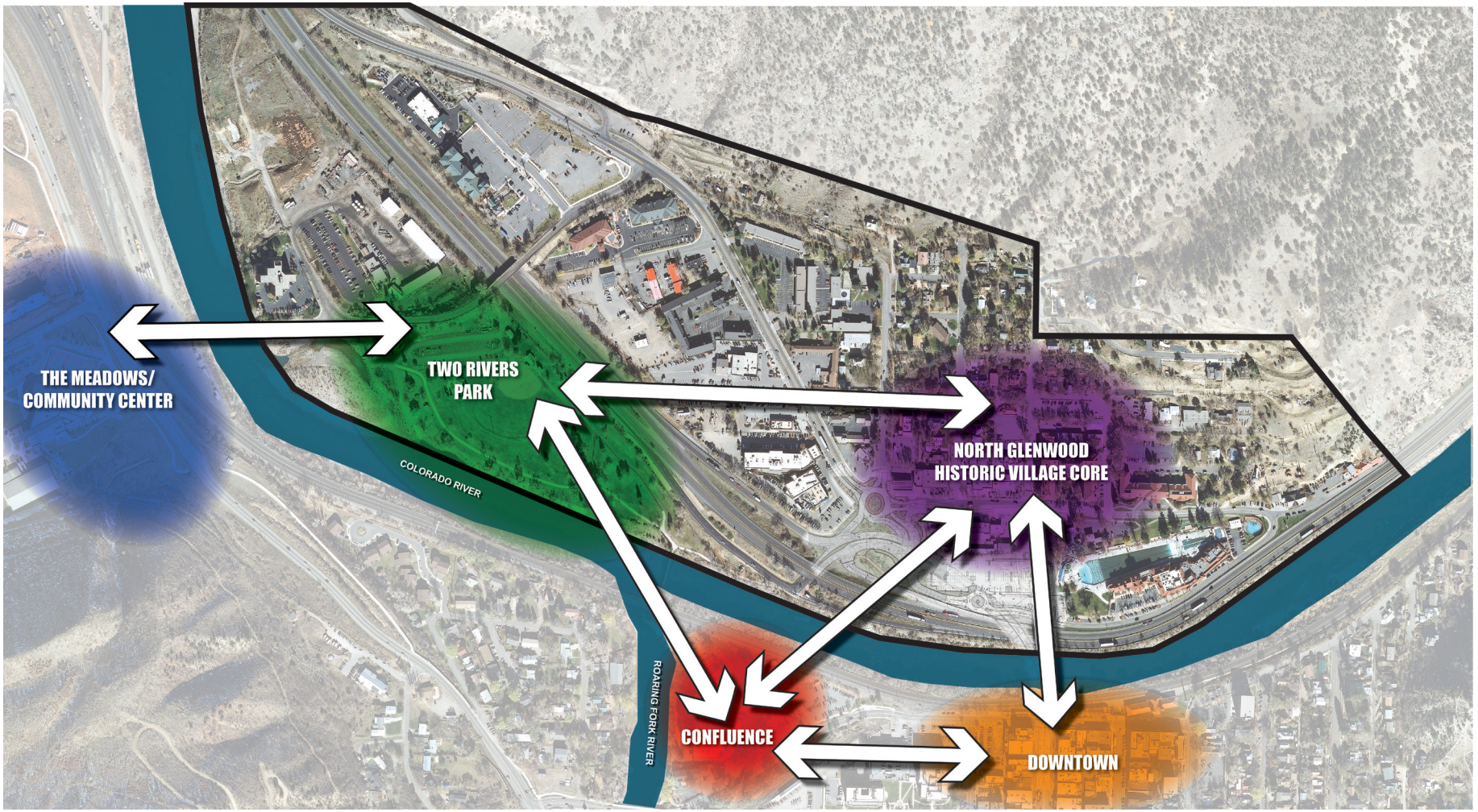


Figure 4 - Major Activity Centers

CONNECTING MAJOR ACTIVITY CENTERS

Although North Glenwood is connected to downtown by vehicular and pedestrian bridges, the neighborhood feels isolated. Interstate 70 and the Colorado River are significant barriers however, they also provide opportunities:

- I-70 provides **visibility** to businesses and attractions along the 6th Street corridor; and
- The Colorado River is an **amenity** that brings visitors to Glenwood Springs for rafting, kayaking and fishing. These visitors in-turn frequent those businesses and lodging along the 6th Street corridor.

A primary objective of this plan is to better connect the major activity centers in this area (Figure 4):

- **North Glenwood Village Core** – this section of 6th Street, primarily between Laurel and Pine, is envisioned as becoming an extension of downtown, including a mixture of old and new buildings with uses that complement downtown. This area also has significant potential for becoming a pedestrian-oriented "main street" due to a significant decrease in through-traffic from Highway 82 that will be rerouted with the new interchange by 2018. A new plaza at the north landing of the pedestrian bridge will be a focal point for this neighborhood. Once constructed, it will help spur other public and private investment along the street.
- **Two Rivers Park** – the largest park in Glenwood Springs, Two Rivers Park, is a popular destination for outdoor recreation, live music performances, and river sports. Access to the park for cars as well as pedestrians and bicyclists, is somewhat limited and difficult to navigate. This plan considers opportunities for improving connectivity, parking, and programming for the park.
- **Glenwood Meadows** – this popular shopping district has a regional draw that could bring more business into the 6th Street Corridor, if connections were improved. This plan looks at opportunities for a bridge connection (for autos or bikes) to link the two areas.
- **The Confluence** – the confluence of the Colorado and Roaring Fork rivers, and the demolition of the city's former wastewater treatment facility, offers tremendous opportunity for redevelopment in this prime location. Many land uses have been considered for this area. Whatever uses occupy the Confluence, linking the area to the 6th Street corridor is a primary goal.
- **Downtown** – providing a seamless connection between downtown and the 6th Street corridor is another important goal. It is less than a quarter-mile (or about a 3-5-minute walk) from 6th Street, across the bridge to the 7th Street shops and restaurants. This plan encourages land uses and streetscape treatments along the 6th Street corridor that coordinate with and complement the downtown.



There is significant opportunity for creating a pedestrian-oriented "main street" along E. 6th due to the decrease in traffic when the new bridge is in place.



Providing a seamless connection between the north and south sides of the river is a primary goal.

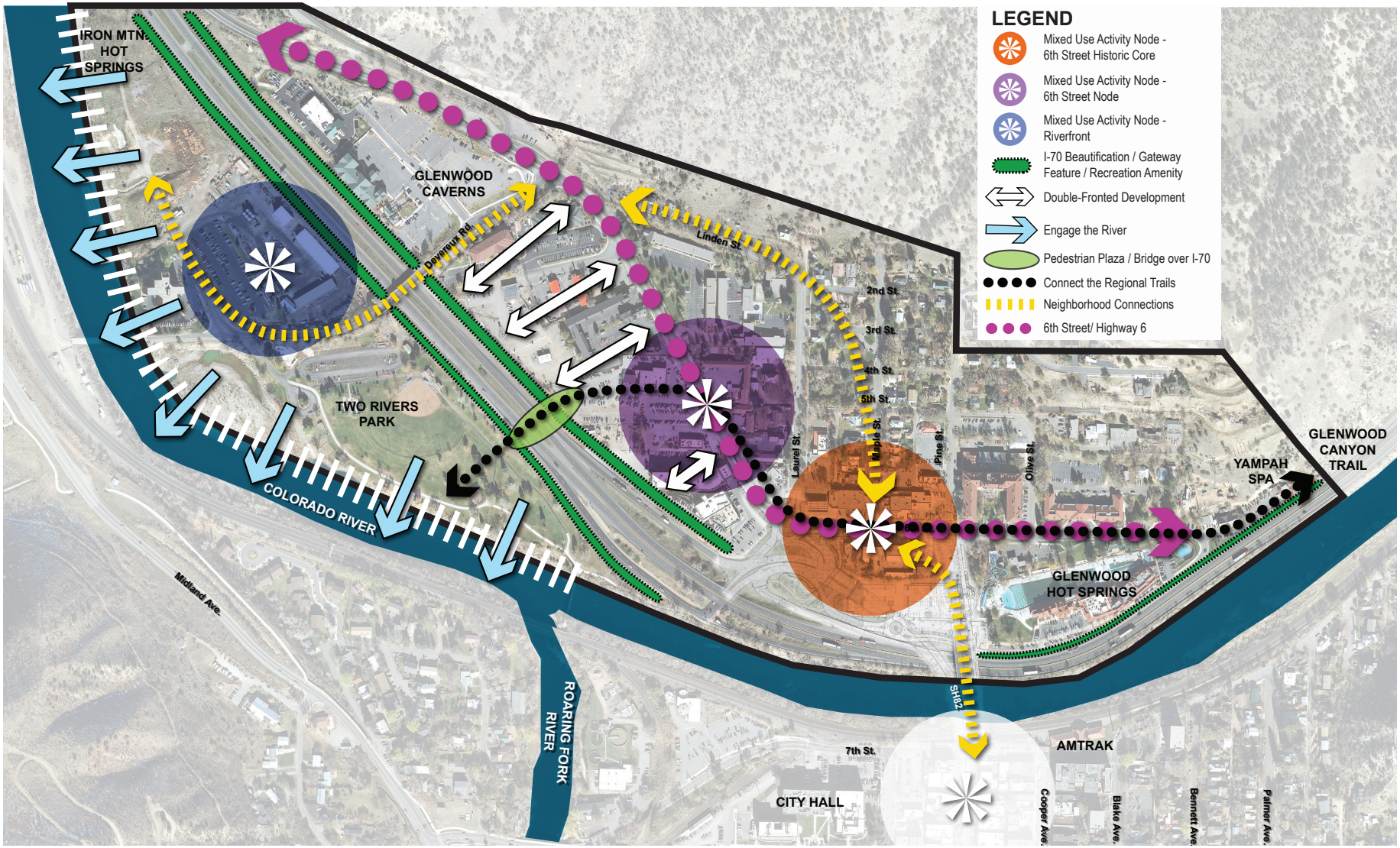


Figure 5 - Primary Goals

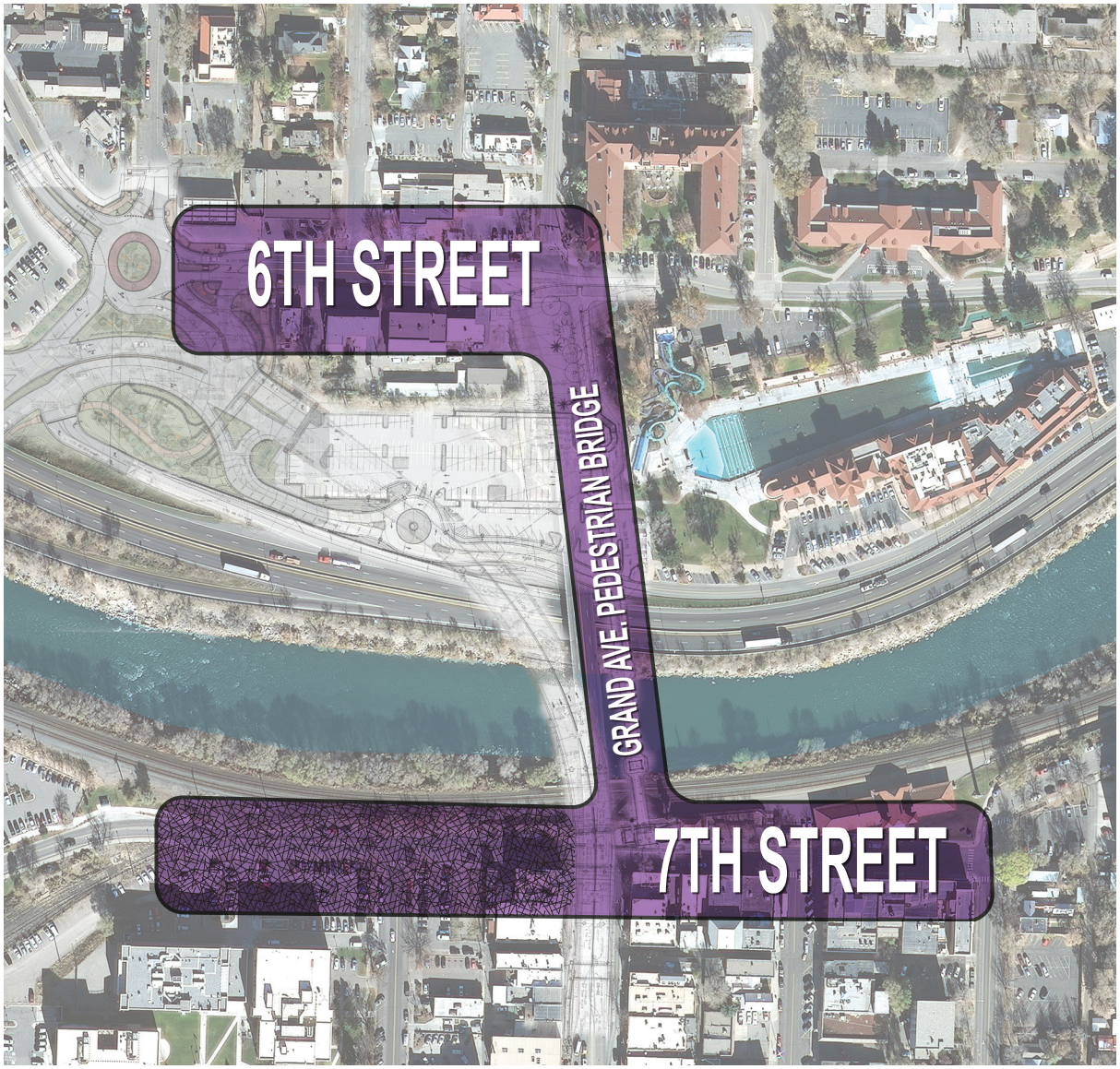
PRIMARY GOALS

Figure 5 represents the “big ideas” and primary goals that this plan addresses. The primary goals are described in more detail on the following pages.

SERVE AS AN EXTENSION OF DOWNTOWN

6th Street should operate as an extension of downtown where residents and visitors pass freely between the two areas, primarily by foot or on a bicycle. Illustrated at right is a concept where the 7th Street restaurants and existing and future uses along 6th Street are seamlessly connected by the Grand Avenue pedestrian bridge. This pleasant walk involves little interaction with cars due to the pedestrian bridge and quaint character of both 7th and 6th Streets, and therefore walking or bicycling should be an obvious choice. Both 7th and 6th Streets should support this vision by providing:

- **Continuous, wide sidewalks** that are universally accessible and provide ample room for small groups of people to walk side-by-side.
- **An inviting landscape treatment** to make the walk more pleasant.
- **Convenient bicycle parking** in highly visible locations.
- **Benches and cafe seating areas** to provide activation and eyes on the street.
- **Signage** to direct people effortlessly to their destinations.



6th Street should serve as an extension of downtown with a seamless connection via the new Grand Avenue Pedestrian Bridge. The hatched area west of the bridge will be incorporated into planning efforts for the Confluence area. Ensure that future land uses and streetscape treatments in this area provide a seamless connection to 6th Street.

ENHANCE THE IDENTITY OF 6TH STREET

Although being viewed as an extension of downtown is desirable, 6th Street should have a **unique identity**. It should offer a different experience, in terms of services and character - complementing, rather than competing with, downtown. Some principles to accommodate this vision include:

- 6th Street should be a **"complete street"** that comfortably accommodates cars, transit, bicyclists and pedestrians.
- It should be **family-friendly** and feel safe and inviting to visitors - offering an experience that is worth coming back for.
- It should present Glenwood Springs as an **outdoor recreation destination**, providing clear connections to the surrounding trails.
- Landscaping should appear more natural and buildings should **"open up" to the street** and sidewalk, with opportunities to bring the outdoors inside.
- Surrounding **views should be protected and celebrated** by incorporating rooftop decks and overlook areas.

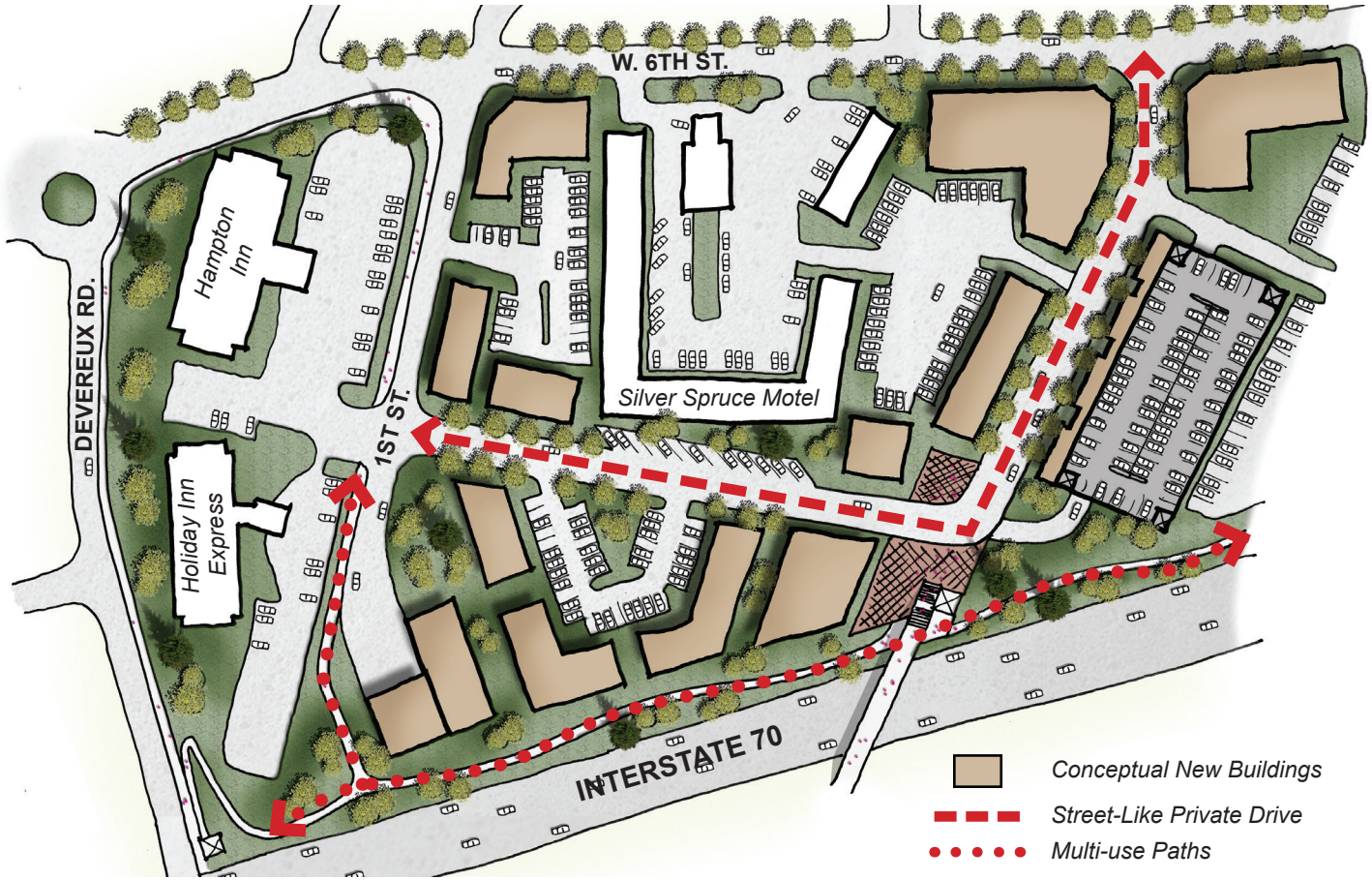


Improvements to 6th Street should enhance the identity of the area. This rendering envisions an improved streetscape and new building(s)on the south side of 6th, in the vicinity of Laurel Street.

IMPROVE CONNECTIVITY

Improved connectivity is needed both within the study area, and to link the study area to surrounding destinations. The following are principles for achieving improved connectivity:

- **Upgrade or add sidewalks** where they do not currently exist to provide a continuous pedestrian network.
- **Implement crosswalks** to facilitate movement across 6th Street, especially in West 6th Street.
- **Break up the mega-blocks.** West 6th Street from Laurel to Devereux consists of two "mega-blocks" on either side of the street with few opportunities to move through them. This can be accomplished by inviting foot and bike traffic with multi-use paths and providing street-like private drives that operate like a street and serve as access to multiple properties rather than just one. The former could be a simple agreement with the property owner and the City to provide access through their property. The latter might demand a higher degree of cooperation from the property owner, but would greatly benefit the entire area.
- **Install wayfinding signage** that clearly directs people to their destinations.
- **Implement bike facilities** and ample bike parking to encourage this mode of transportation.



A street-like private drive that includes pedestrian facilities could greatly improve the connectivity along West 6th Street and break up the "mega-blocks".

CREATE NODES OF ACTIVITY WITH A MIXTURE OF NEW USES

The long-term vision for 6th Street is to provide a mixture of uses within a short distance of one another to promote walkability, enhance the identity of the area, and increase economic viability.

It is not feasible to assume the entire mile-long corridor will redevelop with retail on the ground floor and residential or office uses above, nor would that be healthy for the local businesses. Rather, the ideal scenario is to look at "nodes" of opportunity that could support an influx of new uses, while preserving existing ones, to enliven the entire corridor. These "nodes" would likely occur in areas that are ready (or near ready) for redevelopment: for example, on vacant or underutilized land.

Desirable and appropriate new uses for the corridor, as identified by the public, stakeholders, and the Project Steering Committee include:

- **Mixed-use buildings** with retail on the ground floor and residential units or offices above.
- New **residential housing types** such as townhomes and apartments.
- **A civic use** such as a performing arts center, event center, or fire station.
- More **restaurants and nightlife.**
- **Retail** to support tourists.
- More **lodging** - potentially a high-end hotel.



Proposed "node" of mixed-use activity at the intersection of West 6th Street and proposed new street. Mixed use building is shown on existing Glenwood Motor Inn site as an example of potential development opportunity.

BEAUTIFY THE EDGES

North Glenwood and the 6th Street Corridor are highly visible from I-70, which provides fantastic opportunity to highlight all that it has to offer. Currently, this area does not appear inviting and does not have a sense of "gateway". This plan encourages beautification and activation of the I-70 corridor by:

- Incorporating **enhanced landscaping** along I-70 to improve the identity of North Glenwood.
- Incorporating **multi-use trails** in public easements along the I-70 corridor to highlight Glenwood Springs as an outdoor recreation destination.
- Expanding **new development** closer to I-70 west of the roundabout. With improved connectivity in this area, development could be "double-sided" - fronting onto both I-70 and West 6th Street.
- Developing a **sense of arrival or "gateway"** should occur near the Vapor Caves. This area is very limited in terms of space, but moving the Glenwood Canyon trailhead to the intersection with improved crossings, bike facilities, and signage and incorporating public art would be very beneficial.



A "gateway" should occur near the Vapor Caves and Center for the Arts with enhanced landscaping, public art, and by moving the Glenwood Canyon trailhead west to the North River Street intersection.

ENGAGE THE RIVER

This plan encourages new programming of Two Rivers Park to better engage and activate the river. Programming elements to improve activation of the park include:

- Incorporating a **beach island area** to encourage summertime activation and to allow people to interact with the river.
- Improving the **boat ramp area** to better facilitate river sports.
- Including **picnic areas** and shelters.
- Building **"overlook" areas** for people to watch river sport activities and enjoy the views.
- Provide **hiking and biking trails** throughout the park that connect to 6th Street and the regional trails.

Future developments such as the expansion of Iron Mountain Hot Springs, should look for opportunities to engage and activate the river. Additionally, should CDOT relocate its facility, the roughly 6 acre site could be redeveloped into a mixed use activity node with recreational uses and residential uses that help activate the park and river. A restaurant or brewpub could also benefit the recreational users, spa users, and future residents.



This plan encourages new programming of Two Rivers Park to better engage and activate the river. A shoreline enhancement project is currently underway.

3. Character Areas and Zoning

6TH STREET CORRIDOR PLAN

CHARACTER AREA GOALS

Character is often used to describe the personality of a place. The character of a place is influenced by history, architecture and how a place is used and inhabited. North Glenwood has some areas that are rich in character and others that have the potential to grow in character.

The area of North Glenwood east of Laurel Street is rich in character, as it was platted as part of the original town site in 1885. It has distinct "character areas" within it, some of which are geared towards preservation and enhancing existing character and other areas which have more flexibility.

The rest of the study area does not have a significant engrained character. The section of West 6th Street (west of Laurel Street) is commonly referred to as "Hotel Row" due to the many hotels in the area that support surrounding tourist destinations. The majority of these hotels were built mid-century and are indicative of the "motor inns" of that era. While certain elements are worth preserving/highlighting, the majority of this area does not represent the desired character for this area and new development should respond to the future vision rather than the status quo.

The study area is divided into six "character areas" (see Figure 6). As properties redevelop, the goal is to use this chapter so that new development further enhances the desired character, as portrayed on the following pages.

IN THIS CHAPTER

CHARACTER AREA GOALS 21

NORTH GLENWOOD HISTORIC VILLAGE 23

NORTH GLENWOOD VILLAGE CORE 24

WEST 6TH STREET MIXED USE CORRIDOR 25

RIVERFRONT NEIGHBORHOOD 27

NORTH GLENWOOD RESIDENTIAL NEIGHBORHOOD 28

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ZONING RECOMMENDATIONS 29

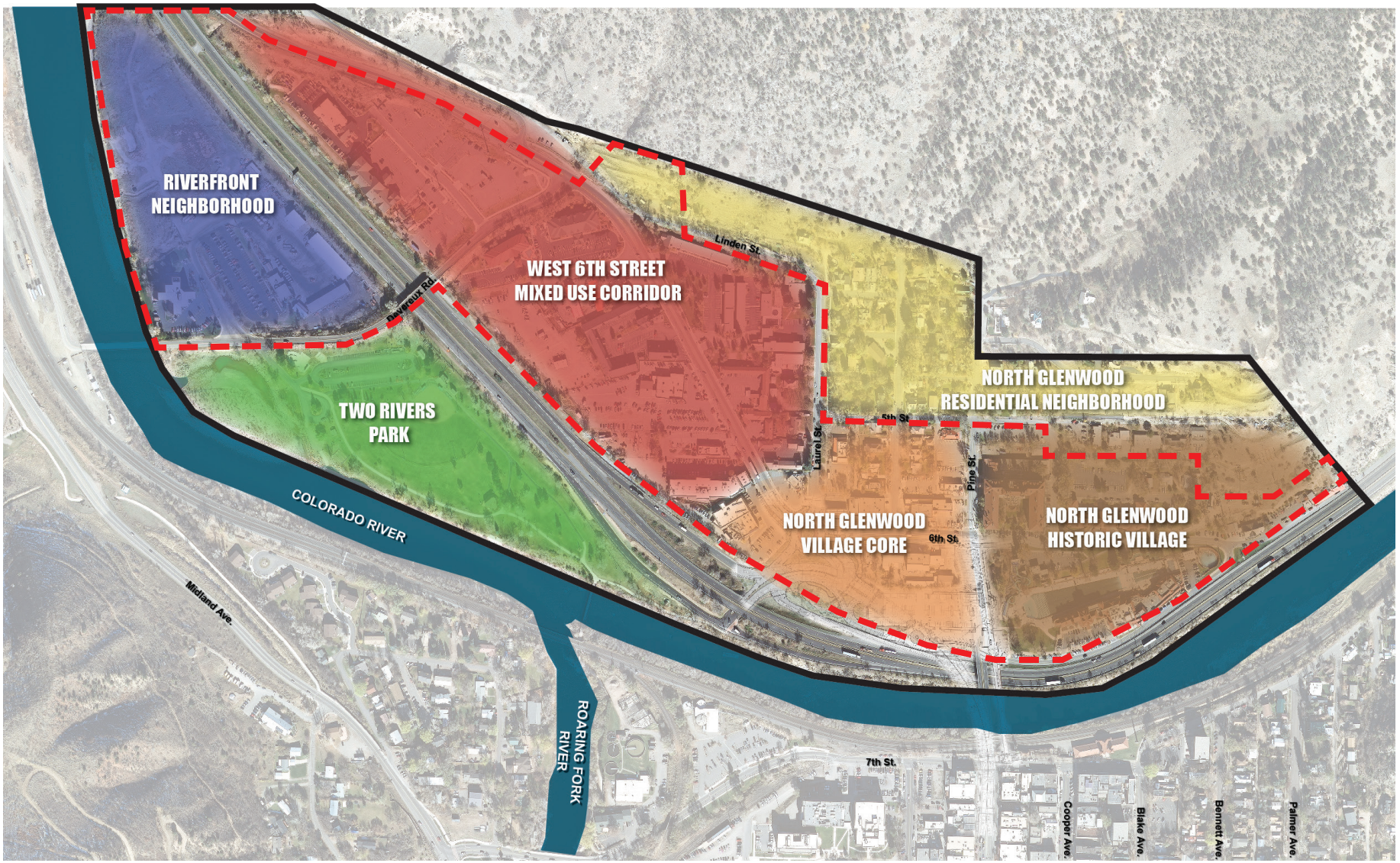
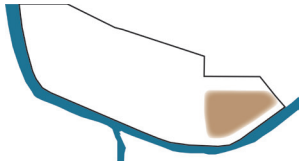


Figure 6 - Character Areas

indicates where new zoning and design standards and guidelines apply.



NORTH GLENWOOD HISTORIC VILLAGE

The area shown in brown is identified as the North Glenwood Historic Village due to the significant historic structures and character. The following goals apply for this character area:

1) This area is eligible for historic district status and should be pursued in the near term.

There are placemaking and tourism opportunities associated with creating a registered historic district. For example, a "gateway" element at Pine and 6th could serve as an entrance into the historic district. Plaques or kiosks and guided or personal walking tours in this area could help tell the history and promote the area as a place for heritage tourism.

2) New development should be sensitive to the adjacent residential neighborhood.

New buildings should be sensitive to existing, low-scale residential structures to the north by designing with the topography and stepping down in scale and intensity further north.

3) Provide more parking for existing uses.

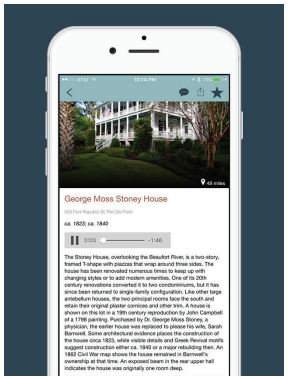
Many of the existing uses are underparked, which pushes public parking into the residential neighborhood. As redevelopment occurs, new parking facilities should be included to alleviate this burden on the existing residents and to provide a better visitor experience.

4) New development should respond to the historic character and appear subordinate.

New buildings should respond to the historic context, yet appear of their own time. For example, using similar materials such as red sandstone or red clay roof tiles would be appropriate whereas replicating the Italianate style of architecture of the Hotel Colorado is not appropriate. New buildings should be subordinate, allowing the historic structures like the Hotel Colorado and Hot Springs Bathhouse to stand out.

Another characteristic is this area's significant landscaping and space between buildings. For example, the Hotel Colorado's courtyard entry and the lawns for the Hot Springs Pool provide a more "natural" experience, as opposed to a more "urban" environment where buildings are side-by-side. New buildings should respond to this characteristic by providing ample landscaped open space.

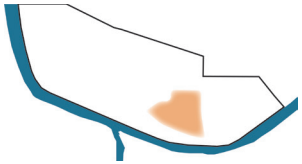




Plaques or kiosks and guided or personal walking tours in this area could help tell the history and promote the area as a place for heritage tourism.

NOTE:

Special design standards and guidelines for the area within the red dashed line are provided in Appendix A. The design standards and guidelines provide rules and expectations for new development to follow, as a means for achieving the overall vision and desired character for this area. They relate directly to the proposed zoning recommendations at the end of this chapter.



NORTH GLENWOOD VILLAGE CORE

This area is envisioned as becoming an extension of Downtown Glenwood Springs with restaurants, brewpubs, and retail businesses that support the adjacent uses, as well as draw people across the river from downtown. The following principles apply:

1) Maintain a "village-like" character.

New development should respect the quaint, village-like character of East 6th Street. This means respecting the residential neigbhorhood to the north with sensitive transitions in building mass and scale and using human-scaled design and details. Some ideas for preserving the "village-like" character include:

- Maintaining some of the existing residential structures along Maple Street, perhaps with additions to accommodate contemporary uses. Some of these structures have already converted into commercial uses, and this pattern is supported.
- Transforming the alley north of 6th Street into a pedestrian-friendly place with enhanced lighting, public art, and double-sided commercial buildings.

2) New buildings that face onto 6th Street should take on characteristics similar to downtown buildings to create a "main street" appeal.

Architecturally, new buildings facing 6th Street should take on characteristics inherent in downtown buildings, such as:

- Buildings constructed to the street edge with storefront windows on the ground floor for displaying goods or services inside.
- Usually more than one-story (but not more than three) and include offices or residential units on the upper floors (i.e. mixed use).
- Entrances to buildings are recessed and sometimes include awnings overhead to provide further protection from the elements whereas corner buildings orient to both streets, and often include a 45-degree notch in the building to address the corner.
- Masonry as a primary building material.
- Structures are built side-by-side and a repetition of unique structures can be perceived, but with aligned common elements such as floor and cornice lines.

3) Blend historic with contemporary styles.

While it is desirable for new buildings to take on similar characteristics of historic downtown buildings, they should not replicate historic styles of architecture. New buildings should appear of their time and place and respond to contemporary trends and needs. For example, a mixture of traditional materials such as masonry and stone is desired, as well as contemporary materials such as glass and steel.

Adaptive reuse of some buildings is also appropriate to achieve this goal and can help tell the story of a place.

4) Public parking is desired.

Public parking in this area is desired to support redevelopment efforts. A parking structure should be pursued, either as a public initiative or a joint partnership. Parking requirements for buildings in this area should be waived, or greatly reduced, to support new development and create a compact, "main street" and village-like appeal rather than having parking requirements take up valuable land.



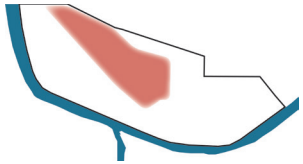
Maintaining some of the existing residential structures along Maple Street is desired.



Architecturally, new buildings facing 6th Street should take on characteristics inherent in downtown buildings.



Adaptive reuse of some buildings is appropriate to blend historic and contemporary styles.



WEST 6TH STREET MIXED USE CORRIDOR

This area is envisioned as increasing in intensity -- keeping the lodging and entertainment focus while adding in new uses for visitors and residents to enjoy and to create a more pedestrian-friendly experience along 6th Street. The following principles apply:

1) Create a pedestrian-friendly 6th Street.

The existing hotels, most of which were built in the 50s or 60s, are indicative of the "motor inns" of that era – with exterior circulation and buildings that orient to parking lots instead of the street. While there is a unique character that can be maintained or enhanced with these structures, it is also very important for this portion of 6th Street to become more pedestrian-oriented. Enhanced landscaping, street trees, lighting, and small pocket parks or plazas are desired to enliven and activate the street - as well as new uses.

2) Add new uses.

While the primary land use will remain focused on lodging, there is opportunity to mix in retail, restaurants, and perhaps even a civic use to help activate this area. Due to the location of this character area, new land uses could be more intense, perhaps with taller buildings to take advantage of views and increased density.

3) Public Parking Structure

A new public parking structure is envisioned adjacent to the interstate to support new development. This structure should be designed as integral into the fabric of West 6th Street with clear connections to it. It should serve multiple uses, including events at Two Rivers Park, as well as general activities along the 6th Street corridor. Including actives uses is important, such as retail on the ground floor or a climbing wall.

4) New development should positively contribute to the street edge.

New development should orient to 6th Street with activities that support the hotel occupants and visitors as well as residents. Providing "nodes" of activity where new buildings engage and activate the sidewalk edge is desired. In other locations, enhanced landscaping or shared open space is desired.

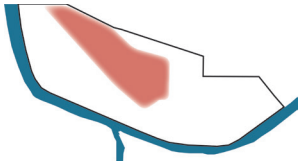
- New buildings should be placed closer to the street to better enclose the street space and make a more pleasant pedestrian experience.
- Small plazas or pocket parks, or other semi-public space adjacent to buildings is encouraged to mimic the existing "open" character. A smaller version of the parklike setting in front of the Antlers Hotel would be welcomed.
- Parking should be subordinate to new buildings, located either to the side or behind new structures.
- Where buildings are not constructed to the street edge encourage landscaped strip or street trees adjacent to the public sidewalk.
- Taller buildings are appropriate along this section of the corridor - perhaps a few more than 4 stories.



Enhanced landscaping, street trees, lighting, and small pocket parks or plazas are desired to enliven and activate the street.



Including active uses "wrapping" the parking structure is encouraged, such as retail on the ground floor or a climbing wall. This parking structure in Chattanooga, TN is wrapped with climbing wall panels that create a unique architectural appearance from afar, as well as up close.



4) Consolidate access to properties to reduce curb cuts.

Each individual parcel of property along this stretch of 6th Street includes at least one if not multiple access points. These curb cuts are convenient to automobiles, but they make walking undesirable as they interrupt sidewalks, making pedestrians feel like they have to be "on guard" at all times.

This area should seek to consolidate access along 6th Street. Wherever feasible, adjoining properties should share auto access to reduce the amount of curb cuts along the street and help create a safer and more pedestrian-friendly environment.

5) Enhance connectivity.

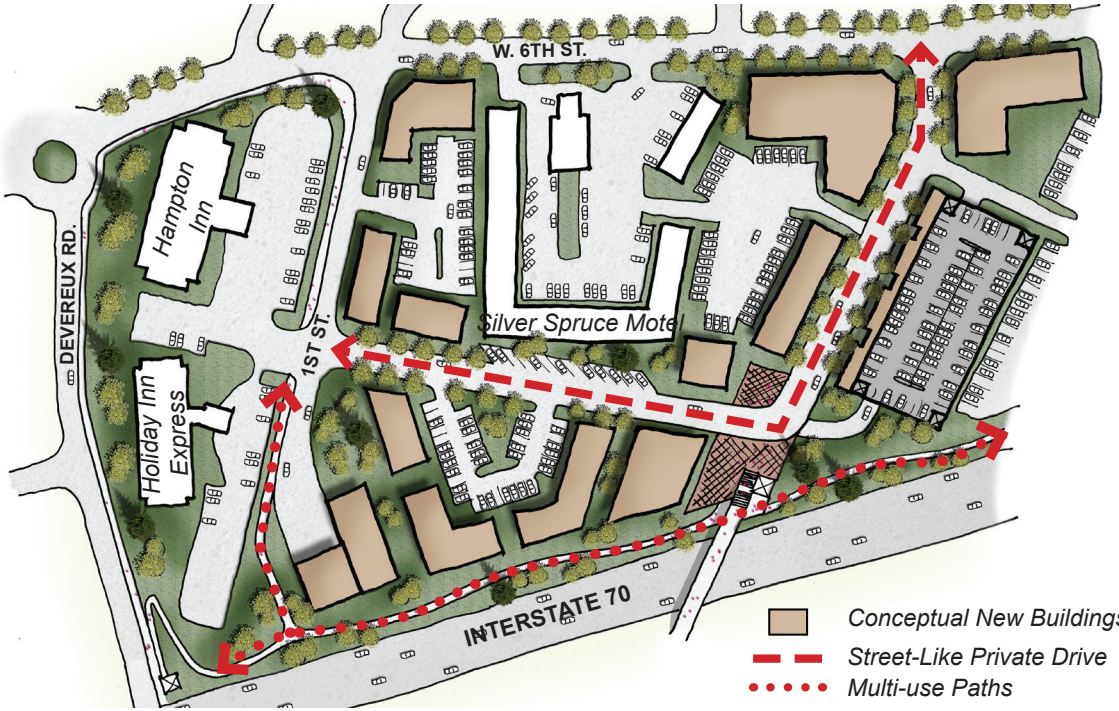
This area is made up of "mega blocks" along 6th Street from Laurel Street to Devereux Road with no dedicated public access points or permeation in between. This makes connecting to the surrounding character areas difficult, as well as simply crossing from one side of the street to the other. A pedestrian and bicycle connection is envisioned that connects from Laurel Street to 6th Street aligning with 5th Street to break up the northern mega block. On the southern mega-block, a street-like private drive and multi-use paths are envisioned to enhance connectivity and provide additional developable land. New crosswalks along 6th Street should also be implemented.

6) Provide a "gateway" feature at 6th Street and Devereux Road.

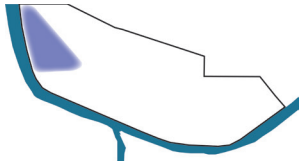
The intersection of West 6th Street and Devereux Road should include a "gateway" feature to present an entry into North Glenwood from West Glenwood. A roundabout is envisioned to better control traffic in the area coming to and from Glenwood Caverns. This could also serve as a "gateway" feature with signage, public art and enhanced landscaping.



A pedestrian and bicycle connection is envisioned that connects from Laurel Street to 6th Street aligning with 5th Street to break up the northern "mega block".



On the southern mega-block, a street-like private drive and multi-use paths are envisioned to enhance connectivity and provide additional developable land.



RIVERFRONT NEIGHBORHOOD

This area is envisioned as transforming over time into a mixed use neighborhood oriented toward the river and park. Overarching principles include:

1) New development should engage and activate the river and park.

New development should consider uses that would help activate Two Rivers Park and the Colorado River. Appropriate uses include:

- Residential units (ownership or rental) would help activate the park. Higher end units could be achieved, given the proximity to the river.
- A restaurant, brewery, or similar food and beverage facility would also be appropriate. Summer river activity users could use a business like this to patronize during their stops.
- An indoor or outdoor recreation attraction could serve as another destination for this area that complements, rather than competes with, the existing destinations (park and hot springs).

2) New development should preserve and enhance views.

New development should consider views to the river and downtown. Taller buildings would be more appropriate near the interstate with lower-scale buildings along the river's edge. Currently, buildings up to 5 stories, or 60 feet, are allowed by code.

3) Implement improvements to Centennial Drive and Devereux Road.

Iron Mountain Hot Springs has become a popular destination in the neighborhood, generating more traffic (both pedestrian and auto) in this area. The city should improve Centennial Drive and Devereux Road with sidewalks and on-street parking (on Centennial Drive). Devereux Road, due to the significant slope on either side, presents an opportunity to build up to the street on the north side (existing CDOT site and parking lot) with street-level retail while utilizing the grade change for below-grade structured parking.

4) Future redevelopment of the CDOT property should continue to be explored.

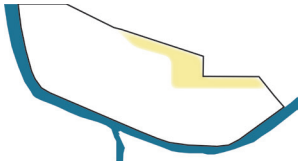
The roughly 6 acre CDOT property at the intersection of Devereux Road and Centennial Street has been discussed as a major opportunity for redevelopment. The current location is not ideal for CDOT, as it is difficult for maintenance vehicles to access the interstate. If CDOT offices relocated, it could free up the land for a higher and better use that fits the vision for this neighborhood. The visibility from I-70 provides a prime real estate opportunity and amenities nearby like the park, river, and hot springs is unprecedented in Glenwood Springs.

5) Implement a riverwalk.

A riverwalk is envisioned along the Colorado River from Iron Mountain Hot Springs through Two Rivers Park with connections to the Confluence area and downtown, as well as to 6th street via the pedestrian tunnel. New development should plan for these improvements and encourage access to the river, both private and public, where feasible.







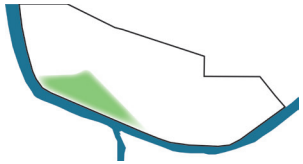
NORTH GLENWOOD RESIDENTIAL NEIGHBORHOOD

This is a neighborhood of mostly single family homes insterspersed with some multi-family units. The streets are generally very narrow, some lacking sidewalks which forces pedestrians, bicyclists, and automobiles to share the same space. The historic street and building character is envisioned as remaining. New development within proximity to this character area should take into consideration the desire to keep this neighborhood residential in nature, with quiet streets and a dark night sky.





New development within proximity to this character area should take into consideration the desire to keep this neighborhood residential.



TWO RIVERS PARK

Two Rivers Park is included as a separate character area, as it is a public amenity and regional draw. The park is highly used and could benefit from more parking (or shared parking with new development) for events. Improving the ramps for kayakers and rafters is desired, as well as making the park a destination for rafters to stop and picnic or hang out. The southern edge is envisioned as becoming a beach where people can interact with the river and a boardwalk is envisioned along the river along Two Rivers Park and over to Iron Mountain Hot Springs.



The southern edge is envisioned as becoming a beach where people can interact with the river.

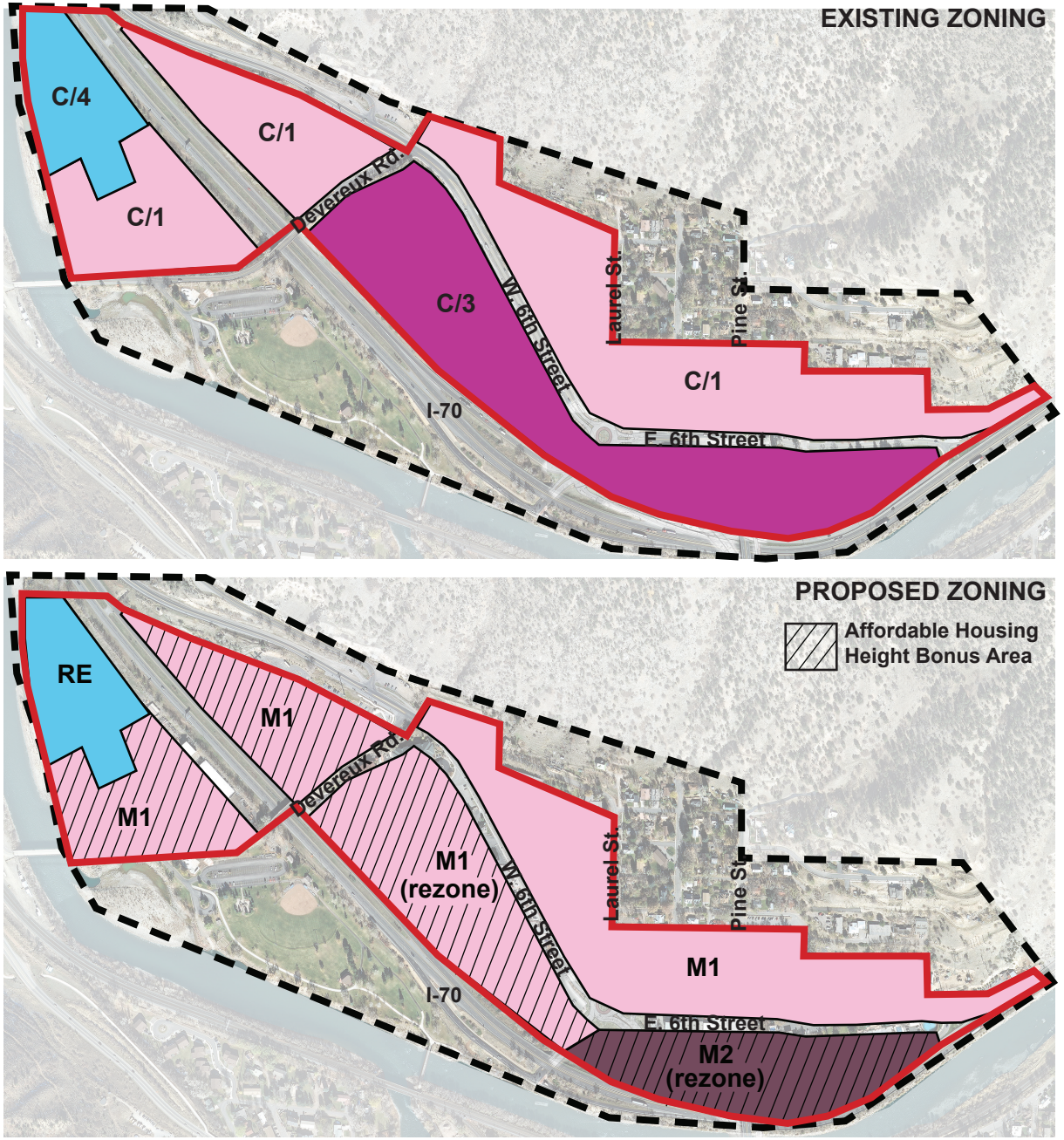


Improving the ramps for kayakers and rafters is desired, as well as making the park a destination for rafters to stop and picnic or hang out.

ZONING RECOMMENDATIONS

The Glenwood Springs Development Code Update was drafted concurrently with this plan. The new code is expected to be adopted in Winter 2017/18, following adoption of this plan. New regulations related to zoning will then be in place, along with the design standards and guidelines from this plan (Appendix A). A series of "replacement" zones are established which modify nomenclature and standards to better represent the existing zones' intents. Portions of the 6th Street Corridor study area align with the proposed "replacement" zones, while other portions are recommended to be remapped to zones that better fit the desired character. The figures to the right show the existing and proposed zoning.

- The area **north of E. 6th Street**, currently zoned C/1, within the applicable boundary (i.e. excluding residential and public park zones) will be **replaced with M1** when the new code is adopted. The new M1 standards align with the vision of this plan and therefore no map changes are recommended.
- The properties **south of E. 6th Street and east of Laurel Street** and the new roundabout are currently zoned C/3. The replacement zone (CO) does not meet the future vision for this area, and therefore this plan recommends **rezoning to M2** - the same zone as downtown.
- Properties **south of W. 6th Street**, between Laurel and Devereux Road, are currently zoned C/3. The recommendation is for this area to be **rezoned to M1**.
- The area within the **Riverfront Neighborhood character area** currently includes two zones - C/4 and C/1. This plan recommends the **replacement zones of RE and M1 remain** in place.



Listed below are the purposes and standards for each zone district, as outlined in the proposed Glenwood Springs Development Code Module 2:

M1 - MIXED USE CORRIDOR

Purpose - The M1 district is intended to accommodate mixed-use development with walkable and active streetscapes on Glenwood's primary roadways. The mix of uses in the M1 district is intended to accommodate lighter-intensity commercial districts with limited auto-oriented uses compatible with surrounding residential neighborhoods. The M1 district is also intended to offer a diverse mix of housing opportunities at varying densities.

M2 - MIXED USE CORE

Purpose - The M2 district is intended to accommodate walkable and active development within Glenwood's core commercial areas, including but not limited to central downtown. The M2 district includes the most recognizable and prominent areas of Glenwood Springs and therefore places an emphasis on high-quality building and site design, as well as the surrounding streetscape. The M2 district is intended to allow for a mix of residential and nonresidential uses while ensuring compatibility with surrounding established neighborhoods.

RE - RESORT

Purpose - The RE district is intended to accommodate high-intensity commercial development with flexibility in terms of allowable uses and dimensional standards to accommodate for primary and accessory resort development uses. The RE district is intended to apply to properties that are relatively isolated from adjacent properties due to physical and/or natural features.

The proposed standards for each district, as identified in Module 2 Public Draft ot the Code, are as follows. Recommended amendments to meet the goals of the 6th Street Corridor Plan are identified in red.

	M1	M2	RE
Lot Standards, Minimum			
Lot area	*None*	*None*	*None*
Landscaped area	*15 percent*	*None*	*10 percent*
Setbacks			
Front, minimum	*5 feet*	*None*	*5 feet*
Front, maximum (arterial streets)	*60 feet*	*40 feet*	*60 feet*
Front, maximum (other streets)	*25 feet*	*20 feet*	
Side, minimum	*5 feet*	*None*	*None*
Rear, with alley, minimum	*5 feet*	*None*	
Rear, without alley, minimum	*7.5 feet*		
Building Standards, Maximum			
Building height, Grand Avenue and E. 6th Street	--	*40 feet*	-
Building height, Other streets	**38 feet*	*50 feet*	*60 feet*
Building height for meeting affordable housing incentive in 6th Street Corridor Plan (applicable areas)	*60 feet*	*50 feet*	--

** - This plan recommends a 38-foot base height limit for M1 to allow a 3-story mixed use building of adequate floor heights and quality.*

AFFORDABLE HOUSING HEIGHT INCENTIVE

The city should consider an incentive program that encourages affordable housing (rental and for-sale) by allowing additional building height (see above table) in the targeted areas within the 6th Street Corridor Plan study area (see hatched area of the proposed zoning diagram on the previous page). Details of defining affordability thresholds and duration should be worked out by the city. The city can build on the recent ordinance that allow fee waivers in exchange for providing affordable units.

NOTE:

Refer to Appendix A for additional design standards and guidelines for applicable properties. Also reference the Glenwood Springs Development Code (anticipated adoption Winter 2017/18) for allowable uses and other dimensional and general development standards.

4. Mobility

6TH STREET CORRIDOR PLAN

MOBILITY GOALS

Currently, the primary function of 6th Street is to move cars. As currently designed, it is an inhospitable environment for pedestrians and bicyclists. Some overarching goals for improving mobility in the corridor study area include:

- To promote Glenwood Springs as an **outdoor recreation destination**.
- To **facilitate walking and biking** as viable transportation options by implementing comfortable and easy-to-use facilities.
- To **connect the major activity centers** within Glenwood Springs to one another.
- To **connect the two major regional trails** - Glenwood Canyon Trail and the Rio Grande Trail.
- To provide better circulation within the study area by **breaking up the mega-blocks** along West 6th Street with pathways, streets, or private drives.
- To supplement walking, biking and driving with an **efficient transit system**.
- To support redevelopment by implementing a **public parking structure** and other parking mechanisms.

The following pages outline a vision for enhancing mobility options and connectivity within the study area.

IN THIS CHAPTER

MOBILITY GOALS 31

THE GLENWOOD RIVERFRONT LOOP 33

PROPOSED BRIDGES 35

PEDESTRIAN AND BIKE FACILITIES 37

TRANSIT SERVICE 39

PARKING 41

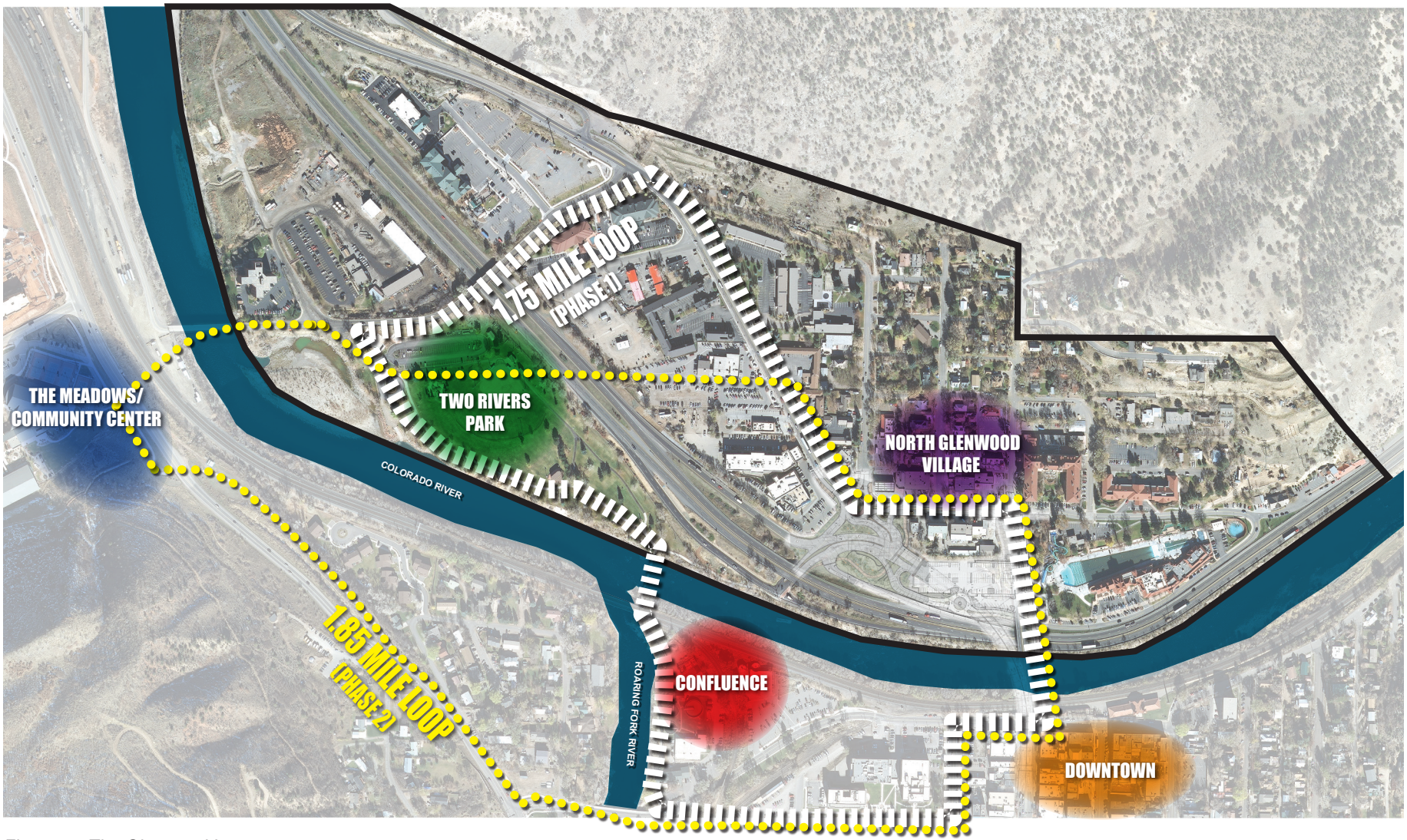


Figure 7 - The Glenwood Loop

THE GLENWOOD RIVERFRONT LOOP

In order to promote Glenwood Springs as an outdoor recreation destination and seamlessly connect the major activity centers, this Plan recommends implementing a bike/pedestrian "loop" system.

The proposed Glenwood Loop offers two phases:

- **Phase 1** - 1.75-mile hiking/biking loop connecting downtown, North Glenwood Village Core, West 6th Street corridor, Two Rivers Park, and the Confluence. This trail would include specific wayfinding signage to direct people along the route. It could also include kiosks with historical information about certain areas along the route, as well as awareness about health benefits such as estimated calories burned and distance information.
- **Phase 2** - 1.85-mile loop stretches over to the Glenwood Meadows shopping center and Midland Avenue. This extension is dependent on a new bridge connecting Devereux Road to Midland Avenue. A new pedestrian bridge across I-70 is also envisioned for this phase.

This hiking and biking trail could be promoted as both heritage and recreational tourism and include "smart technology" applications for handheld devices.

Phase 1 of the Glenwood Riverfront Loop utilizes existing trails and bridges, where feasible. In addition to new vehicular and pedestrian bridges, new improvements needed to implement the first phase include:

- **New bicycle and pedestrian facilities** along the north side of 6th Street from Pine Street to the Devereux Road. Refer to Chapter 5 and Appendix B for more information regarding streetscape design.
- **A pedestrian/bike crossing** at Devereux Road and West 6th Street.
- **A continuous multi-use path** along the south side of Devereux Road from West 6th to Centennial Street.

Phase two improvements include:

- **A signalized pedestrian crossing** on West 6th Street, approximately 350 feet west of the new Laurel Street interchange.
- **A new multi-use path** that stretches from West 6th Street to I-70 (approximately in line with 5th Street).
- **A pedestrian bridge over I-70** to connect the loop trail into Two Rivers Park.
- **A new vehicular bridge** to connect Devereux Road to Midland Avenue.

Note that for both phases, the **connection through The Confluence** depends on how that area redevelops. The trail is shown connecting via 8th Street to Colorado Avenue to 7th Street to get people back to the Grand Avenue pedestrian bridge.



The Glenwood Riverfront Loop could be "branded" and marketed in a variety of ways.



A smartphone app could be downloaded and include directions, historical information, health information, and more.



Public art and wayfinding could be incorporated along the route.

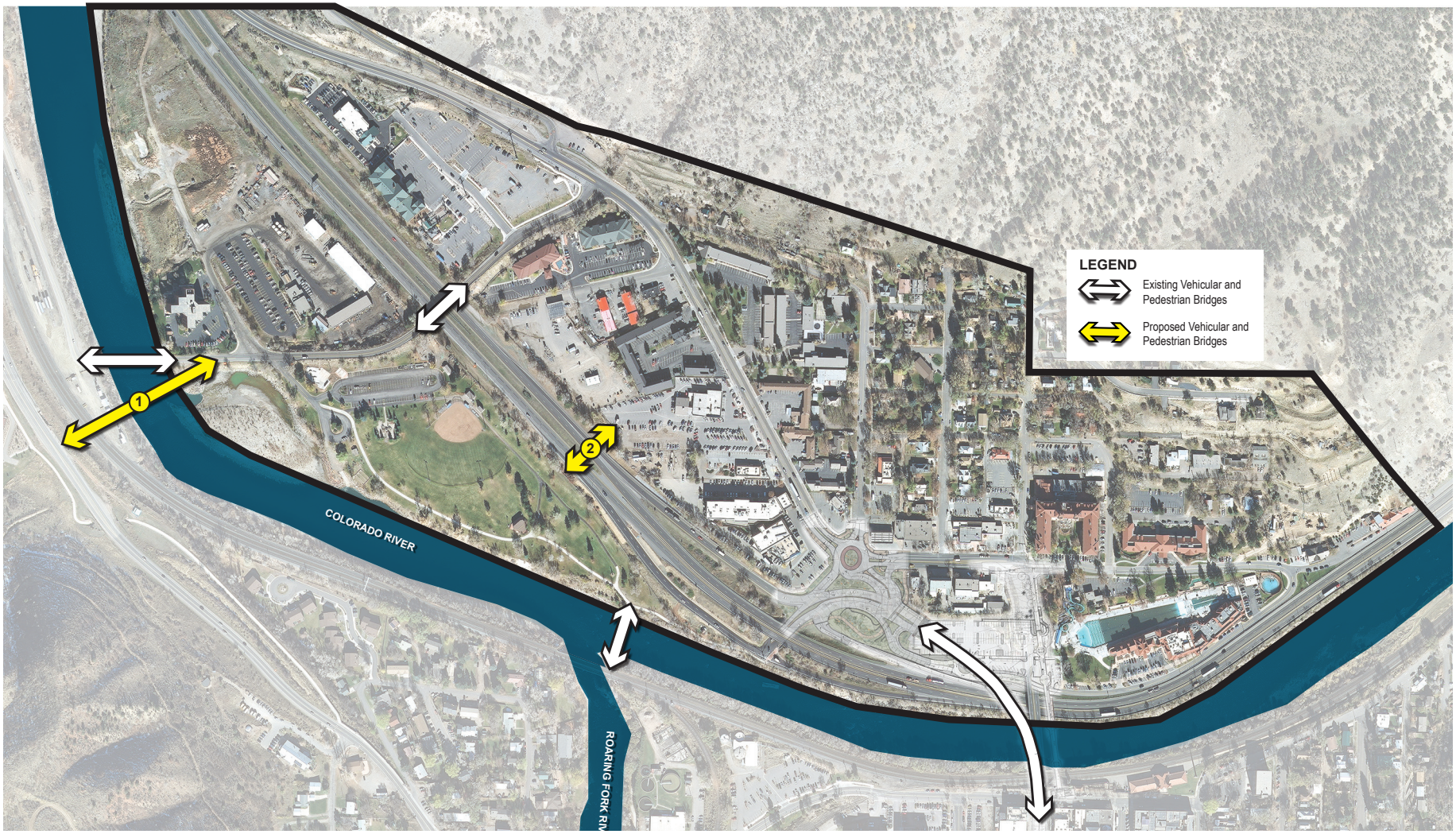


Figure 8 - Proposed Bridges

PROPOSED BRIDGES

To facilitate increased connectivity to and from North Glenwood, one pedestrian bridge and one auto bridge are desired:

#1 - DEVEREUX-MIDLAND BRIDGE

The proposed Devereux-Midland Bridge connects North Glenwood to Glenwood Meadows commercial area. The existing Devereux Road vehicular bridge over the Colorado River would remain in place to serve the south riverfront area. The new bridge would cross the railroad tracks and land at-grade with Midland Avenue near the Community Center.

This connection has been desired for many years. With new improvements and development opportunity in North Glenwood, the connection could become more feasible. The design of the bridge should include gateway features such as special structural treatment, lighting, banners, and more. It is also important that this structure not create an “under the bridge” condition where the existing kayak/raft pull-out and future beach area is to be located.

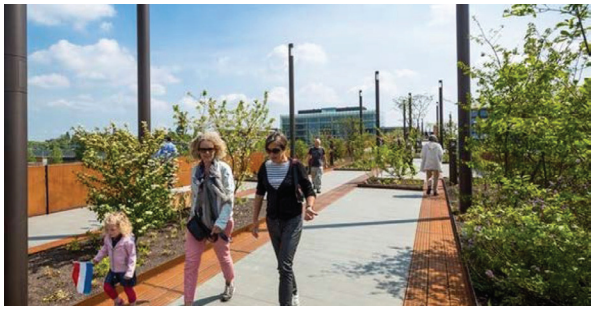
#2 - I-70 PEDESTRIAN BRIDGE

This bridge would cross I-70 midway between the Devereux Road pedestrian bridge and the new interchange. It is envisioned as becoming an extension of Two Rivers Park and connect into a new “civic spine” - a street/plaza that links directly into 6th Street. This “spine” would include a mixture of uses to activate it. It would also be connected to a public parking structure and transit center, also envisioned for this area (explained later in this chapter in more detail.)

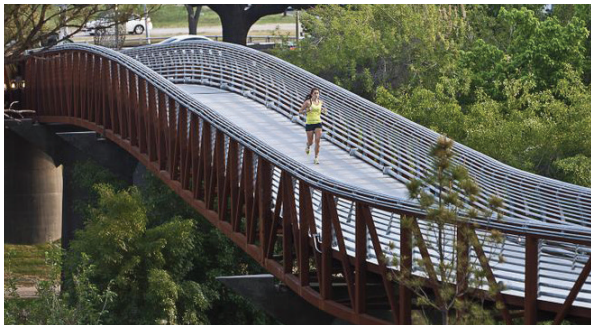
This bridge should become an iconic gateway from the interstate. It should be designed as a seamless connector between the park and North Glenwood and feel more like a grand plaza than a bridge. It could include lookout areas to view downtown and the river.



The “civic spine” concept seamlessly connects Two Rivers Park to North Glenwood.



The I-70 Pedestrian Bridge should be designed more like a grand plaza than a bridge.



The Glenwood Canyon Trail Bridge would provide additional connections to the trail and contribute to the larger Glenwood Loop concept.

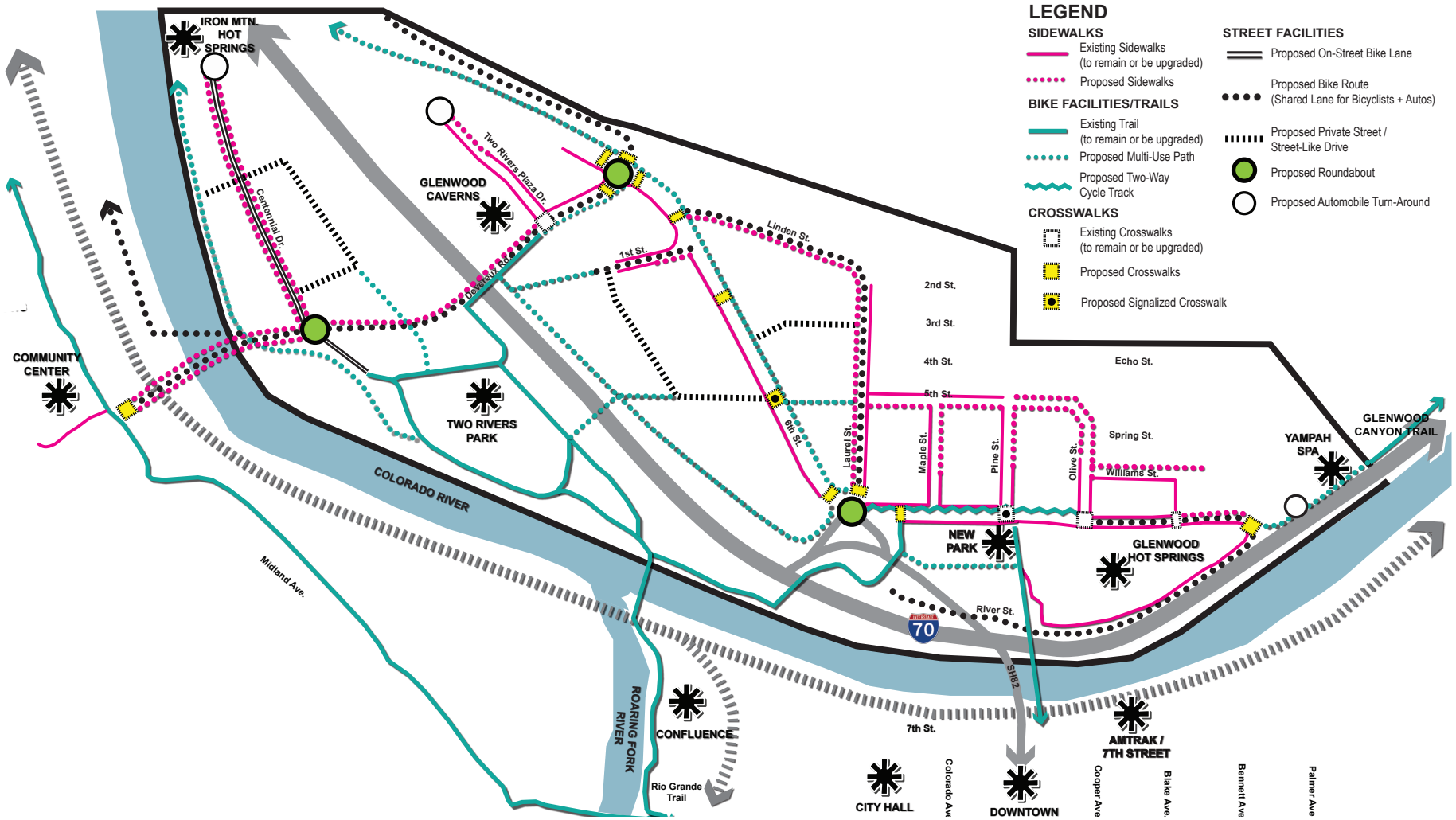


Figure 9 - Pedestrian & Bike Connectivity

NOTE:

Refer to detailed street sections in Appendix B for detailed diagrams of sidewalk, bike lane, and multi-use path recommendations.

PEDESTRIAN AND BIKE FACILITIES

Pedestrian and bike connectivity is a priority for North Glenwood and the 6th Street Corridor study area. Figure 9 shows a variety of proposed solutions for improving circulation and connectivity in this area. Explanations are as follows:

SIDEWALKS

Figure 9 shows the location of existing and proposed sidewalks (solid and dotted pink lines, respectively). Implementing a continuous network that is accessible and offers a pleasant and safe experience is important. The following guidelines relate to new sidewalks:

- Sidewalks at minimum, should be 5 feet wide, except along 6th Street where sidewalks should be a minimum of 6 feet wide (clear space). Note that the current code requires 8 feet in commercial areas.
- Where feasible, sidewalks should be buffered from the street with tree lawns, landscaping, or trees in grates.
- All streets within the "Village Core" area (between Laurel and Olive Streets from 5th to 6th Streets) should include sidewalks on both sides of the street.
- Devereux Road from Centennial Drive to Two Rivers Plaza Drive, although narrow and constrained by topography on both sides, should include a sidewalk on at least one side of the street.

CROSSWALKS

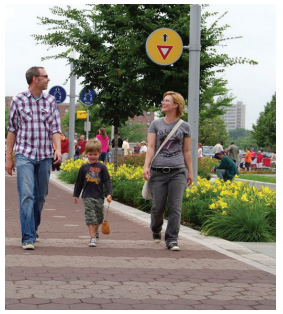
Crosswalks are essential to promoting walkability by providing multiple safe route options as a pedestrian. Crosswalks should be clearly marked so pedestrian areas are highly visible to oncoming traffic. In some locations, pedestrian signals may be desired, such as Rectangular Rapid Flashing Beacons (RRFB). In other locations, the material change and pedestrian crossing sign may be enough. And still in others, especially long-term, a full traffic signal may be appropriate. Further traffic studies will be needed to determine the need once the new interchange is in place.

Guidelines for new crosswalks are as follows:

- New crosswalks should be accented with a change in material. Laid brick pavers that match the ones specified in chapter 5 for 6th Street streetscape pallette are preferred. If not feasible due to cost or maintenance, a colored and stamped concrete in brick herringbone pattern is preferred.
- All materials and colors for crosswalks should match the overall streetscape pallette.
- Crosswalks should be at least 8 feet wide.
- Accessible ramps should be provided at the sidewalk edge.

Refer to Chapter 5 for more information on crosswalk locations.





Sidewalks should be buffered from the street to provide a safe and comfortable pedestrian experience.





Crosswalks should be accented with a change in material such as pavers or colored, stamped concrete.



The same pavers used on 7th Street downtown are the same pavers specified for 6th Street. Crosswalks should match these in color or material.

TWO-WAY PROTECTED BIKE LANE

A two-way protected bike lane is proposed along the north side of E. 6th Street from Olive to Laurel. This facility is separated, or "protected", from automobiles by being raised at curb level and buffered with bollards. Using contrasting paver colors and patterns can visually separate thh bike lane from the sidewalk. They offer many benefits in a "main street" environment:

- They are **safer** for bicyclists - reducing the number of conflicts with moving autos and parked cars opening doors (a very common bicycle conflict).
- They are **family-friendly** and even safe for small children to use.
- They contribute to **placemaking** - or making a place feel special and unique.
- They **boost economic growth**! A recent report from PeopleForBikes and Alliance for Biking & Walking suggests through various case studies that protected bike lanes have: fueled redevelopment to boost real estate values, helped companies attract workers who wish to bike to and from work, encourage workers and residents to be healthier and more productive by providing active transportation options, and increased retail visibility and sales by placing more PEOPLE closer to businesses as opposed to CARS.

MULTI-USE PATHS

Multi-use paths (MUPs) are dedicated off-street paths that are wider than sidewalks and that accommodate both pedestrians and bicyclists in the same space. During development of this plan, a voting preference exercise with the public revealed that the majority of residents preferred off-street facilities to on-street facilities (bike lanes or routes) in this area.

Some MUPs exist (Two Rivers Park, Midland Avenue, and Glenwood Canyon Trail) and new MUPs should be incorporated in key areas that connect into the existing network. Refer to Figure 9 for key locations.

The following guidelines for MUPs should be observed:

- Multi-use paths should be at least 10 feet wide. Twelve feet is preferred.
- Maintenance is essential to the use of MUPs. The City should consider snow and rock clearing and other general maintenance for these facilities.
- Lighting and signage should also be considered to ensure that the MUPs are safe and inviting at all times of day.

BIKE LANES AND ROUTES

Because MUPs are not feasible to implement everywhere due to land constraints, some on-street facilities are proposed to provide the "missing links" in the overall trail system.

This plan proposes on-street bike lanes where streets are wide enough, or could be reconstructed to accommodate them within the existing rights-of-way. Where land is more constrained, a shared facility will suffice. These are indicated with "sharrows" in the travel lane to warn automobiles to share the lane with bicyclists.



Multi-use paths are wider than sidewalks and accommodate both pedestrians and bicyclists in the same space.



Protected bike lanes provide a dedicated space for bicyclists that is buffered from cars and pedestrians.



Sharrows warn automobiles to share the lane with bicyclists.

TRANSIT SERVICE

EXISTING TRANSIT SERVICE

Ride Glenwood buses are operated by the City through a contract with RFTA and service the 6th Street corridor at 30-minute headways from 6am to 7pm. This route serves Glenwood Meadows, West Glenwood, North Glenwood, downtown and up-valley to the Roaring Fork Market Place. There are two stops within the study area along West 6th Street, but the route misses some of the major destinations such as Glenwood Hot Springs and Iron Mountain Hot Springs.

Other RFTA service includes **Local Valley Bus** (service to Aspen), **Hogback** (service to Rifle), and the **VelociRFTA** (service to Aspen). Another option is the CDOT **Bustang** (service to Denver). However, all of these buses pick up across the river from 6th Street at the West Glenwood Park & Ride. The **Colorado Mountain Express** (service to Denver International Airport) picks up at the Ramada.

PROPOSED SHUTTLE LOOP & FUTURE TRANSIT

A more localized shuttle is desired for the 6th Street corridor study area to take visitors to and from major destinations (see Figure 10). A short-term route is proposed that would begin at Iron Mountain Hot Springs and end downtown, servicing all major destinations along 6th Street in between. When the Devereux-Midland bridge is constructed, a longer route could be implemented that also services The Meadows and connects into the West Glenwood Park & Ride.

The proposed shuttle should be visibly different from Ride Glenwood to avoid route confusion and to "brand" itself as a unique transit system.

As Glenwood Springs matures, more transportation options such as car sharing and ride sharing should also be accommodated through dedicated on-street parking spaces or reserved spaces in future parking structures.

TRANSIT STOPS

The stops for the shuttles should incorporate the unique branding of the vehicles as well as signage indicating time tables, maps, and other necessary information. They should be designed as "mini plazas" where their use is flexible, blends in with the streetscape and supports interaction.

Shelters are desired to protect transit riders from the elements. The architecture of the shelters should be a blending of artistic expression and the traditional architectural character of North Glenwood. Along 6th Street, a dedicated area for buses/shuttles to pull out of the traffic lanes is desired, however this will depend on the location and right-of-way that exists.

The following guidelines for transit stops should be followed:

- Where feasible, a dedicated "pull-out" for buses should be provided so traffic can pass by.
- Consult RFTA guidelines for dimensional standards for bus pull-outs. Shuttle-only stops will depend on the size of vehicle chosen.
- Place transit shelters directly adjacent to the property line with a 6-foot minimum sidewalk in between the shelter and the curb/loading zone.
- Transit shelters should have a minimum footprint of 60 square feet and be at least 4 feet wide.
- Transit shelters are preferred at each stop, but should at least be provided every other stop.
- Where shelters are not provided, at least one bench, trash receptacle and appropriate signage should be provided.
- Traditional materials such as brick, wood, glass and metal are encouraged. Durability is important.
- Shelters should be as transparent as possible to deter negative behavior.



Ride Glenwood and the shuttle service would share stops along West 6th Street.



A pull-out for buses is desired. A 6-foot minimum sidewalk between the shelter and the curb should be provided.



The proposed shuttles should be visibly different from Ride Glenwood to avoid route confusion and to "brand" itself as a unique transit system.

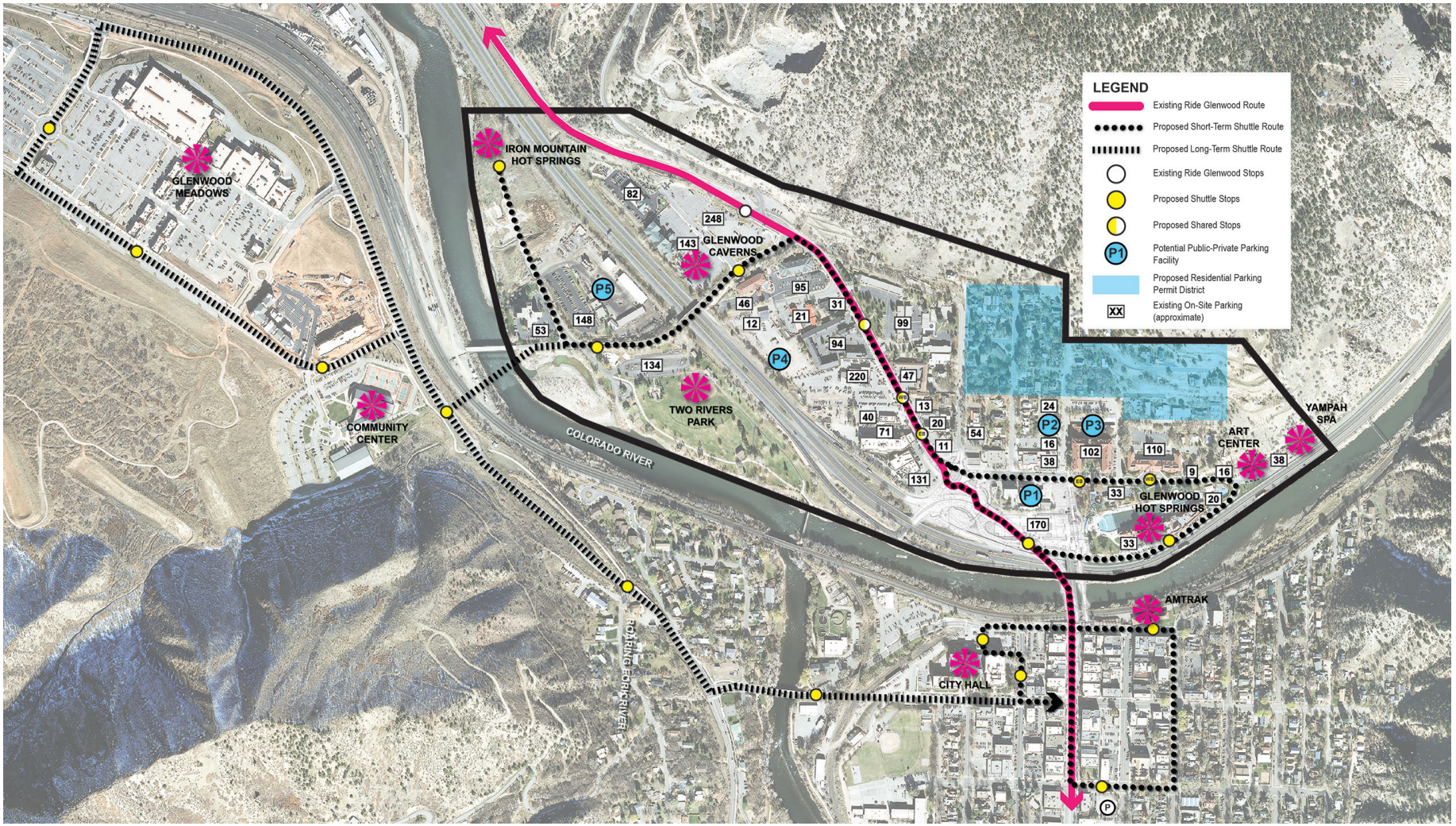


Figure 10 - Transit and Parking

PARKING

Currently, the study area lacks sufficient parking to serve existing uses, especially during the busy tourist season which is generally May through September. This is due to the small lot sizes, older buildings and infrastructure, and topography paired with existing zoning standards and lack of public parking. Providing public parking to serve multiple businesses and lessen the burden on local property owners and residents is desired. Providing public parking spaces would also free up additional developable land. Some suggested actions are listed below:

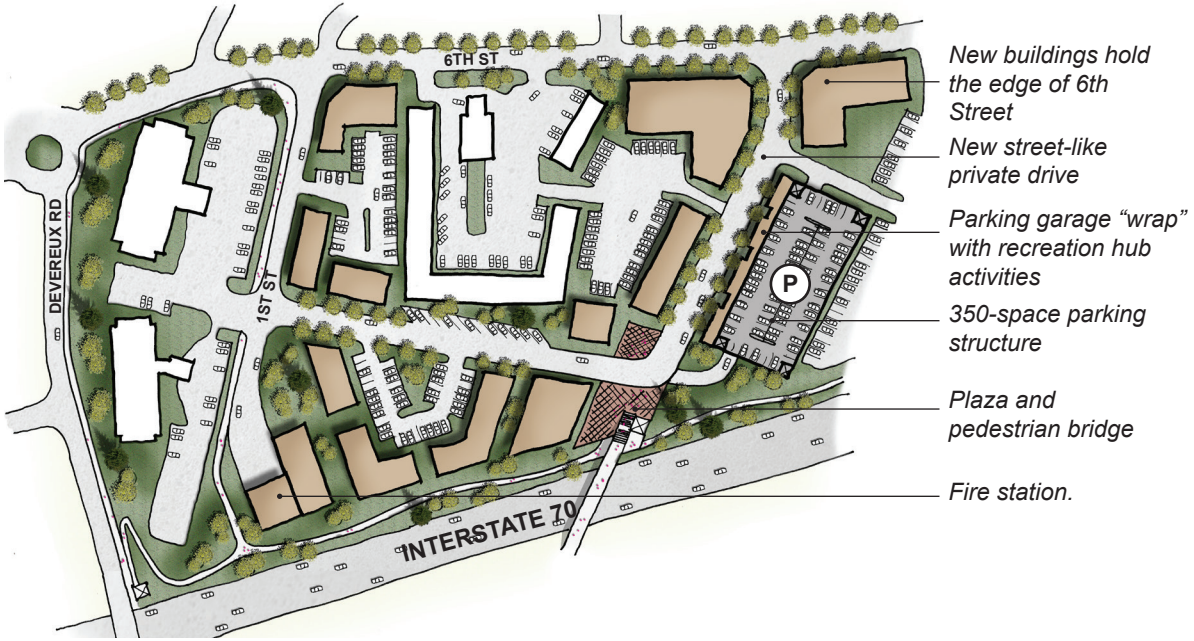
IMPLEMENT A PUBLIC PARKING STRUCTURE

A public parking structure (or structures) is a priority for supporting future redevelopment in the area, as well as to relieve existing parking pressure. Several potential locations are identified in Figure 10. This does not infer that five parking structures are feasible in this area, especially in the near term. Rather, they are shown as desired potential locations based on criteria such as: proximity to downtown and local destinations, service area, future uses, and available land.

All of the potential parking locations are shown on private land. This means that the City would either need to purchase the land in order to build a structure or partner with the existing land owner to jointly develop the structure. A joint partnership may be desired by property owners as a way to help fund their own redevelopment vision.

In particular, a structure labeled P4 in Figure 10 was considered a good location for a public parking structure, due to its proximity to and visibility from the interstate. This parking structure is envisioned as serving multiple purposes, including:

- **Public parking** to serve the 6th Street corridor as well as overflow parking for Two Rivers Park events.
- **A Park & Ride** for North Glenwood, which could be served by Ride Glenwood as well as regional transit services such as RFTA, CDOT's Bustang and Colorado Mountain Express.
- **Overflow parking for Hanging Lake** - with the current parking lot for Hanging Lake over capacity, a satellite lot with a shuttle is needed. This parking structure could be an ideal location for Hanging Lake parking spillover and transit service.
- **A Recreation Hub** - the parking structure could be "wrapped" with a Recreation Hub facility. Inside, kiosks from local tourist attractions could be available to provide a "one stop shop" for tourists to book activities. A climbing wall or other indoor (or outdoor) recreation facility could provide activities while people wait.
- **A Fire Station** - relocating the downtown fire station to North Glenwood has been discussed, as the downtown location is not ideal for these services. A fire station could be incorporated into the parking structure as well to provide an active civic use for the area. A North Glenwood location gives the fire department better immediate access to the interstate than the current 8th Street location. It would also help improve the department's response times to emergencies in Glenwood Canyon.



A conceptual plan rendering shows how a new public parking structure could be incorporated into a larger development and serve the entire 6th Street corridor, offering a "park once" strategy.

RESIDENTIAL PARKING PERMIT DISTRICT

In order to protect the residential neighborhood from spillover parking, the City should create a Residential Parking Permit District where parking would only be allowed for cars with designated stickers for certain hours. Currrently, this system is being implemented in some neighborhoods near downtown. The proposed area is shaded in Figure 10.

IN LIEU FEES FOR PARKING

The City should consider allowing "in lieu fees". These fees are paid by developers to the city when a property redevelops. The revenue is used by the city to create public parking spaces. Benefits include:

- **Flexibility** - Relieves developers from having to provide on-site parking thus giving them the opportunity to utilize valuable land area for building.
- **Shared Parking** - in lieu fees allow the city to take into consideration the peak parking demands of the various uses in the area. For example, an office and a bar would have different parking demands as they are used at different times.
- **Park Once** - providing shared, public parking in a single location encourages users to park once to visit multiple businesses, thus alleviating traffic congestion.
- **Better Urban Design** - parking requirements often result in surface parking lots servicing small buildings that cannot afford structured parking. By combining parking for multiple uses into one facility, it allows more developable land (and perhaps more sales tax revenue) to be created and fewer parking lots, which contributes more positively to a walkable, sustainable, and thriving district.

PAID PARKING

In the long-term, the City should consider creating a parking district to collect funds for parking as a source of revenue that could be used for maintenance and future parking growth. Although it might not seem feasible at the onset, as demand for parking grows, paid parking may become feasible.

Paid parking should start with on-street spaces, as there is a premium for convenience parking. This could occur along East 6th Street and along certain north-south streets between 5th and 6th. Paid parking in public structures could be feasible for special events in the short-term, and could expand into the high-season with free parking allowed when the demand is lower.

Paid parking would require a more detailed study. However, the City should be aware of the potential revenue generation for the future.

PARKING STRUCTURE DESIGN

The following general guidelines should be followed for parking structures (Refer to Appendix A for additional guidance):

- Utilize topography to mask the scale of the structure. In some locations (P1, P2, P3), there is opportunity for a two-level parking structure, with no internal ramps, which is less expensive.
- Design parking structures to be similar in mass, scale, style, and materials to existing, surrounding buildings.
- Parking structures should be extra sensitive in mass, scale, and architectural character if they abut residential properties. For instance, using a finer grain of detail and smaller scale is appropriate.
- Wrap parking structures with commercial uses whenever feasible. This will help activate the street and positively contribute to the community.



Parking structures should utilize the topography to mask the scale of the overall structure, like this parking structure in Rifle, Colorado.



Parking structures should be architecturally similar to their surroundings and "wrapped" with commercial uses whenever feasible.



A parking structure could be wrapped with unique architectural treatment and activities such as a rock climbing like "The Block" in Chattanooga, TN.

5. Streetscapes, Public Art & Signage

6TH STREET CORRIDOR PLAN

STREETSCAPE GOALS

The existing streetscape design for 6th Street was implemented in the 1980s and is outdated. The future vision for 6th Street is to become a destination for both residents and visitors by activating the street edge with desired uses such as shopping, dining and small public gathering spaces. The new streetscape should present a pedestrian-friendly, safe and welcoming experience with improved beautification including landscaping, lighting, public art, and other amenities that make walking pleasant and effortless. Traffic-calming features such as on-street parking, narrower drive lane widths, and landscaping will slow down cars. Bicycling will also be promoted with proper facilities to encourage the use of bicycles as a viable mode of transportation.

DEVOLUTION FROM CDOT

The entirety of 6th Street west of Pine Street is currently owned and maintained by CDOT and is categorized as a state highway. However, with the new I-70 interchange configuration, 6th Street from Pine to Laurel streets will be transferred to City of Glenwood Springs ownership in a process referred to as “devolution”. In the transfer, CDOT provides the City with a one-time payment to cover the costs of roadway maintenance over a 20-year period. The payment does not have to be earmarked for maintenance. In addition to devolving 6th Street between Pine and Laurel, this plan recommends devolution of Highway 6 from Laurel to Traver Trail.

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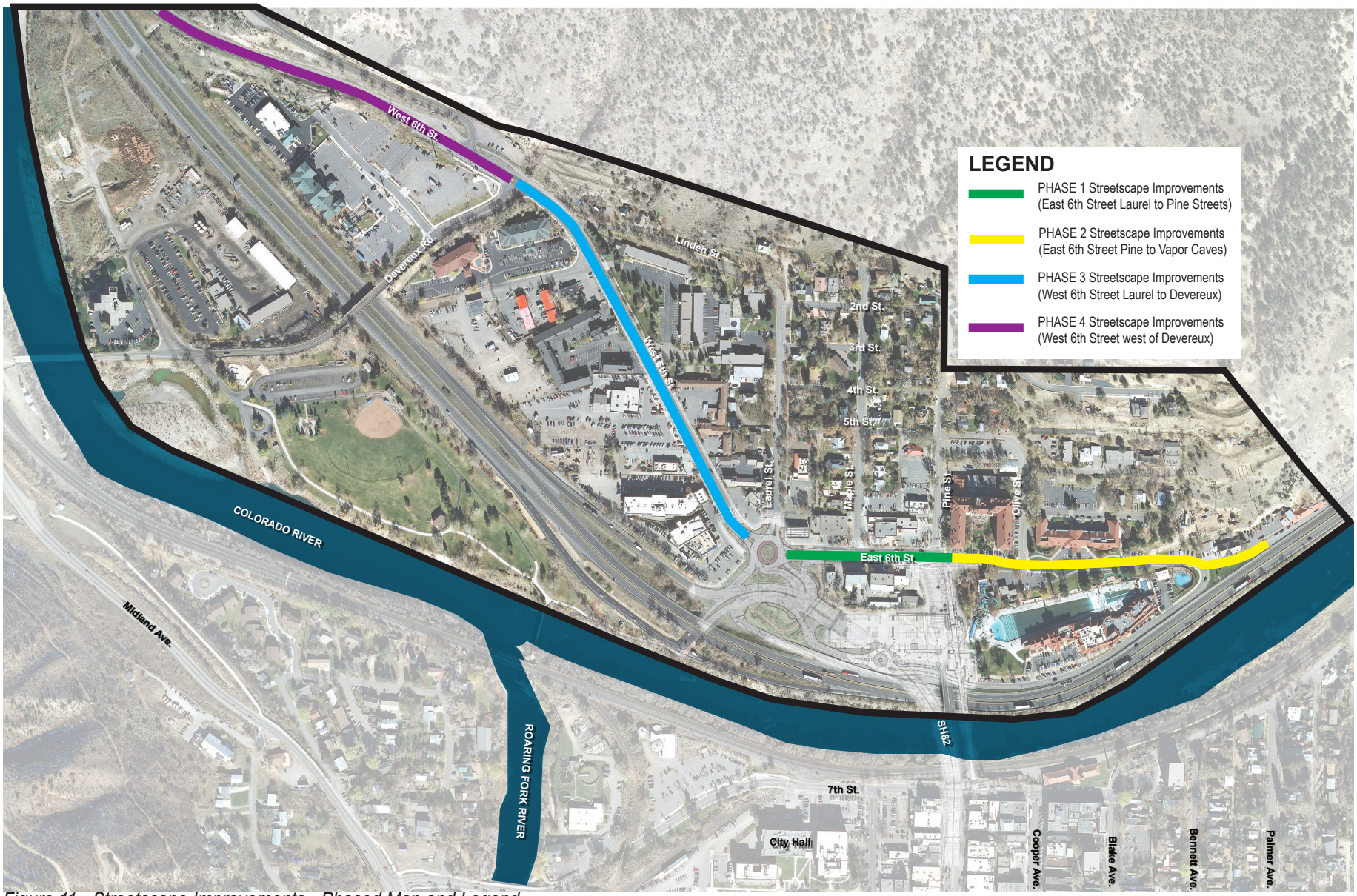


Figure 11 - Streetscape Improvements - Phased Map and Legend

STREETSCAPE PHASING

Major streetscape improvements are proposed for the entire 6th Street corridor from the Vapor Caves to West Glenwood. The following explain the anticipated phasing of improvements for 6th Street:

PHASE 1 IMPROVEMENTS

Phase 1 includes improvements to East 6th Street from Laurel Street to Pine Street (refer to Figure 11), including

- complete re-build of the street right-of-way, due to a decrease in traffic volumes once the new interchange is complete.

These improvements should be completed immediately following the construction of the new roundabout and Grand Avenue Bridge. Anticipated completion of this phase is by the end of 2018 (refer to Chapter 7 for more information).

PHASE 2 IMPROVEMENTS

Phase 2 includes East 6th Street from Pine Street to the Vapor Caves. This includes:

- continuing the same street configuration as Phase 1 in front of Hotel Colorado to Olive Street;
- minor improvements between Olive and River Drive to provide continuous sidewalks;
- intersection improvements at 6th and River Drive;
- moving the Glenwood Canyon Trailhead up to the intersection;
- new multi-use path along I-70 from the new trailhead to the regional trail;
- improvements to Yampah Spa parking area; and
- improved shared street/plaza in front of the Art Center.

These improvements should be completed immediately following Phase 1 improvements. Anticipated completion of this phase is by 2020. It is important to note that it will not be possible to undertake these improvements if this section of west 6th Street remains a state highway.

PHASE 3 IMPROVEMENTS

Phase 3 streetscape improvements includes West 6th Street from Laurel Street to Devereux Road, including:

- reconfiguration of right-of-way to provide a wide, multi-use path, or promenade" on the north side, narrower travel lanes, a wide sidewalk on the south side, new crosswalks, and the addition of street trees and landscaping, signage/wayfinding, transit stops, and other placemaking features.
- A roundabout is proposed at the intersection of West 6th and Devereux Road to better organize circulation in this area, making it safer and more efficient. It also serves as a significant gateway into the corridor from West Glenwood.

These improvements will enhance the character of the village core and should be implemented as soon as possible, but may only be feasible once the City takes over ownership and maintenance of the street from CDOT. Anticipated completion of this phase is by 2022.

PHASE 4 IMPROVEMENTS

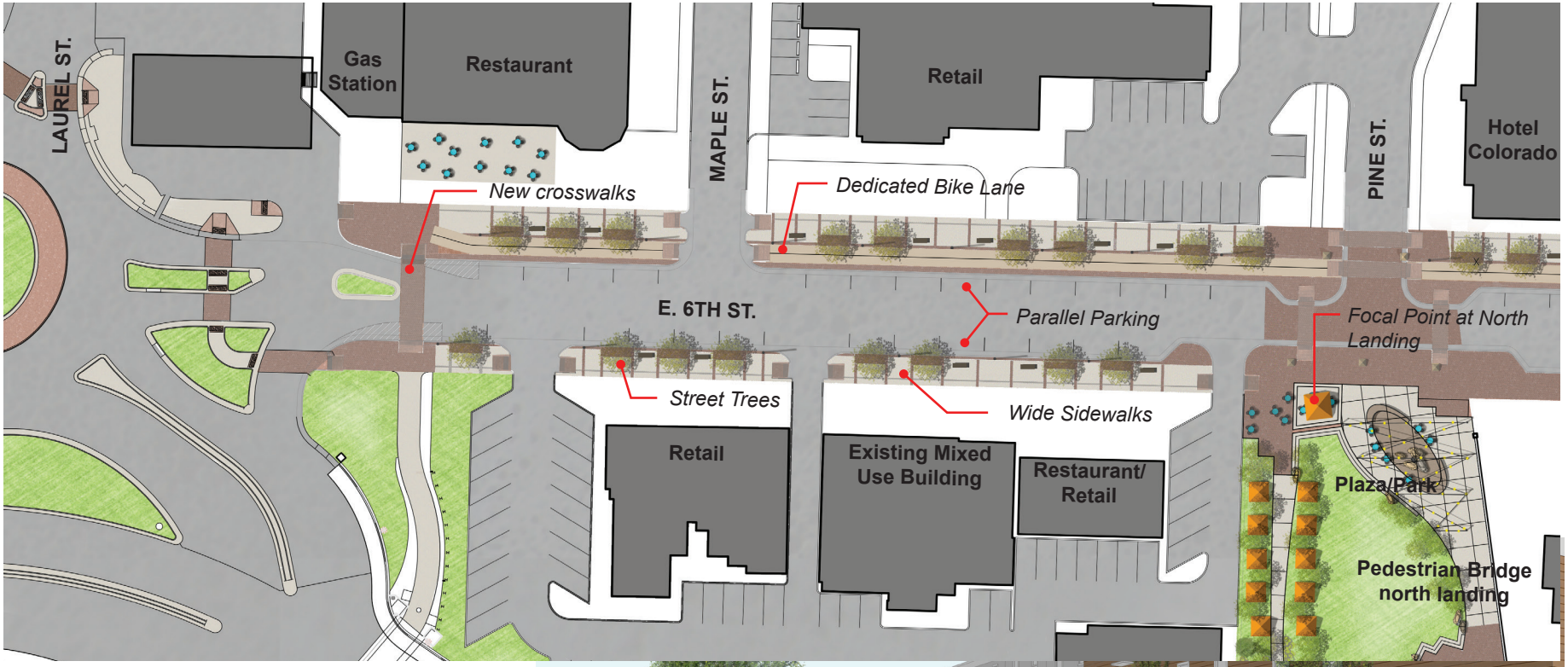
Phase 4 consists of implementing pedestrian and bike facility improvements to Highway 6 west of Devereux Road. Currently, a multi-use path exists along the north side of the road, but the pathway is not protected from the travel way and is often covered in gravel, making it unsafe to use. The proposed street section adds a curb and gutter with a landscaped median and 12-foot wide multi-use path.

These improvements will serve as a cohesive connection between North Glenwood and West Glenwood and make bicycling between the two areas a viable alternative. These enhancements should be pursued following the devolution of the street from CDOT. If improvements must be phased, this section should be last.

NOTE:

Street sections for all streets mentioned (phase 1-4) are provided in Appendix B. Please reference these for recommended improvements.

Phase 1 - East 6th Street between Pine and Laurel Streets:

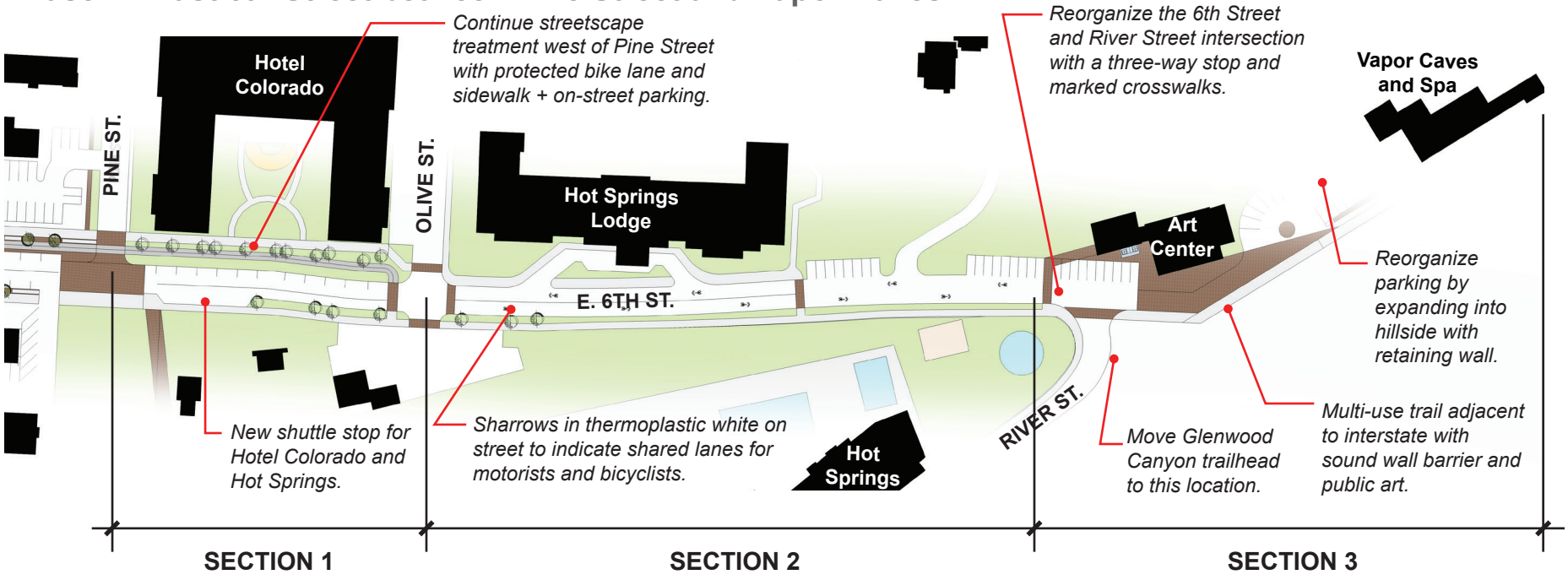


Plan Rendering for E. 6th Street from Pine to Laurel.



Perspective looking east from crosswalk in front of gas station. New development shown on south side of street is for illustrative purposes only - it is not a development proposal.

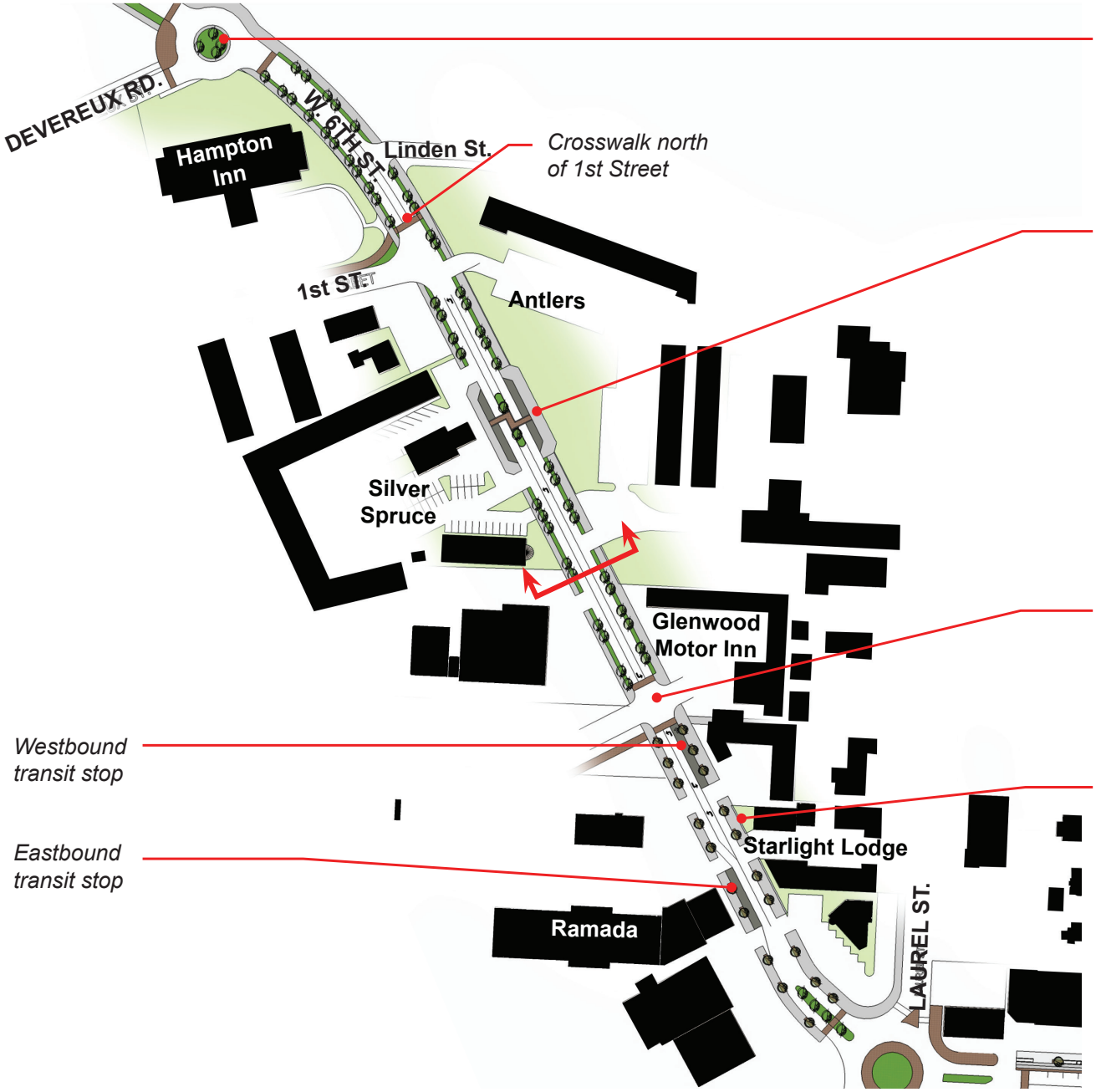
Phase 2 - East 6th Street between Pine Street and Vapor Caves:





Perspective looking east from 6th and North River streets illustrating relocated Glenwood Canyon trailhead, and new I-70 gateway entrance to the city with enhanced landscaping and public art.

Phase 3 - West 6th Street between Laurel Street and Devereux Road



New roundabout and gateway feature; move Traver Trail to intersect at roundabout.

Crosswalk north of 1st Street

Transit stop at Silver Spruce and Antlers (note: if public parking structure and transit hub is built, it would replace this stop).

Crosswalk and intersection at proposed 5th Street connection (future new street to west and pathway to east)

Westbound transit stop

Wider multi-use path (north side only)

Eastbound transit stop

NOTE:

Execution of streetscape improvements on W. 6th dependent upon devolution of Highway 6.

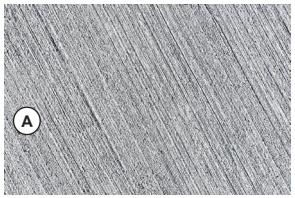
STREETSCAPE MATERIALS

Sidewalk improvements along 6th Street should include a higher degree of detail, as opposed to other streets in the study area. This is to highlight and unify the 6th Street corridor. The materials should be timeless and easy to maintain overtime.

The majority of the streetscape consists of standard gray concrete with a brush finish. In certain areas, a more detailed scoring pattern is proposed to further delineate space and function within the streetscape. Brick paver accent banding is consistent throughout the corridor from Pine Street to Devereux Road. This material is specified to use the same brick pavers from 7th Street in order to tie the two streets together aesthetically. The 6th Street pattern purposefully mimics the 7th Street pattern, but is the inverse (i.e. 6th Street uses brick pavers as the accent as opposed to 7th Street which uses brick as the primary surface material). A buff colored concrete is proposed for the protected bike lane on the north side of 6th Street from Laurel to Olive. The color differentiation will provide a visual contrast so that the bike lanes are not confused with the sidewalk. A bike symbol should also be painted onto the surface for further clarification.



The 6th Street pattern purposefully mimics the 7th Street pattern (above) but is the inverse.



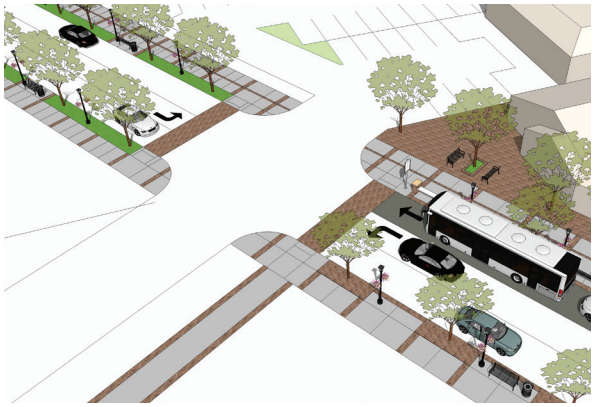
Standard Gray Concrete with a Brush Finish



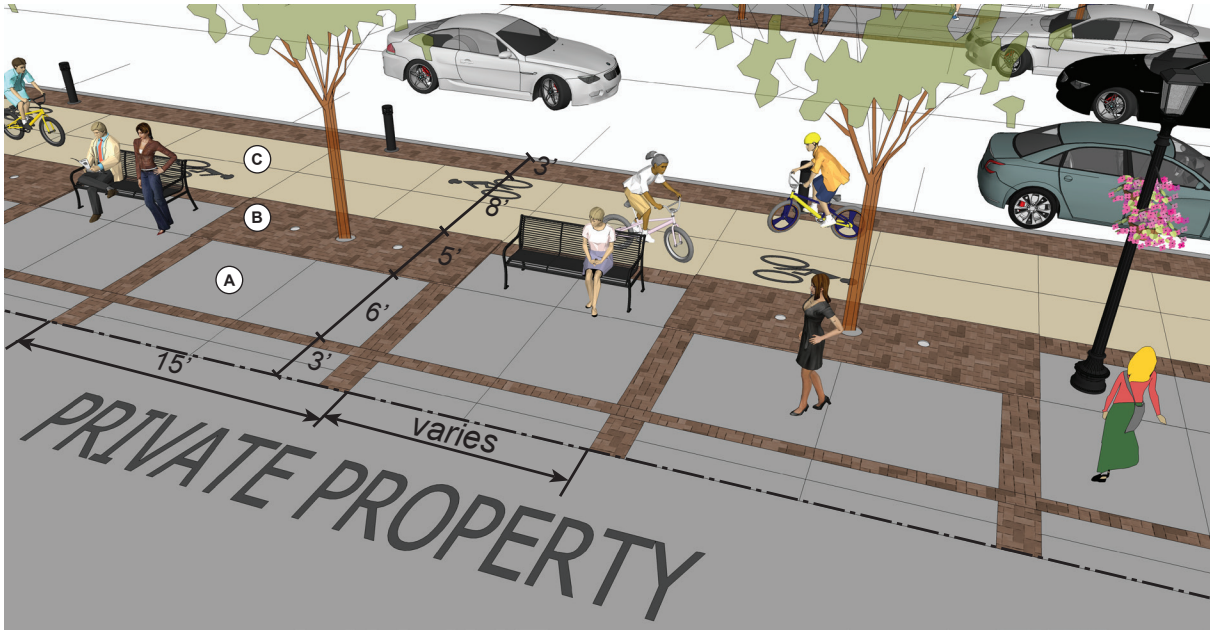
Endicott - Medium Ironspot No. 46 brick pavers (4x8) in herringbone pattern



Colored Concrete - Mesa Buff (Davis Colors)



West 6th Street paving pattern. Note the change at the future intersection in front of Rosi's where street trees transition from paver grates to tree lawns.



East 6th Street paving pattern

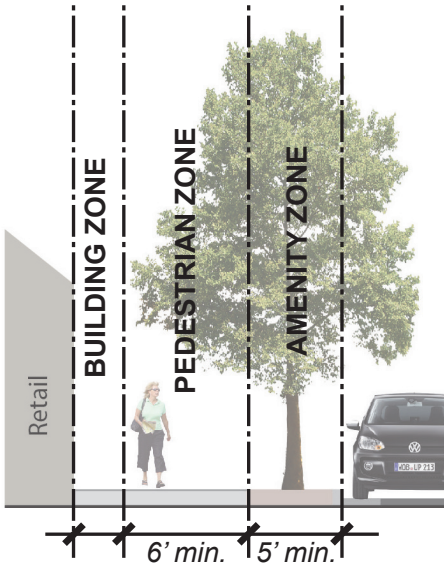
STREETSCAPE KIT OF PARTS

The streetscape "kit of parts" will tie the corridor together aesthetically by using black, powder-coated metal as the consistent color/material. The matte black color also contrasts well with the horizontal material pallette. Each of these elements should be placed within the "amenity zone" of the sidewalk as shown in the illustration below.

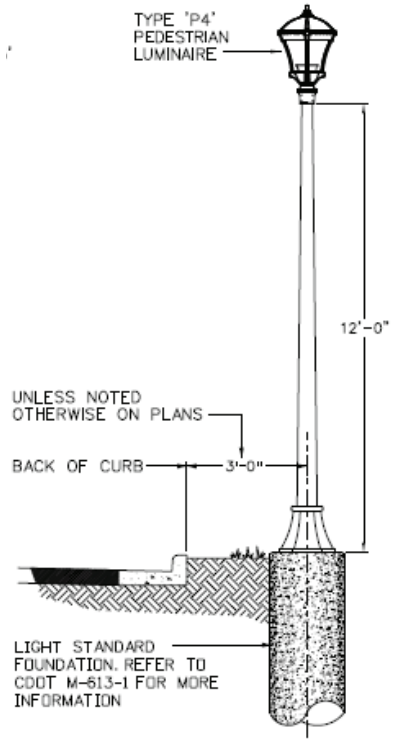
LIGHTING

New pedestrian lighting should match the light fixtures on the new Grand Avenue pedestrian bridge (see excerpt at right from lighting package). Bollards are also planned to further delineate space and to add ambient lighting, especially at the intersection of Pine and 6th and along the protected bike lane.

Pedestrian lights should be spaced approximately 40-feet apart, but no more than 75-feet.



6th Street streetscape area should be split into three "zones" whenever feasible.



The pedestrian lighting will be the same as is being used on Grand Ave. pedestrian bridge.



Architectural Area Lighting - Providence Medium LED lamp



LandscapeForms "Annapolis" Bollard - matte black powder coated metal

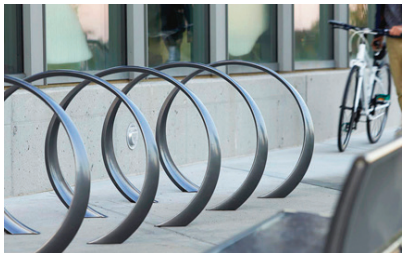
FURNISHINGS

Benches and trash receptacles should utilize existing city specifications for consistency and efficiency. Bike racks should be simple, sleek, timeless, functional, and vandal-proof.

Within the Village Core, two benches per block face is appropriate (i.e. eight benches between Pine and Laurel). Outside the Village Core, benches should be spaced a minimum of 75 feet apart. Provide one trash receptacle per block face, or a minimum of 300 feet apart. Bike racks should be strategically located to be convenient for bike traffic.



Landscape Forms Chase Park 40 gallon trash receptacle in black powder coated steel with modified bear resistant top (or other similar bear resistant style).



Landscape Forms 35 Loop Bike Rack



Landscape Forms Plainwell Bench with Ipe wood and black metal.

LANDSCAPING

A consistent landscaping treatment should be applied throughout the corridor. Street trees are desired to "soften" the streetscape and provide shade in the summer months. Another consistent landscaping treatment is the use of annuals in hanging baskets from the new pedestrian light fixtures, a feature designed to give 6th Street corridor a unique character. This landscaping treatment will be unique to North Glenwood and help contribute to it's identity.

STREET TREES

Street trees should be spaced approximately 30 to 35 feet apart and shall be planted with a 3-inch caliper. There are two conditions for planting street trees along the corridor:

- **Paver Grates** - this system includes a 5' x 15' tree pit with a suspended metal grate for placing brick pavers upon. This system allows water to permeate through the pavers into the soil and provides ample air for healthy tree growth. This system should be applied in the Village Core area.
- **Tree Lawn** - this system includes a 5' min. tree lawn. The lawn area could include sod or low native grasses and shrubs. This condition applies to everywhere except for the Village Core.

Preferred street tree species include Honeylocust variety, Littleleaf Linden, Japanese Lilacs and non-fruit bearing trees like Cleveland Select or Callery Pear. Others may be used as accents or for special circumstances.

HANGING BASKETS

Hanging flower baskets are to be applied to the lighting fixtures throughout the 6th Street corridor. A flexible fixture that allows hanging baskets or banners to be applied should be considered so that when flowers are not appropriate, banners could be hung instead.



Hanging flower baskets are to be applied to the lighting fixtures throughout the 6th Street corridor.



The Honeylocust variety is currently present on the corridor and is preferred for new street trees.

OTHER LANDSCAPING

Private properties are encouraged to contribute to the landscaping of 6th Street with planters or other moveable landscape treatments. These elements should be placed in the "building zone" and would be owned and maintained by the business or property owners. They should be similar in scale, color, material, and style as the proposed streetscape kit of parts.



Businesses on 7th Street have implemented planters that also serve as enclosures for cafe seating.



Planters adjacent to storefronts contribute to the landscaping of 6th Street.



Planters would be owned and maintained by the business. Planters should be similar in scale, materiality, and aesthetics as the proposed streetscape kit of parts.

PUBLIC ART

Public art contributes to a unique identity and is encouraged throughout the 6th Street corridor study area. Art pieces should be strategically placed for high visibility. They may be located along the street, mixed in with other streetscape elements, or in dedicated areas such as parks and plazas. They may be traditional, functional, or whimsical - but they should be scaled appropriately for the environment in which they are situated. For example, larger exhibits are more appropriate in wide-open spaces such as parks whereas smaller, more human-scaled exhibits are more appropriate within the streetscape and adjacent to buildings.

A new public gathering place proposed at the intersection of 6th and Pine, adjacent to the new pedestrian bridge, is intended to feature public sculpture. A rotating sculpture exhibit is proposed for the southwest corner of the park in an “art walk.” These pieces will be displayed on stone slabs so that when there is not an art piece present, the stone slab may serve as a bench. Additionally, a large, prominent, focal sculpture is proposed in the public gathering space near 6th Street. The sculpture will serve a dual purpose - as public art and a unique climbing feature for children.

The City should work with the Art Center and commission local artists whenever feasible for permanent sculptures or exhibits. The art walk is intended to be a dedicated space for local artists as well. Other, temporary art exhibits may also be considered for seasonal draw or special occasions.



A teddy bear sculpture is planned as a focal point for the 6th Street Park as an art piece as well as a play area for kids.







Public art may be incorporated into streetscape elements such as benches.





An art walk is proposed for the southwest corner of the park. Sculptures will be placed on large slabs of stone. When art pieces are not present, they will serve as additional seating areas.



This play on street signs is located in front of the Aspen Art Museum.



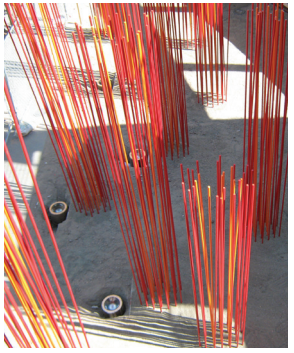
A temporary “pink balls” exhibit occurred in Montreal with pink balls strung on lines and hung over the street.



Public art can be whimsical.



Larger exhibits are appropriate in parks.



Colorful exhibits are eye catching.

SIGNAGE

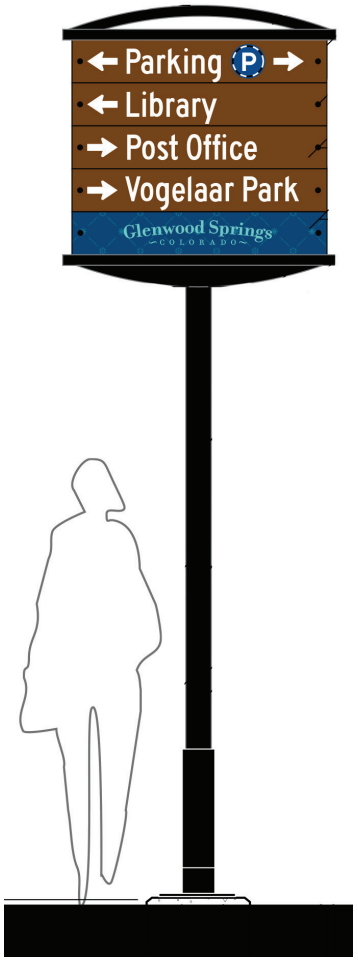
Figure 12 calls out general placement and messaging for new wayfinding signage for the 6th Street corridor. Signage should follow the City's existing Wayfinding Sign Program Standards Manual. There are seven sign types identified for the corridor:

- Type A1 - Primary Vehicular Directional
- Type B2 - Secondary Vehicular Directional
- Type F1 - Parking Lot Directional
- MUTCD - Vehicular Safety/Regulatory
- Type G - Pedestrian Directional
- Type H - Pedestrian Directory
- Type E1 - Park Identification Sign

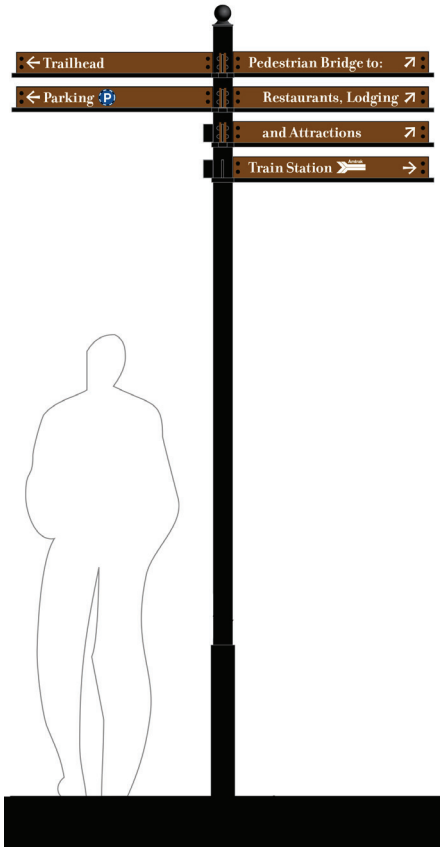
Types A1, B2, MUTCD, and G include preliminary messaging for the signs. Other types include general placement. Further development of a signage program for the corridor will be needed following adoption of this plan.



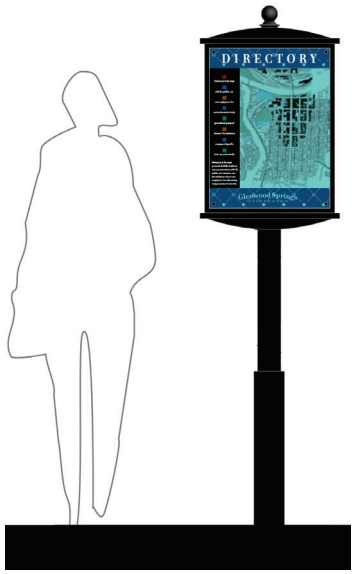
The backs of signs have a custom graphic that make them appealing to look at, even from behind, and call out to passersby that there is messaging that might be of interest



Example of sign type A1 - Primary Vehicular Directional



Example of sign type G - Pedestrian Directional



Example of sign type H - Pedestrian Directory

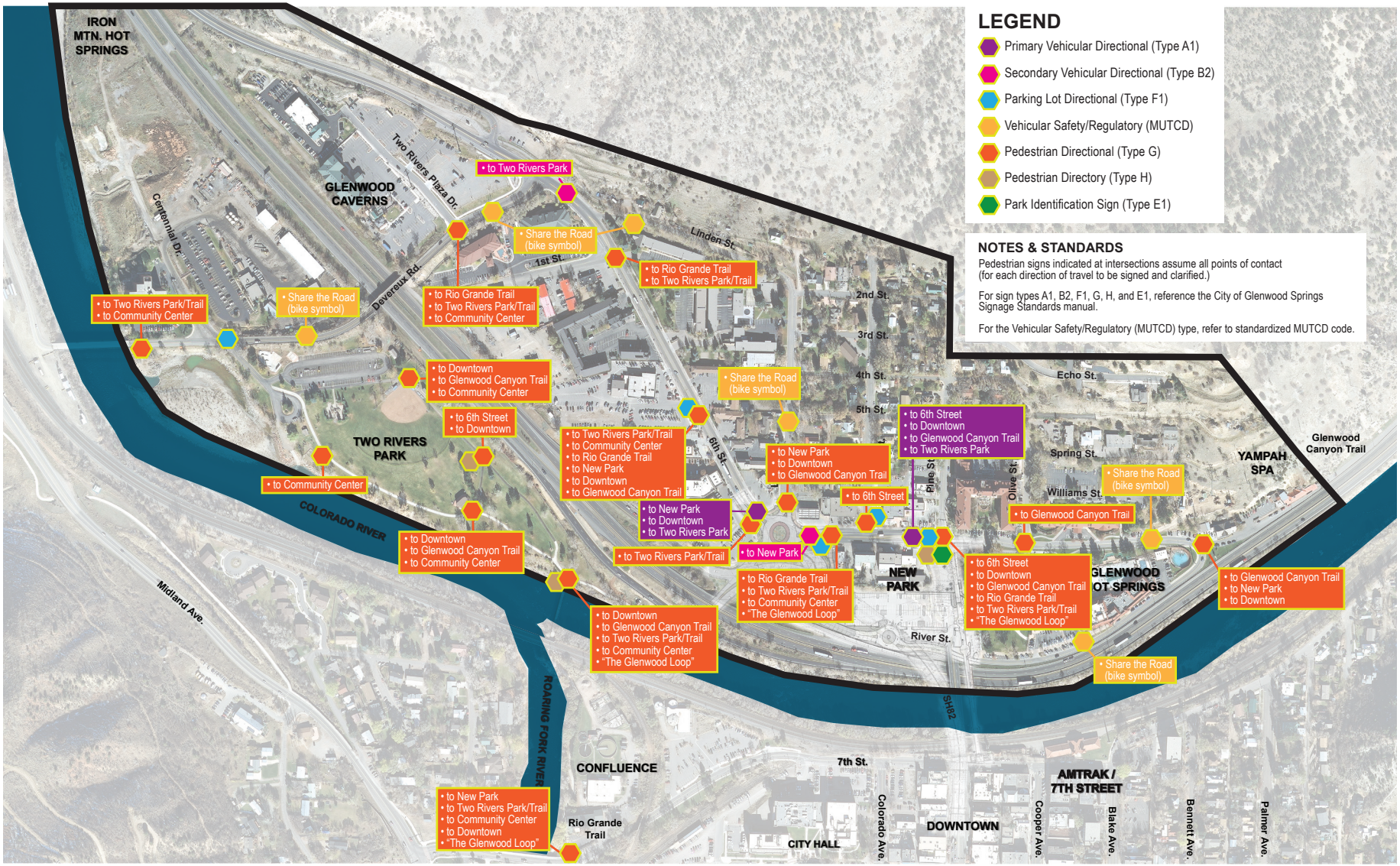


Figure 12 - Wayfinding and Messaging

6. Parks & Open Space

6TH STREET CORRIDOR PLAN

PARKS AND OPEN SPACE GOALS

Currenty, **Two Rivers Park**, the City's largest regional park, is the only public park in the study area. It includes a band shell, baseball field, boat ramp, paved multipurpose trail, skate park, sculpture memorial, and public restrooms. One of its greatest amenities is its half-mile of frontage along the Colorado River. The park is highly active in summer months with boating activities, outdoor concerts and special events, but it could use improvements to restore the river bank and to add enhancements that better connect the park and its users to the river.

Other open space within the study area, includes a few, large landscaped areas that are located on private property. These spaces are good examples of utilizing private property to provide semi-public gathering areas:

- **Antlers Best Western** has a large, green space along 6th Street. This park-like setting includes a grassy area with shade trees and a large bronze sculpture of a moose in center as a focal point..
- **Hotel Colorado** at Pine and 6th includes a large courtyard that serves as a semi-public space. The courtyard is landscaped and includes pathways from the street to the hotel, a veranda and an outdoor cafe.. This space is especially vibrant during the holidays when the hotel and trees are adorned with festive lights and people gather to watch the annual fireworks display.

Primary goals for improving parks and open space in the study area include: implementing a new public park or gathering place at the intersection of Pine and 6th Streets adjacent to the new pedestrian bridge; improving Two Rivers Park to better engage the river; and encouraging private property owners to create landscaped areas around their properties.

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TWO RIVERS PARK IMPROVEMENTS 61

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NEW 6TH STREET PARK OR PLAZA

LOCATION

Immediately adjacent to the new pedestrian bridge north landing is a 16,300 square foot area that was the former landing of the old vehicular Grand Avenue Bridge. A key focal point, this city-owned space can be converted, in whole or in part, to a public park or plaza that would provide a much needed gathering space to serve North Glenwood residents and visitors.

The new park will be at the crossroad of major pedestrian and bicycle routes which connect the 6th Street corridor with the Glenwood Canyon Trail, downtown and the Glenwood Loop, a new trail recommended in this plan. and future Glenwood Riverfront Loop, as well as to downtown Glenwood Springs via the new pedestrian bridge.



Figure 12 - Concept Diagram showing an option for a full-sized park covering the entire 16,300 square foot area.

CONCEPT

This park/plaza will serve as a focal point and gathering place for visitors, residents, and people coming to and from downtown. The pedestrian bridge will provide a seamless and comfortable pedestrian experience from downtown to North Glenwood.

The concept for the park/plaza includes the following main objectives:

- **Connect seamlessly with the pedestrian bridge.** There should not be a hard line where the bridge ends and the park/plaza begins. Rather common elements and materials will blend the two together.
- **Expand the park/plaza into the street with a "piazza."** The intersection of 6th and Pine will integrate high-quality materials to accentuate it as a special place and to draw attention to the area. It could also be closed off for special events and truly serve as an extension of the park/plaza.
- **Activate the space!** Existing and future buildings surrounding the park or plaza should be designed to serve a mix of uses with active ground floors, such as coffee shops, cafes, restaurants or retail businesses and with upper floors devoted to housing. Small "plazas" at each of the corners of the 6th & Pine intersection are indicated on the diagram above. This simply means that when these areas redevelop, any future building should include active ground floor uses that spill outside to overlook and provide "eyes" on the park/plaza. This could include cafe seating, a small plaza with seating areas, or an expanded sidewalk area with outdoor retail or another type of active use. Housing on upper floors also would help add to the vibrancy and provide extra "eyes on the park"
- **Serve as a gathering place.** A large kiosk that includes a map of the area should be included in the park near 6th Street. It could also include advertisement space for nearby businesses. This space should serve as a place for people to meet up and make decisions about where they want to go. An iconic art piece or sign is also appropriate.



In the future, mixed use buildings with active ground floors, such as coffee shops, cafes, restaurants or retail businesses are encouraged to activate the park.



The intersection of Pine and 6th could be closed off for special events and serve as an extension of the park/plaza.



An iconic art piece or sign is appropriate to serve as a logical gathering, or "meet up" place. In Fort Collins, people gather around The Bear.



The bridge should blend into the park/plaza and the then into the street. New mixed use buildings should activate the park. Image above depicts a full-sized park option.

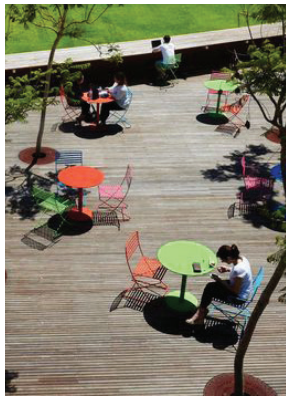
PROGRAMMING

For the park or plaza to be successful, it is essential that certain programming elements are included to keep the area active and vibrant throughout the year. This plan recommends:

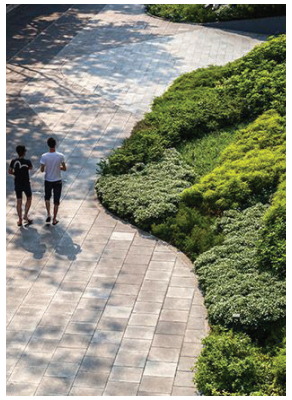
- Organic shapes
- Informal children's play area
- Signature sculpture as "go to" element
- Open lawn area for special events or lounging
- Place for festival tents
- Native landscaping integrated into southern slope
- Landscaped buffer and low site wall on west property line
- Stage area for informal performances
- Overhead festival lighting
- Steps that serve as extra seating areas
- Hanging flower baskets on light poles
- Bistro tables and chairs
- Interpretive signs about Glenwood history
- Bike racks
- Bear resistant trash receptacles, dog bag stations
- Drinking fountain
- Electrical and water service for events and maintenance
- Public art and wayfinding signage
- Natural boulders and materials
- Subsurface stormwater drainage
- Interactive water feature



Steps that serve as extra seating.



Bistro tables and chairs.



Organic shapes.



Informal play area.



Stage area for informal performances.



Open lawn for special events or lounging.



Overhead festival lighting.



Natural boulders/materials.



Public art.

FULL PARK OPTION

Working closely with Parks Department staff, stakeholders and the community, this design option utilizes the entire 16,300 square foot area that was once the north landing of the Grand Avenue Bridge. This plan, pictured at right, shapes the space to become a special gathering place for North Glenwood residents and visitors. A description of the major park elements follows:

1. **6th & Pine Intersection:** this is a traditional street intersection with sidewalks, curb and gutter. It is designed to be a visual extension of the park and could be closed occasionally for special events.
2. **Park Plaza:** the north end of the park serves as a "gateway" to the park and a transition from the "Village Core" district. This area includes a kiosk for people to orient themselves and make decisions. It also includes streetscape elements such as pedestrian lights with hanging flower baskets, benches, and a combination of boulders and planters near the street edge.
3. **Informal Stage:** a slightly elevated space for informal performances is located in the northwest corner. It will also include bistro tables and chairs for socializing or having a picnic.
4. **Children's Play Area:** the oval shape in the northeast corner of the park includes boulders and a unique sculpture for kids to play on. Bistro tables and chairs will surround the play area, as well as two low walls on either end of the oval that will serve as additional seating. This area also includes overhead festival lighting, integrated tensile shade structures, and an interactive water feature.
5. **Promenade:** the wide sidewalk and tree area on the west edge of the park serves as a place for tents to be set up during festivals or celebrations. Trees are spaced appropriately so that tents can fit in between them and electrical outlets will be incorporated into the low wall that defines the west edge of the park. The majority of the time, when tents are not present, these spaces will serve as additional leisure seating areas.
6. **The Lawn:** the lawn area serves as a flexible space for the park. It will be an area for people to hang out and relax in the grass. It will also be an area for events, both organized and informal, in the park such as: movie nights, yoga in the park, art classes, and more.
7. **Art Walk and Play Area:** the southwest corner of the park, at the terminus of the promenade, includes a "landing" area with seating and sculptures as well as an additional play area for children, which will help activate this area of the park. A pathway, or "art walk" wraps around the children's play area which will include a rotating sculpture exhibit. Other children-related events like a story walk could also occur in this space.
8. **Landing:** this area is where the bridge "lands" and the park begins. This expanded space is intended to serve as a second "gateway" with a plaza with steps down to the lawn. It also is where the steps down to the Hot Springs Pool and parking area are located. A sign will be located here to direct pedestrians.
9. **Sloped Area:** this area slopes down to the retaining wall that CDOT will put in as part of the parking lot construction. It includes native seed planting and trees, as well as some large stone slabs that reinforce the "edge" of the park.
10. **Pedestrian Bridge:** the new pedestrian bridge will continue to downtown Glenwood Springs.



Conceptual plan rendering of park.

ALTERNATIVE STUDIES

Alternative design studies were explored due to the overwhelming positive reaction to the conceptual 3-story mixed use building originally shown as a "future" development scenario to activate the park on the western edge. Sparked by City Council's curiosity, the design team explored alternative options for establishing an activating land use within the park/plaza boundaries on public property:

- **OPTION 1:** A 2-story mixed use corner building with ground floor retail and upper floor lofts is shown fronting onto the park and 6th Street. Behind that building, 4 townhomes are placed fronting the park to provide additional housing and "eyes on the park". The design was modified to respond to the more formal edge with a mixture of hard lines and the original natural forms. Program elements remain, except for the informal stage on 6th Street. This option does not allow for on-site parking, as there is no room for access.
- **OPTION 2:** A 1-story retail kiosk building is located fronting the park/plaza and 6th Street. This allows for an active use within the space while still providing ample room for a number of amenities and active uses. Refinements were made to the design to respond to this alternative configuration.

NOTE:

The feasibility of these options will be dependent upon the ability to relocate a number of utility lines which criss-cross the property. This includes water, sewer, electric, and high-pressure gas.



Original park design with existing conditions shown to the west.



Original park design with future conditions showing the existing three buildings as redeveloping into a mixed use building. Note this is a conceptual proposal and did not involve input from the property owners.







Option 1 shows a 2-story mixed use building with townhomes fronting onto the park/plaza to activate and to provide "eyes on the park."



Option2 shows a 1-story retail kiosk building to activate the space and provide ample amenities and activating uses. Refinements were made to the original, larger design to respond to this smaller alternative configuration.

TWO RIVERS PARK IMPROVEMENTS

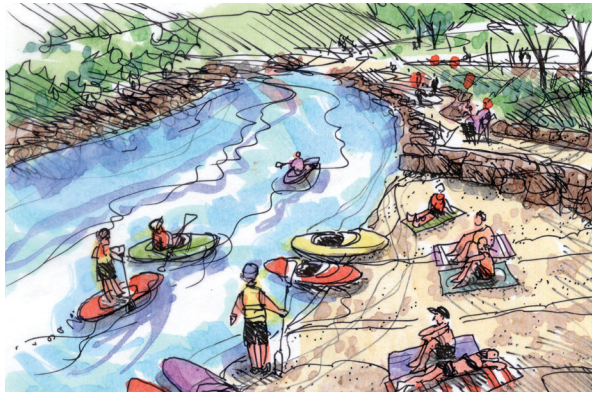
Two Rivers Park is a wonderful amenity for North Glenwood, and the entire city. In the summer months, it is highly active with river sports activities and festivals and events in the park. However, there is a desire to better connect the park to the river and celebrate the Colorado River.

Concepts for enhancements to Two Rivers Park include:

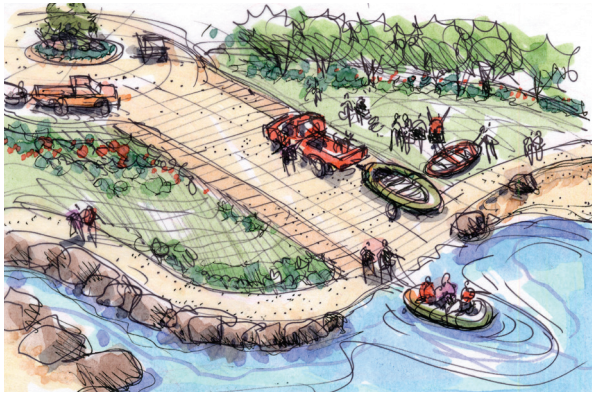
- An island **beach**
- Improved **boat ramp**
- A **riverwalk trail** along the river
- **Picnic areas** along the trail.
- In-stream **water park/surfing zone**
- Improved Two Rivers Park open space area for **special events** with new **pedestrian bridge** over I-70.

NOTE:

A separate design charrette including some members of the corridor plan design team assisted Parks and Recreation department with a visioning exercise to further develop concepts for Two Rivers Park. The sketches on this page are from that exercise.



Surfing zone and beach area.



Improved boat ramp.



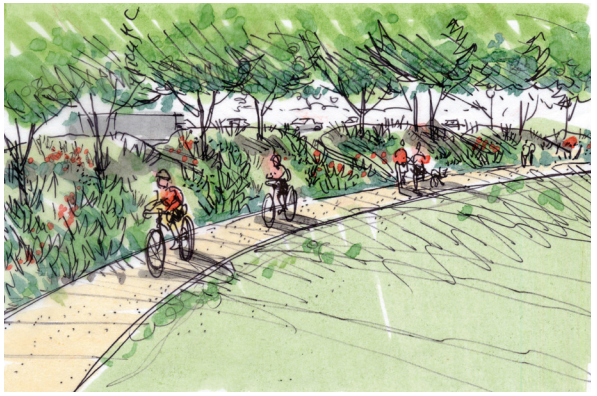
Riverwalk trail and overlook.



Boulder seating area to watch kayakers and rafters.



Picnic areas along trail.



Multi-use path connecting to Rio Grande Trail.

PRIVATE OPEN SPACE OPPORTUNITIES

Other, small open space opportunities on private property should be encouraged throughout the study area. Semi-public spaces on private property help activate and enliven the public realm especially if they occur in highly visible places such as along 6th Street.

A primary concept for enhancing the identity of 6th Street is for buildings to “open up” to the street and blend the outdoors with indoors. As properties redevelop, they should consider opportunities for blurring the line between public an private space. For example, as parcels redevelop, new buildings should be designed with large, traditional storefront windows and should include small entry plazas, courtyards, cafe seating areas, public art or other similar active spaces along the street edge.



Covered, outdoor gaming areas that can be seen from the street and sidewalk blur the line between public and private.



Cafe seating on both sides of the street provide unique experiences and activate the sidewalk.





Small seating areas or gathering spaces adjacent to a building are encouraged.



Small, semi-public plazas with landscaping and seating areas are a pleasant respite to a streetscape experience.



Opening up to the street with large garage doors and seating areas help activate the sidewalk and public realm.

7. Implementation

6TH STREET CORRIDOR PLAN

USING THIS PLAN

The City shall use this Plan as a way to carry out the vision for the 6th Street Corridor, as outlined in the past six chapters. Implementation measures include both administrative tasks as well as capital infrastructure projects. Funding sources and participation will be varied - from within the City, to quasi-governmental entities such as the Downtown Development Authority and/or a new authority, to private developers. Focusing on projects that can be leveraged through partnerships and synergies - where the priorities of this plan are met, as well as other city-wide priorities - is encouraged.

As stated in Chapter 1:

- **The city will use the plan as a way to prioritize public investment** in infrastructure such as streets, parking and utility upgrades, as well as placemaking elements like streetscapes, plazas and park improvements.
- **The city will also use the plan as a tool to evaluate future development proposals** of properties within the project area.
- **Landowners contemplating new development or redevelopment should consult this plan** to ensure that development concepts are in-sync with the vision and goals of this plan.

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HOW TO USE THIS CHAPTER 64

LAND USE AND COMMUNITY AND ECONOMIC DEVELOPMENT PROJECTS 64

INFRASTRUCTURE PROJECTS 65

INFRASTRUCTURE PROJECTS, CONTINUED 66

MONITORING SUCCESS

The true success of this plan will be realized through implementation. Therefore, the plan shall be continually monitored to ensure projects are properly positioned for funding and to keep priorities on track. Note that there are many factors in play, and priorities may change over time. While flexibility to respond to changes is necessary, projects should always seek to respond to the vision and goals, or "spirit", of this plan.

A 6th Street Corridor Task Force should be organized, which could include members from the Steering Committee for this plan, in addition to the DDA and City staff and leadership. This task force should meet quarterly to check in on progress made, both from the private and public sectors, and discuss where partnerships make sense. This will also ensure transparency and inclusion.

HOW TO USE THIS CHAPTER

This chapter includes a master list of projects to implement, which are listed in a user-friendly spreadsheet. The spreadsheet is divided into "Administrative" and "Capital" projects, and projects are listed in order of their priority:

- Short-Term Projects (0-5 years)
- Mid-Term Projects (5-10 years)
- Long-Term Projects (10+ years)

NOTE:

Short-term projects (0-5 years) will begin after the Grand Avenue bridge project is expected to be completed, mid-year 2018.

LAND USE AND COMMUNITY AND ECONOMIC DEVELOPMENT PROJECTS

ACTION	TIMING	POTENTIAL PARTNERS	FUNDING
Rezoning			
Rezone applicable properties within study area to coordinate with Development Code re-drafting	Short-term	DDA; Community Development	General Fund
Historic District Formation			
Meet with property owners within proposed historic district.	Short-term	Historic Preservation Commission; Frontier Museum; Community Development	N/A
Constract with consultant to prepare National Register District nomination, pending approval from majority of property owners.	Mid-term	Community Development	State Historical Fund Grant / General Fund
Taxing District			
Contract with consultant to evaluate formation of a new taxing district such as a BID or GID; evaluate implementation of an Attractions Tax, or other mechanisms to finance capital improvements within the study area; to evaluate extention of the Tax Increment Finance District.	Short-term	DDA; City Manager; Community Development; Finance; Business/property owners	General Fund

INFRASTRUCTURE PROJECTS

ACTION	TIMING	POTENTIAL PARTNERS	POTENTIAL FUNDING
Devolution of 6th Street			
Devolve Laurel to Pine.	Short-term	Public Works, Engineering, City Manager, DDA, City Council, CDOT	N/A
Assess Laurel to Devereux Road maintenance issues with CDOT.	Short-term		
Consider devolution Laurel to Devereux pending outcome of road maintenance assessment.	Mid-term		
6th Street Streetscape Improvements - Devereux to Vapor Caves			
Stripe 6th Street, Laurel to Pine, for on-street parking and bike lanes.	Short-term	DDA; Engineering	TBD
Create 90% construction plans for 6th Street improvements from Devereux to Vapor Caves; include Devereux and Highway 6 roundabout; phasing plan; construction estimates per phase; identify funding sources	Mid-term	DDA; Engineering; Community Development	TBD
New Public Area at North Landing Pedestrian Bridge			
Determine extent of north landing; contract with landscape architect and civil engineer to create a design plan and cost estimates	Short-term	DDA; Engineering; Community Development; Public Works; City Manager; Parks & Recreation; Private Partnerships	TBD (utilize leftover funds reserved from this Plan)
Develop 100% construction drawings; identify funding sources; secure funding.	Mid-Term	DDA; Engineering; Community Development; Public Works; City Manager; Parks & Recreation; Private Partnerships	TBD; Public-Private Partnership
Construct improvements	Mid-term	DDA; Parks & Recreation; Engineering	TBD; Public-Private Partnership
Construct New Sidewalks			
Olive; Pine; Maple; 5th; Laurel (west side); Linden (south side); West 1st Street	Long-term	Engineering	A & I
Construct Bicycle Sharrows			
6th Street (Olive Street to Vapor Caves) and Devereux Road (Hwy 6 to Centennial)	Short-term	Engineering	Street Tax
Linden and Laurel (new interchange to Hwy 6)	Mid-term		
Devereux Road Improvements			
Develop a plan and cost estimates to complete the sidewalk/path system along Devereux Road between Highway 6 and Centennial Street	Short-term	Engineering	Street Tax
Create 70% construction drawings for Devereux Road improvements based on plan recommendations	Short-term		
Construct improvements	Mid-term		A & I
Devereux-Midland Bridge			
Create 10% construction plans; include cost estimate	Short-term	Engineering	Street Tax
Create 100% construction drawings pending Council prioritization with other infrastructure projects.	Mid-term		
Construct bridge pending Council prioritization and funding	Long-term		A & I

INFRASTRUCTURE PROJECTS, CONTINUED

ACTION	TIMING	POTENTIAL PARTNERS	POTENTIAL FUNDING
Parking Garage			
Plan for north side public garage by selecting location, identifying funding sources, and considering construction timing. Coordinate with Area Wide planning efforts.	Short-term	DDA; Community Development; Engineering; City Manager; Private property owners	Grant
Construct garage	Long-term		Public-Private Partnership
I-70 Pedestrian Bridge			
Assess feasibility of and need for constructing a new pedestrian bridge over I-70. Bridge is dependent on construction of a public parking garage south of W. 1st Street adjacent to Interstate.	Long-term	DDA; Community Development; Engineering	TBD
Bicycle/Pedestrian Loop			
Create and sign a 1.75-mile bike/ped loop utilizing existing multi-use paths and city-owned rights-of-way. Coordinate timing of infrastructure improvements along Devereux Road and Highway 6. Promote the loop in trail maps and on city website.	Short-term	Engineering; Transportation	Grant
Create a secondary outer bike/ped loop. Coordinate with timing of infrastructure improvements including Midland-Devereux Bridge; new ped bridge over I-70; extension of 5th Street	Long-term	Engineering; Transportation	TBD

APPENDIX A

Design Standards & Guidelines

6TH STREET CORRIDOR PLAN







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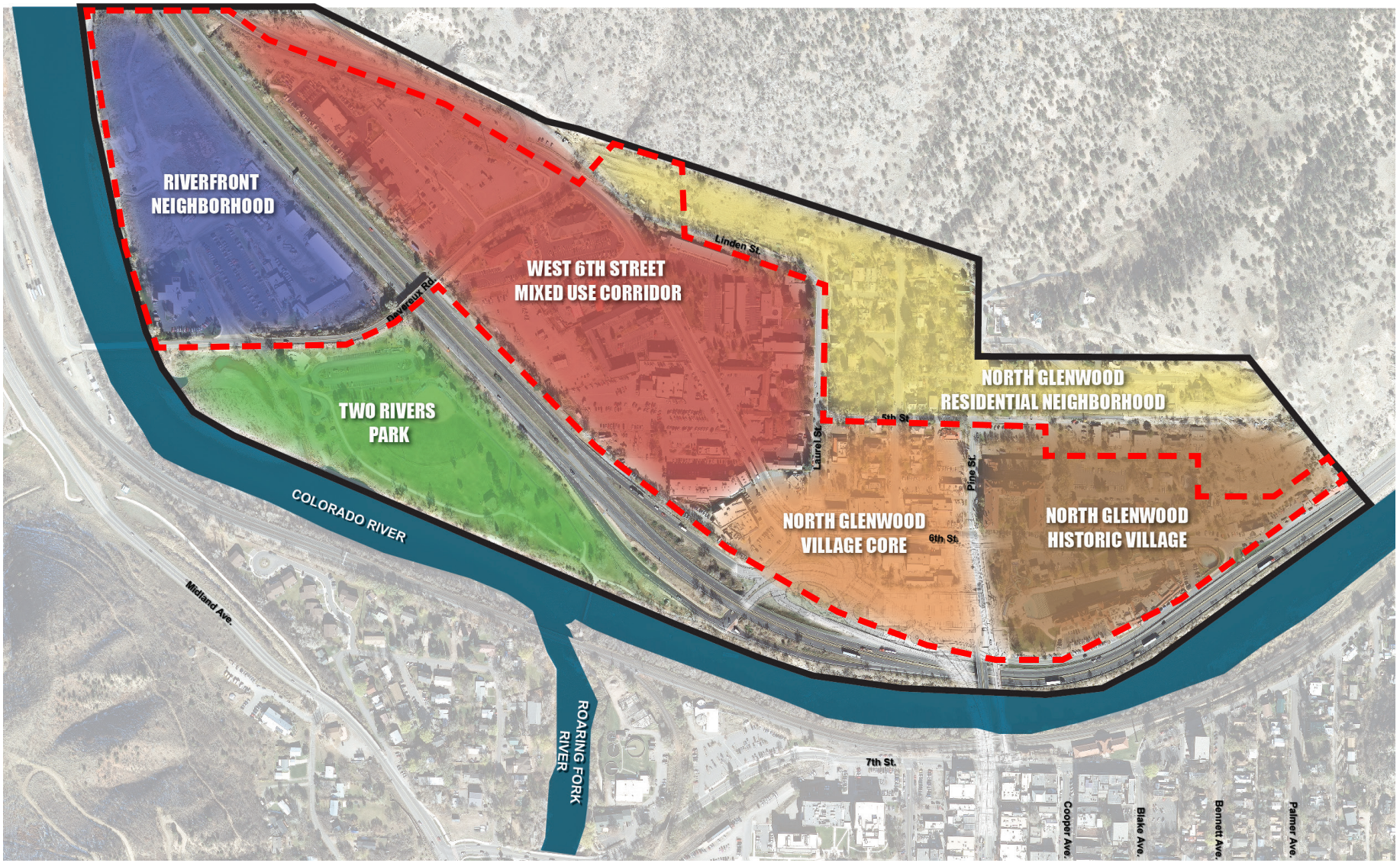


North Glenwood Design Guideline Area

DOCUMENT ORGANIZATION

The design standards and guidelines are organized into the following sections and formatted to support consistent design review.

SECTION 1: INTRODUCTION

The introduction summarizes the purpose and policy foundation of the guidelines. It also describes the organization and format.

SECTION 2: OVERARCHING PRINCIPLES

This chapter provides overarching design principles for all development as a baseline for the design guidelines that follow.

SECTION 3: DESIGN STANDARDS

This chapter provides prescriptive design standards as they relate to each character area. They include build-to requirements, street level transparency, transitions to single family zones, and parking location.

SECTION 4: SITE LAYOUT

This chapter provides general site guidelines applicable to all new construction in North Glenwood. It covers site access and connectivity for both pedestrian and vehicular circulation, parking, building orientation and views.

SECTION 5: SETBACK CHARACTER, LIGHTING & LANDSCAPE

This chapter provides design guidelines for the streetscape, lighting and landscape design.

SECTION 6: ARCHITECTURAL CHARACTER

This chapter provides design guidelines for the visual character of new buildings in North Glenwood. Topics include building materials, colors and roof design.

SECTION 7: BUILDING MASS & SCALE

This chapter provides design guidelines for the functional character of new buildings in North Glenwood. Topics include building massing, scale, height and articulation.

SECTION 8: BUILDING PRESENCE

This chapter provides design guidelines for the overall experience created by buildings in terms of street frontage, activation and building design.

INTRODUCTION

The principles, standards and guidelines in this Appendix support the 6th Street Corridor Master Plan Vision by providing additional guidance on design objectives for private development. This Appendix should be used in conjunction with the Master Plan document as well as the Updated Zoning Code.



APPLICABILITY AND COMPLIANCE

The principles, standards and guidelines in this document apply to proposals for:

- New development
- Exterior alterations and
- Site improvements to existing buildings

The properties that are applicable for review are identified on the maps outlined in red. This area will be referred to as "North Glenwood" throughout this document.

These design standards and guidelines shall be reviewed by city staff. If any questions about compliance arrive, staff can direct them to the Planning and Zoning Commission, and potentially City Council for further clarification.

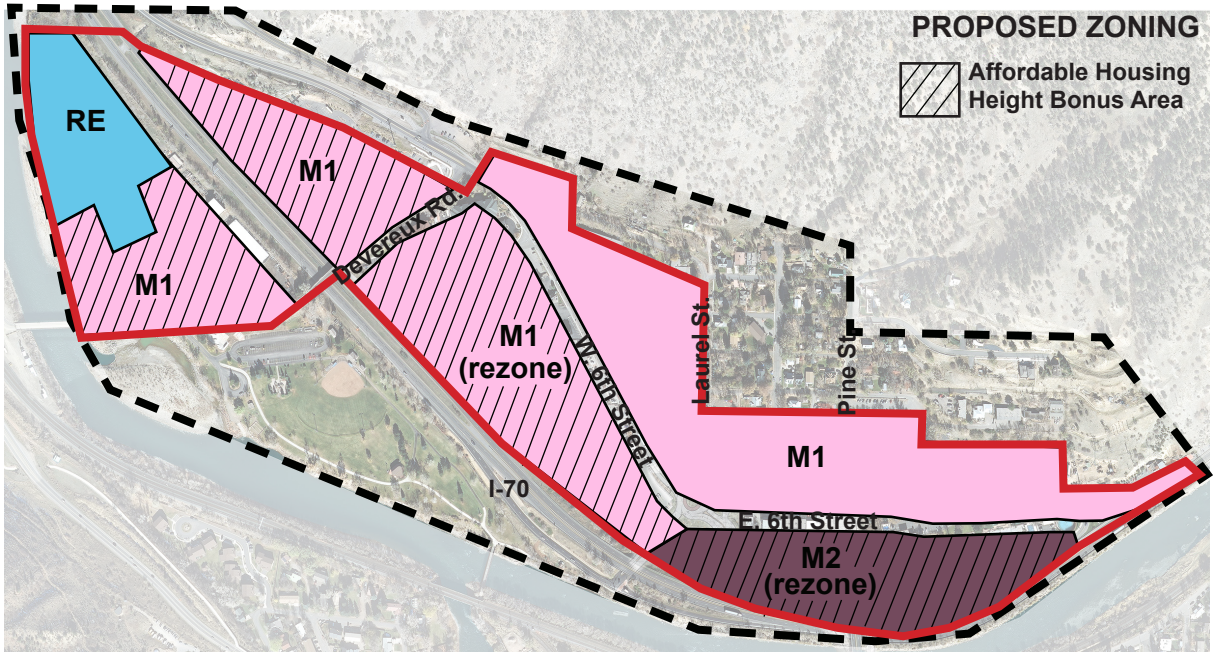
RELATIONSHIP TO ZONING

As identified in Chapter 3 of the Plan, portions of the study area are proposed to be rezoned (the land south of 6th Street and east of Devereux Road - currently zoned C3) to better fit the long-term vision for North Glenwood and the 6th Street Corridor. Additionally, a height bonus is proposed for developments within an identified area (see below) that include affordable housing.

CHARACTER AREAS

Chapter 3 of the 6th Street Corridor Master Plan identifies six "character areas". These are also represented in the diagram on page 2. The following character areas are referenced in this Appendix:

- North Glenwood Historic Village
- North Glenwood Village Core
- West 6th Street Mixed Use Corridor
- Riverfront Neighborhood



The proposed zoning for the study area includes "replacement zones" of M1 (formerly C1) and RE (formerly C4) as well as rezoning of properties south of 6th Street and east of Devereux Road to M1 and M2.

INTRODUCTION

DESIGN GUIDELINE LAYOUT

To facilitate ease-of-use, the design guidelines in this document are presented in a standard format. The format includes topic headings, an intent statement related to the topic, design guidelines, additional information about appropriate strategies and illustrations or diagrams. The example below uses a sample design guideline from **Section 3: Site Layout**, to illustrate this format.

Sample Design Guideline

A **G6. BUILDING ORIENTATION**

B **INTENT:** *Building orientation refers to how elements and functions of a building wall relate to their surroundings. Buildings should be sited to establish a strong visual and physical connection to the public realm. A building's primary façade should face the street in order to create an engaging and pedestrian-friendly streetscape. Where a building is located adjacent to I-70, "backs" of buildings should be designed to take advantage of views.*

C a. Where a major intersection occurs, provide a building anchor at the corner.

D
- » Define the corner with a strong building presence.
- » Potential treatments include:
  - Entries turned 45-degrees
  - Pedestrian-friendly entrance plaza
  - Cut-outs
  - Curves
  - Canopies
  - Awnings
  - Stoops
  - Building Recesses



Where a major intersection occurs, provide a building anchor at the corner.

A **Design Topic Heading**
Topics relate to different types of improvements and components of buildings.

B **Intent Statement**
An intent statement explains the desired outcome for the specific design element. This typically includes the term "should" and provides a basis for the design guidelines that follow. If a guideline does not specifically address a particular design issue, then the intent statement can be used to determine appropriateness.

C **Design Guideline**
The design guideline statement describes a desired outcome.

D **Additional Information**
This appears in a bulleted list, and may include examples of how, or how not to, comply with the guideline.

E **Illustration**
Many images are examples of some possible approaches, but not all.

OVERARCHING PRINCIPLES

These overarching principles provide a baseline for the standards and guidelines that follow. All private development, regardless of location within North Glenwood, should be consistent with them.



#1 - ACHIEVE EXCELLENCE IN DESIGN

All development in North Glenwood should achieve excellence in design. This includes using high quality materials and construction methods, and meeting the true intent of the guidelines. The bar for design in North Glenwood should be set high. Thoughtful designs should provide a sense of character and a positive pedestrian-oriented experience.

#2 - EXPRESS HUMAN SCALE

People relate best to a building when it includes elements that are at a scale they can easily perceive. As described in Section 6: Building Mass & Scale, breaking a building up to create human-scale features is critical to creating a building that positively impacts the public realm. All projects should express a human scale through the organization, scaling and composition of architectural elements and materials.



#3 - DESIGN FOR COMPATIBILITY AND RESPOND TO CONTEXT

Development in North Glenwood should be designed to respond appropriately to traditional development patterns. A project should also be designed to fit in sensitively with neighboring properties. No project should be designed in isolation. Rather, each project should consider the immediate and larger context - and respond so that every individual building fits into a larger neighborhood composition.

#4 - ENCOURAGE CREATIVITY

The guidelines establish expectations for development, but also encourage creativity in meeting expectations. Glenwood has a mix of building types and architectural styles. This variety should be embraced and projects exhibiting architectural creativity should be encouraged. New infill should draw design inspiration from older, traditional buildings, but should also creatively exhibit contemporary design approaches.

OVERARCHING PRINCIPLES

#5 - ACTIVATE THE PUBLIC REALM

North Glenwood should be a walkable environment consistent with the Master Plan vision. Projects should contribute to the public realm by creating pedestrian interest and comfort. Buildings should connect visually and physically to public streets and spaces. These principles are particularly important at the ground level.

#6 - MAXIMIZE CONNECTIVITY

North Glenwood properties should help establish an interconnected circulation system for all modes. Interruptions to public sidewalks and vehicle-pedestrian conflicts should be minimized. Clear and direct connections within a development site and between a development site and public areas are critically important.

#7 - DESIGN FOR SUSTAINABILITY

Projects should incorporate features, construction methods and design techniques that reduce energy, conserve resources and minimize environmental impacts to help move North Glenwood toward a sustainable future.





DESIGN STANDARDS

Design standards for the 6th Street Corridor are kept to a minimum, and are intended to influence the updated zoning code as it relates to this area. These standards are to be in addition to the dimensional standards for each zone district, which include lot standards, setbacks and building heights. They are more prescriptive than the guidelines that follow in that they are identified with measurable benchmarks. It is anticipated that these standards will be translated into the new development code within Module 3: Development Standards.

The table and diagrams on the following pages include recommended design standards for the 6th Street Corridor. Some of the standards vary by character area, and therefore the table is organized by character area. Topics covered include:

- **BUILD-TO REQUIREMENTS** - this includes required minimum percentages of a particular lot frontage at which a new building should be "built to". This includes a range in relationship to the property line.
- **STREET LEVEL TRANSPARENCY** - this refers to the amount of ground floor facade(s) that shall be dedicated to a transparent surface, such as windows, doors, or storefronts.
- **TRANSITIONS TO SINGLE FAMILY** - this refers to specific height limitations for new buildings when they are adjacent to a single family zone district. This is for preserving intimate scale and privacy for neighboring properties, as well as sun access and view considerations.
- **PARKING LOCATION** - these standards are intended to influence the desired character for the corridor, which is a pedestrian-first, main street environment where cars are no longer the dominant feature. Instead, it is desired for buildings and usable pedestrian-oriented public space to front onto the streets instead of parking.

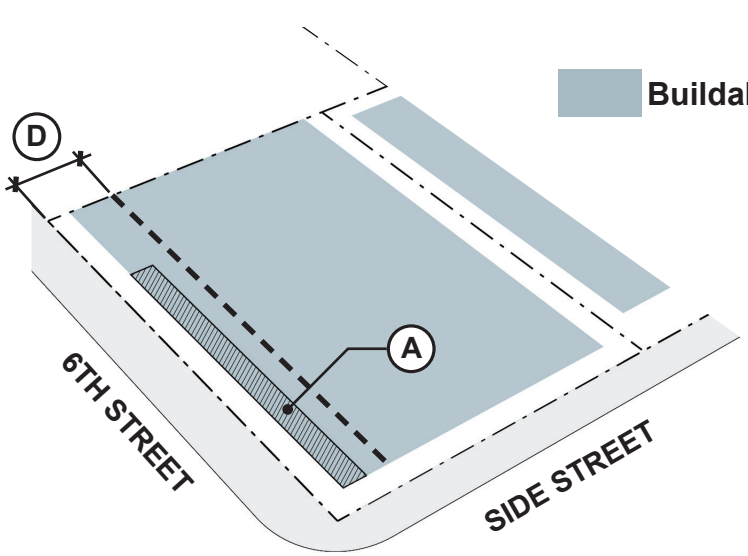
The proposed standards for each district, as identified in Module 2 Public Draft ot the Code, are as follows. Recommended amendments to meet the goals of the 6th Street Corridor Plan are identified in red.

	M1	M2	RE
Lot Standards, Minimum			
Lot area	*None*	*None*	*None*
Landscaped area	*15 percent*	*None*	*10 percent*
Setbacks			
Front, minimum	*5 feet*	*None*	*5 feet*
Front, maximum (arterial streets)	*60 feet*	*40 feet*	*60 feet*
Front, maximum (other streets)	*25 feet*	*20 feet*	
Side, minimum	*5 feet*	*None*	*None*
Rear, with alley, minimum	*5 feet*	*None*	
Rear, without alley, minimum	*7.5 feet*		
Building Standards, Maximum			
Building height, Grand Avenue and E. 6th Street	*--*	*40 feet*	*-*
Building height, Other streets	**38 feet*	*50 feet*	*60 feet*
Building height for meeting affordable housing incentive in 6th Street Corridor Plan (applicable areas)	*60 feet*	*50 feet*	*--*

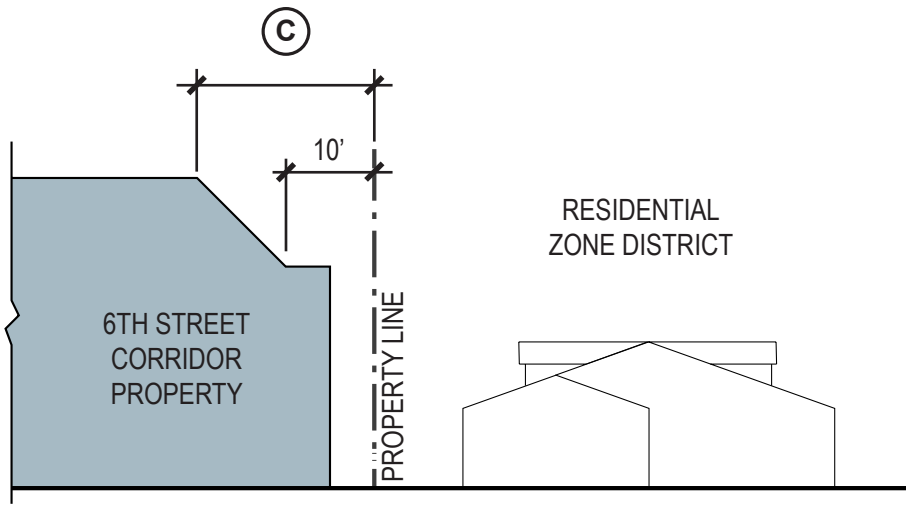
** - This plan recommends a 38-foot base height limit for M1 to allow a 3-story mixed use building of adequate floor heights and quality.*

DESIGN STANDARDS

		NORTH GLENWOOD VILLAGE CORE	NORTH GLENWOOD HISTORIC VILLAGE	WEST 6TH STREET MIXED USE CORRIDOR	RIVERFRONT NEIGHBORHOOD
A	**BUILD-TO REQUIREMENTS**	**75%** of linear property frontage on 6th Street shall include a building face between **0' - 10'** from required minimum setback.	N/A	**50%** of linear property frontage on 6th Street shall include a building face between **0' - 10'** from required minimum setback.	N/A
B	**STREET LEVEL TRANSPARENCY**	**65%** of ground floor vertical wall area shall include transparent material(s)	**50%** of ground floor vertical wall area shall include transparent material(s)	**65%** of ground floor vertical wall area shall include transparent material(s)	**50%** of ground floor vertical wall area shall include transparent material(s)
C	**TRANSITIONS TO SINGLE FAMILY ZONE DISTRICTS**	Within **10-feet** of a property line that abuts a residential zone district, a maximum building height of **25-feet** is required. Beyond 10-feet from the property line, the height may increase **1-foot for each 1-foot** of setback, or at a 45-degree angle.			
D	**PARKING LOCATION**	A minimum setback of **15-feet** shall be required for any parking on properties fronting 6th Street. Parking shall not be allowed on corner properties where two streets intersect. Any parking facing a public street shall be buffered between the ground plane and 3-feet above the ground plane with site walls, landscaping, public art, or other method that adequately screens the parking lot and vehcile lights from direct visual perspective.			



Buildable Area



SITE LAYOUT

Site layout refers to the arrangement and placement of buildings and site features and the relationship of these elements to public areas and neighboring properties. This chapter provides site layout guidance for all projects in North Glenwood, including circulation, access, parking design, building orientation and views.

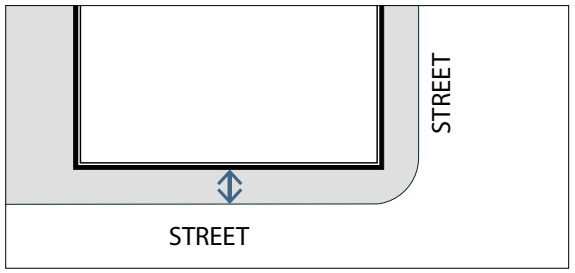
G1. PEDESTRIAN CIRCULATION TO A BUILDING

INTENT: *Safe and functional pedestrian access should be provided from a site and building to the public realm. Strong physical connectivity should be established between these elements in order to enhance walkability.*

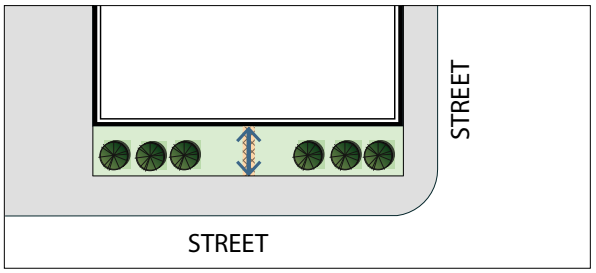
a. Provide a physical pedestrian connection between a site and the public realm. Appropriate options include:
   - » A door that opens directly to a public space
   - » A walkway that connects a building to a public space through a setback area
   - » A plaza, outdoor seating area or patio that connects a building to a public space

Pedestrian Circulation to a Building

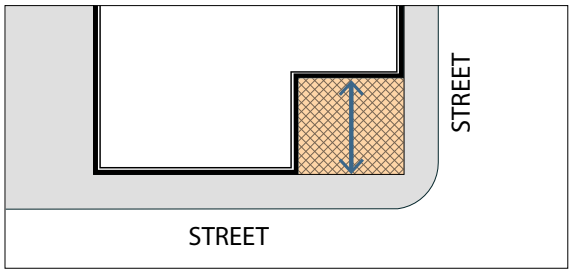
Appropriate options include:



A door that opens directly to a public space



A walkway that connects a building to a public space through a setback area



A plaza, outdoor seating area or patio that connects a building to a public space

SITE LAYOUT

G2. PEDESTRIAN CIRCULATION THROUGH A SITE

INTENT: *A site design should establish an internal pedestrian circulation system that connects site components and is integrated with the public realm and adjacent properties. Access and movement throughout the system should be safe and efficient.*

a. Establish an internal walkway system that connects key site features, such as building entries, parking areas and open spaces.
   - » Use landscaping, special paving and distinct lighting to accentuate and clarify a site's circulation system.
   - » Consider directing an internal walkway through a plaza, courtyard or other outdoor feature.
   - » Size an internal walkway's width to adequately allow safe pedestrian access.

b. Design an internal pedestrian system to integrate with the public system and/or an adjacent property.
   - » Design an on-site pedestrian circulation system to align with public facilities, such as intersections, crosswalks, mid-block crossings and other similar features.
   - » If feasible, link an internal pedestrian circulation system with that of an adjoining property.

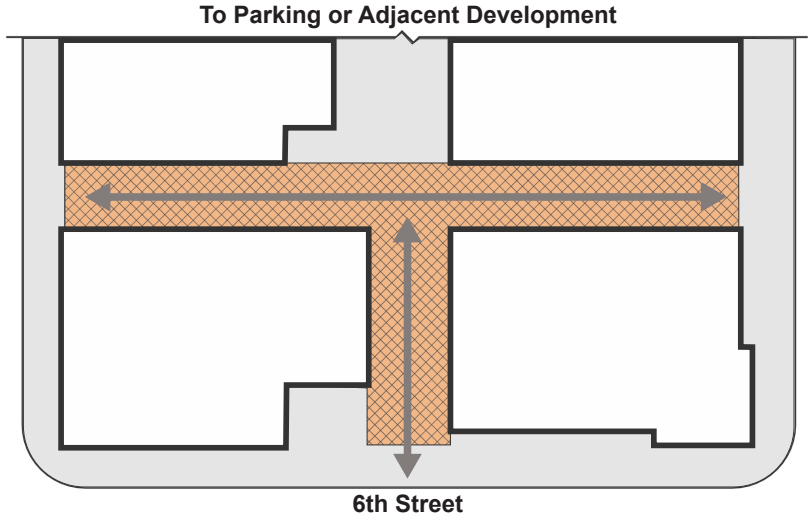


Link an internal pedestrian circulation system with that of an adjoining property.



Use landscaping, special paving and distinct lighting to accentuate and clarify a site's circulation system.

Pedestrian Circulation Through a Site



Provide publicly accessible internal pedestrian connections between private development, private parking areas and the public right-of-way. Prioritize non-vehicular connections to 6th Street.

SITE LAYOUT

G3. THROUGH-BLOCK CONNECTIVITY

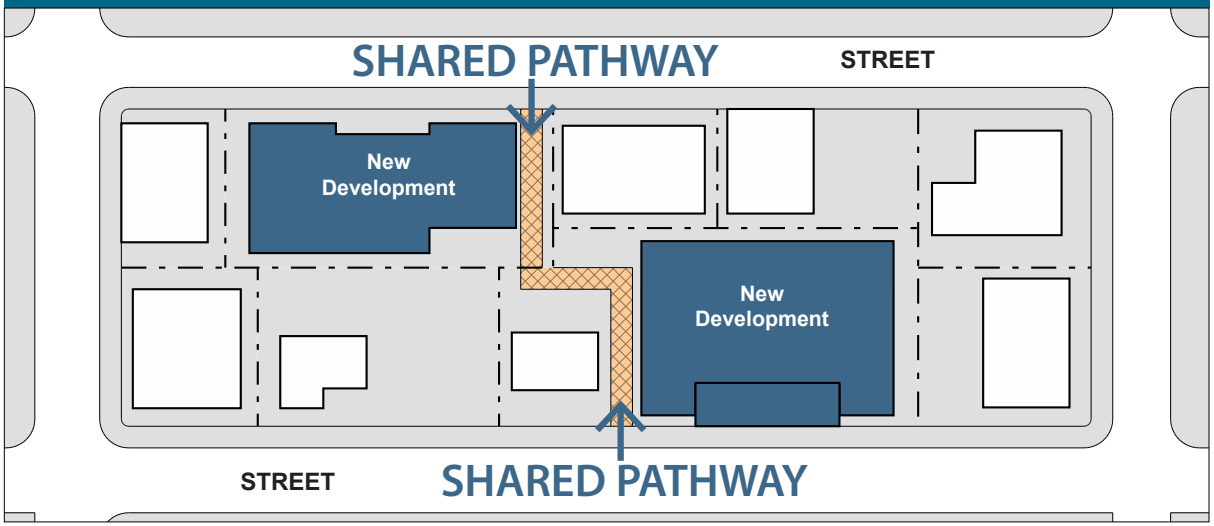
INTENT: *Long blocks can create barriers to circulation and connectivity. Projects are encouraged to provide a public pedestrian and/or vehicular connection through a long block where possible to increase area-wide connectivity and accessibility to multiple properties within a large block.*

a. Provide public pedestrian access or a private street-like drive to break up mega-blocks (blocks longer than 500' long). Methods include:
   - » A simple path connecting two streets through a block
   - » A pedestrian paseo integrated with an open space or retail amenity that connects through a block
   - » An alley designed to be shared by pedestrians and automobiles
   - » A private street-like drive with adequate pedestrian facilities



Enhance connectivity within a large block with a pedestrian paseo.

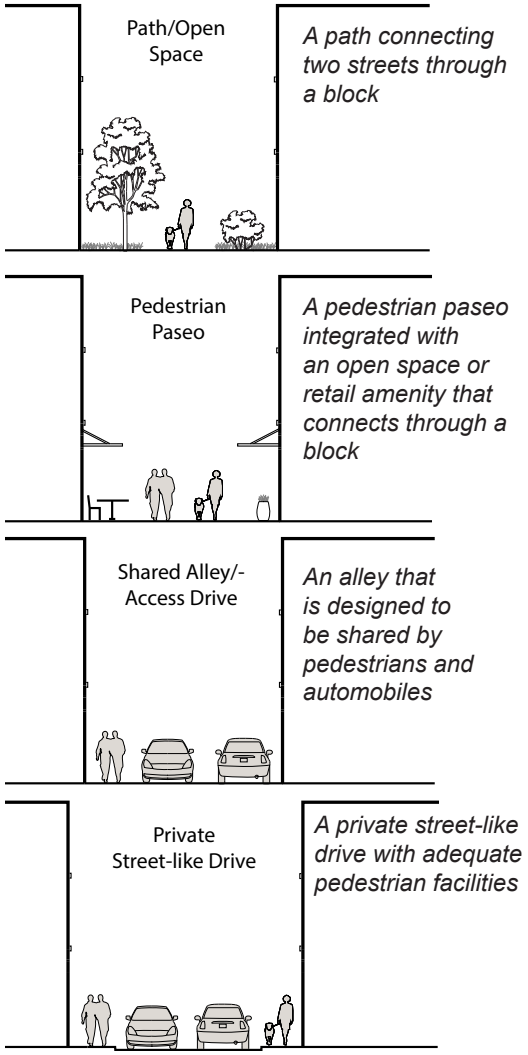
Private Access and Circulation



Provide a pedestrian pathway or private drive through a long block where feasible. This may require coordination with neighboring property owners.

Through-Block Connectivity

Methods include:



SITE LAYOUT

G4. VEHICULAR ACCESS

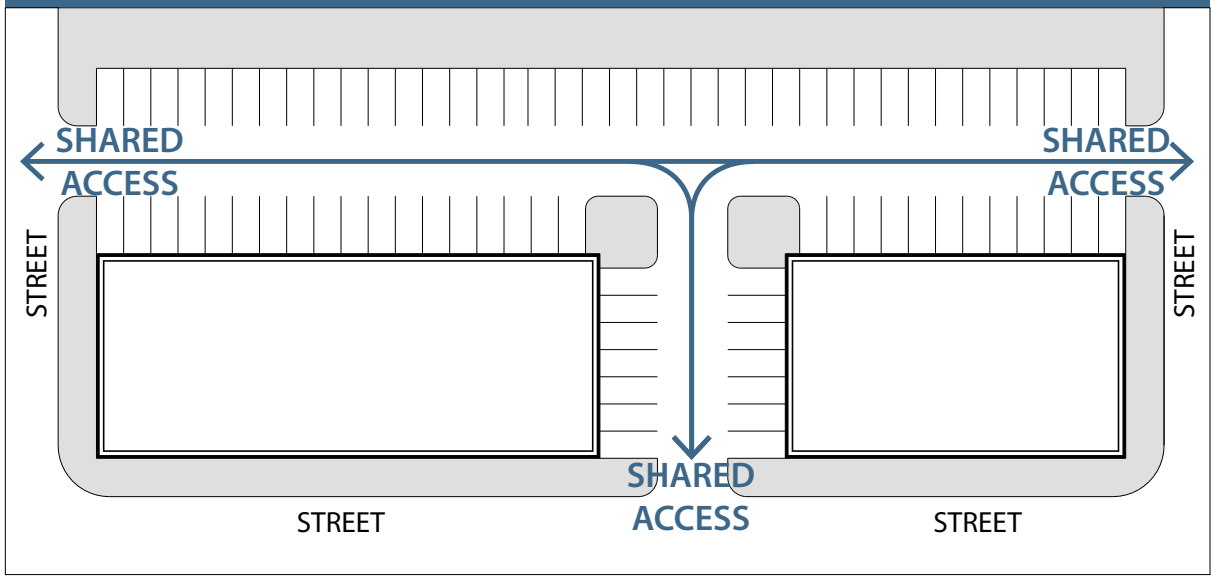
INTENT: *Vehicular access is often critical to the functionality of a site, but it should be unobtrusive. Driveways should be designed to promote safety and minimize pedestrian-vehicle conflicts. Coordinated access between properties is encouraged; however, this will require cooperation among adjoining property owners.*

a. Minimize the number of vehicular access points to a site.
   - » Access a site from alley or side street where feasible.
   - » Encourage shared, consolidated access between adjacent properties.
   - » Discourage driveway access from a primary street where other options are available.
   - » Avoid vehicular access from 6th Street where possible.

b. Minimize the width of a driveway where it crosses a pedestrian way.

c. Coordinate on-site vehicular access between adjoining properties, when feasible.
   - » Provide direct vehicular connections between adjoining properties to reduce traffic and pedestrian impacts on surrounding public streets.
   - » Locate a parking area drive aisle to allow for future connections to adjoining properties.
   - » Consolidate access between two adjacent properties where feasible. This is especially important along 6th Street.

Shared Parking & Access



S1. VEHICULAR ACCESS STANDARDS

a. Vehicular access to properties between Laurel and Pine Streets on 6th Street shall be restricted to the following:
   - » Properties facing 6th Street on the north side shall use the alley or side streets for vehicular access.
   - » Properties facing 6th Street on the south side shall be limited to a maximum of two curb cuts between Laurel and Pine Streets.

SITE LAYOUT

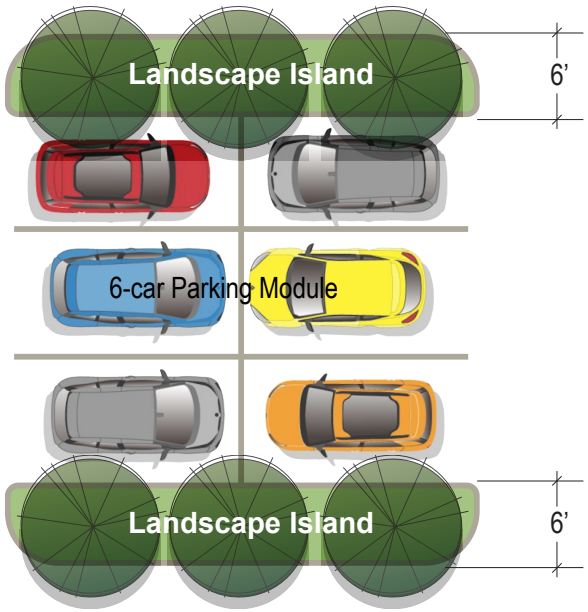
G5. SURFACE PARKING PLACEMENT, BUFFERING & DESIGN

INTENT: *A surface parking area adjacent to a street or public space can create a void in the built street edge that decreases pedestrian comfort. Where a surface parking area is provided, its visual impact on the public realm should be minimized.*

a. Minimize the visual impact of surface parking to the public realm.
   - » Locate a parking area to the interior of a site and behind a building, where feasible.

b. Configure a surface parking area into smaller, interconnected modules.
   - » Where a landscape element is used to create a module, a minimum width of 6' is encouraged.

c. Minimize the impacts of surface lots on adjacent residential properties and streets by buffering or screening it. Use or combine the following methods:
   - » Landscaping
   - » Fencing
   - » Site walls
   - » Public art



Where a landscape element is used to create a module, a minimum width of 6' is encouraged.

S2. SURFACE PARKING PLACEMENT, BUFFERING & DESIGN STANDARDS

a. Surface parking shall not be allowed to face 6th Street in the Village Core.

b. Surface parking facing 6th Street shall include a minimum setback of 10 feet everywhere else.

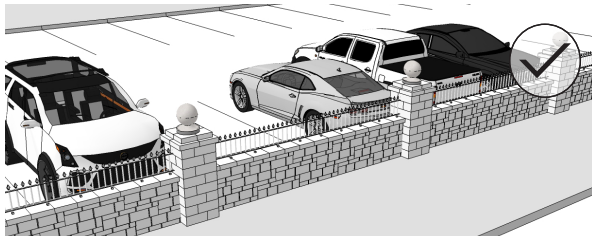
Surface Parking Screening

Options include:

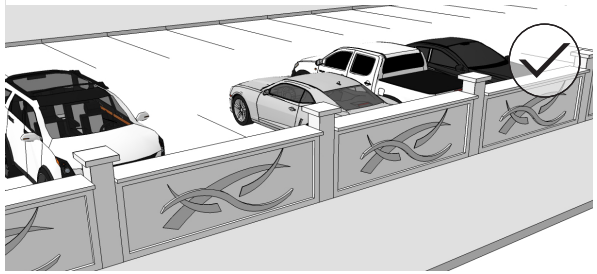
Landscaping



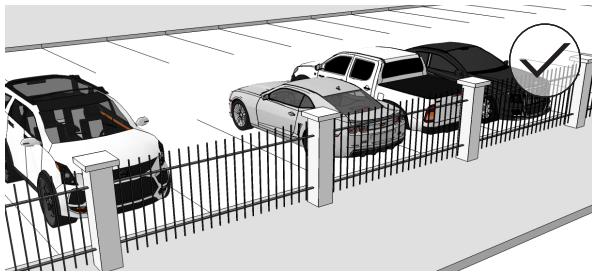
Site Wall



Public Art



Decorative Fencing



SITE LAYOUT

G6. PARKING STRUCTURES

INTENT: *A parking structure should be designed to be architecturally and materialistically compatible with its context. It should also contribute to an active streetscape by providing an active use on the ground level. On a secondary street or where an active use is not feasible, the ground floor of a parking structure should mitigate its visual impact on the streetscape using architectural screening or landscaping.*

a. Design a parking structure to utilize existing topography.
   - » On a narrow site with topography, consider using a lower deck and upper deck with no ramp to avoid cut and fill.
   - » Terrace a parking structure into a hillside to minimize site disturbance and create private outdoor spaces and site features.

b. Design a parking structure to blend in with the traditional architectural characteristics of buildings in North Glenwood.
   - » Use similar materials on the façade of the structure and the building it serves.
   - » Use high quality design and depth of detail in building features to enhance compatibility with context.
   - » Use traditional articulation techniques, such as moldings, columns, a change in materials, or an offset in the wall plane on the façade of a new parking structure.
   - » Align horizontal and vertical elements of the structure with those of adjacent buildings that meet the vision of the Master Plan.

c. Where visible from the public realm, screen or wrap structured parking on upper floors.
   - » Provide interesting details and materials to avoid presenting views of cars to neighboring properties and the street. Options include:
     - Architectural screens
     - Architectural panels
     - Landscape plantings
     - Art wall surfaces
     - Articulation
     - Textured glass

d. Locate a vehicular entrance to minimize vehicle/pedestrian conflicts.
   - » Locate an automobile entrance on a secondary street or alley.

e. Design a pedestrian entrance to be welcoming and easily identifiable.
   - » Entrances should be well-lit.
   - » Provide appropriately placed and highly visible signage to direct users.

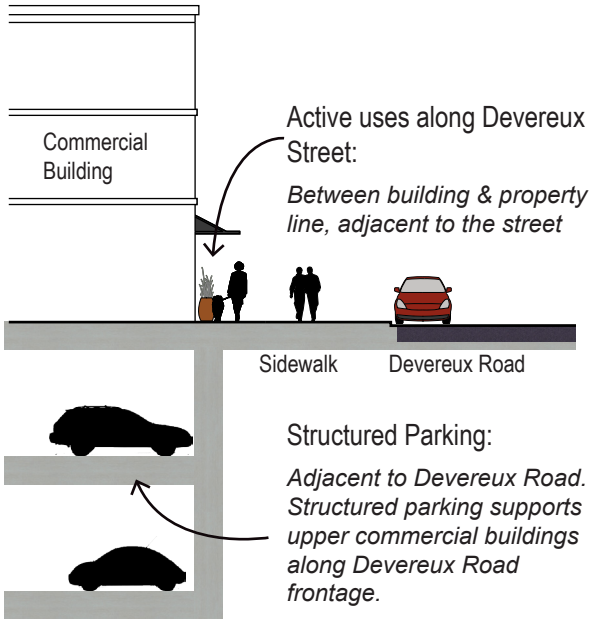
f. In the Riverfront Neighborhood, on properties adjacent to Devereux Road, consider utilizing the grade change to integrate raised commercial buildings with frontage on Devereux Road and below-grade structured parking.
   - » This presence on Devereux Road will help create a pedestrian-friendly environment and activate Two Rivers Park.



If a parking structure has frontage along 6th Street, the first two floors shall be "wrapped" with active uses and any levels above the second floor shall be stepped back a minimum of 15 feet from the facade plane.

S3. PARKING STRUCTURE STANDARDS

a. If a parking structure has frontage along 6th Street, the first two floors shall be "wrapped" with active uses and any levels above the second floor shall be stepped back a minimum of 15 feet from the facade plane.



On properties adjacent to Devereux Road, consider utilizing the grade change to integrate raised commercial buildings with frontage on Devereux Road and below-grade structured parking garage.

SITE LAYOUT

G7. BUILDING ORIENTATION

INTENT: *Building orientation refers to how elements and functions of a building wall relate to their surroundings. Buildings should be sited to establish a strong visual and physical connection to the public realm. A building's primary façade, including a primary entrance, should face the street in order to create an engaging and pedestrian-friendly streetscape. Where a building is located adjacent to I-70, those walls facing the interstate should be designed to take advantage of views.*

a. Orient a building to the public realm.
   - » Orient a building's primary façade, including its primary functional entry, to face a street. Orienting a primary façade to a public plaza or other prominent public space is also acceptable.
   - » If a building fronts two or more prominent public spaces, orient to as many of them as is feasible.

b. Site a street-adjacent building wall to be generally parallel to the street.



If a building fronts two or more prominent public spaces, orient to as many of them as feasible.

c. Where a major intersection occurs, provide a building anchor at the corner.
   - » Define the corner with a strong building presence. Potential treatments include:
     - Entries turned 45-degrees
     - Pedestrian-friendly entrance plaza
     - Curves oriented to corner (concave or convex)
     - Canopies
     - Awnings
     - Stoops
     - Building Recesses

d. Where a building wall faces I-70, provide visual interest to include two of the following:
   - » Windows
   - » Architectural detailing
   - » Balconies and/or Roof Decks
   - » Green Roofs
   - » Signage (see Section (e)(2)e of the Glenwood Springs Municipal Code 070.030.158 Downtown Design Standards, for signage guidance.)



Where a major intersection occurs, provide a building anchor at the corner.



Define the corner with a strong building presence.

SITE LAYOUT

G8. VIEWS

INTENT: *The location of the building on a site, in addition to its scale, height and massing, can impact views from the public right-of-way, including from streets, sidewalks, intersections, bridges, roadway overlooks and other public spaces. Development projects should try to preserve noteworthy views, including to prominent natural features, landmarks and historically significant architecture.*

a. Protect and enhance views to significant natural features and landmarks from the public way, when feasible.
   - » Strategically locate a building on a site to maintain key views or frame views as they are seen from the public way
   - » Avoid completely blocking an important view with a large building mass.
   - » Vary a building's height and massing to preserve view corridors.
   - » Protect and enhance a view to historically significant architecture or other feature, including:
     - Hotel Colorado
     - Hydroelectric Plant Building (Art Center)
     - Vapor Caves
     - Glenwood Hot Springs Bathhouse
     - The Train Depot
     - The Colorado River
     - Two Rivers Park
     - Future 6th Street Park (Pine & 6th Street)
     - Mountain vistas
     - Others as identified on a case-by-case basis



Strategically locate a building on a site to maintain key views or frame views as they are seen from the public way, such as this future view on Pine Street that will terminate on a new public park.



Avoid completely blocking an important view with a large building mass.



Protect and enhance a view to historically significant architecture or other feature.

SITE LAYOUT

G9. SERVICE AND MECHANICAL AREAS

INTENT: *Service areas and utilities include loading docks, trash areas, electrical stations and other necessary functions. They should be located and designed to be visually unobtrusive and integrated with the design of a site and building. Service areas should be located to the rear of a building and not visible from the public right-of-way.*

a. Locate a service or mechanical area to minimize visual impact to the public realm.
   - » Locate a service or mechanical area to the side or rear of a building.
   - » Orient a service area toward a service lane or alley where one exists.
   - » Integrate mechanical equipment into the design of a building.
   - » Consider integrating a service or mechanical area into a gap in a side or rear building wall.
   - » Locate a service or mechanical area away from a residentially zoned property or outdoor space.
   - » Locate rooftop equipment to the center of a building so it is not visible from the street.
   - » Service or mechanical areas shall never be visible from 6th Street.

b. Enclose a freestanding service or mechanical area.
   - » When not integrated into a building, enclose a service or mechanical area with an opaque wall of decorative block, brick, stone, cast-stone, split-faced block or other high-quality material.
   - » Screen an entrance to a service or mechanical area with a solid gate made from painted metal, wood or other high-quality, non-reflective material that is detailed for visual interest.
   - » Landscape plantings that provide year-round interest may also be used to screen mechanical areas.
   - » Do not use chain link fencing in the design of a service area gate.







If a service area is located within view of a public street, screen it from view with a solid wall, opaque fence or landscaping.

SETBACK CHARACTER, LANDSCAPE & LIGHTING

The setback area includes the semi-public area between the sidewalk and building or parking areas. Landscape design addresses the use of trees, shrubs and other plantings, as well as ornamental features and site contours. Lighting addresses light fixtures in parking lots, pedestrian lighting and lighting to accent landscaping or building façades.

G10. SETBACK CHARACTER

INTENT: *Setback areas adjacent to a street may include hardscaped plazas, landscape areas and lawns, street furniture and lighting. Setback areas should be designed to integrate with an adjacent public area.*

a. Define the setback areas along 6th Street with a hardscape, plaza-like character.
   - » Provide amenities such as:
     - Extended sidewalks
     - Plazas
     - Outdoor seating
     - Greenery in planters
     - Pedestrian amenities (benches or other seating)

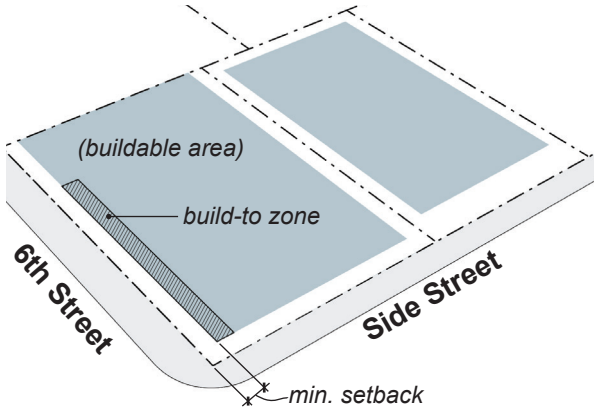
b. Define the setback area along side streets with landscape plantings.
   - » Provide a landscaped area between a building and the property line.
   - » Incorporate planters and greenery to highlight building entries.

c. Define the setback areas in the Historic Village with additional landscaped/green areas.
   - » Provide additional landscape plantings or green areas between a building and the property line in the Historic Village area.
   - » Establish a sense of visual continuity with landscape emphasis existing in the Historic Village.
   - » Use patterns of similar tree and shrub species to establish visual consistency across the Historic Village.
   - » Use subtle variations in the landscape palette to highlight different uses, developments or edges of the Historic Village.
   - » Mix outdoor seating with landscaped/green areas.

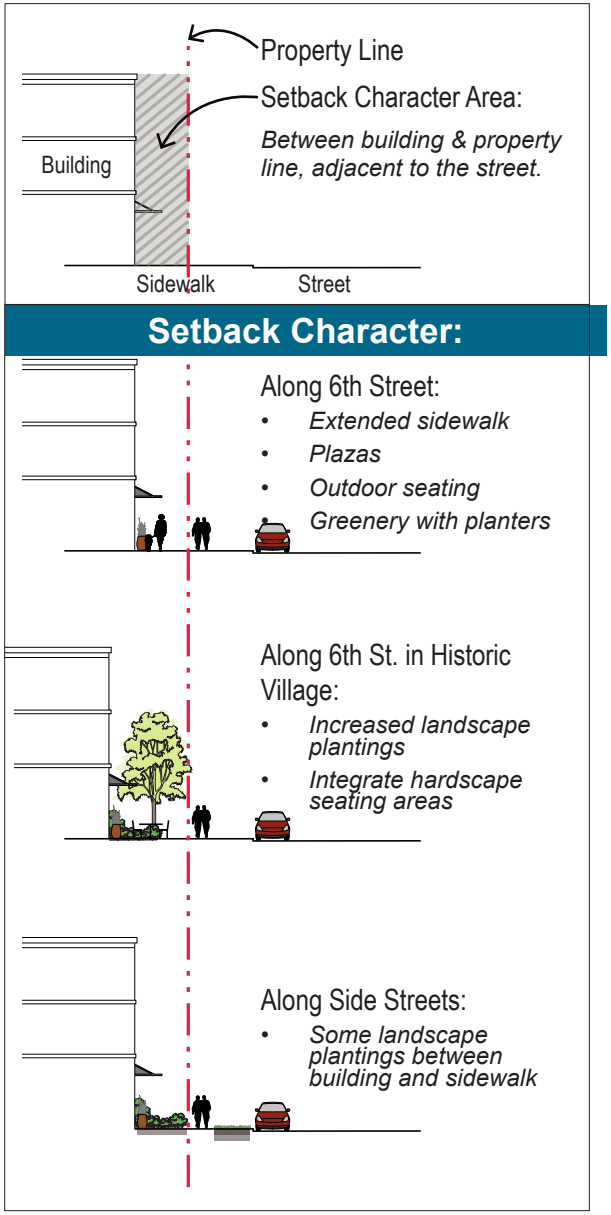
S4. 6TH STREET BUILD-TO ZONE STANDARDS

a. A "build-to zone" refers to a 5-feet deep area parallel to 6th street and starting at the minimum setback line in which a building facade shall be placed for a certain percentage of the property frontage.

b. The following "build-to zones" apply in North Glenwood along 6th Street only:
   - » North Glenwood Village Core = 75% of lot frontage shall be located within the build-to zone.
   - » West 6th Street Mixed Use Corridor = 50% of lot frontage shall be within the build-to zone.



A "build-to zone" refers to a 5-feet deep area parallel to 6th Street and starting at the minimum setback line.



SETBACK CHARACTER, LIGHTING & LANDSCAPE

d. Design an active outdoor plaza to activate the street.
   - » Orient plazas towards 6th Street to serve as an extension of the sidewalk.
   - » Position outdoor plazas to facilitate sharing between adjoining buildings.
   - » Provide clear connections between outdoor areas, pedestrian circulation routes and building entrances.
   - » Create a sense of enclosure for an outdoor open space area by positioning buildings or landscaping to frame the space.

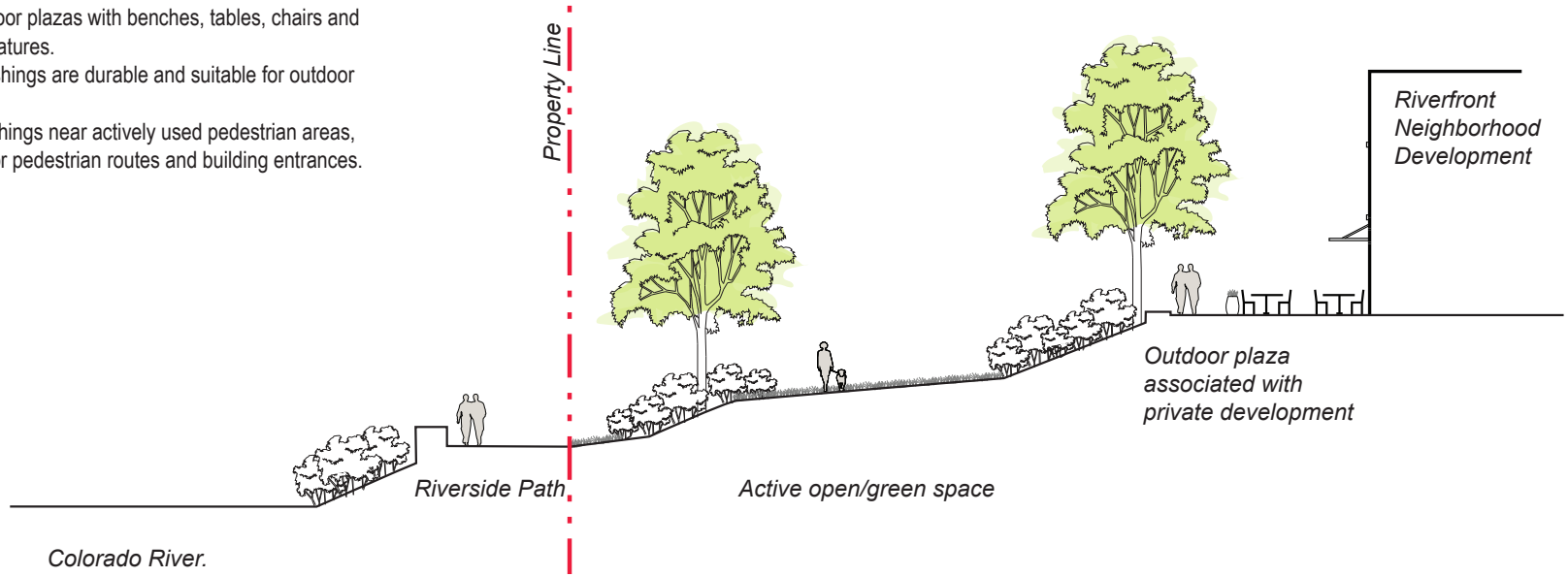
e. Hardscape an outdoor plaza and furnish it with pedestrian amenities.
   - » Design outdoor plazas with durable long lasting materials such as:
     - Stone (sawed or snap-cut)
     - Concrete
     - Pavers
     - Bricks
   - » Furnish outdoor plazas with benches, tables, chairs and landscape features.
   - » Ensure furnishings are durable and suitable for outdoor conditions.
   - » Locate furnishings near actively used pedestrian areas, such as major pedestrian routes and building entrances.

f. Streetside café seating is encouraged.
   - » Use café seating to highlight key building features.
   - » Locate café seating along 6th Street to activate the corridor.

g. Design a setback area adjacent to the Colorado River, in the Riverfront Neighborhood, to respond to natural patterns.
   - » Use garden-like, landscaped areas to create a transition between a building and the natural areas along the Colorado River.
   - » Terrace landscape areas as necessary to respond to natural topography patterns while also helping to protect against erosion.



Locate cafe seating along 6th Street to activate the corridor.



Setback Character Along Colorado River

SETBACK CHARACTER, LANDSCAPE & LIGHTING

G11. LANDSCAPE DESIGN

INTENT: *A site should be landscaped to enhance community image, invite pedestrian activity, preserve mature trees and highlight distinctive topographic or other site features. In general, indigenous or well-acclimated and noninvasive plant species should be used. Landscape design within a site should also help to establish a sense of visual continuity.*

a. Preserve an existing tree wherever possible.
   - » "Design around" an existing tree.
   - » Consider integrating an existing tree as a site feature or design element.



"Design around" an existing tree or consider integrating an existing tree as a site feature or design element.

b. Use a coordinated landscape palette to establish a sense of visual continuity within a site.
   - » Use a consistent palette throughout the property. Variation is encouraged, but landscaping elements should be thoughtfully organized.

c. Use landscaping to highlight a building entry, walkway or other feature.

d. Use landscaping to provide screening along a sensitive edge, like a residentially zoned property or a natural feature.

e. Select plants and trees that are proven successful in the Glenwood Springs climate to reduce the need for maintenance and replacement.

f. Use native tree and plant species that thrive in Glenwood Springs' climate.
   - » Use native and drought tolerant plant species that require minimal irrigation.
   - » Avoid the use of invasive plant species.



Use landscaping to provide screening along a sensitive edge, like a residentially zoned property.



Use plants or other landscaping to highlight a building entry, walkway or other feature.

SETBACK CHARACTER, LIGHTING & LANDSCAPE

G12. LIGHTING

INTENT: *The character and level of lighting should help establish a sense of safety, identity and cohesion. Lighting should help create a sense of place, highlight distinctive architectural details and reinforce the overall form, massing and spatial characteristics of the building or site.*

a. Scale lighting to its purpose
   - » Use decorative down-lighting on buildings
   - » Use modest lighting to illuminate landscaping, building entrances and entries into parking areas.
   - » Use medium scale (15 to 18 feet in height, roughly) overhead lighting for a common outdoor space, building entry, parking area or internal driveway.

b. Enhance safety with appropriately designed lighting.
   - » Light spill from building interiors can help to support more eyes on the streets.
   - » Design pedestrian lighting to focus light spill down, onto appropriate areas such as public spaces and pedestrian areas.
   - » Parking garages are especially important for enhanced lighting with relation to safety.

c. Integrate a lighting fixture with the design of the overall building and site.
   - » Use a style that is compatible with a building and site design. For example, use a contemporary fixture for a contemporary building.
   - » Choose a material that is compatible with materials used on the building and throughout the site.

d. Design lighting carefully to minimize unnecessary light pollution.
   - » Orient fixtures to provide down lighting.
   - » Incorporate cut-off shields into fixtures to direct light downward.
   - » Be sensitive of excessive lighting and light spill in residential areas.
   - » Avoid orienting fixtures to cast light upwards onto building façades and into the sky.

e. Focus lighting in the Historic Village on the street and landscape.
   - » Building lighting should be subtle and not overpower one part of a building.
   - » Focus lighting on a landscape feature in a setback area.

f. Promote dark skies and wildlife habitats with an appropriate lighting design along the river, in the Riverfront Neighborhood.
   - » Carefully design and place lighting to minimize unnecessary light pollution along the river.
   - » Use low scale lighting and shielded fixtures.
   - » Use a small-scale fixture with down-lighting or light bollards to illuminate a pedestrian walkway.



Scale site lighting to its purpose.



Enhance safety with appropriately designed lighting, such as well-lit public spaces and pedestrian areas.

ARCHITECTURAL CHARACTER

Architectural character refers to the use of materials, colors and roof forms to establish a building's design. A building's architectural character should establish a design quality and convey a unique community image. Development in North Glenwood should respect traditional building character while incorporating contemporary design approaches.

G13. BUILDING MATERIALS & COLORS

INTENT: *Building materials should contribute to the visual continuity of an area. They should appear similar in depth, detail and richness as those seen traditionally.*

a. Use high-quality, durable and compatible materials to enhance community image.
   - » Ensure that façade materials have proven durability in the Glenwood Springs climate.
   - » Incorporate the use of high-quality, durable, stone veneer if it is detailed to have the appearance of authentic stone.
   - » Incorporate an existing façade material as part of a redevelopment or adaptive reuse project while using high-quality materials for a new element.
   - » Use differentiation in materials, signage, color or other elements to clearly identify a primary entry
   - » The use of highly reflective materials, EIFS, or vinyl siding is inappropriate.

b. Designing a building with a mix of traditional and contemporary materials is encouraged.
   - » Compatible materials include:
     - Masonry – Brick
     - Masonry – Stone
     - Masonry – Detailed Concrete
     - Synthetic Stone
     - Metal & Concrete Accents
     - Three Coat Stucco

c. Design a building to appear "of its time".
   - » A new design that draws upon the fundamental similarities among commercial and residential buildings in the community without copying them is preferred.
   - » Imitations of historic architectural styles confuse the history of Glenwood Springs. Designs clearly exemplary of their own time can be compatible with their historic neighbors and contribute to the ambience of the district.

d. Prioritize traditional materials in the Historic Village.
   - » These include:
     - Buff brick
     - Red sandstone
     - Stucco



Use differentiation in materials, signage, color or other elements to clearly identify a primary entry.



A new design that draws upon the fundamental similarities among commercial and residential buildings in the community without copying them is preferred.

ARCHITECTURAL CHARACTER

G14. ROOF DESIGN

INTENT: *The primary roof form of a structure should be compatible with nearby buildings in North Glenwood. Due to the high visibility of this area from the interstate, special consideration to roof form aesthetics should be given along the I-70 corridor as well.*

a. Design a roof to be consistent with traditional roofs in the area.
   - » Low-sloping or flat roofs, as seen traditionally on downtown commercial buildings, are appropriate for buildings fronting 6th Street.
   - » Sloping roof shapes are appropriate for a residential or lodging project, or one that is directly adjacent to residential structures.

b. Design a roof in the West 6th Street/Mixed Use Corridor to provide visual interest toward I-70.
   - » Provide variation in form on a roof visible from I-70.
   - » Do not use a monolithic roof design. Just as breaking up the mass of a building facade to create more human-scaled structures is important, so is roof form.

c. Design a roof in the Historic Village to be consistent with the traditional context.
   - » Gable or hipped sloping roofs are more appropriate in the Historic Village
   - » Red roof shingles to match the traditional context of buildings in the Historic Village is also appropriate.

d. Consider activating roofs with decks or vegitation.
   - » Roof decks are appropriate to take advantage of views from North Glenwood to the Colorado River and up valley.
   - » Green roofs, or “living roofs”, are also appropriate to bring visual interest to highly visible roofs, as well as contribute to the sustainability principles.

e. Design roofs to appropriately manage snowfall.
   - » Use methods that appropriately shed snow and prevent injuries from snow or ice falling from a building.



Low-sloping or flat roofs, as seen traditionally on downtown commercial buildings, are appropriate for buildings fronting 6th Street.

BUILDING MASS & SCALE

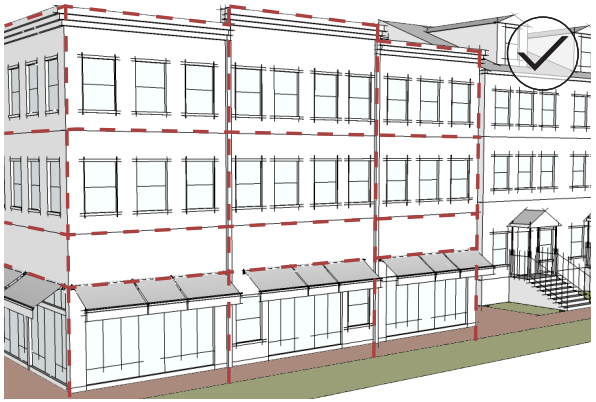
Building mass and scale includes basic building form characteristics such as width, size, height and volume. These design characteristics influence how a building is perceived from the street or sidewalk and how it relates to neighboring development. Patterns are created along the street by the repetition of similarly sized building elements. Although a new building may be larger than adjacent buildings, it should not be monolithic in scale or create a jarring contrast. Recognizing traditional patterns such as floor heights, smaller building masses and articulated façades, will help a new building fit with its neighbors and the overall context of North Glenwood.

G15. MASSING & SCALE

INTENT: *A building's mass and scale strongly influences its compatibility with its context. The massing of a larger building should be broken up to provide physical relief in architectural form and to minimize any looming effects on open spaces or other sensitive edges. Massing should also be modulated in order to maintain compatibility with traditional building scale in terms of height and width.*

a. Provide variation in massing to establish a sense of human scale in the design of a building.
   - » Break up long, street facing walls with variation in massing (vertical and horizontal).
   - » Modulate the massing of a large building to provide physical relief in architectural form and reduce the perceived scale of the building.

b. Provide variation in building heights.
   - » Use variation in building roof and parapet heights to add visual interest and reduce boxy or monolithic building masses.
   - » Use lower scale buildings or a step-down in height to transition the scale of a taller building towards lower scale buildings or sensitive land uses (such as residential).
   - » Step back the upper portions of a larger building mass from the street or an adjacent residential zone to reduce looming effects.
   - » Vary step back distances and proportions to avoid a monotonous, uniform "wedding cake" tiered appearance.



Massing should also be modulated in order to maintain compatibility with traditional building scale in terms of height and width.



Vary step back distances and proportions to avoid a monotonous, uniform "wedding cake" tiered appearance.

BUILDING MASSING & SCALE

c. Design a building and its elements to maintain and respect the scale of nearby traditional buildings.
   - » Building massing should use traditional facade module dimensions to respect the "village-like" atmosphere, relationship to downtown and to adjacent historic residential neighborhood.
   - » Design floor-to-floor heights to establish a sense of scale and reflect the traditions of Glenwood Springs.
   - » First floor heights should be scaled to maintain compatibility with those seen traditionally.

d. Use buildings and massing variation to frame open space and pedestrian connections in the Riverfront Neighborhood.
   - » Cluster buildings and arrange massing to develop open space and frame natural areas.



Building massing should use traditional facade module dimensions to respect the "village-like" atmosphere, relationship to downtown and to adjacent historic residential neighborhood.



Cluster buildings and arrange massing to develop open space and frame natural areas.



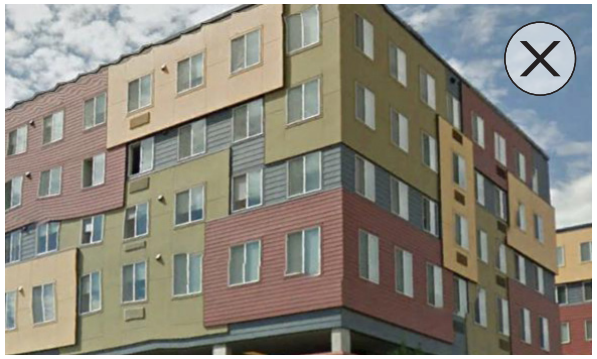
Use buildings and massing variation to frame open space and pedestrian connections in the Riverfront Neighborhood.

BUILDING MASS & SCALE

G16. BUILDING ARTICULATION

INTENT: *Whereas the Building Mass & Scale guidelines focus on variation in massing and building modulation, the Building Articulation guidelines focus on aesthetic and visual treatments that create a sense of scale but do not significantly alter the overall shape or form of the building. Building articulation includes vertical or horizontal changes in materials, color and texture, as well as minor variations in the wall plane. Development in North Glenwood should incorporate articulation techniques that promote a sense of human scale and break up monotonous building faces to reflect traditional façade proportions, in addition to building massing and scale guidelines.*

a. Use vertical and horizontal articulation techniques to establish a sense of scale in the design of a larger building.
   - » Articulation techniques include:
     - Wall offsets
     - Stepbacks
     - Base, Middle, Cap design
     - Wall Projections
     - Variations in material
   - » Use vertical articulation to express traditional façade widths where a new larger building is adjacent to existing smaller-scale buildings.
   - » Primary building façades along 6th Street should respect downtown traditions of bay/module spacing.
   - » Clearly differentiate the ground floor, middle floors and roof form.



Material variation should relate to the facade composition and internal program, rather than be applied haphazardly.

Articulation Techniques:



Wall Offsets

This includes "pushing and pulling" a facade to create visual interest and break up the massing of a structure. A minimum offset of 18 inches is preferred to have proper impact.



Step Backs

This includes stepping back a portion of an upper floor to vary building massing. Ideally, the step back area will include usable private open space for building users.



Base, Middle, Cap Design

This includes architectural "tripartite division" where a "base" and "cap" are clearly perceived and the "middle" includes everything in between.



Wall Projections

This includes projections, such as exposed structure or architectural features, that are not as dramatic as wall offsets. Examples include exposed columns, cornices, window sills/casings, etc.



Variation in Material

This includes using material changes to vary a building massing. Material variation should relate to the facade composition and internal program, rather than be applied haphazardly.

BUILDING PRESENCE

Building presence describes the impact of a building wall on an adjacent space. Buildings in North Glenwood should establish a clearly defined street edge that "opens up" active ground floor uses to the sidewalk and street. When a building is located close to a street, walkway or other public realm element, it should be designed to provide animation and interest to pedestrians.

G17. STREET ACTIVATION

INTENT: *Ground floor building design can promote an active and pedestrian-friendly street level. In a commercial area, it is important to incorporate active features such as ground floor storefront windows, entries, awnings, signage or other features.*

a. Design the ground floor of a building façade to engage the public realm and promote pedestrian activity.
   - » Incorporate recessed entries, courtyards or other indentations in the ground floor façade.
   - » Use transparent building elements, such as storefront windows, whenever possible.
   - » Use design features such as display areas and awnings to engage the street and add pedestrian interest.
   - » Also include outdoor seating, courtyards or plazas along the street.
   - » Avoid long blank wall areas that will diminish pedestrian interest.

b. Consider alternative methods for ground floor activation where storefronts/windows are not provided.
   - » Options may include:
     - Transparency
     - Outdoor Activity
     - Landscaping/Sitewalls
     - Wall Art
     - Display Case

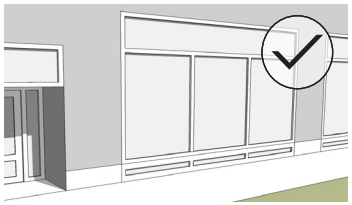


Avoid long blank wall areas that will diminish pedestrian interest.

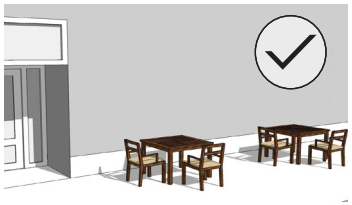


Consider alternative methods for ground floor activation where storefronts/windows are not provided.

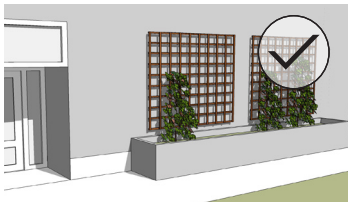
Ground Floor Activation Methods:



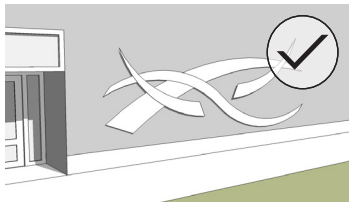
Transparency



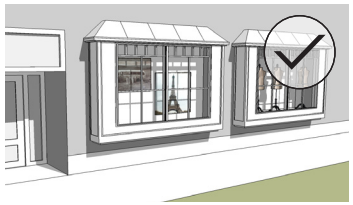
Outdoor Activity



Landscaping / Sitewalls



Wall Art



Display Case

BUILDING PRESENCE

c. Design the primary entrance to a building to be clearly identifiable.
   - » Use an architectural element(s) to highlight the entrance. Potential treatments include:
     - Canopy
     - Arcade
     - Portico
     - Stoop
     - Building recess
     - Awning
     - Mouldings
   - » For most commercial buildings, this should be a recessed entryway.
   - » Primary entrances should be located at corners when feasible
   - » Recessed/courtyard entries are appropriate in the Historic Village area.

d. Use an authentic, functional entry on a street-facing façade where possible.

e. Space and locate entries to establish visual continuity and rhythm along the street.
   - » Size a door to be easily readable and recognizable, but to not be overly large.
   - » Use a common door height on a ground floor and on a visible upper floor.
   - » Use a vertically oriented door that is in keeping with traditional door patterns in the area.
   - » Provide space between entries on a building to be generally consistent with spacing on nearby traditional buildings.

f. Use high quality, durable materials to define the ground floor and add visual interest.
   - » Employ materials at the ground level to withstand on-going contact with the public, sustaining impacts without compromising the appearance.
   - » Use changes in material to add ground-floor interest.
   - » See Building Materials & Colors on page 21 for additional guidance on the application of materials.

g. Develop active, non-residential ground floor uses to encourage pedestrian activity on 6th Street.
   - » Encourage active ground level uses to "spill" into the sidewalk. Options may include:
     - Restaurant, hospitality and service industry
     - Retail and commercial shops
     - A courtyard or plaza
     - Outdoor seating

h. Design the ground floor of a residential building to activate the street.
   - » Options may include:
     - Raised 1st floor
     - Unit entrances
     - Stoops/porches
     - Balconies
     - Raised windows



Design the ground floor of a building façade to engage the public realm and promote pedestrian activity.



Space and locate entries to establish visual continuity and rhythm along the street.



Ground level uses, like outdoor dining, are encouraged to help create an active pedestrian experience by "spilling" into the sidewalk.

BUILDING PRESENCE

G18. FENESTRATION & TRANSPARENCY

INTENT: *Ground floor fenestration and transparency should help promote a pedestrian-friendly experience at the street level and visual continuity along the street (including upper floors). Design and arrangement should express a human scale, create visual continuity with context and provide visual interest to the public realm.*

a. Locate and space windows to express a traditional rhythm and create visual continuity. This is particularly relevant in the 6th Street Corridor area.
   - » Provide consistent horizontal spacing between windows on a floor.
   - » Vertically align windows on upper and lower floors.
   - » Provide a common head height for windows on a single floor. Minor deviations may be appropriate for an accent, but vertical alignment and horizontal spacing should remain consistent.
   - » If a glazed wall is utilized, use spandrels, moldings, awnings or sills to provide vertical and horizontal expression.
   - » Reflective or coated glass is restricted.

b. Place a window opening to correspond to an actual interior space.

c. Size and proportion a window to be in the range of heights and widths of nearby traditional windows. This is particularly relevant in the Historic Village and Village Core areas.
   - » Size a window to be easily recognizable, but to not be overly large.
   - » Use a vertically oriented window on an upper floor that is consistent with traditional window proportions in the area.

d. Design a window to create depth and shadow on a façade. This is particularly relevant on commercial buildings and along 6th Street.
   - » Design a window to appear to be “punched” into a masonry wall on an upper floor.
   - » Do not use a window that appears pasted onto a façade.

e. Provide operable windows on an upper floor.
   - » Encourage cross-ventilation and other energy saving features.



If a glazed wall is utilized, use spandrels, moldings, awnings or sills to provide vertical and horizontal expression.



Design a window to create depth and shadow.

BUILDING PRESENCE

G19. FOUR-SIDED BUILDING DESIGN

INTENT: *Four-sided building design considers the views of all sides of a building. Interesting details and materials can be used to avoid presenting a "back side" to neighboring properties or within a prominent view.*

a. Design all sides of a building to be aesthetically pleasing, when feasible.
   - » At a minimum, include some basic articulation on a secondary façade such as a rear or interior facade. Options include:
     - Expression lines
     - Windows
     - Signage
     - Landscaping
     - Varying roof forms
   - » This is particularly relevant for a building wall that faces I-70 or a residential property.



Interesting details and materials can be used to avoid presenting a "back side" to neighboring properties, such as this example that embraces, rather than turns its back to, a railroad corridor and crossing.



Design all sides of a building to be aesthetically pleasing.

Appendix B - Street Sections

6TH STREET CORRIDOR PLAN

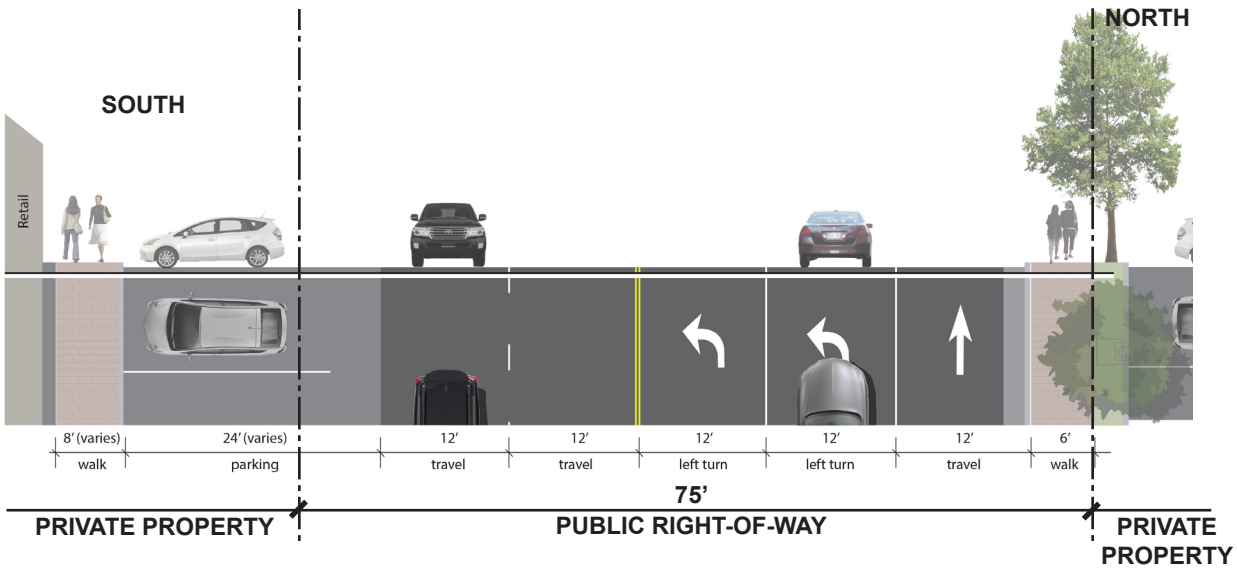
STREET SECTIONS

The street sections in Appendix B include recommended improvements to streets for North Glenwood. They include existing conditions and proposed conditions. In some instances there may be variations on the proposed condition depending on the location of section or phasing of improvements. The goal is to create a system of "complete streets" that are safe for pedestrians and bicyclists, and functional for automobiles and buses.

IN THIS CHAPTER

STREET SECTIONS I

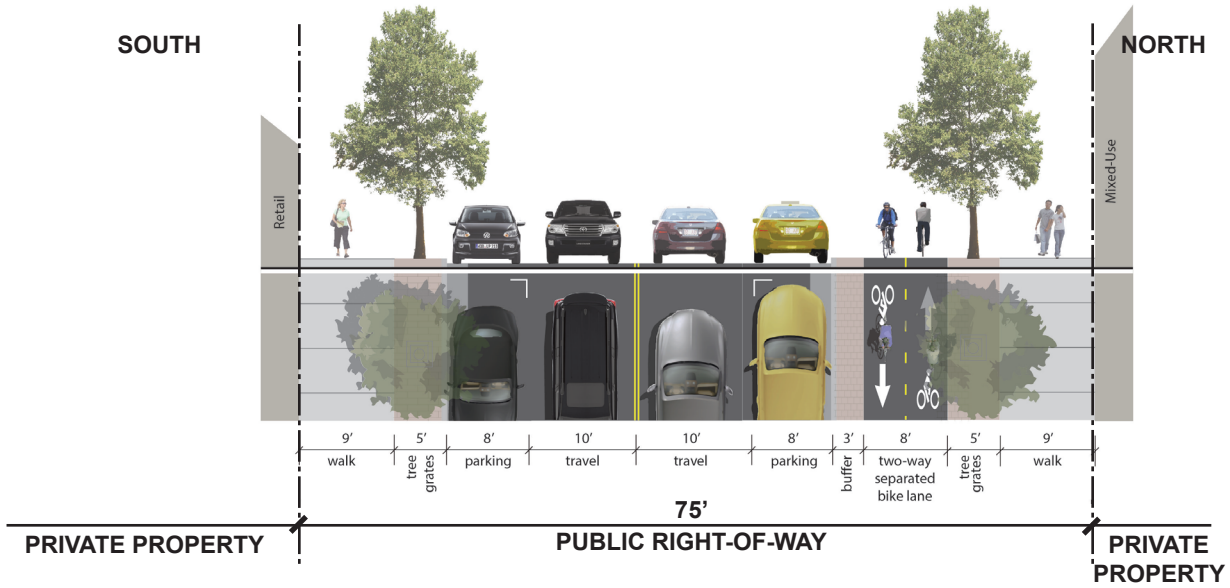
East 6th Street (Pine to Laurel) - EXISTING



EXISTING CONDITIONS

Currently, 6th Street between Pine and Laurel includes approximately 5 lanes for traffic and 90-degree head-in parking along the south side of the street. Sidewalks are approximately 6 feet wide. Street trees exist consistently on the north side and intermittently on the south side.

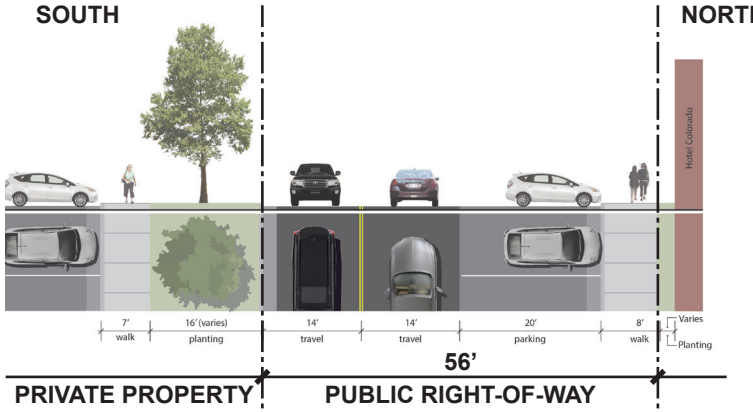
East 6th Street (Pine to Laurel) - PROPOSED (typical)



PROPOSED CONDITIONS

Once the new I-70 interchange and roundabout is finished, traffic from Pine to Laurel is anticipated to decrease by 80 percent. Therefore, the proposed street section is much narrower, with two travel lanes (one in each direction) and on-street parallel parking on either side of the street to accommodate commercial businesses. Each sidewalk consists of a 9-foot walkway and 5-foot amenity zone adjacent to the curb for street trees, benches, lighting, bike racks, and trash receptacles. On the north side of the street, an 8-foot wide, two-way protected bike lane and 3-foot buffer zone will be adjacent to the curb.

East 6th Street (at Hotel Colorado) - EXISTING



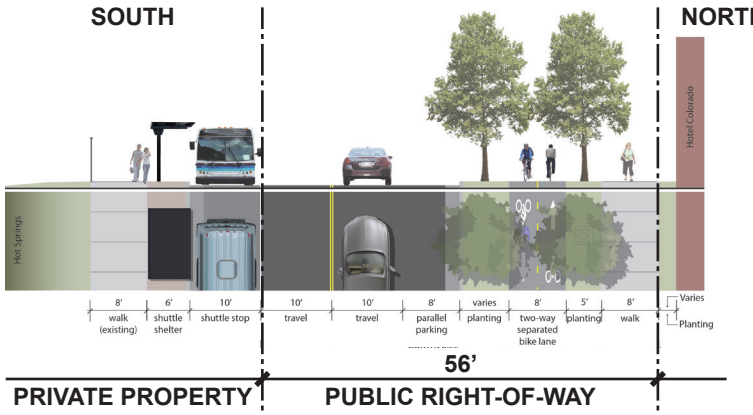
EXISTING CONDITIONS

East of Pine Street, 6th Street takes on a much narrower profile, with only two lanes of traffic (one in each direction). These lanes are approximately 14-feet wide. In front of Hotel Colorado, there are 21 90-degree head-in public on-street parking spaces and an 8-foot sidewalk. On the south side, on the Hot Springs property, there is a planting area with grass and trees and a 7-foot wide sidewalk. A small parking lot for the pool is present in this section as well. Further east, the street remains consistent with two lanes of through traffic, and there are some existing on-street parking spaces by the Art Center.

Note: Per Ordinance No. 25 Series of 2015, the City vacated portions of the 6th Street right-of-way adjacent to Hot Springs Pool properties. The result is that the city only owns the area between the curbs where the street touches Hot Springs Lodge and Pool properties.

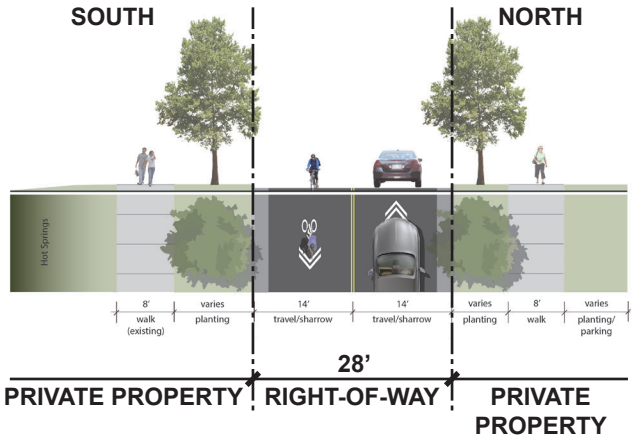
East 6th Street (at Hotel Colorado) - PROPOSED

From Pine to Olive:



East 6th Street (east of Hotel Colorado) - PROPOSED

East of Olive:

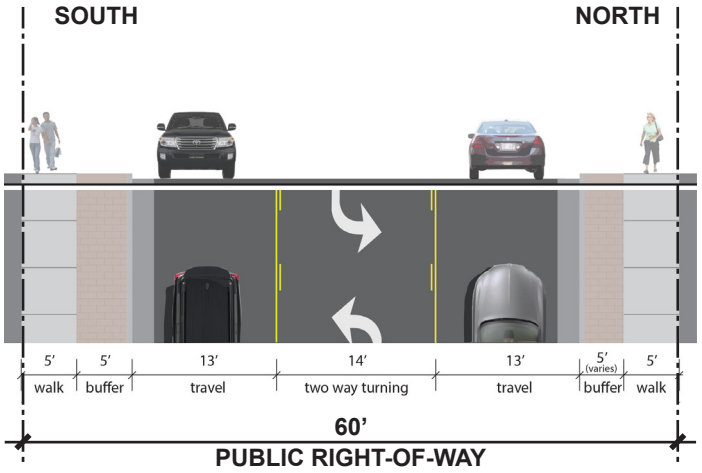


PROPOSED CONDITIONS

From Pine to Olive, the street section on the north side is identical to the section from Pine to Laurel, including a wide sidewalk, protected bike lane, and on-street parallel parking. The south side includes a proposed shuttle stop.

East of Olive, the street remains as-is, except for the addition of "sharrows" to provide a space for bicyclists coming from the Glenwood Canyon Trailhead.

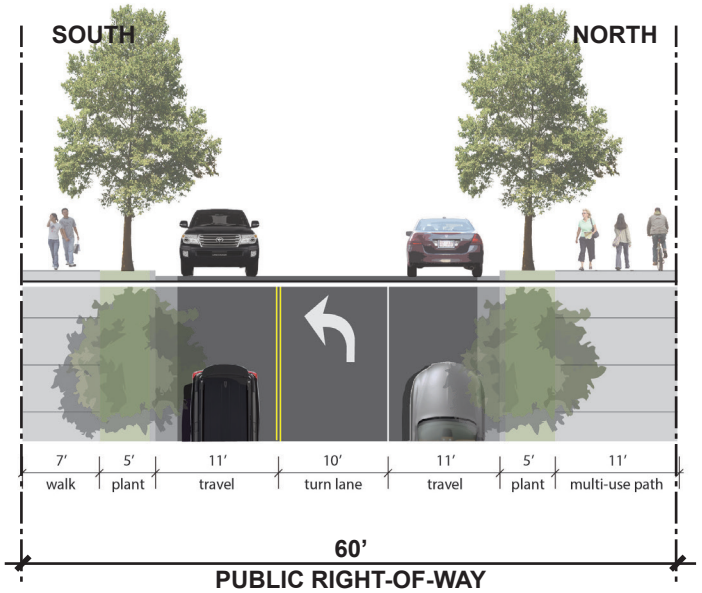
West 6th Street - EXISTING



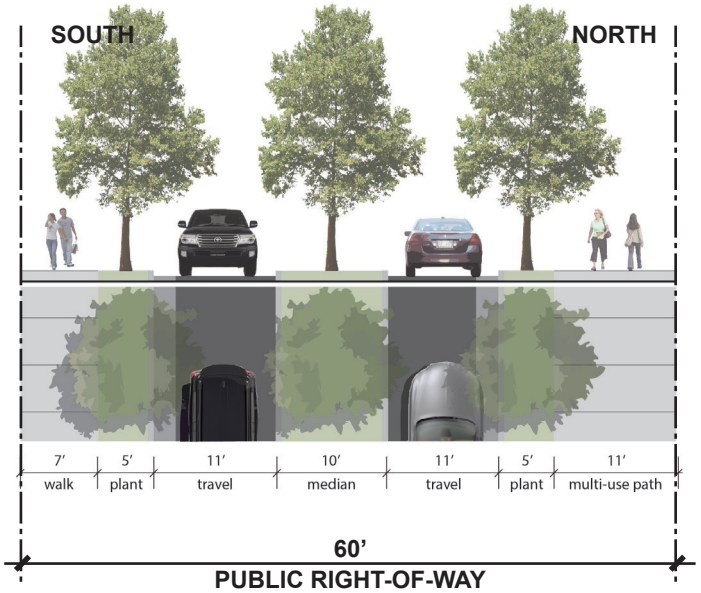
EXISTING CONDITIONS (LEFT)

West 6th Street includes two travel lanes (one in each direction) and a wide, continuous center turn lane. The sidewalks are approximately 5-feet wide with a 5-foot wide “buffer” that is differentiated with Decorastone pavers. The buffer area includes outdated street lights. The only existing trees are in front of the Antlers hotel. The right-of-way varies in some locations, but for the most part it is 60-feet wide.

West 6th Street - PROPOSED (short-term)



West 6th Street - PROPOSED (long-term)



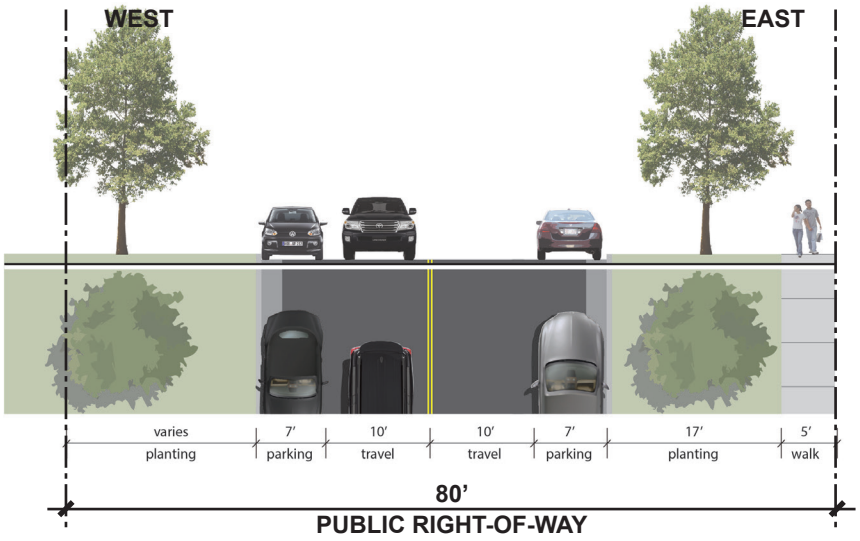
PROPOSED CONDITIONS (BELOW)

The proposed street section for West 6th Street reduces the width of the curb-to-curb dimension from 40-feet to 32-feet to slow down traffic and give more space to pedestrians. The street would operate much like it does today (two travel lanes plus center turn lane). The north side of the street includes an 11-foot multi-use path where pedestrians and bicyclists would share the space. The south side of the street includes a 7-foot sidewalk. Both sides include a 5-foot wide planting strip for street trees.

The long-term section is intended to take place once redevelopment starts to occur and access points can be consolidated. This would still allow for a turn lane where needed, but also provides additional landscaping between turn lanes.

NOTE: This assumes West 6th Street from Laurel to Devereux will be devolved from CDOT’s ownership to the City.

Laurel Street - EXISTING



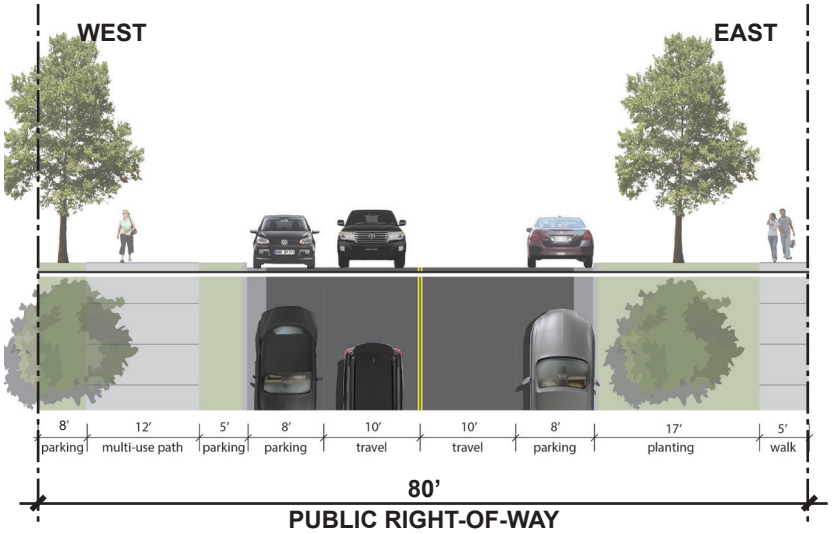
EXISTING CONDITIONS

Laurel Street includes two travel lanes and on-street parallel parking on either side of the street. The east side of the street includes a sidewalk with a significant tree lawn and trees. The west side does not currently have a sidewalk.



A multi-use path provides a comfortable and safe experience for both pedestrians and bicyclists. It is also family-friendly, serving both residents of North Glenwood as well as tourists.

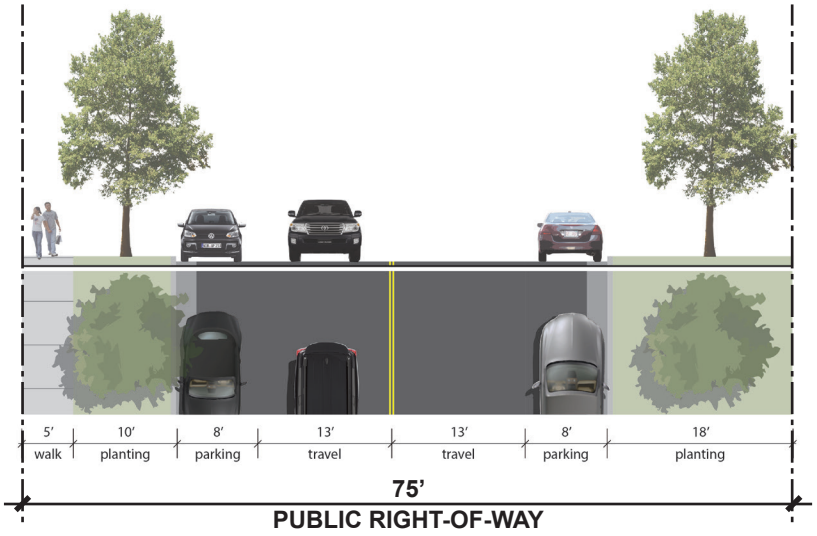
Laurel Street - PROPOSED



PROPOSED CONDITIONS

Laurel Street's east sidewalk, tree lawn and curb will remain in place. Improvements to Laurel consist of widening the street slightly to provide for 8-foot parking lanes. A multi-use path is provided on the west side of the street which connects into the future 5th Street multi-use path.

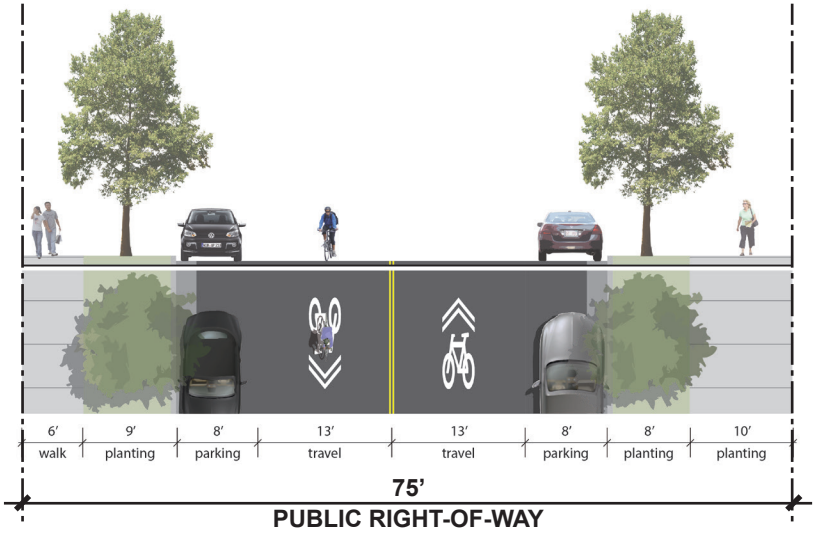
Maple Street - EXISTING



EXISTING CONDITIONS

Maple Street includes two travel lanes plus on-street parking. A sidewalk and tree lawn is present on the west side of the street, but the east side lacks a sidewalk. Note that this condition describes Maple Street north of the alley. South of the alley, the street includes 90-degree head-in parking and an attached sidewalk.

Maple Street - PROPOSED



PROPOSED CONDITIONS

The proposal for Maple Street is to keep the curb-to-curb dimension with travel lanes and on-street parking, but adding in a sharrow for bikes. The west side of the street includes a 6-foot sidewalk and tree lawn adjacent to the curb. The east side includes a tree lawn adjacent to the curb with a 10-foot wide sidewalk.

Note that the vision for Maple Street is to remain residential in character, even though some homes may convert to commercial uses to support the Village Core.

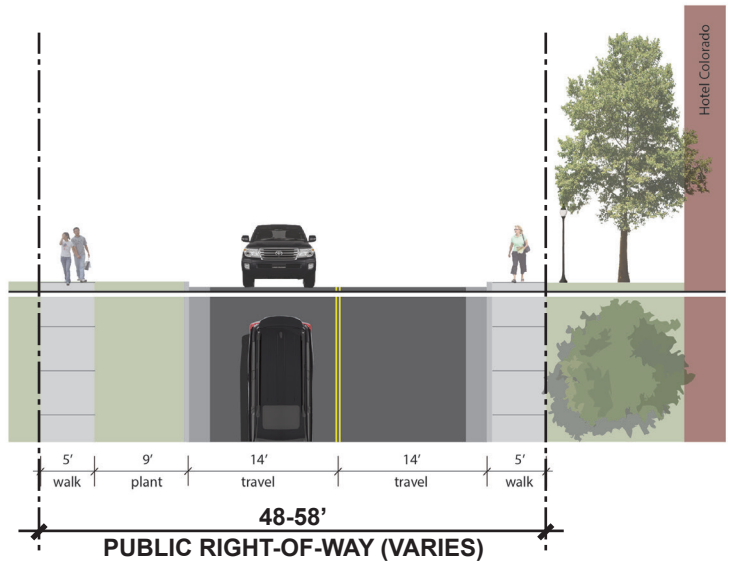


Some residential structures may be converted into commercial uses to support the Village Core. Providing ample sidewalks to support circulation to and from the Village Core is desired.



Intersection of 5th and Pine Streets, looking south (existing).

Pine Street - EXISTING



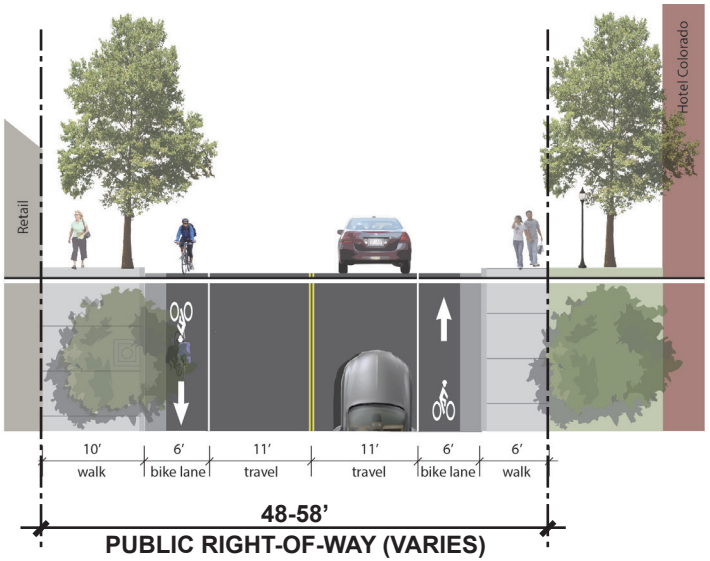
EXISTING CONDITIONS

Pine Street includes two wide travel lanes. An attached sidewalk is adjacent to the Hotel Colorado, which connects into the buildings' west entrance and Porte Cochere. The west side includes a wide tree lawn and sidewalk. On-street parallel parking is provided north of the alley and Hotel Colorado.



Bike lanes provide a dedicated and safe connection along the proposed Glenwood Loop.

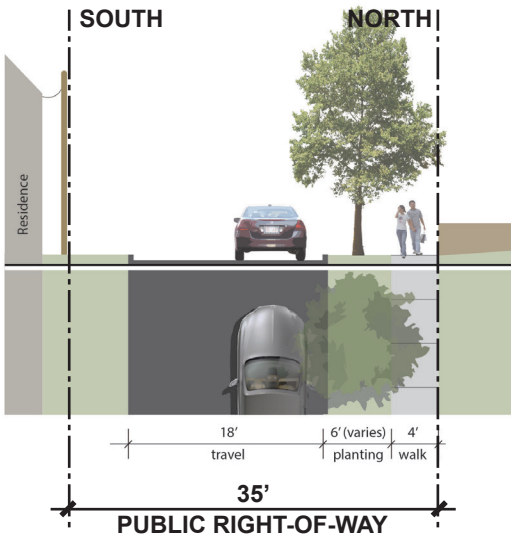
Pine Street - PROPOSED



PROPOSED CONDITIONS

Pine Street is part of the route for the proposed "Glenwood Loop," which is intended to serve avid bicyclists and connect the two regional trails - Glenwood Canyon and Rio Grande. Therefore, dedicated bike lanes are proposed in this street section from 6th Street to 5th Street.

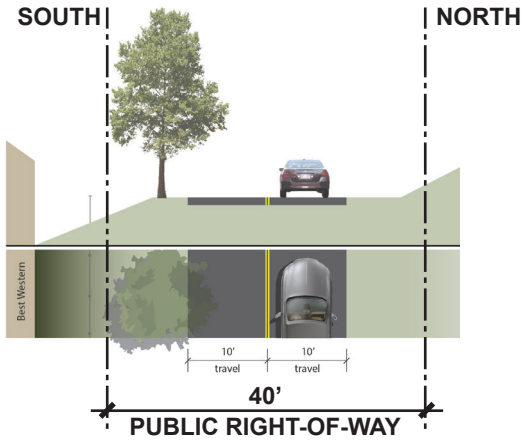
5th Street - EXISTING



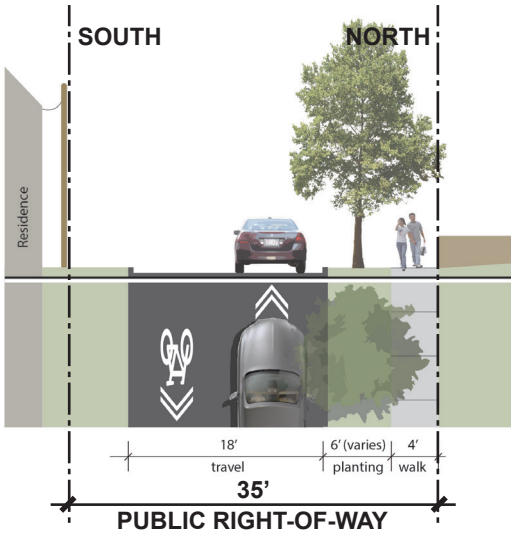
EXISTING CONDITIONS

5th and Linden Streets are currently unimproved residential streets with no curb and gutter. They are very narrow, with only a 35-foot and 40-foot public right-of-way. The actual street is approximately 18-feet to 20-feet wide. These streets do not experience heavy traffic and are quite pleasant, with mature trees and landscaping and residential uses.

Linden Street - EXISTING



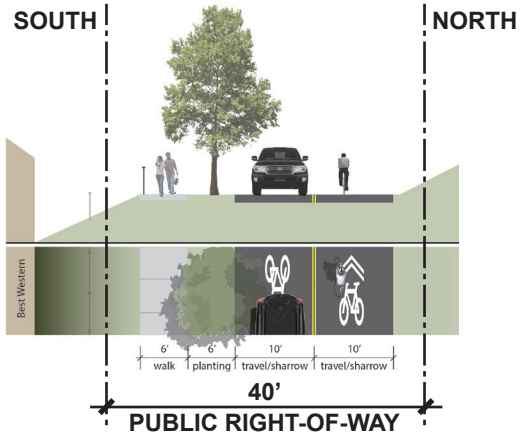
5th Street - PROPOSED



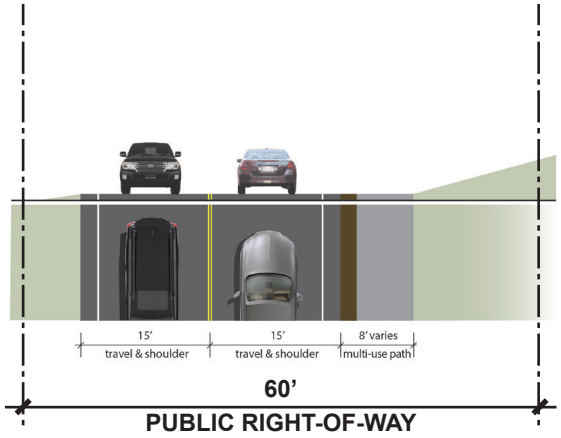
PROPOSED CONDITIONS

The improvements proposed for 5th and Linden Streets include installing curb and gutter as well as repaving the streets and adding "sharrows" to delineate a safe space for bicyclists. A shared condition is desired by the neighborhood, and with limited right-of-way and traffic, this seems to be an appropriate solution. A sidewalk is proposed along the south side of Linden Street to accommodate pedestrians.

Linden Street - PROPOSED



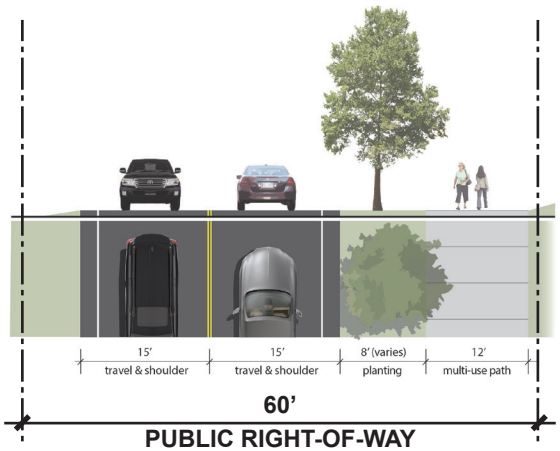
W. 6th Street (West of Devereux) - EXISTING



EXISTING CONDITIONS

W. 6th Street (West of Devereux) turns into a narrower section with only two drive lanes (one in either direction). A wide shoulder currently exists on the north side and is often used for bicyclists and pedestrians. However, due to the fact that there is no curb and gutter in this area, the area is often full of gravel and other debris making it difficult to traverse on foot or bike.

W. 6th Street (West of Devereux) - PROPOSED



PROPOSED CONDITIONS

The improvements for W. 6th Street (West of Devereux) include a defined street with curb and gutter, as well as a detached 12-foot multi-use path for bicyclists and pedestrians to share. The path would be protected from travel lanes with a wide tree lawn and street trees.

Final Report

6th Street Corridor Master Plan Economic Assessment

The Economics of Land Use

Prepared for:

City of Glenwood

Prepared by:

Economic & Planning Systems, Inc.

September 15, 2016

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1. INTRODUCTION AND SUMMARY OF FINDINGS

This report presents Economic & Planning Systems' (EPS) analysis and findings regarding an economic assessment of the 6th Street corridor in Glenwood Springs, Colorado. Specifically, the economic and real estate conditions along the corridor are summarized as well as an assessment of the public financing mechanisms that are available to the City of Glenwood Springs as a strategy to fund public infrastructure improvements and ongoing maintenance.

This scope of work was completed as part of an extension of studioINSITE's original contract for the 6th Street Master Plan and was developed as requested by the Steering Committee for an economic assessment to support the overall master plan, which was discussed with the Steering Committee on March 24, 2016.

Introduction

The 6th Street corridor study area extends from the Glenwood Canyon Trailhead on the east to just past the Glenwood Caverns Tramway on the west; and from the Colorado River on the south to the foothills of the North Glenwood neighborhood on the north. It sits across the Colorado River from downtown Glenwood Springs, and is connected by the Grand Avenue auto and pedestrian bridges, as well as a pedestrian bridge at Two Rivers Park – the city's largest regional park. The plan area includes multiple tourist destinations and attractions and is seen as an area with opportunities for future investment due to the construction of the new Grand Avenue Bridge and I-70 interchange.

This report is broken into six distinct chapters that are summarized below:

1. **Introduction and Summary of Findings** – Includes the project background information and provides a summary of the major findings and considerations.
2. **Market and Economic Conditions** – Provides a summary of economic conditions in the City of Glenwood Springs and the Roaring Fork Valley as a whole and an assessment of the current residential and commercial market conditions along the 6th Street corridor.
3. **Land Use Considerations** – Provides an analysis of specific land use metrics in the city and along the 6th Street corridor. Specific analyses include an evaluation of parcel size, building age, floor area ratio (FAR), land value to building value ratio, and others. The purpose of this section is to better understand the areas of the city that are best suited for new development or redevelopment.
4. **Introduction to Financing and Management Districts** – Provides an introduction to specific public financing districts and authorities that could be used to fund public infrastructure improvements and ongoing maintenance costs along the corridor.
5. **Financing District Case Studies** – Evaluates the public financing strategies used in three different communities along the Front Range. The districts in this section were selected due to their utilization of creative strategies to incent private development and finance improvements through various public financing mechanisms.

6. **District Financing Strategies and Revenue Estimates** – Provides specific recommendations regarding the most feasible and effective public financing strategies that the City can use to fund public improvements along the 6th Street corridor and provides an estimate of the potential revenues that each of the strategies could generate.

Summary of Findings

There are a number of factors that affect the future development potential of the 6th Street corridor. This study is grounded in the economic conditions of the city and much of the recommendations have been structured around ways to leverage the core economic driver – visitation. The findings below include three sections: Key Drivers, Value Proposition, and District Impact. It is important to note that the governance structure of a future District is a separate issue from the revenue mechanism (and corresponding revenue target). The study addresses the full continuum of issues and opportunities, as summarized below.

Key Drivers

- **Leverage Core Economic Driver –** Glenwood Springs drives much of its economy on tourism and the associated hospitality elements, such as hotels, restaurants, and attractions. Accordingly, actions the City and the 6th Street corridor stakeholders can take to invest in this sector will contribute to long term economic growth.
- **Market Pressure and Real Estate Cycle –** The market pressure in Glenwood Springs is strong. Interest from hotel developers has been reported by multiple commercial brokers. It appears that a hotel associated with nationally recognized flag targeting an upscale guest is interested in the corridor. Private capital placement decisions can be positively influenced by advancing the quality of the corridor and investing in public improvements.
- **Elevate Glenwood Spring's Market Position –** There is potential to elevate the city's position in the visitation market, complementing those of Aspen and Vail. A new hotel that raises the standard will have ripple effects through the rest of the city's inventory.

Role for City in Creating Value in the Study Area

- **Cost and Revenue for Redevelopment –** As identified in Chapter 5 Financing District Case Studies, part of the success of the Transit Village General Improvement Districts in Boulder can be attributed to the District and City's ability to increase development potential (and corresponding revenue) and decrease parking provision (and corresponding costs). The 6th Street corridor district will have the same potential, particularly with incentives. Shared parking has the potential to reduce expenditure, but must be located centrally with a convenient circulator provided to ensure it works from the perspective of a guest.
- **Role of Incentives –** To achieve districts with sufficient revenue capacity to change the urban form and function of a corridor, cities have offered up-zonings and other types of incentives that increase revenues and decrease costs. For 6th Street, these could involve increasing building height to 60 feet and enabling impact fees to be paid over an extended period of time (or abated). In some cases, the early discussions with property owners result in a convoluted boundary, as some property owners opt in and some do not. If the Downtown Development Authority (DDA) overlay option is selected, the role of incentives would be diminished as the geography includes many properties unlikely to redevelop, reducing the appeal of these incentives.

- **Parking Efficiencies –** A centrally located parking structure would have the potential to serve day-visitors as well as overnight-visitors. Previous studies have shown that 30 percent of visitors come for the day, driving and parking at the various attractions. The balance of 70 percent is staying at a local hotel (ostensibly parking there). A shared garage with an effective circulator could eliminate the need to accommodate the same visitor with multiple parking spaces, reducing the need to construct additional surface or structured parking spaces at attractions.
- **Circulator Potential –** Reports in the early summer of 2016 indicate that the shuttle for the Glenwood Springs Pool works for both guests and locals. Resistance to parking off site and riding a shuttle has not materialized. It may be possible to transfer this success to the larger corridor with a circulator with broader scope.
- **Beautification and the Pedestrian Experience –** Communities and developers across the country from small cities to large urban cores speak about the power of walkability. Improving the pedestrian experience translates to faster absorption, better occupancies, and higher rates. Improvements to 6th Street that can make the pedestrian experience compelling and translate to a better bottom line.

District Impact

- **Number and Diversity of Revenue Streams** – Each of the options has its own implications in terms of revenue streams. The Business Improvement District (BID) and General Improvement District (GID) allow for a mill levy as well as an assessment, and thus are comparable. The DDA provides for tax increment funding (which is established and is recognized as a given for this analysis). The DDA also provides the potential for a 5 mill overlay.
- **Revenue Potential –** The amount of annual revenue available depends on the level of mills and/or assessment. At 5 mills, a 6th Street district would generate $99,000 annually. Linear assessments ($15/foot), building area assessments ($0.15/sq. ft.), and land area assessments ($2,000 per acre) generate similar amounts, ranging between $102,000 and $112,000 annually. Because each source could be set at higher levels (generating higher annual revenues), it becomes a question of local support and economic benefit. It is significant to note that a 5 mill overlay with the DDA would generate $260,000 annually, due to the larger geography and higher valuation.

  In terms of revenue amounts and corresponding bond proceeds, $100,000 of annual revenue can generate approximately $1.0M in bond proceeds (using a high level perspective). This is likely to be insufficient to change the visual impact of the corridor. As a result, it is critical to anticipate higher thresholds for revenue and also view the challenge as a partnership between the City with its larger resource base and the local contribution from the corridor. Both are needed for an optimal solution.

- **Bonding Capacity –** The BID and GID allow for the revenue streams to be used for debt service, and thus, the community could issue bonds and use the proceeds to construct portions of the 6th Street improvements. Proceeds from the DDA 5 mill overlay can only be used for operations and programming. In the event the Acquisition and Improvements (A&I) tax is continued (to be determined in November of 2016), the need for bonding capacity may be reduced as the 6th Street improvements may be funded from that source. If that scenario becomes reality, the 6th Street corridor needs may shift from capital improvements (such as streetscape) to operational costs (such as maintenance, beatification, and/or circulation).

- **Longevity –** A GID and BID do not have sunset clauses in the state statutes governing the formation and operation of the districts.[1] The Glenwood Springs DDA is currently anticipated to sunset in 2030 (based on a five-year extension attributed to a 2002 amendment to state statutes to extend DDA tax increment financing (TIF) terms to 30 years, based on the intent that the DDA have a statutorily provided duration, which was expanded from 25 to 30 years since its establishment.) Beyond the original time horizon, City Council can extend for another 20 years by a vote of the Council. The base from which the tax increment is defined moves forward by 10 years with the initial extension, and then moves forward one year each year thereafter for the duration of the 20-year extension. (Verification of these estimates should be confirmed by City Attorney.)
- **Simplicity of Governance** – The GID represents one of the simplest forms of governance as the City Council would also function as the GID board. There would be no need to establish a new board. Neither would there be a need to identify qualified volunteers from the community to dedicate their time to a new civic function. A BID would require a new board with new volunteers. The DDA, given that it currently exists, would not require any new resources related to governance.
- **Election Logistics –** In an election for any of these options to be successful, a significant investment of time is required. Local champions must step forward. Information must be presented in direct, accurate ways. The value proposition must be clear. In some ways, an election for any of the districts and any of the funding streams will be equally challenging. The path leading to the greatest revenue generation and greatest local impact provides a better return for any election effort.
- **District Calibration –** Defining the value proposition to local property owners should come in the form of concrete commitments with realistic assumptions. How much revenue is needed? What capital improvements can be completed? What portion will be covered by 6th Street corridor revenue contribution, and what portion will be covered by the City, the A&I proceeds, or other sources? What is the breakdown of the use of funds between capital improvements (such as streetscape or structured parking) and services (such as a circulator, landscaping maintenance, trash and appearance upkeep)?
- **Partnership with the City –** The revenues possible from the 6th Street corridor are likely to be insufficient to fund all improvements as planned without support from the City. The proposed A&I tax could play a substantial role; however, the availability of those funds will not be determined until late 2016. The corridor stakeholders and City should continue to solidify their interests to ensure there is a high level of commitment for implementation.
- **Priorities for Capital or O and M** – In the event the A&I tax passes, the 6th Street corridor emphasis will shift from capital improvements to operating needs. Given that the 5 mill DDA overlay is geared to operations and programming, this option provides greater revenue, expands an existing program without needing to establish new forms of governance, and has a reasonable longevity (assuming City Council supports extensions). In the event the corridor improvements are not covered by A&I proceeds, bonding for capital improvements will take priority. Thus, a GID would be the best mechanism to use, given its relatively simple governance structure, its proportional distribution of cost via property tax mill levy, its ability to easily capture additional value created in the District from redevelopment, and its capacity to bond.

[1] Note that most assessment districts (such as a SID) have a termination date based on specific project costs and corresponding payment schedules.

2. MARKET AND ECONOMIC CONDITIONS

This section provides a summary of the general market trends in and around the City of Glenwood Springs and specifically addresses the following topics:

- Regional Employment Trends and Conditions
- Sales Tax Trends
- Accommodation Tax Trends
- Residential – ownership and rental
- Commercial – retail, office, and flex/industrial space

The material that follows provides data on Glenwood Springs within the larger context of Garfield County (for employment) and the Roaring Fork Valley (for real estate conditions). Due to the recent international factors causing a downturn to extraction industries such as natural gas, the County data show an economy that still has yet to fully recover. Glenwood Springs, with a different set of economic drivers, is showing robust signs of growth. In an effort to be comprehensive, the information on the County is presented first to provide the context related to employment and the base economic conditions.

Market and Economic Overview

The widespread effects of the Great Recession (2007 to 2009) continue to be seen in Glenwood Springs and Garfield County. Total wage and salary employment in Garfield County is still below pre-recession levels unlike many communities across Colorado that have experienced more robust economic recoveries and have surpassed pre-recession employment levels. Similar to many communities across Colorado, Garfield County lost a significant proportion of jobs in the construction sector. However, unlike many of these communities, the majority of construction jobs that were lost during the recession have not returned to Garfield County. Between 2008 and 2011, the County lost nearly 50 percent of its employment in the construction sector. Since that time, it has only recovered a fraction of those jobs and employment in the construction sector has stabilized at approximately 65 percent of pre-recession levels. Conversely, employment in the construction sector in Colorado has returned to nearly 90 percent of pre-recession levels.

While the recovery in total employment in Garfield County continues to lag behind the state as a whole, the commercial and residential market in Glenwood Springs has experienced a robust recovery over the past five years. This is partly attributed to differences between the economic drivers in Glenwood Springs and in Garfield County. The success of the Glenwood Springs economy is strongly tied to tourism and the accommodation and recreation sectors, while Garfield County as a whole is much more closely tied to the industrial sector and the oil, gas, and mining sector. Since the recession, employment in mining and oil and gas extraction has continued to experience annual declines in total employment. This has not only had a direct impact on sectors specifically related to oil and gas but also industries that support the oil and gas sector such as hotels and restaurants. Many of these types of businesses are located outside of Glenwood Springs along the Interstate 70 corridor.

In Glenwood Springs, many of the businesses most closely related to the tourism industry such as hotels, recreation based businesses (hot springs, guide services, etc.), and shops and restaurants have seen record sales over the past couple of years. The success of Glenwood Springs and the tourism sector can most clearly be seen in annual sales tax and accommodation tax collections, which have experienced 6 percent and 10 percent annual increases since 2012, respectively.

The residential market in Glenwood Springs was significantly impacted by the Great Recession. During the recession, there was a significant decrease in both the volume of sales and the average price of single family and multifamily units. Since that time, the volume of sales for single family and multifamily units has significantly improved. Since 2011, the average sales price of a single family home increased by nearly 10 percent per year and the average sales price of a multifamily unit increased by nearly 13 percent per year. Average and median prices for single family and multifamily units have shown significant but more modest increases.

Conversely, the market for rental residential units has remained relatively stable in the period following the recession. This is largely a reflection of the lack of supply in the Glenwood Springs market and the consistent demand for rental units.

Regional Employment Trends and Conditions

This section summarizes employment trends and conditions in the region, which includes Summit, Eagle, Garfield, and Pitkin Counties. The primary data source for this section is the Bureau of Labor Statistics (BLS), which provides data for wage and salary positions in counties across the United States.

Employment Conditions

Total wage and salary employment in the region reached 93,589 in 2015. Overall employment has returned to pre-recession health in the region. Prior to the Great Recession, between 2000 and 2008, employment grew at an average annual rate of 2.0 percent. As with many other mountain communities, which are heavily reliant on tourism, the region's economy was heavily impacted by the Great Recession (2007 to 2009), during which the average annual rate of employment change dropped to negative 7.7 percent. Between 2010 and 2015, annual growth has stabilized at an average of 2.5 percent; total employment is returning to pre-recession levels at an average of approximately 2,170 employees per year, as shown in **Table 1**.

Within the region, Eagle County has maintained the largest number of employees. In 2015, wage and salary employment reached 31,450. Garfield County is the second largest, at 25,053, followed by Summit County at 20,851, and Pitkin County at 16,235. Garfield County's employment was impacted the most during the Recession, losing approximately 5,560 employees between 2008 and 2010 (a loss of 2,782 per year). It should be noted that Garfield County's economic contraction can be attributed to a decline in oil and gas activity, as well as the rest of the larger economic forces affecting the region and the state. Eagle, Pitkin, and Summit Counties experienced declines during that time that were attributed to a loss of visitation and reduction in real estate/construction work, among other forces.

Table 1
Wage and Salary Employment, 2000-2015

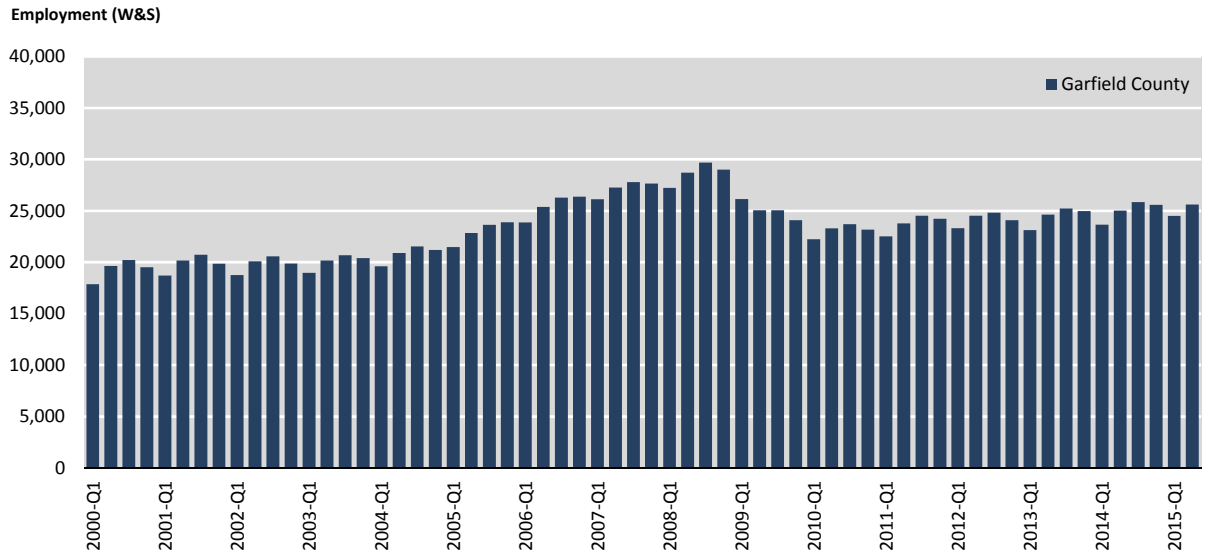
Year	Wage and Salary Employment (Ann. Avg.)				Total	Ann. %
	Pitkin County	Eagle County	Summit County	**Garfield County**		
2000	15,922	28,194	19,216	19,308	82,640	---
2001	16,096	28,503	18,944	19,865	83,408	0.9%
2002	15,613	27,588	18,521	19,818	81,541	-2.2%
2003	15,506	26,843	17,706	20,055	80,109	-1.8%
2004	15,883	27,640	17,658	20,803	81,983	2.3%
2005	16,382	29,113	17,875	22,961	86,332	5.3%
2006	16,873	30,584	18,807	25,473	91,736	6.3%
2007	16,858	31,845	19,192	27,210	95,106	3.7%
2008	17,283	32,256	18,897	28,660	97,096	2.1%
2009	15,549	29,043	17,420	25,092	87,104	-10.3%
2010	15,003	27,459	17,167	23,095	82,724	-5.0%
2011	15,061	27,562	17,485	23,761	83,869	1.4%
2012	15,329	28,179	17,728	24,184	85,419	1.8%
2013	15,706	28,780	18,355	24,490	87,331	2.2%
2014	16,436	29,744	19,370	25,024	90,573	3.7%
2015	16,235	31,450	20,851	25,053	93,589	3.3%
Pre-Recession (2000-2008)						
Ann. #	170	508	-40	1,169	1,807	
Ann. %	1.0%	1.7%	-0.2%	5.1%	2.0%	
Recession (2008-2010)						
Ann. #	-1,140	-2,399	-865	-2,782	-7,186	
Ann. %	-6.8%	-7.7%	-4.7%	-10.2%	-7.7%	
Recovery (2010-2015)						
Ann. #	246	798	737	392	2,173	
Ann. %	1.6%	2.8%	4.0%	1.6%	2.5%	
Total Period (2000-2015)						
Ann. #	21	217	109	383	730	
Ann. %	0.1%	0.7%	0.5%	1.8%	0.8%	

Source: Bureau of Labor Statistics; Economic & Planning Systems

H:\153071-Glenwood Springs Sixth Avenue Corridor Study\Data\[153079-Glenwood Employment-03-04-2016.xlsm]T-Total Summary

Figure 1 illustrates changes in employment by quarter, which, in general, fluctuate due to the seasonal nature of the tourism industry in Garfield County, and the annual seasonal cycles for the construction industry. As depicted, Garfield County experienced a significant drop in employment during the recession partly due to the fact that the growth rates were substantial in the years prior. Since that period, there has been a slow but steady increase in employment.

Figure 1
Wage and Salary Total Employment: Garfield County, 2000-2015



Source: Bureau of Labor Statistics; Economic & Planning Systems
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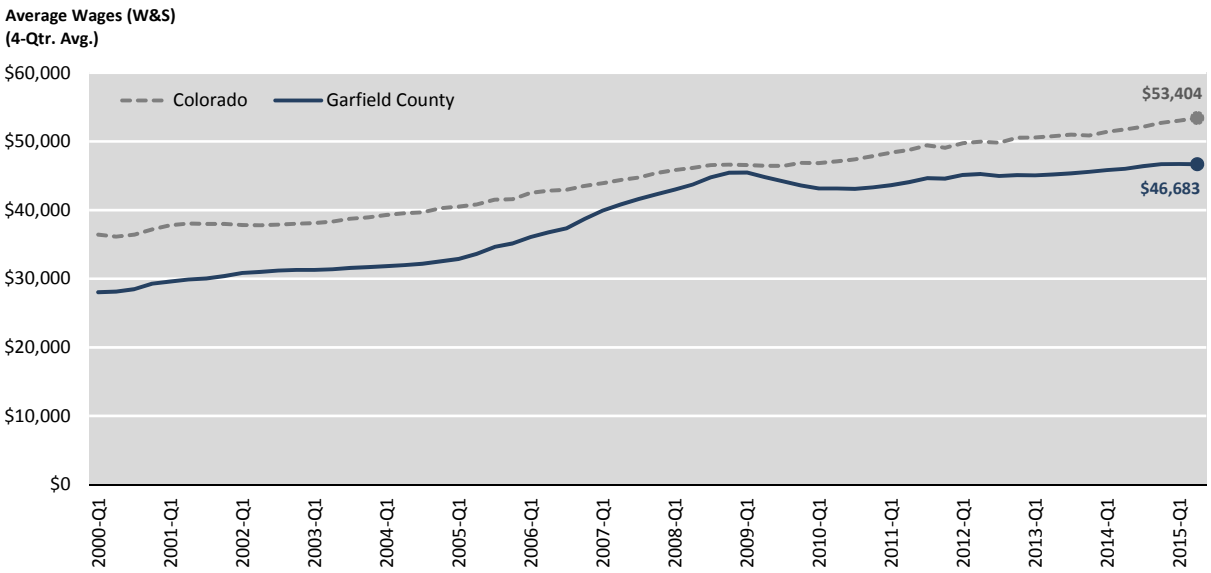
While average wages decreased slightly between 2009 and 2010, wages have steadily increased since that period and currently average nearly $47,000 per employee, as shown in **Figure 2**. This is slightly lower than the state average of $53,400.

Figure 2
Wage and Salary Average Wages: Garfield County, 2000-2015



Source: Bureau of Labor Statistics; Economic & Planning Systems
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In Garfield County, there are a number of specific employment sectors that have struggled during the recovery (2010 through 2015). Specifically, mining, quarrying, and oil and gas extraction have continued to experience significant decreases in total employment. Between 2010 and 2015 this sector lost an additional 365 jobs, which translates to an annual decrease in employment of 4.2 percent, as shown in **Table 2**. Many of these jobs are located outside of Glenwood Springs and have a more direct impact on businesses and services along the I-70 corridor, as opposed to Glenwood Springs. Other sectors that continue to experience losses in total employment include information, finance and insurance, and public administration.

While there are sectors that continue to lag in terms of their recovery, generally employment in the County has shown steady increases in the majority of employment sectors since 2010. It is important to note that there are two opposing trends occurring in Garfield County that are difficult to separate due to the detail included in the employment data set that is provided by the Bureau of Labor Statistics (BLS). The first trend is the decline in mining, quarrying, and oil and gas extraction employment. As previously discussed, this not only has a direct impact on employment in this sector but also on sectors that rely on the success of the oil, gas, and mining sector as a primary source of revenue. This trend has a more direct impact on the economic health of areas outside of Glenwood Springs and is not necessarily a significant factor in the economic conditions in the City.

The second trend is the growth in annual visitation and the tourism industry. While employment related to this sector has shown modest growth since the recession, a portion of this employment in the County as a whole has been negatively impacted by the decline in oil, gas, and mining employment outside of Glenwood Springs. As a result, countywide trends in accommodation and food services likely reflect increases in Glenwood Springs and modest growth or decreases outside of the city. Due to these conflicting trends, evaluating trends in sales tax and accommodation tax collections in the city help to better inform the economic conditions in the city (these trends are summarized in subsequent sections of this chapter).

Table 2
Industry Specific Employment, Garfield County, 2000-2015

Description	2000	2008	2010	2015	Pre-Recession 2000-2008 Total	Pre-Recession 2000-2008 Ann. #	Pre-Recession 2000-2008 Ann. %	Recession 2008-2010 Total	Recession 2008-2010 Ann. #	Recession 2008-2010 Ann. %	Recovery 2010-2015 Total	Recovery 2010-2015 Ann. #	Recovery 2010-2015 Ann. %
Wage and Salary Employment													
Agriculture, Forestry, Fishing and Hunting	189	159	155	204	-30	-4	-2.1%	-4	-2	-1.3%	49	10	5.7%
Mining, Quarrying, and Oil and Gas Extraction	218	2,821	1,896	1,531	2,603	325	37.8%	-925	-463	-18.0%	-365	-73	-4.2%
Utilities	255	215	210	282	-40	-5	-2.1%	-5	-3	-1.2%	72	14	6.1%
Construction	3,531	4,966	2,681	2,801	1,436	179	4.4%	-2,286	-1,143	-26.5%	120	24	0.9%
Manufacturing	357	390	287	373	32	4	1.1%	-102	-51	-14.1%	86	17	5.4%
Wholesale Trade	571	793	712	726	222	28	4.2%	-81	-41	-5.3%	14	3	0.4%
Retail Trade	2,976	3,621	2,905	3,005	645	81	2.5%	-717	-358	-10.4%	100	20	0.7%
Transportation and Warehousing	340	1,035	716	830	694	87	14.9%	-318	-159	-16.8%	114	23	3.0%
Information	305	214	161	139	-91	-11	-4.3%	-53	-26	-13.2%	-22	-4	-2.9%
Finance and Insurance	499	608	538	528	110	14	2.5%	-71	-35	-6.0%	-10	-2	-0.4%
Real Estate and Rental and Leasing	441	791	620	678	350	44	7.6%	-171	-85	-11.5%	58	12	1.8%
Professional, Scientific and Technical Services	771	1,266	988	1,081	495	62	6.4%	-278	-139	-11.7%	93	19	1.8%
Management of Companies and Enterprises	0	157	148	154	157	20	---	-9	-5	-2.9%	6	1	0.9%
Admin., Support, Waste Mng., and Rem. Srvcs.	0	958	788	1,143	958	120	---	-170	-85	-9.3%	354	71	7.7%
Educational Services	250	206	202	240	-45	-6	-2.4%	-4	-2	-0.9%	38	8	3.5%
Health Care and Social Assistance	1,365	1,991	2,052	2,509	626	78	4.8%	61	30	1.5%	457	91	4.1%
Arts, Entertainment, and Recreation	339	345	330	350	6	1	0.2%	-15	-7	-2.2%	20	4	1.2%
Accommodation and Food Services	2,247	2,947	2,432	2,846	700	87	3.4%	-514	-257	-9.1%	414	83	3.2%
Other Services, except Public Administration	658	766	632	731	108	13	1.9%	-134	-67	-9.2%	99	20	3.0%
Public Administration	1,142	1,661	1,796	1,716	519	65	4.8%	136	68	4.0%	-81	-16	-0.9%
Total Employment	**19,308**	**28,660**	**23,095**	**25,053**	**9,352**	**1,169**	**5.1%**	**-5,565**	**-2,782**	**-10.2%**	**1,958**	**392**	**1.6%**
Construction	3,531	4,966	2,681	2,801	1,436	179	4.4%	-2,286	-1,143	-26.5%	120	24	0.9%
Guest Oriented	5,881	7,334	5,969	6,581	1,453	182	2.8%	-1,365	-682	-9.8%	612	122	2.0%
Non-Guest Oriented	7,040	13,608	11,599	12,483	6,567	821	8.6%	-2,009	-1,005	-7.7%	884	177	1.5%

* Indicates all or a portion of employment is withheld due to disclosure issues.

Source: Bureau of Labor Statistics; Economic & Planning Systems

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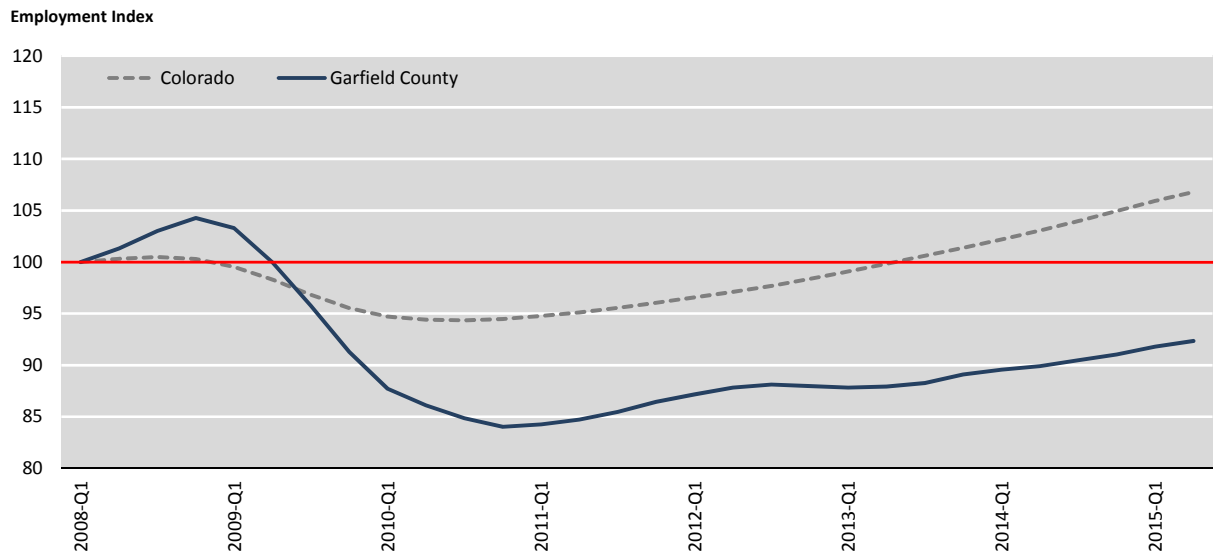
Employment Trends

All Industries

Employment in all sectors has not yet reached pre-recession levels. **Figure 3** depicts employment change as an index, holding totals in Q1 2008 as the baseline (100). Employment in Colorado as a whole has surpassed its total in Q1 2008. Garfield County has not yet returned to the same level of overall employment. Instead, total employment is at approximately 90 percent of its pre-recession levels. However, employment levels continue to increase suggesting that employment may return to pre-recession levels in the next year or two.

Figure 3
Employment Index: All industries, 2008-2015



Source: Bureau of Labor and Statistics; Economic & Planning Systems
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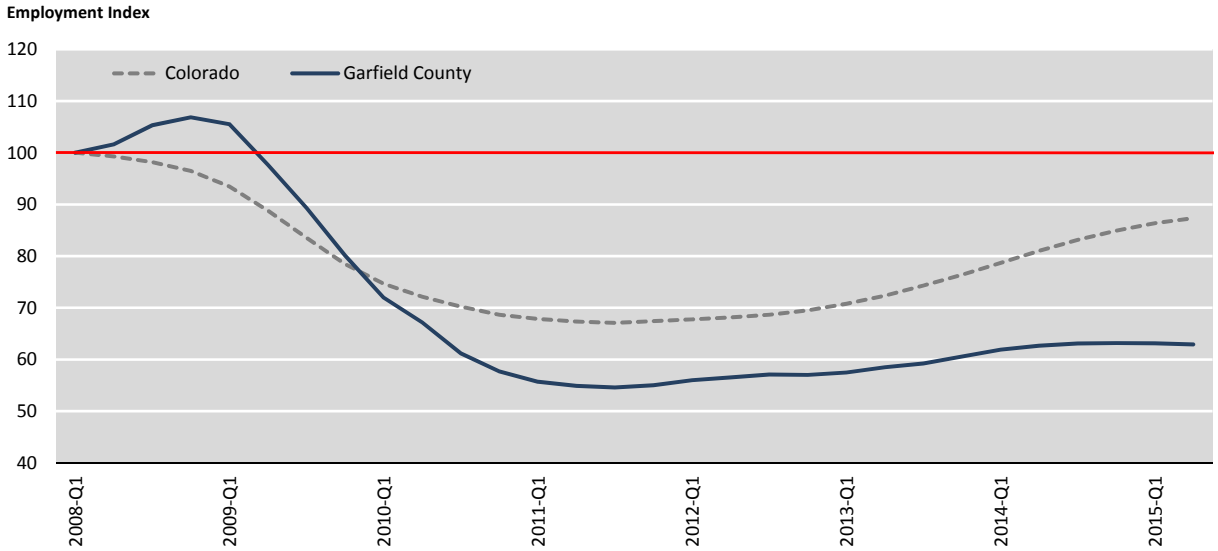
Construction Employment

Individual job industries experienced different patterns of growth and decline during and after the recession. Amongst all major industries in the region, the construction sector experienced the most substantial overall decline. Colorado as a whole has reached 87 percent of its construction employment level in Q1 2008, largely influenced by the rapid development activity occurring in the Denver Metro area, as shown **Figure 4**. Garfield County is stabilizing at approximately 60 percent of its pre-recession levels, indicating that employment in the construction sector may have stabilized at a new "normal".

Figure 4
Employment Index: Construction Employment, 2008-2015



Source: Bureau of Labor and Statistics; Economic & Planning Systems
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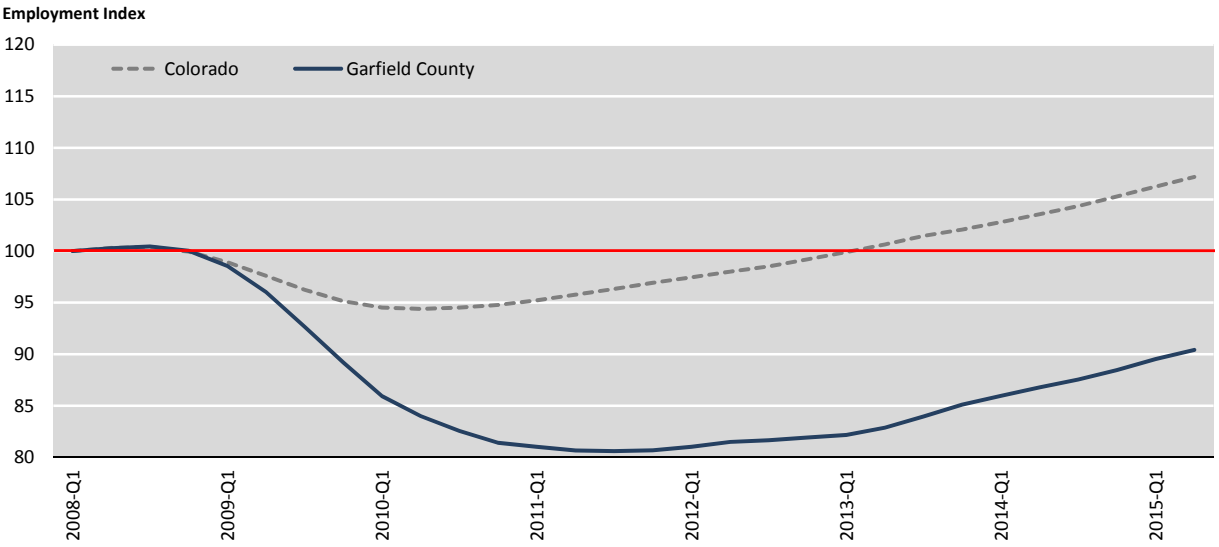
Guest Oriented Employment

In Colorado, guest oriented employment (those sectors heavily influenced by tourism such as hospitality, eating and drinking, and retail) has surpassed pre-recession levels. However, the effects of the Recession still linger in Garfield County. Guest oriented employment is only at about 90 percent of pre-recession levels in the county. Year-over-year increases in employment during the recovery suggest that this sector will continue to grow and is likely to reach pre-recession levels in the next few years, as shown in **Figure 5**.

Figure 5
Employment Index: Guest Oriented Employment, 2008-2015



Source: Bureau of Labor and Statistics; Economic & Planning Systems
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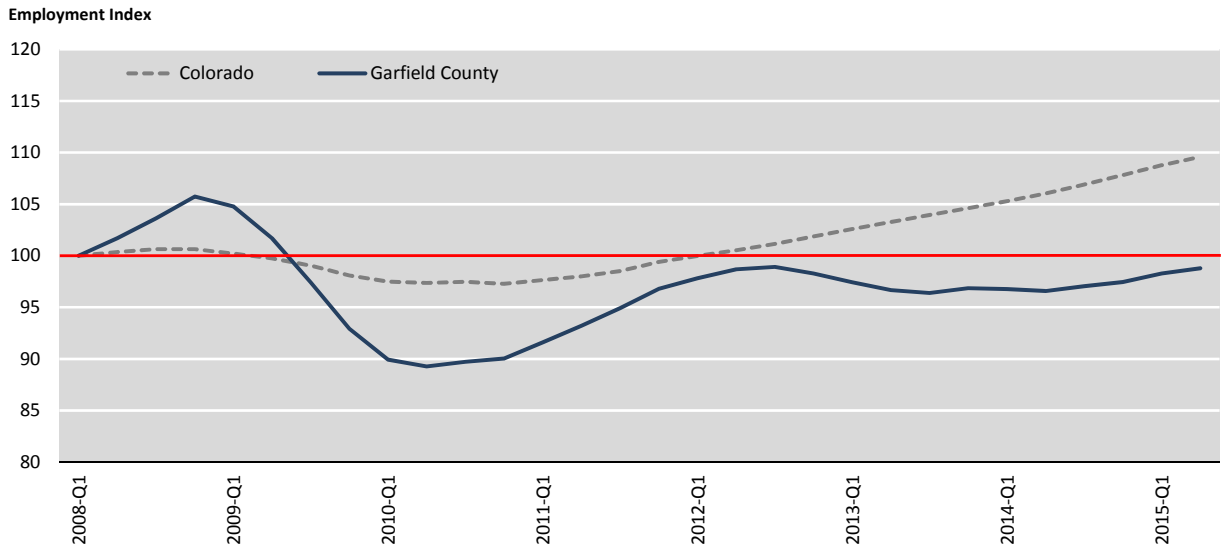
Non-Guest Oriented Employment

In contrast, non-guest oriented employment was not as significantly impacted by the effects of the recession in Colorado or Garfield County, as shown in **Figure 6**. Non-guest oriented industries include those industries that are geared more towards year-round jobs that are less affected by the tourism industry. While Colorado is at approximately 110 percent of its pre-recession level for non-guest oriented employment, Garfield County is still just under pre-recession levels.

Figure 6
Employment Index: Non-Guest Oriented Employment, 2008-2015



Source: Bureau of Labor and Statistics; Economic & Planning Systems
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Sales Tax Trends

Average annual sales tax collections in the City of Glenwood Springs averaged approximately $15.3 million since 2012, as shown in **Table 3** and **Figure 7**. Between 2012 and 2015, total annual sales tax collections increased by 5.8 percent per year. Monthly collections in 2016 have also been significantly higher than collections in 2015 in the same month. In 2016, year-over-year collections between January and April were on average 4.5 percent higher than 2015 collections, indicating continued growth for retail businesses in Glenwood Springs.

Table 3
Glenwood Springs Sales Tax Revenue, 2012-2016 YTD

Description	2012	2013	2014	2015	2016	2012-2015/2016 Avg.	Total	Ann. #	Ann. %
January	$959,869	$1,043,132	$998,007	$1,122,151	$1,177,441	$1,060,120	$217,572	$54,393	5.2%
February	$950,649	$945,310	$970,853	$1,071,493	$1,133,686	$1,014,398	$183,037	$45,759	4.5%
March	$1,234,559	$1,189,455	$1,260,135	$1,381,207	$1,423,075	$1,297,686	$188,516	$47,129	3.6%
April	$1,024,331	$1,006,955	$1,081,261	$1,183,497	$1,238,988	$1,107,006	$214,657	$53,664	4.9%
May	$1,096,328	$1,151,014	$1,212,986	$1,307,027	---	$1,191,839	$210,699	$70,233	6.0%
June	$1,373,522	$1,425,356	$1,505,444	$1,636,470	---	$1,485,198	$262,948	$87,649	6.0%
July	$1,285,250	$1,334,591	$1,474,355	$1,579,635	---	$1,418,458	$294,385	$98,128	7.1%
August	$1,319,047	$1,315,199	$1,448,014	$1,512,082	---	$1,398,586	$193,035	$64,345	4.7%
September	$1,294,018	$1,328,843	$1,477,296	$1,558,940	---	$1,414,774	$264,922	$88,307	6.4%
October	$1,090,112	$1,117,357	$1,286,735	$1,335,343	---	$1,207,387	$245,231	$81,744	7.0%
November	$1,052,012	$1,104,004	$1,218,414	$1,272,492	---	$1,161,731	$220,480	$73,493	6.5%
December	$1,532,203	$1,586,943	$1,705,113	$1,874,204	---	$1,674,616	$342,001	$114,000	6.9%
Total	**$14,211,900**	**$14,548,159**	**$15,638,613**	**$16,834,541**	**$4,973,190**	**$15,308,303**	**$2,622,641**	**$874,214**	**5.8%**

Source: City of Glenwood Springs; Economic & Planning Systems
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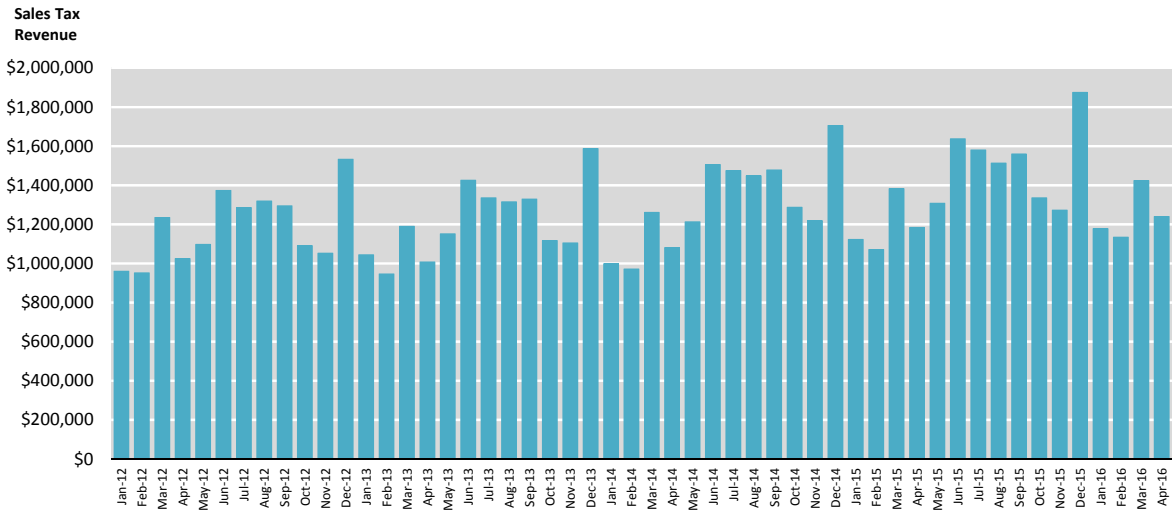
Figure 7
Glenwood Springs Sales Tax Revenue



Source: City of Glenwood Springs; Economic & Planning Systems
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Accommodation Tax Trends

Annual accommodation tax collections in Glenwood Springs averaged nearly $830,000 between 2012 and 2016, as shown in **Table 4** and **Figure 8**. Growth in accommodation tax revenue has outpaced sales tax revenue, indicating that the tourism industry in Glenwood Springs has experienced a strong recovery following the downturn that was caused by the Great Recession. Between 2012 and 2015, annual accommodation tax revenue increased by approximately 10.2 percent per year.

Table 4
Glenwood Springs Accommodation Tax Revenue, 2012-2016 YTD

Description	2012	2013	2014	2015	2016	2012-2015/2016 Avg.	Total	Ann. #	Ann. %
January	$36,287	$41,261	$46,160	$55,127	$61,184	$48,004	$24,897	$6,224	14.0%
February	$38,024	$39,643	$41,504	$50,030	$54,901	$44,820	$16,877	$4,219	9.6%
March	$62,241	$60,822	$71,003	$79,612	$84,540	$71,644	$22,299	$5,575	8.0%
April	$37,041	$38,292	$44,983	$49,466	$53,338	$44,624	$16,297	$4,074	9.5%
May	$51,538	$56,970	$62,908	$69,673	---	$60,272	$18,135	$6,045	10.6%
June	$87,964	$89,117	$100,395	$111,932	---	$97,352	$23,968	$7,989	8.4%
July	$112,067	$116,961	$132,115	$144,413	---	$126,389	$32,346	$10,782	8.8%
August	$101,785	$104,337	$120,756	$122,989	---	$112,467	$21,204	$7,068	6.5%
September	$73,080	$74,849	$88,917	$103,558	---	$85,101	$30,478	$10,159	12.3%
October	$48,779	$53,013	$67,482	$73,681	---	$60,739	$24,902	$8,301	14.7%
November	$33,147	$34,938	$41,182	$43,574	---	$38,210	$10,427	$3,476	9.5%
December	$39,833	$46,339	$53,497	$62,181	---	$50,463	$22,348	$7,449	16.0%
Total	**$721,786**	**$756,542**	**$870,902**	**$966,236**	**$253,963**	**$828,867**	**$244,450**	**$81,483**	**10.2%**

Source: City of Glenwood Springs; Economic & Planning Systems
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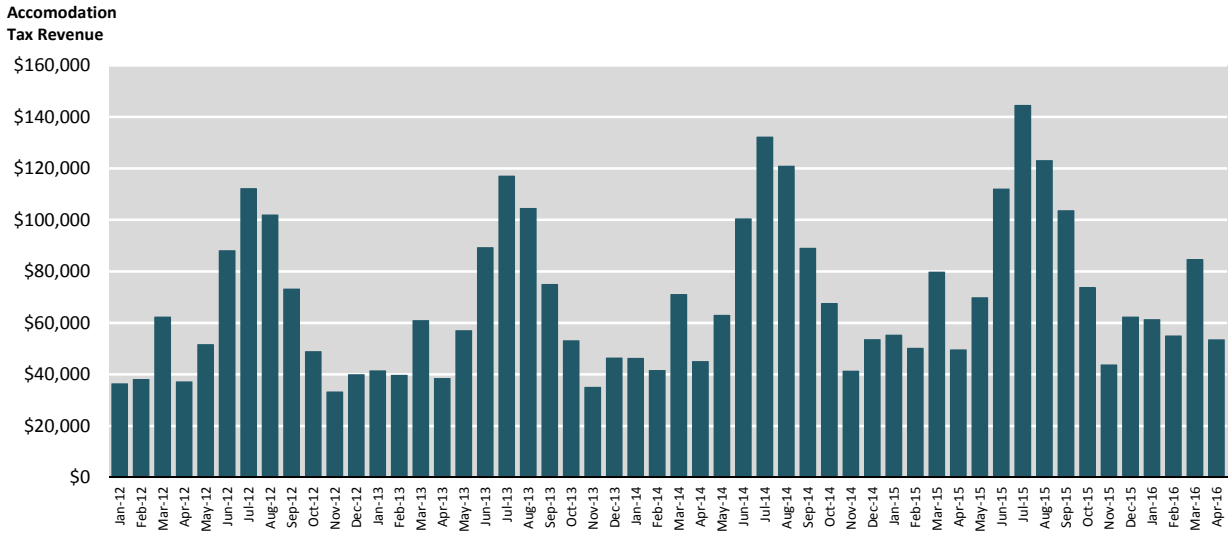
Figure 8
Glenwood Springs Accommodation Tax Revenue



Source: City of Glenwood Springs; Economic & Planning Systems
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For-Sale Residential

This section provides a summary of the trends and conditions in the for-sale single family and multifamily residential market.

Single Family

Although single family development is not a recommended use along the 6th Street corridor, evaluating trends in price and sales volume helps to inform the general economic conditions in Glenwood Springs and the Roaring Fork Valley as a whole. Since 2010, there has been a significant increase in the sales volume of single family homes in Glenwood Springs and the Roaring Fork Valley, as shown in **Table 5** and **Figure 9**. In Glenwood Springs, there were 141 single family homes sales in 2015, which represents a capture rate of 15 percent of all sales that occurred in the Roaring Fork Valley in 2015.

Table 5
For-Sale Single Family Residential Trends, 2010-2015

Description	2010	2011	2012	2013	2014	2015	2010-2015 Avg.	2010-2015 Change	2010-2015 Ann. %
Glenwood Springs									
Volume	83	110	151	125	139	141	125	58	11.2%
Capture Rate [1]	16%	16%	17%	15%	17%	15%	16%	-1%	-1.5%
Avg. Price	$435,646	$354,069	$353,511	$384,642	$461,446	$509,179	$416,416	$73,533	3.2%
Avg. Price per Sq. Ft.	$170	$145	$135	$176	$191	$196	$169	$26	2.9%
Median Price	$394,717	$327,200	$332,674	$357,347	$409,922	$484,872	$384,455	$90,156	4.2%
Roaring Fork Valley									
Volume	513	698	904	827	835	942	787	429	12.9%
Avg. Price	$1,481,344	$1,237,909	$1,091,844	$1,034,560	$1,306,112	$1,440,240	$1,265,335	-$41,104	-0.6%
Avg. Price per Sq. Ft.	$347	$281	$259	$279	$338	$362	$311	$15	0.9%
Median Price	$1,292,459	$983,800	$838,106	$810,303	$1,114,522	$1,195,722	$1,039,152	-$96,737	-1.5%

[1] Glenwood Springs capture of Roaring Fork sales volume.

Source: MLS; Economic & Planning Systems

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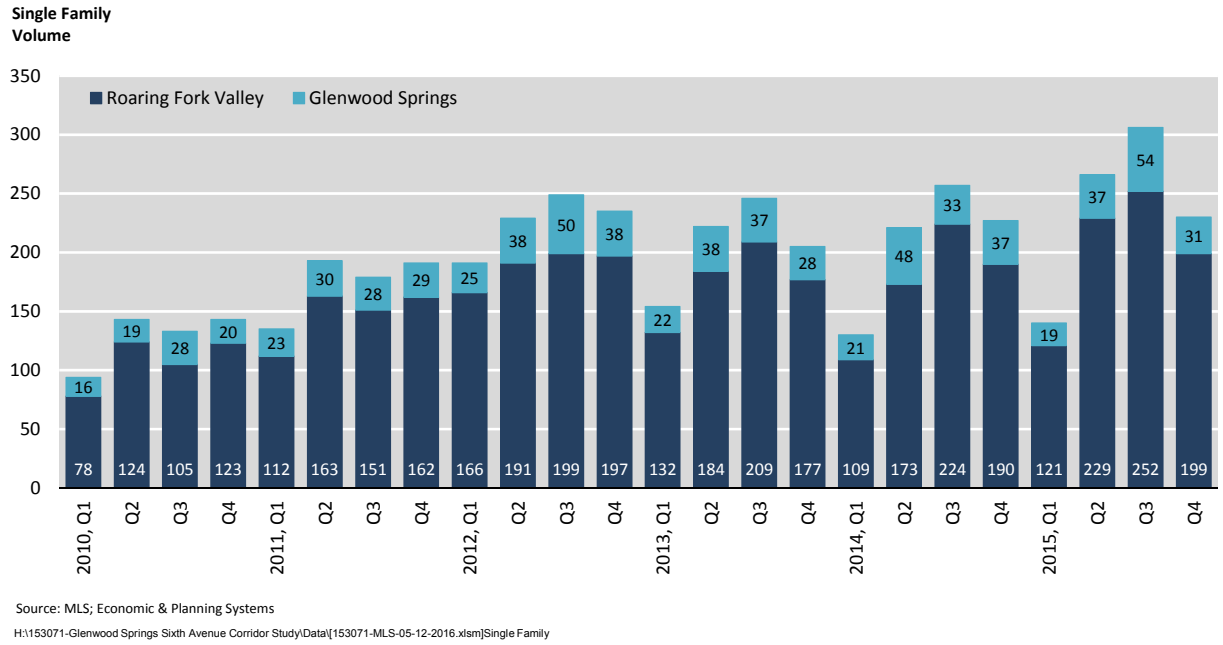
Figure 9
Single Family: Sales Volume



Source: MLS; Economic & Planning Systems

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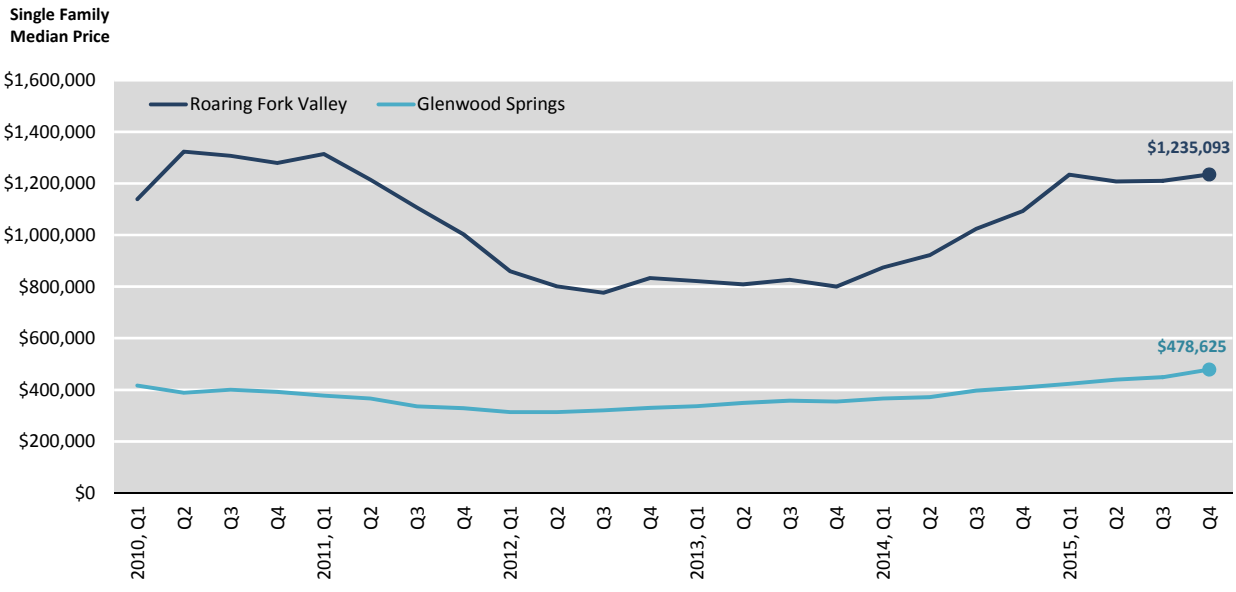
Home prices in Glenwood Springs averaged approximately $416,000 or $169 per square foot in 2015, which represents an increase of 3.2 percent since 2010. Median home prices were $384,400 in 2015, as shown in **Figure 10**. Median single family home prices in Glenwood Springs are 60 to 70 percent more affordable than single family home prices in the Roaring Fork Valley, which were approximately $1.2 million in 2015.

Figure 10
Single Family: Median Price



Source: MLS; Economic & Planning Systems

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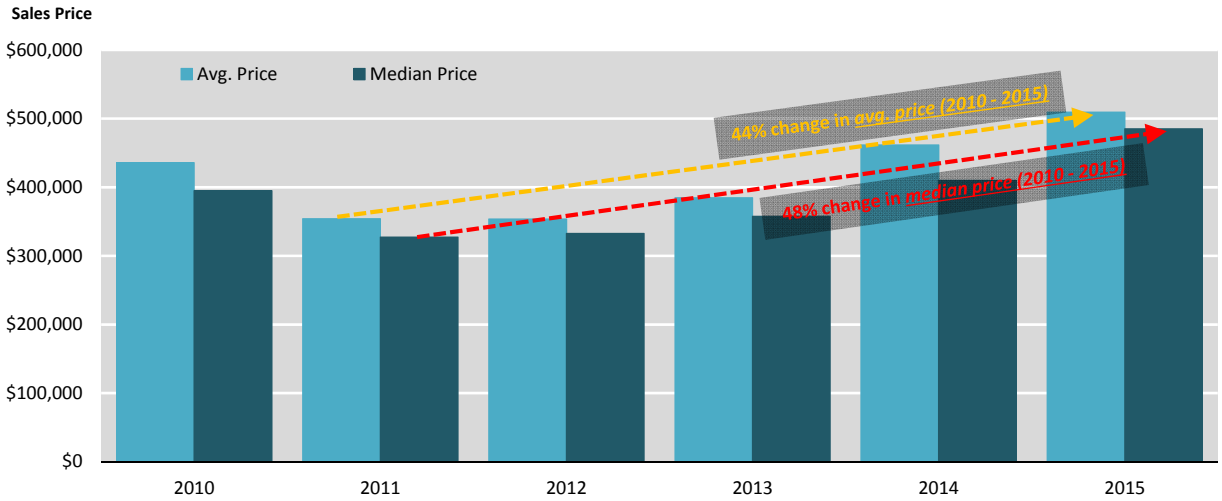
Since 2010, average single family home prices have increased by 44 percent (9.5 percent per year), as shown in **Figure 11**. During the same period, median single family home prices increased by 48 percent (10.3 percent per year). This indicates a strong recovery in single family home market and an increase in demand pressure since the trough of the market in 2010.

Figure 11
Single Family Average and Median Home Sales Price, 2010-2015



Source: MLS; Economic & Planning Systems

Multifamily

Similar to the market for single family homes, the market for multifamily units has also improved since 2010. In Glenwood Springs, the sales volume for multifamily units has increased from 24 in 2010 to 83 in 2015 as shown in **Table 6** and **Figure 12**. Average multifamily prices have also increased, albeit at a more modest rate. Since 2010, the average price for a multifamily unit has increased from $227,600 ($183 per square foot) to $252,600 ($195 per square foot), which represents a growth rate of 2.1 percent per year. However, evaluating the change in prices between the trough in the market, which occurred in 2011 in Glenwood Springs, and current prices shows a much more dramatic price appreciation and indicates a significant amount of demand for multifamily units. Between 2011 and 2015, the average price of a multifamily unit increased by nearly $100,000 per unit, which translates to an annual increase of approximately 13 percent per year. Median prices for multifamily units increased at a comparable rate during the same period and were nearly $256,000 in 2015, as shown in **Figure 13**.

Table 6
For-Sale Multifamily Residential Trends, 2010-2015

Description	2010	2011	2012	2013	2014	2015	2010-2015 Avg.	2010-2015 Change	2010-2015 Ann. %
Glenwood Springs									
Volume	24	52	56	62	63	83	57	59	28.2%
Capture Rate [1]	10%	12%	11%	11%	12%	13%	12%	3%	5.4%
Avg. Price	$227,600	$155,303	$168,730	$196,702	$237,212	$252,600	$206,358	$25,000	2.1%
Avg. Price per Sq. Ft.	$183	$111	$120	$149	$184	$195	$157	$12	1.3%
Median Price	$226,021	$141,602	$154,236	$190,847	$238,113	$255,795	$201,102	$29,774	2.5%
Roaring Fork Valley									
Volume	244	433	494	554	517	649	482	405	21.6%
Avg. Price	$961,253	$740,746	$611,668	$734,718	$946,822	$866,851	$810,343	-$94,403	-2.0%
Avg. Price per Sq. Ft.	$561	$418	$398	$497	$567	$552	$499	-$9	-0.3%
Median Price	$690,893	$552,341	$463,085	$541,554	$670,579	$618,848	$589,550	-$72,045	-2.2%

[1] Glenwood Springs capture of Roaring Fork sales volume.

Source: MLS; Economic & Planning Systems

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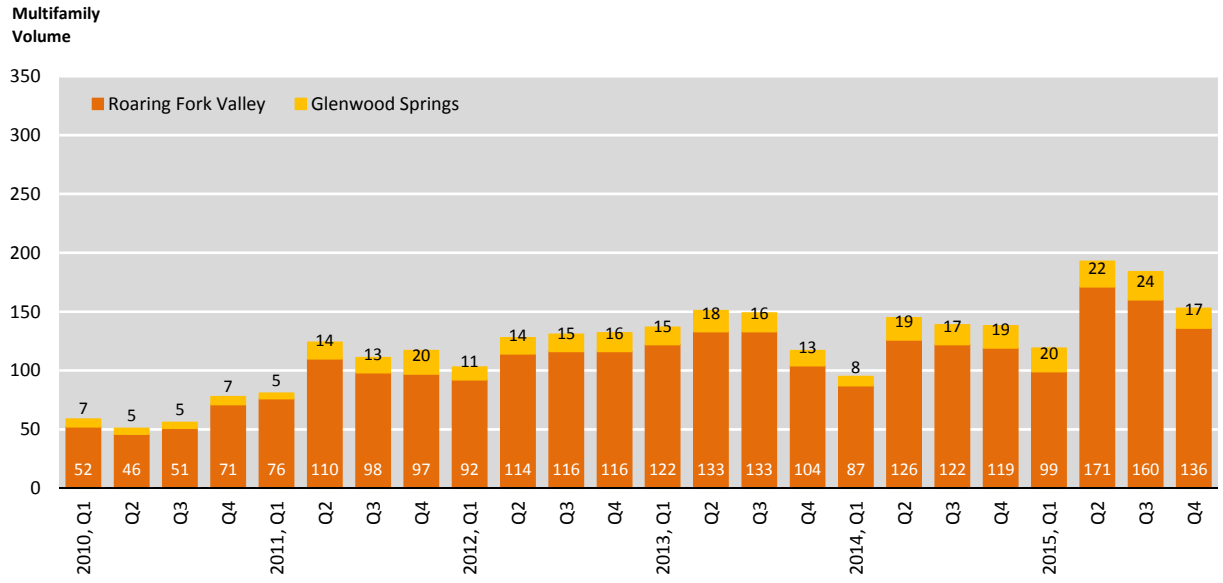
The price increases for multifamily units in Glenwood Springs between 2010 and 2015 are in contrast to prices in the Roaring Fork Valley, which decreased over the six-year period. Between 2010 and 2015, the average multifamily home price in the Roaring Fork Valley decreased by 2.0 percent, while the median price decreased by 2.2 percent.

Figure 12
Multifamily: Sales Volume



Source: MLS; Economic & Planning Systems

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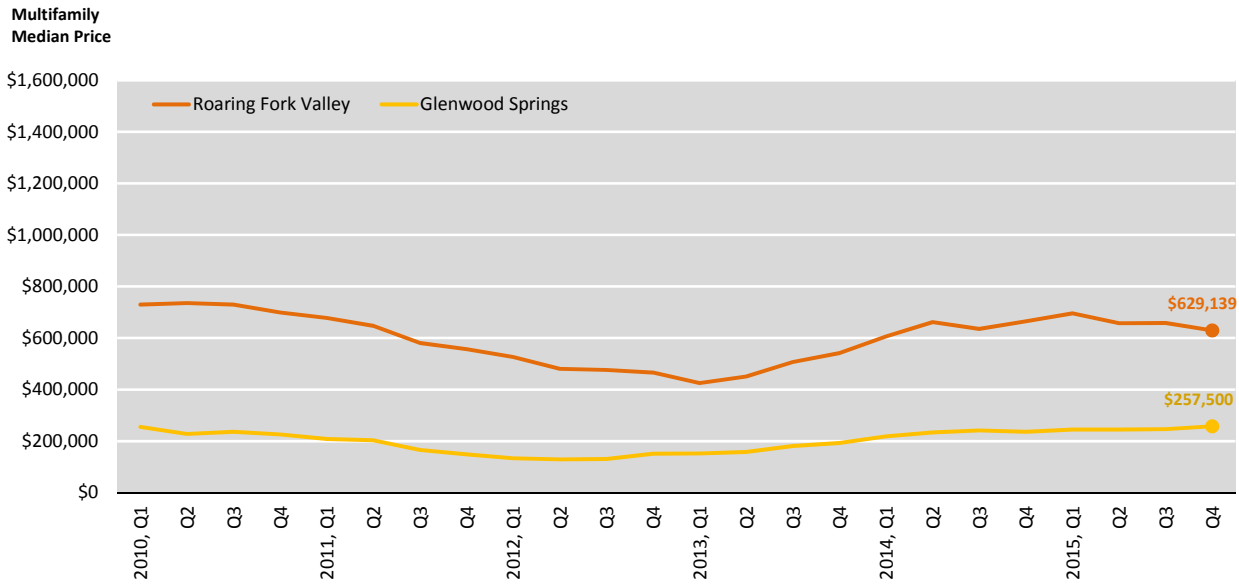
Figure 13
Multifamily: Median Price



Source: MLS; Economic & Planning Systems

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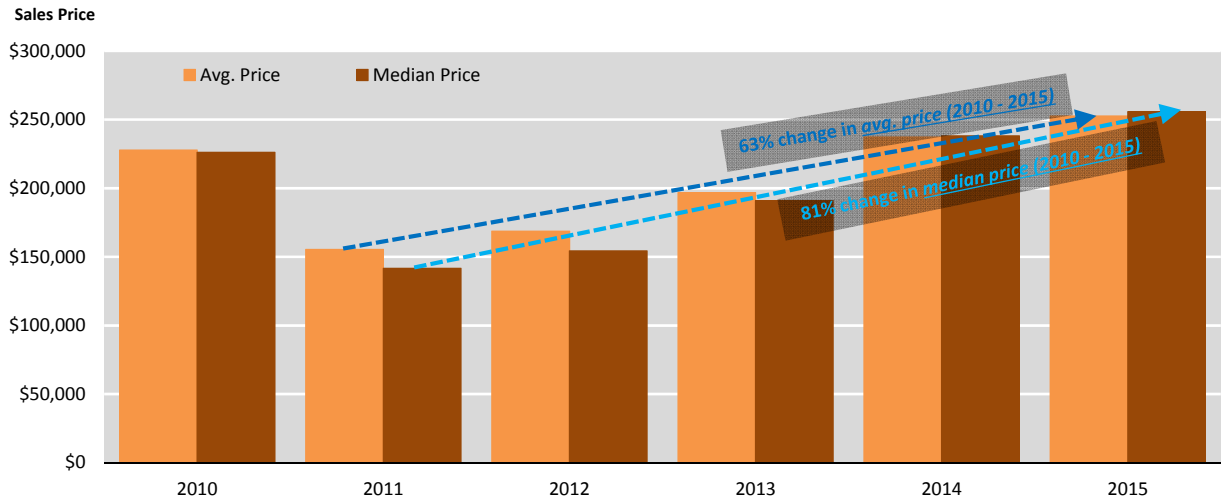
Since 2010, average multifamily home prices have increased by 63 percent (12.9 percent per year), as shown in **Figure 14**. During the same period, median single family home prices increased by 81 percent (15.9 percent per year). Similar to the market for single family homes, this indicates a strong recovery in the multifamily housing market and an increase in demand pressure since the trough of the market.

Figure 14
Multifamily Average and Median Home Sales Price, 2010-2015



Source: Economic & Planning Systems

Rental Residential

Rental residential housing trends were informed by data from the Colorado Multifamily Housing Vacancy & Rental Survey,[2] which is collected quarterly in select municipalities and counties across the state. The survey included data for the following relevant areas:

- Aspen
- Eagle County
- Glenwood Springs
- Summit County
- Colorado

Responses are collected by area from participating existing rental residential developments. While this information does not provide a comprehensive inventory of rental product, it provides a substantive sample set to inform vacancy and rent trends in these communities and in the region overall.

Table 7 tabulates the responses, vacancy rates, and rental rates by each of the sample communities between 2010 and 2015 relative to Colorado as a whole, using annual averages as a representative snapshot. **Figure 15** illustrates the number of responses received from each of the communities from which the survey data is collected between 2010 and 2015.

Figure 16 shows the average rent trend from 2010 to 2015 in each of the areas for all rental unit types. Over the six-year period, average rental rates range from $805 in Glenwood Springs to $1,110 in Eagle County. In Aspen, Eagle County, and Summit County, average monthly rents increased between $15 and $38 during the six-year period; this is an average increase range of 1.4 to 3.9 percent per year. Rent appreciation in this region as represented by these communities is above the statewide trend of 1.0 percent per year. Average rent in Glenwood Springs decreased by $15 per year (negative 1.8 percent per year).

Figure 17 shows the average rent per square foot trend from 2010 to 2015 in each of the areas for all rental unit types. Average rent per square foot ranges from $0.93 in Glenwood Springs to $1.45 in Eagle County. In Aspen, Eagle County, and Summit County, average rent per square foot increased between 1.8 and 6.3 percent per year. Average rent per square foot in Glenwood Springs decreased by 3.7 percent per year.

Figure 18 shows the median rent trend from 2010 to 2015 in each of the areas for all rental unit types. Median rent ranges from $807 in Glenwood Springs to $1,116 in Eagle County. Median rent increased in Eagle County by 2.5 percent per year and in Summit County by 2.8 percent per year. Median rent decreased in Aspen by 1.2 percent per year and in Glenwood Springs 2.2 percent per year. As a comparison, median rent in Colorado remained relatively flat, increasing at an annual average of 0.2 percent.

[2] It is important to note that apartment data collected by the Colorado Multifamily Housing Vacancy & Rental Survey can often be incomplete and may not accurately reflect the local market. In an informal survey of 16 rental units in Glenwood Springs listed on Zillow, Trulia, and Craigslist, average rental rates were nearly $1,700 per unit and $1.60 per square foot, which is significantly higher than the rents reported in the Colorado Multifamily Housing Vacancy & Rental Survey.

Table 7
Colorado Multi-Family Housing Vacancy & Rental Survey Data: 2010-2015(Q3)

Description	2010	2011	2012	2013	2014	2015	2010-2015 Avg.	2010-2015 Ann. #	2010-2015 Ann. %
Responses									
Aspen	656	673	322	556	347	348	484	-62	-11.9%
Eagle County	2,340	2,328	1,565	1,596	1,229	1,428	1,748	-182	-9.4%
Glenwood Springs	380	473	430	454	411	396	424	3	0.8%
Summit County	694	689	486	486	425	365	524	-66	-12.1%
Vacancy Rates									
Aspen	4.1%	3.8%	1.1%	1.7%	0.3%	0.3%	1.9%	-0.8%	-42.8%
Eagle County	7.5%	6.2%	11.1%	6.7%	3.0%	2.7%	6.2%	-1.0%	-18.4%
Glenwood Springs	4.4%	4.5%	6.3%	16.9%	4.7%	2.7%	6.6%	-0.3%	-9.4%
Summit County	5.1%	2.9%	3.9%	3.1%	2.2%	0.3%	2.9%	-1.0%	-45.2%
Colorado	5.9%	5.4%	5.3%	4.8%	5.1%	4.7%	5.2%	-0.2%	-4.4%
Average Rent									
Aspen	$1,073	$1,060	$975	$1,106	$1,129	$1,149	$1,082	$15	1.4%
Eagle County	$1,108	$1,130	$992	$997	$1,174	$1,258	$1,110	$30	2.6%
Glenwood Springs	$852	$840	$826	$781	$750	$779	$805	-$15	-1.8%
Summit County	$913	$909	$979	$992	$1,014	$1,105	$985	$38	3.9%
Colorado	$1,036	$875	$920	$943	$1,123	$1,087	$997	$10	1.0%
Avg. Rent per SF									
Aspen	$1.42	$1.42	$1.28	$1.45	$1.53	$1.57	$1.44	$0.03	2.0%
Eagle County	$1.50	$1.55	$1.22	$1.30	$1.51	$1.64	$1.45	$0.03	1.8%
Glenwood Springs	$1.00	$1.13	$1.00	$0.83	$0.79	$0.83	$0.93	-$0.03	-3.7%
Summit County	$0.96	$0.88	$1.16	$1.17	$1.18	$1.30	$1.11	$0.07	6.3%
Median Rent									
Aspen	$1,124	$1,125	$927	$1,035	$1,035	$1,059	$1,051	-$13	-1.2%
Eagle County	$1,119	$1,136	$1,005	$1,007	$1,163	$1,265	$1,116	$29	2.5%
Glenwood Springs	$867	$834	$847	$762	$754	$776	$807	-$18	-2.2%
Summit County	$940	$953	$910	$935	$947	$1,081	$961	$28	2.8%
Colorado	$984	$845	$903	$870	$1,078	$996	$946	$2	0.2%

Source: Colorado Multi-Family Housing Vacancy & Rental Survey; Economic & Planning Systems

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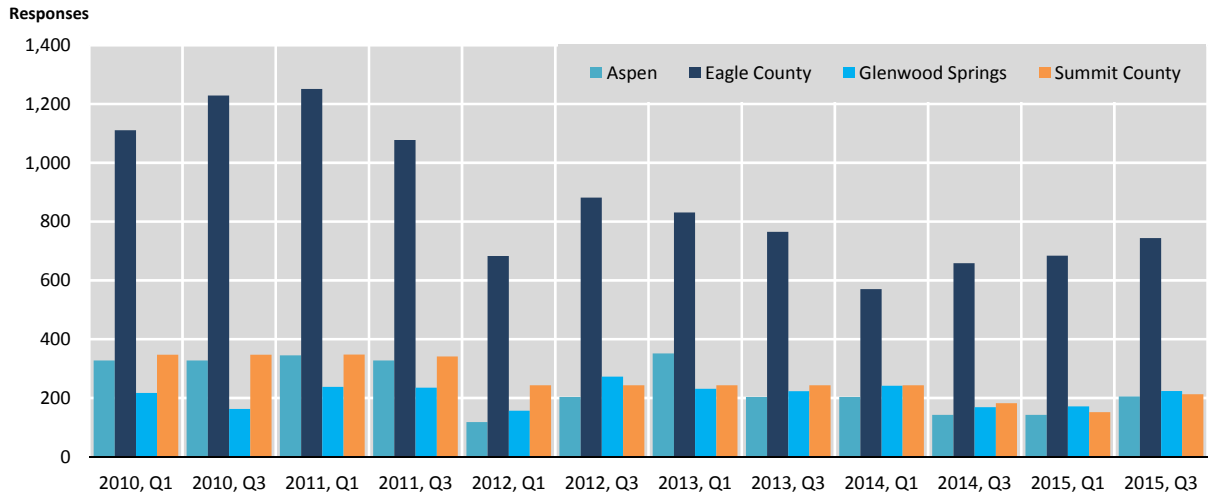
Figure 15
Vacancy and Rent Survey Responses, 2010-2015(Q3)



Source: Colorado Multi-Family Housing Vacancy & Rental Survey; Economic & Planning Systems
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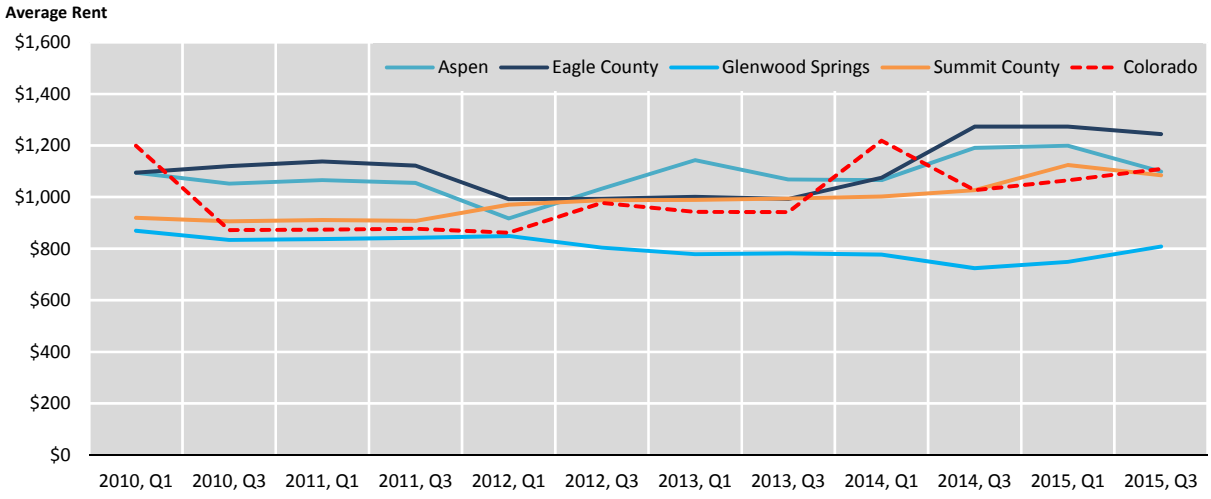
Figure 16
Average Rent, 2010-2015(Q3)



Source: Colorado Multi-Family Housing Vacancy & Rental Survey; Economic & Planning Systems
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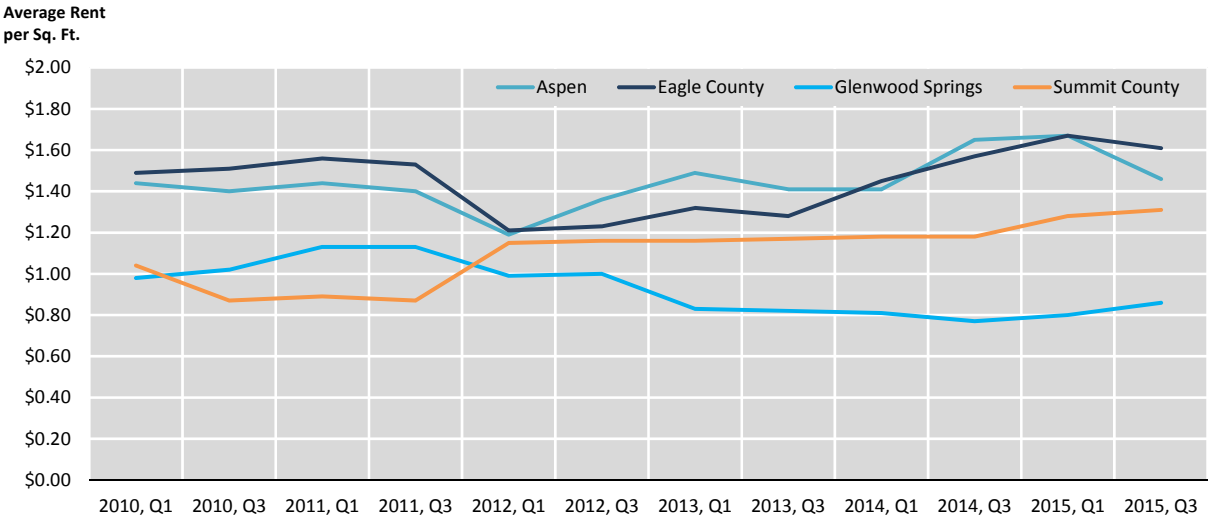
Figure 17
Average Rent per Square Foot, 2010-2015(Q3)



Source: Colorado Multi-Family Housing Vacancy & Rental Survey; Economic & Planning Systems
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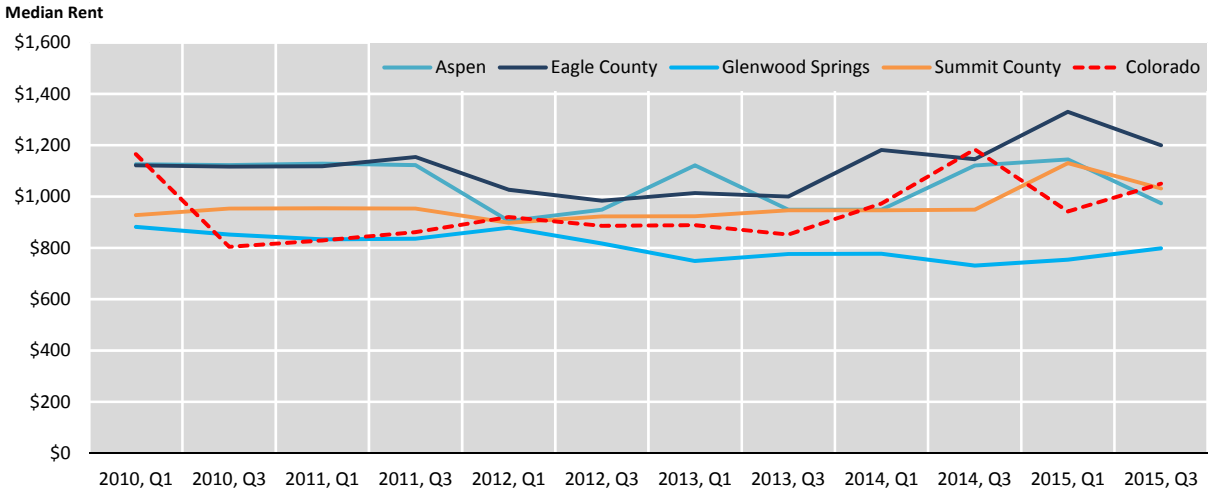
Figure 18
Median Rent, 2010-2015(Q3)



Source: Colorado Multi-Family Housing Vacancy & Rental Survey; Economic & Planning Systems
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Commercial

The market for commercial space in Glenwood Springs has been relatively stable over the past 10 years, as shown in **Table 8**. Over this period, there were no changes in the inventory for office and industrial/flex space. There was, however, a modest amount of retail space added to the market during the 10-year period. Between 2007 and 2016 there was nearly 83,000 square feet of new retail space added to the Glenwood Springs market. The majority of this space is comprised of new automobile dealerships that were constructed between 2012 and 2013 (Mountain Chevrolet, High Country Honda, and Berthod Motors). Prior to this, the most recent significant retail development was the construction of the Glenwood Meadows. The Glenwood Meadows development includes approximately 400,000 square feet of commercial space and is anchored by a Target, Lowe's Home Improvement, Natural Grocers, and Sports Authority.[3]

While commercial inventory in the area has remained relatively constant, vacancy rates have generally increased. The exception is industrial/flex space, which has seen a decrease of 2.3 percent between 2007 and 2016. While the vacancy rates for office and retail space have increased over the same period, they currently more closely aligned with industry standards and represent a market for commercial space that has matured since 2007.

Rental rates for office space decreased over the 10-year period and are currently at $14.68 per square foot, which is relatively low for office space compared to averages along the Colorado Front Range. Coupled with an increase in vacancy rates this indicates a general lack of demand for office space in the Glenwood Springs market. Rental rates for retail have steadily increased during the 10-year period and are currently at $23.17 per square foot. While rental and vacancy rates for retail space indicate a healthy retail market, they do not necessarily indicate a tremendous amount of demand for new space.

Finally, rental rates for industrial/flex space have also increased during the 10-year period and are currently nearly $11 per square foot, which is higher than average rates along the Front Range. The higher rental rates per square foot for industrial/flex space in the Glenwood Springs market is likely a reflection of a higher concentration of more compact industrial/flex space and a smaller proportion of large warehouse spaces in the market. While there may be opportunity for additional industrial/flex space in and/or around Glenwood Springs, the 6th Street corridor is not an ideal location for additional future growth.

[3] Sports Authority filed for Chapter 11 bankruptcy in March 2016 and closed its stores throughout the chain. It is unclear what will happen with this space; however, the Meadows owner/developer hopes for a new major sports retail tenant.

Table 8
Glenwood Springs Commercial Trends, 2007-2016

Year	Inventory			Vacancy			Average Rent (NNN)		
	Office	Retail	Ind./Flex	Office	Retail	Ind./Flex	Office	Retail	Ind./Flex
2007	370,865	1,312,913	181,845	0.0%	1.1%	5.8%	$18.00	$19.51	$13.00
2008	370,865	1,312,913	181,845	0.0%	1.2%	0.3%	---	$27.67	$13.00
2009	370,865	1,328,240	181,845	0.8%	1.0%	2.8%	$15.00	$27.56	$9.00
2010	370,865	1,328,240	181,845	2.1%	0.6%	8.4%	$15.00	$22.65	$9.00
2011	370,865	1,328,240	181,845	3.2%	1.1%	0.4%	$15.00	$21.75	$9.00
2012	370,865	1,336,726	181,845	6.6%	9.4%	0.0%	$14.33	$21.76	---
2013	370,865	1,364,637	181,845	9.5%	11.7%	3.0%	$13.82	$22.11	$8.00
2014	370,865	1,364,637	181,845	13.2%	11.1%	27.5%	$13.35	$22.19	$10.88
2015	370,865	1,364,637	181,845	14.1%	6.6%	7.6%	$13.50	$23.58	$11.73
2016	370,865	1,395,404	181,845	14.1%	6.7%	3.5%	$14.14	$22.97	$15.00
Change	**0**	**82,491**	**0**	**14.1%**	**5.6%**	**-2.3%**	**-$3.86**	**$3.46**	**$2.00**
Average	**370,865**	**1,343,659**	**181,845**	**6.3%**	**5.0%**	**5.9%**	**$14.68**	**$23.17**	**$10.96**

Source: CoStar; Economic & Planning Systems

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3. LAND USE CONSIDERATIONS

The following section uses a variety of geospatial metrics to evaluate the overall economic health of the parcels within the 6th Street corridor area and to identify sites where redevelopment is likely to occur (citywide maps are included in the Appendix of this report). The analysis includes a series of layers of GIS mapping to show the parcels that are underbuilt relative to factors such as land value, improvement value, floor area ratio, etc. The collective set of layers helps to show the relative ease or complexity that a developer and/or public agency might face as they pursue redevelopment. For example, sites with high land value and low improvement value lend themselves to redevelopment, given that investors will recognize opportunities with moderate to lower acquisition costs (given smaller and/or dated buildings) on sites with higher land values (given strong locations, visibility, etc.). The metrics for this analysis include:

- **Parcel Size –** This metric identifies the square footage of parcels relative the rest of the 6th Street corridor and relative to the city. Parcel size alone does not provide significant insight as to the development performance of the parcel; however, when combined with other metrics, parcel size may indicate challenges with land use, connectivity, and configuration that affect development readiness. Generally, larger parcels represent better opportunities for development or redevelopment because they have greater flexibility in terms of the amount and types of uses that they can accommodate.
- **Age of Structure –** The age of structure metric categorizes parcels by the year the buildings were built. Depending on the development type, the age of the structure indicates the stage within the life-cycle of development; residential and hospitality buildings can last over 50 years, depending on the quality of the construction. Retail buildings typically require a retrofit or complete redevelopment after approximately 30 years of use.
- **Floor Area Ratio (FAR) –** A FAR analysis identifies the density of buildings on each parcel relative to the rest of the corridor and the city. Parcels with buildings that have incongruently small FARs relative to the surrounding parcels are apt for redevelopment consideration.
- **Land Value per Land Area –** Land value to land area is expressed as dollars of actual value of the land per square foot of the parcel. Land value is based on an assessment made by the Garfield County Assessor that estimates land and improved value by evaluating a variety of parcel attributes. The physical attributes of land include quality of location; visibility; traffic volume on adjacent streets; proximity to revenue generators, such as hotels; etc. The larger economic forces include income levels of residents and guests, growth and new construction in the area, and availability of land relative to demand.

  Land value is especially helpful for evaluating vacant parcels because land acquisition costs would be low for development; however, if improvements have already been made on the parcel (buildings and structures), a low land value may represent an inopportune parcel for redevelopment because the building value may already exceed the land value (see Land Value to Building Value Ratio). Since the 6th Street corridor is comprised primarily of developed parcels, land value is more helpful as a supplement to understanding the overall quality of the parcel.

- **Total Value per Land Area –** Total valuation (actual land and actual improved value) per building area is expressed as dollars of actual land and actual building value per square foot of land. A high total value per land area represents a well-utilized parcel; a low value per land area represents an underutilized parcel. As such, parcels with low value per land area are easier to redevelop.
- **Total Value per Building Area –** Total valuation (actual land and actual improved value) per building area is expressed as dollars of actual land value and actual building value per square foot of the building square footage. A high total value per building area represents a well-utilized parcel; a low value per building area represents an underutilized parcel. As such, parcels with low value per building area are easier to redevelop.
- **Land Value to Building Value Ratio –** Land value to building value (value of the improvements) ratio provides a basis for evaluating the relative utilization of land per parcel for the purposes of identifying parcels for redevelopment. Generally, land with a ratio below 1.0 (value of the improvements is greater than the value of the land itself) is considered adequately utilized and land with a ratio above 1.0 (value of the building is less than the value of the land itself) is considered underutilized. Percent of area that is built, the age of the building, and use type are all factors that influence the improved value relative to the land value. The magnitude of the land value to building value ratio indicates the degree of underutilization and corresponding aptness for redevelopment.

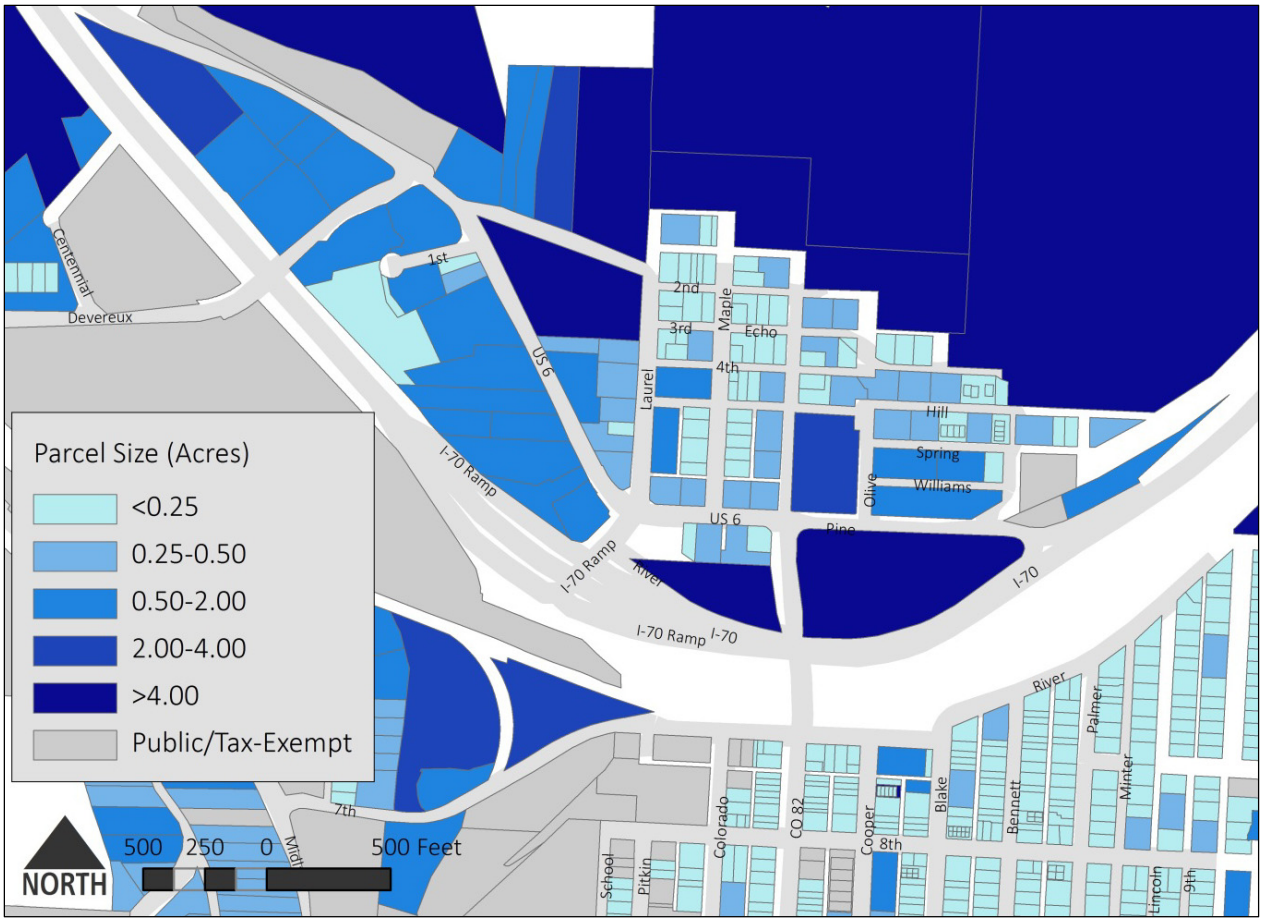
In this analysis, publicly-owned parcels (by the City, State, CDOT, Bureau of Land Management, etc.) and otherwise tax-exempt parcels (owned by a church, school, etc.) were excluded due to the fact that they are unlikely to be redeveloped and/or considered for assessment under a new district.

Parcel Size

Parcel sizes in the 6th Street corridor correspond to the mix of commercial uses in the area, as shown in **Figure 19**. The mid-sized parcels (0.50 to 2.0 acres) west of Laurel Street are occupied by lodging and automotive businesses, as well as the Glenwood Caverns Adventure Park. The small parcels (<0.50 acres) north of 6th Street are occupied by a mix of retail uses (dining, convenience, and shoppers' goods). The remaining small parcels in this area are residential.

On a citywide scale, Glenwood Springs is comprised primarily of parcels above 0.50 acres, as shown in the Appendix. The Downtown area between Grand and Cooper Avenues and 7th and 11th Streets, is comprised of smaller parcels primarily under 0.25 acres. Surrounding Downtown are residential and local retail neighborhoods characterized by a concentration of single family residential, as well as commercial businesses along Grand Avenue.

Figure 19
Parcel Size – 6th Street Corridor

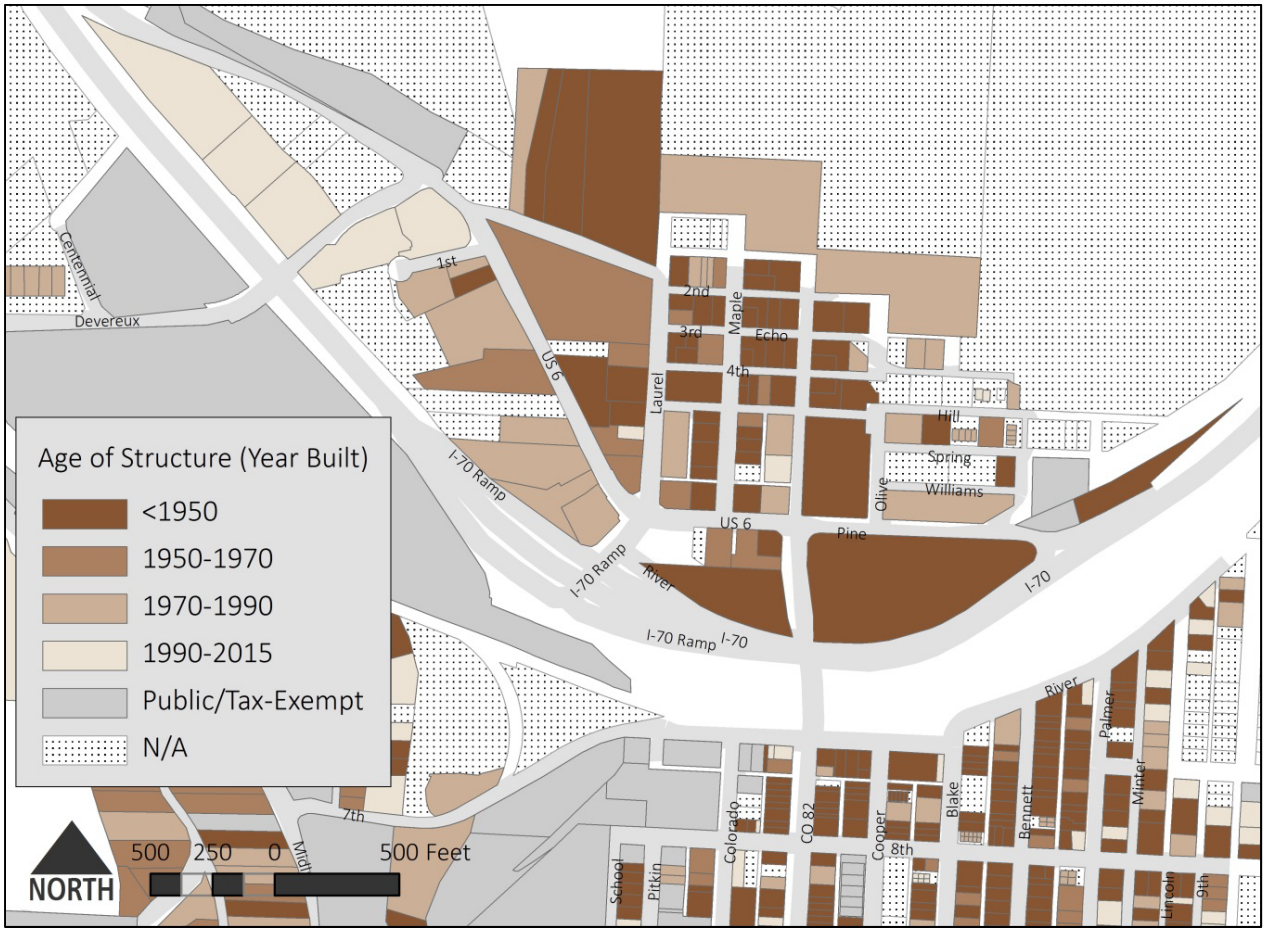


Age of Structure

Age of structure is grouped by the year the structure(s) on the parcels were built from structures built prior to 1950, 1950 to 1970, 1970 to 1990, and 1990 to 2015, as shown in **Figure 20**. Several of the structures in the 6th Street corridor, including the Hot Springs Pool, were built prior to 1950; due to their age, these sites may warrant historic preservation efforts and/or restoration and rehabilitation. The Ramada Glenwood Springs, Village Inn, and Best Western Antlers buildings are over 25 years old, and may be opportune sites for redevelopment. Newer buildings on the west side of the area include Centre of the Rockies, Glenwood Caverns Adventure Park, and Hotel Glenwood Springs; these parcels will likely not be redeveloped because of these recent investments.

Buildings in Downtown and the surrounding residential neighborhoods were largely built prior to 1950, as shown in the Appendix. Much of the newer development occurring in the last 20 years has occurred in the area south of Midland Avenue and in the area east of Cardiff.

Figure 20
Age of Structure – 6th Street Corridor

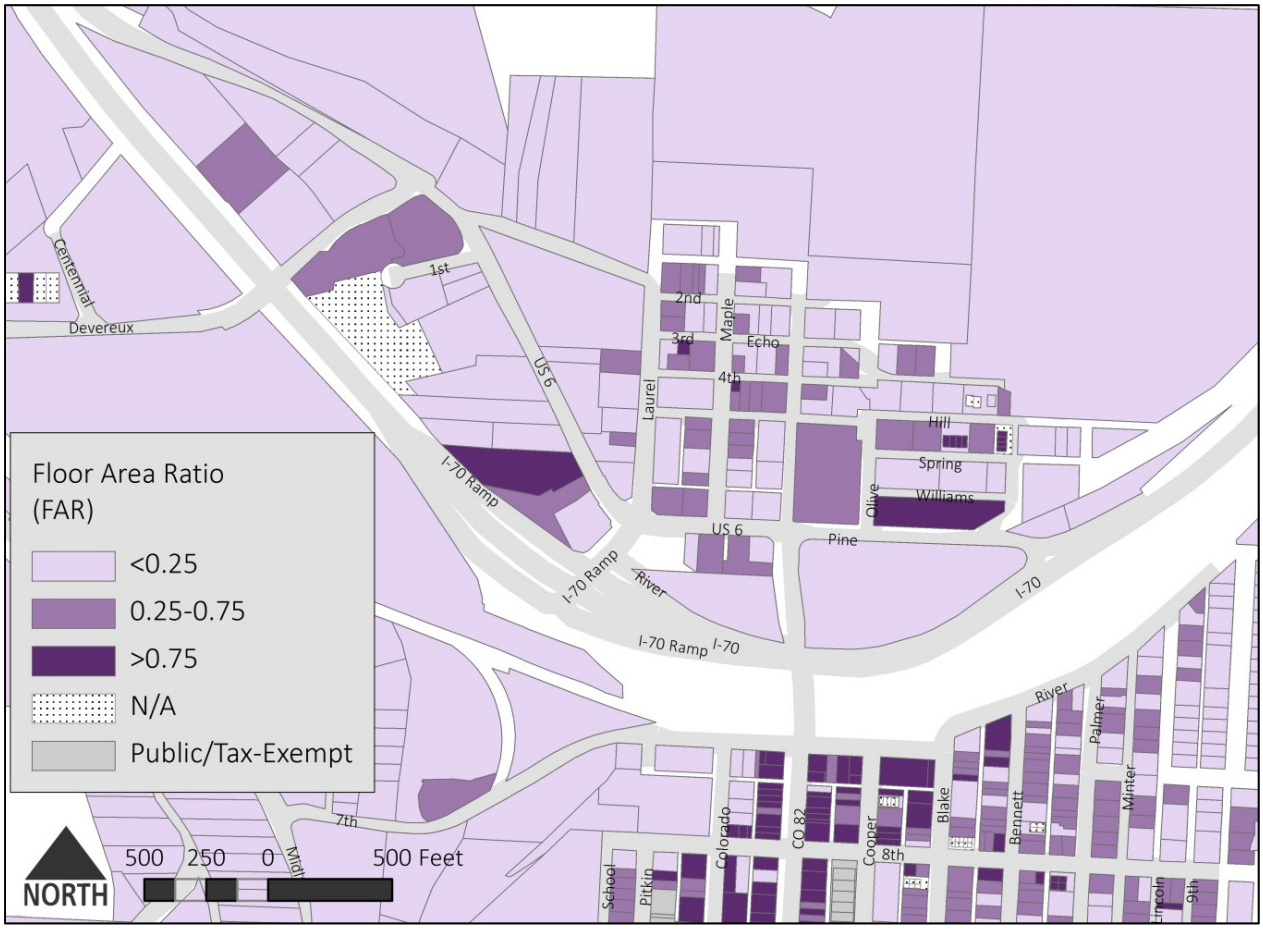


Floor Area Ratio (FAR)

Floor area ratio (FAR) is expressed in three groups, from least to most dense: under 0.25, 0.25 to 0.75, and greater than 0.75. The parcels containing Ramada Glenwood Springs and Hot Springs Lodge are examples of high-density sites relative to the rest of the city (surface parking for both sites are located on other adjacent parcels). Both of these buildings reach four stories, as shown in **Figure 21**.

Citywide, 55 percent of parcels are under 0.25 FAR. The city's relative low density is due primarily to the preservation of open space and secondarily to the abundance of surface parking in commercial areas, as shown in the Appendix.

Figure 21
Floor Area Ratio (FAR) – 6th Street Corridor

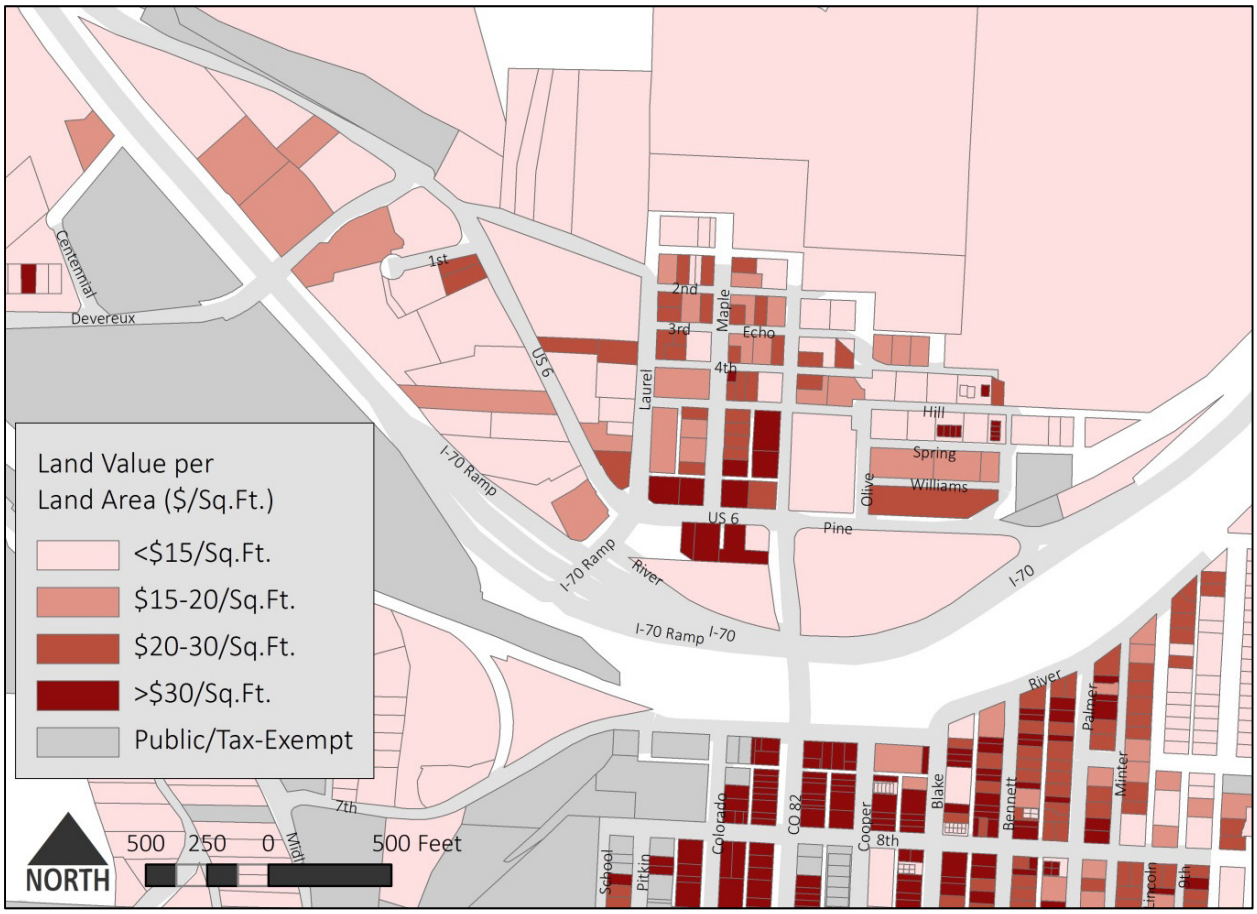


Land Value per Land Area

Land value per land area (square foot) is classified into four groups, from low to high: under $15 per square foot, $15 to $20 per square foot, $20 to $30 per square foot, and greater than $30 per square foot. The average land value per square foot in the 6th Street corridor is $20 per square foot and a median of $16 per square foot. Many of the parcels in the area are depicted in dark red, corresponding to a valuation of $30 per square foot and greater, as shown in **Figure 22**.

In context, the citywide average is $26 per square foot and the citywide median is $8 per square foot, as shown in the Appendix.

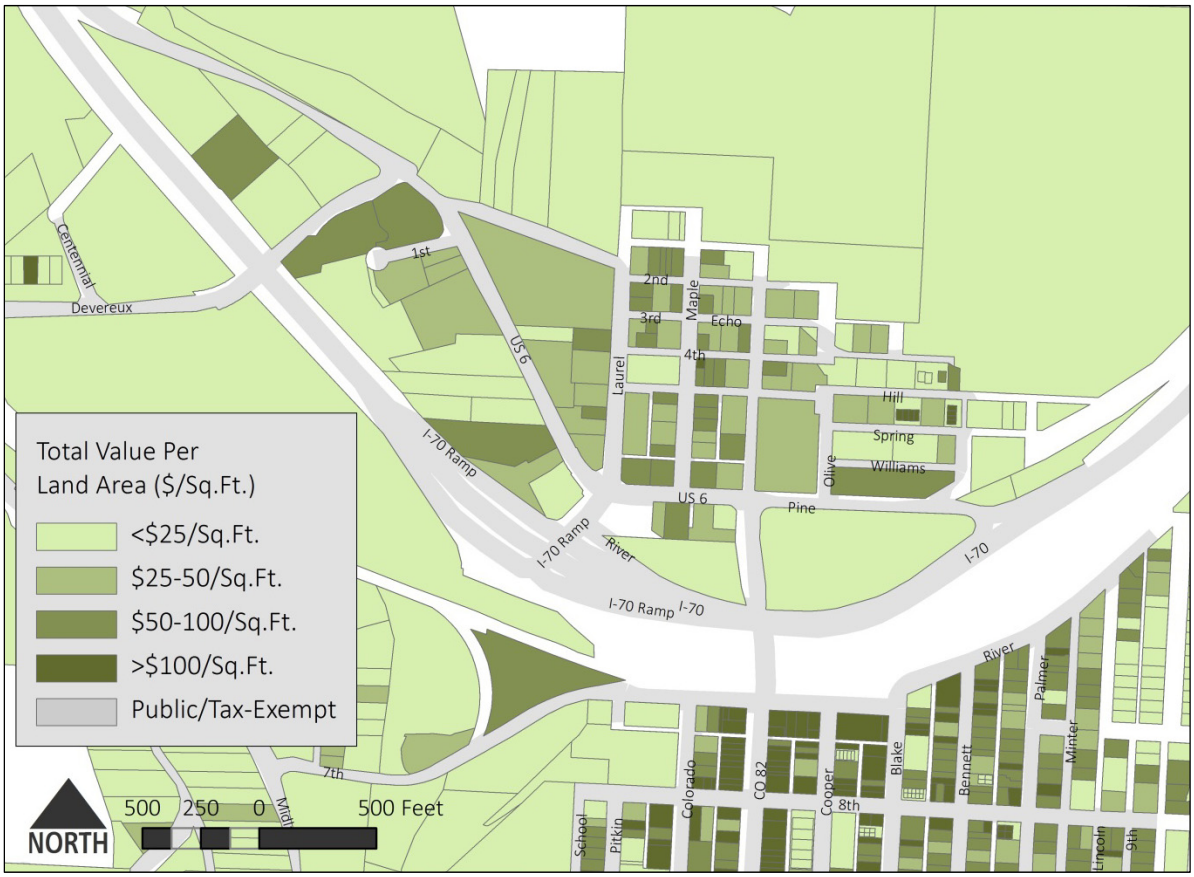
Figure 22
Land Value per Land Square Foot – 6th Street Corridor



Total Value per Land Area

Total value per land area (square foot) is classified into four groups, from low to high: under $25 per square foot, $25 to $50 per square foot, $50 to $100 per square foot, and over $100 per square foot. The average total value per square foot in the 6th Street corridor is $302 per square foot and median of $189 per square foot, as shown in **Figure 23**. In context, the citywide average is $61 per square foot and the citywide median is $34 per square foot, as shown in the Appendix.

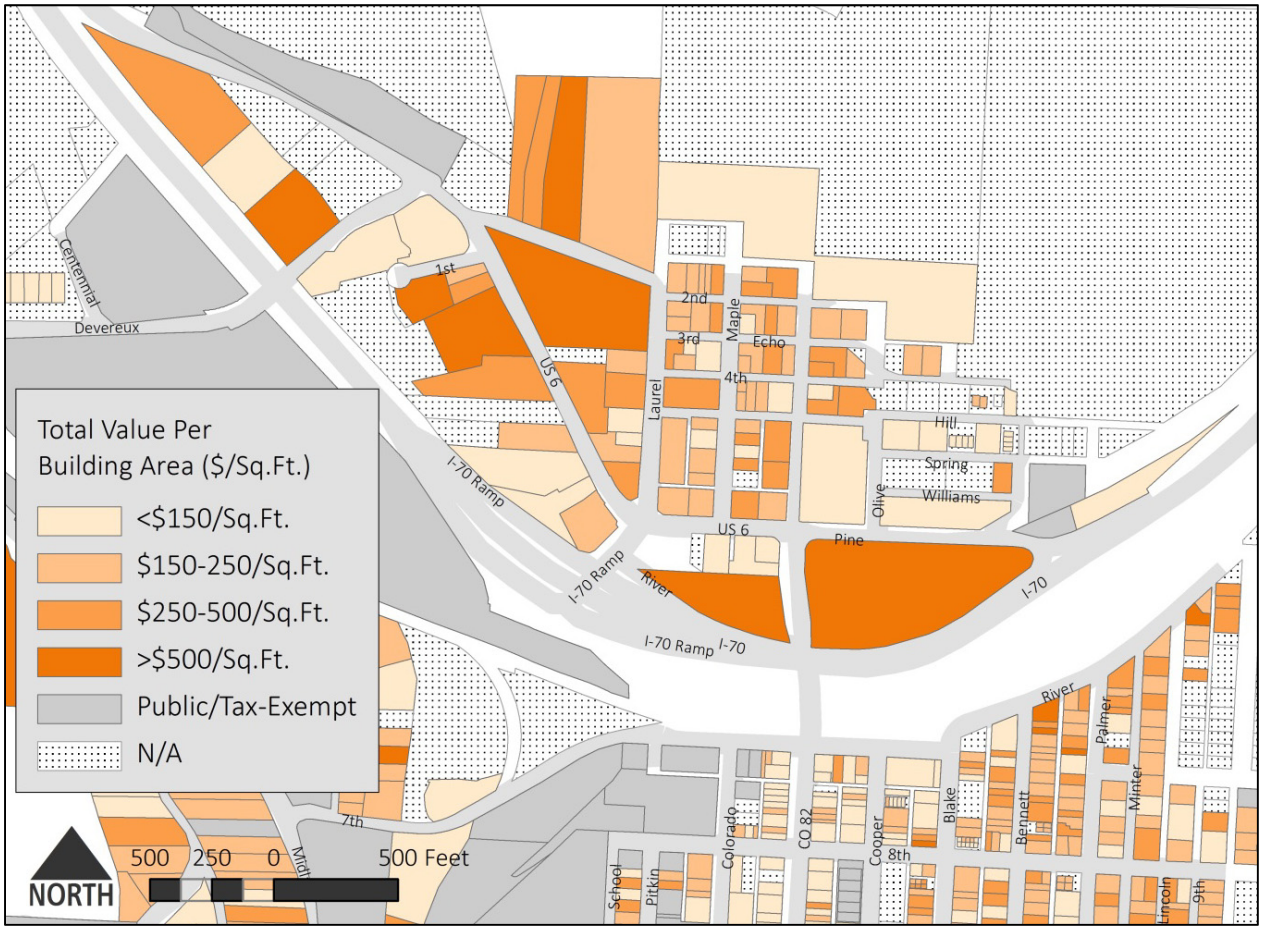
Figure 23
Total Value per Land Area – 6th Street Corridor



Total Value per Building Area

Total value per building area is defined by four groups, from low total value per square foot to high total value per square foot: under $150 per square foot, $150 to $200 per square foot, $250 to $500 per square foot, and over $500 per square foot. The Hot Springs Pool, Glenwood Caverns Adventure Park, and Best Western Antlers parcels are valued at over $500 per square foot, as shown in **Figure 24**. The majority of high-value parcels are located in the northern part of the city from the 6th Street corridor to the west, as shown in the Appendix. Low-value parcels in this area are likely opportune for redevelopment because of their proximity to high-value sites.

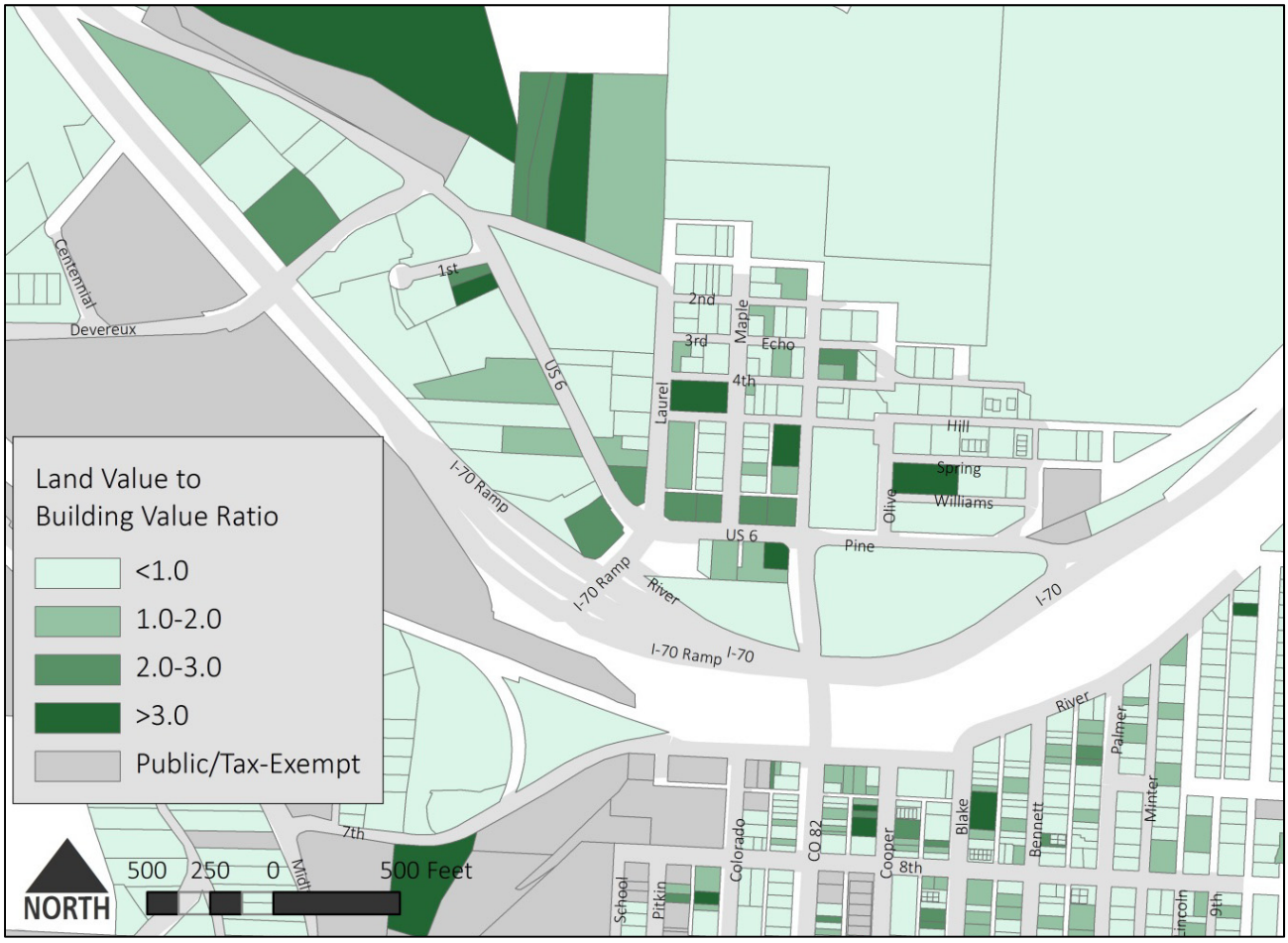
Figure 24
Total Value per Building Area – 6th Street Corridor



Land Value to Building Value Ratio

Land value to building value ratio is expressed in four ranges: less than 1.0, 1.0 to 2.0, 2.0 to 3.0, and greater than 3.0. The average land value to building value ratio for the city as a whole is 0.81 and the median is 0.20. Sixty-four percent of the parcels in the 6th Street corridor are adequately utilized (ratio below 1.0), as shown in **Figure 25**. The parcels in dark green are the least well-utilized sites in the area, given their land is worth more than what is built on site. Ninety percent of parcels in the city have a land value to building value ratio below 1.0, which indicates that the majority of the city's parcels are adequately utilized, as shown in the Appendix.

Figure 25
Land Value to Building Value Ratio – 6th Street Corridor



Identification of Opportunities for Investment

The soft parcel analysis identified a number of key opportunity sites throughout the city and particularly within the 6th Street corridor. Given the parameters of the government-owned land and roads, private ownership, and open space protections, the City's purview over potential redevelopment opportunities is best positioned to target major sites with highest and best use in mind.

The analysis of the parcels indicates which are best positioned to move forward with redevelopment. Key considerations include:

- **Site Size –** The mapping shows that the sites on the 6th Street corridor represent some of the larger parcels in the community. The mapping results capture some of the sites on the periphery that reflect large areas, but have very steep slopes. In terms of readily developable parcels, this corridor represents some of the best opportunities in the city.
- **Land Value –** The sites with the greatest land value per square foot of land area reflects the area with the highest potential for development and subsequent revenue generation. These parcels have the best exposure and ability to tap into high traffic volume. To date, the highest land values per square foot have been concentrated on parcels between Laurel and Pine; however, that could change with the redirection of traffic over the new bridge. This two block stretch is likely to retain this premium if the new plan provides for additional pedestrian traffic, to compensate for reduced automobile traffic. Because it has some of the highest land values in the corridor, it has some of the highest potentials for redevelopment and redevelopment should be anticipated for the near term.
- **Floor Area Ratio (FAR) –** The sites with low FAR are those with the least amount of improvements, relative to the site area, and are thus likely to be good candidates for redevelopment. As shown in the map of the 6th Street corridor, many of the sites fall into this category.
- **Ratio of Land Value to Building Value –** The ratio measures the relative value of land to improvements. Sites with high land value and low building value will show a metric that is less than one. Ideally, the corridor would have a number of occurrences where the land and buildings are both high. The goal is to bring investment up, such that both values along the corridor rise. At this time, the sites with the greatest discrepancies are those between Laurel and Pine. In many other cities with similarly ranked sites, the lack of development reflects an underutilization of land. To move the sites forward, it may be appropriate to include a layer of public finance to close gaps on land that may be otherwise too highly valued to result in viable redevelopment plans. A partnership between the City and the owners of these parcels may be the best approach to ensure that market momentum can be leveraged and redevelopment occurs within the near term.

4. INTRODUCTION TO FINANCING AND MANAGEMENT DISTRICTS

This section provides a summary of the role and basic motivation behind the creation of a district, the benefits of a district to 6th Street property owners, and a summary of the district options.

Role of a Financing District

The financing districts outlined in this section provide a summary of the mechanisms that local governments can employ to provide services and to make public improvements. The following information is intended as general guidance on the options available to the City of Glenwood Springs and is not a complete review of the state and local statutes. Among the many options in the field of Districts and Authorities, four options have been selected as the most relevant to the opportunities in Glenwood Springs. These include:

- General Improvement Districts
- Business Improvement District
- Special Improvement District
- Downtown Development Authority

The intent is to begin the conversation about financing districts and to explore ways to use "off the shelf" districts already recognized in Colorado with more innovative concepts, that have emerged recently elsewhere.

The features of the various districts and authorities are provided in **Table 9** on page 43.

General Improvement Districts

What is a General Improvement District? A general improvement district is a quasi-municipal subdivision of the state that is separate from the municipality, even though the same city council which governs the municipality sits as the board of directors of the general improvement district and governs the general improvement district. As a separate entity, a general improvement district is not liable for the municipality's debts, nor is the municipality liable for the debts of the general improvement district. It has the authority to build improvements, provide services, charge fees, and impose taxes.

Glenwood Springs has an existing GID, which has a limited funding source with a corresponding low impact in terms of revenue generation. Originally, it was intended to construct parking structures in the downtown area, but was not established with a sufficient mill levy. In the past five years, proceeds have averaged $40,000 annually. Funds have been used for minor downtown improvements.

How are local improvement districts created? A general improvement district may be created in one of two ways:

1) Initiation by petition of at least a majority of the owners of property in the district followed by publication, notice and public hearings. The district is created by ordinance of the city council.

2) Initiation by not less than 30 percent or 200 of the electors of the proposed district, whichever is less. After publication, notice, and public hearings, an election is held and if the election is successful, the district is established upon recording of the ordinance. The electorate of the general improvement district is composed of city electors residing within the general improvement district.

How does a GID raise* funds*? A general improvement district has the power to levy and collect ad valorem taxes on real and personal property within its boundaries in order to support the public improvements it was formed to provide. It may also collect fees and assess charges from users of these improvements. Based on the anticipated revenue source, it may issue general obligation, revenue or special assessment bonds. To the extent required by TABOR, such bonds cannot be issued unless first approved at an election held for that purpose. An election is not required for revenue bonds if the revenue bonds are based in an enterprise fund.

What improvements and services are authorized? General improvements that may be constructed, installed, reconstructed, renewed, or replaced by means of a general improvement district include, improvements to: water, wastewater, flood control, and storm drain utility systems; streets, roadways, and alleys; medians, curbs, gutters, and sidewalks; street lights; landscaping; bicycle ways; and parking. Additionally, general improvement districts can also run programs and provide services.

Business Improvement Districts

What is a Business Improvement District? A Business Improvement District (BID) is a separate political subdivision with the capacity to construct and maintain facilities as well as assume marketing and promotion activities. BID's offer a range of applications as they have both the assessment authority of Special Improvement Districts (SID) and Local Improvement Districts (LID) as well as the ad valorem taxing power and rates and charges imposition authority of General Improvement Districts (GID). A BID can also be used to complement Urban Renewal Authorities (URA) and Downtown Development Authorities (DDA).

How are BID's created? The initial step in forming a business improvement district is to submit a petition signed by owners of more than 50 percent of the taxable property. The petition must, at a minimum, identify the boundaries, improvements, and services proposed for the district. The municipality will hold a hearing on the petition and then may approve it by ordinance. A vote of property owners is not required. It is important to note that only commercial properties may be included in a BID. Commercial property is defined as any property not classified as residential or agricultural.

How does a BID raise funds? BIDs may levy and collect property taxes against commercial property in the district. They may also assess costs against properties, based on a reasonable distribution of costs (e.g., per lineal foot). Concerning debt, they may issue bonds and service debt from these on-going proceeds, including general obligation bonds, revenue bonds, and special assessment bonds. TABOR generally dictates that bonds cannot be issued unless first approved at an election for that purpose. This would not be required for revenue or assessment bonds if the entity conforms to the TABOR definition of an enterprise.

What improvements and services are authorized? BIDs may authorize the construction and servicing of a range of public improvements. Examples include streets, sidewalks, pedestrian malls, drainage facilities, decorative structures and art, off-street parking facilities, public meeting facilities. BIDs may also provide a range of economic development and promotion activities. These services may include consulting, marketing, special events, business recruiting, security, and design review.

Special Improvement Districts

What is a Special Improvement District? A special improvement district, also referred to as an assessment district, is a tool that may be used to finance the construction of public infrastructure that confers a special benefit to a property. It is considered part of the municipal government, and not a separate governmental entity, like a general improvement district. It enhances the municipality's ability to provide public improvements by assessing all or part of the cost of the improvements against the properties that specially benefit from them.

How are special improvement districts created? A petition is formed with at least 50 percent of owners within the proposed district requesting a city council to create a special improvement district for the construction, installation, reconstruction, renewal, and replacement of special improvements that confer special benefit upon land. The process for creating a special district may be initiated by either the municipality or the property owners. If more than 50 percent of the property owners protest the creation of the special district, then the municipality can only assess 50 percent of the cost of the public improvements back to the property owners that benefit.

How does a special improvement district raise funds?

1) Charges. The municipality usually pays for and builds the improvements and then creates assessments to charge back the cost of the improvements back to the property owners, either as a lump sum or over time.

2) Assessments v. Taxes. Since special improvement districts are not separate entities, and are simply a way of making special assessments, the courts have held that the payments are not taxes. Historically, elections under TABOR have not played a role, because taxation is not a part of the equation.

3) Bonds. Bond terms are typically short, falling into the 10 to 15 year range. In some cases, Municipalities front the costs with portions of their Capital Improvements Plan (CIP) then use the payments on assessments to reimburse the CIP fund.

What improvements and services are authorized? Public improvements that may be constructed, installed, reconstructed, renewed, or replaced by means of a special improvement district include improvements to: water, wastewater, flood control, and storm drain utility systems; streets, roadways, and alleys; medians, curbs, gutters, and sidewalks; street lights; landscaping; bicycle ways; and parking.

Downtown Development Authority

What is a Downtown Development Authority? Downtown development authorities (DDA) are generally established in order to halt or prevent the deterioration of property values or structures within a municipality's central business district or to prevent the growth of blighted areas within business districts. A DDA is defined to include the principal business, commercial, service, financial, and governmental center of a municipality. As a result, the area must be zoned for such purposes. The authority also has the power to develop or redevelop specific areas within a DDA's boundaries.

Glenwood Springs created a DDA in 2000, and it has been actively improving the downtown community since its inception. The boundaries generally run from 11th Street on the south, to 5th Street on the north, and Midland Avenue on the west. Between 2014 and 2015, the DDA generated an average of approximately $80,000 in TIF property taxes and $305,000 in TIF sales tax. The supplemental source, the 5 mill overlay, was considered but not adopted and was defeated in a 2004 election. However, it has merits and under this analysis has been included as one of several the City should consider in the future.

How are DDAs created? The establishment of a DDA is initiated by an ordinance of the governing body of the municipality. The ordinance provides the question for establishing the authority, which must then be submitted to a vote of the qualified electors at the next regular election or special e1ection. The board of the authority consists of more than five but less than eleven members who are all appointed by the governing body of the municipality. The majority of the members either reside or own property within the district. It is also required that at least one member is a member of the governing body of the municipality.

How does a DDA raise funds? A DDA is funded primarily through Tax Increment Financing (TIF) funds generated by the anticipated increase in sales and property taxes in the district. Tax increment financing (TIF) provides a method whereby certain types of public improvements intended to promote urban redevelopment may be financed through the issuance of tax exempt revenue bonds. It involves the creation of a special fund comprised of increases in ad valorem property taxes or municipal sales taxes, or both such taxes, generated within the tax increment financing area. The increases in such taxes presumably occur as a result of the expenditure of bond proceeds. The increases in tax proceeds are then pledged to pay debt service on the bonds.

In addition to revenue attributed to the tax increment, a general property tax may be levied on all real and personal property in the downtown development district not exceeding five mills for the budgeted operations of the authority. In addition, the plan of development may provide for the use of property and sales tax increment financing. However, the issuance of bonds must be authorized by the local municipality, which can then be serviced by the revenues generated by the facility or project or through the use of tax increment revenues.

What improvements and services are authorized? The authority has the power to acquire property, construct and equip improvements, lease and sell property, and establish fees, rates, and charges for the use of property. Public facilities that may be part of the plan of development include but are not limited to: streets, parks, plazas, parking facilities, playgrounds, pedestrian malls, rights-of-way, structures, waterways, bridges, lakes, ponds, canals, utility lines or pipes and buildings.

Table 9
Summary of Districts and Authorities

Description	General Improvement District (GID)	Business Improvement District (BID)	Special Improvement District (SID)	Downtown Development Authority (DDA)
Purpose	Districts are created to construct, install, acquire, operate, and maintain public improvements. Provides a tool that is fiscally independent of the City yet maintains City oversight.	BIDs may construct and maintain a broad range of public improvements and/or fund marketing and economic development services. Often formed to provide services that URAs and DDAs are not authorized to perform, such as promotion and marketing.	Purpose is to assess costs of public improvement to those who benefit. SIDs are formed to address geographic-specific public improvement deficiencies. Debt retirement is typically shorter than most other mechanisms (10 to 15 years).	Is established to halt or prevent deterioration of property values or blight. Can acquire and leave property, construct and equip improvements, and establish fees and charges for the use of the property.
Revenue Sources	Ad valorem taxes; rates, tolls, and charges for services.	Ad Valorem taxes; property assessments.	Assessments determined by calculations such as per-lineal-foot or per-acre. Ad valorem property taxes not allowed.	Ad valorem property taxes not to exceed five mills, property and sales tax increment financing.
Formation	Petition signed by not less than 30% or 200 registered electors who own real or personal property within the district, whichever is less filed with City. Bond election by property owners required.	Petition signed by owners of more than 50% of district AV and acreage within the district. City holds hearing on petition and approves by ordinance. Bond election by property owners required.	Petition filed by property owners accounting for a minimum of 50% of costs. City reviews petition and adopts ordinance and sets up an election. Bond election by property owners required.	Initiated by ordinance of the local governing body. Must be submitted to a vote of the qualifited electors at a regular election or special election.
Governance	Mayor and council constitute the ex-officio Board.	City can be ex-officio Board, or can appoint minimum of five electors as board, or can establish process for board to be elected.	Assessment districts have the least independence of all financing mechanisms available. There is no board of directors and the municipal governing body makes all decisions.	The board must have more than five members and less than eleven. The majority of members must reside or own property within the district and at least one member must be a member of the governing municipal body.
Financing Options	Tax or assessment for GO Bonds and Revenue bonds.	GO Bonds, Revenue Bonds, Special Assessment Bonds.	Special Assessment bonds may be issued by the City on behalf of the SID. In many cases, the City will fund improvements from CIP and use assessments to reimburse City.	Mill levy or tax increment financing.
Other	---	May only include commercial property. Residential and tax exempt uses are not included.	Assessment payments are not deductible from individual income taxes, reducing appeal to participants.	The authority does not have the power to issue bonds. The issuance of bonds must be authorized by the local municipality.

Source: DOLA, Economic & Planning Systems

H:\153071-Glenwood Springs Sixth Avenue Corridor Study\Reports\[153071-FinanceProsCons-05-12-2016.xls]Matrix

5. *Financing District Case Studies*

This section provides a description of three districts that have been successful in Colorado. These case studies are intended to provide examples of various financing mechanisms that have been used to finance public infrastructure and other improvements. While the cities that have implemented these districts are of a different scale than the City of Glenwood Springs and have varying levels of revenue generating capacity, the district strategies and structures are applicable. The following districts are summarized in the following section of this report:

- River North General Improvement District and Business Improvement District – Denver, CO
- North College Corridor Improvement District – Fort Collins, CO
- Transit Village Financing District – Boulder, CO

Durango Business Improvement District

The Durango Business Improvement District was formed in 1997 with the original goal of studying the feasibility of a possible Downtown Conference Center. Since then, it has been used for a much broader purpose that has provided capital budget for equipment that helps support businesses in the District. Additional uses of the BID funding includes special event marketing, research on topics of concern to the District (facilities, special events, and best practices), and planning and development of new facilities.

The BID is funded by a 2 mill levy on the assessed value of commercial properties located in downtown Durango and along North Main Avenue. The established mill levy will be in place until 2025.

	Durango BID
Who pays?	Commercial
Revenue source	2 mills of assessed value
What is funded?	• Beautification and Cleaning • Business Development • Capital Improvements • Communications • Events • Marketing • Visitor Information and Assistance
Governance Structure	Seven (7) board members







Durango BID Funded Welcome Center and Events

River North Improvement Districts

The River North (RiNo) Art District is a neighborhood located around the South Platte River north of Park Avenue and southeast of Interstate 25 and Interstate 70 in Denver Colorado. The RiNo area has traditionally been characterized by industry and warehouses. Recently, a growing number of eclectic startups, restaurants, and creative businesses have located in the corridor. In addition to commercial development, there has been a significant amount of investment from the residential sector that has resulted in a number of large multifamily apartment units being developed in the area.

In November of 2015, landowners in RiNo approved a 450-acre Business Improvement District (BID) and a 300-acre General Improvement District (GID), shown in **Figure 26**. The specific attributes associated with the two districts are summarized below:

	RiNo BID	RiNo GID
Who pays?	Commercial	Commercial and Residential
Revenue source	4 mills of assessed value	4 mills of assessed value and an assessment of $200/linear footage for properties along Brighton.
What is funded?	"Soft" Infrastructure: • RiNo Advocacy • RiNo Branding, Marketing Activation • RiNo Placemaking • Business Support for RiNo Creatives & Entrepreneurs • RiNo Operations & Admin.	"Hard" Infrastructure & Maintenance: • Pedestrian and landmark lights on Brighton Blvd. • Trees and irrigation on Brighton Blvd. • Lighting study for entire RiNo GID area • Riverfront accessibility and improvements • Access roads
Governance Structure	Seven (7) board members with at least two (2) property owners from the east side of the RiNo BID and at least two (2) property owners from the west side of the RiNo BID.	The board is the City Council, however there will be an advisory board made up of property owners that the City Council may delegate to.



Brighton Boulevard

Figure 26
RiNo BID and GID Boundaries



Based on the valuation established by the Denver Assessor in the two districts, properties located in the BID will pay $4 on every $1,000 of assessed value, while properties located in the BID and GID will pay $8 on every $1,000 of assessed value ($4 towards the BID and $4 towards the GID). In addition, properties with frontage along the Brighton Boulevard corridor will pay $200 per linear foot in a one-time fee.

In Denver, this is the first time that a BID with an overlapping GID were established at the same time. Embedding one district into another allowed the two districts to better address the needs of different stakeholders in the area, which was important due to the varying interests and needs of the businesses along the Larimer-to-Blake stretch of RiNo and those along the Brighton Boulevard corridor. Moreover, within the GID, a special assessment was established for those properties directly fronting Brighton Boulevard. The special assessment can be done without creating any additional governance layers, given the authorities of a GID. The complexities of the RiNo districts reflect a commitment by the area to calibrate the burdens and benefits such that different areas and corridors pay more based on the degree of benefit provided. It should also be noted that the City of Denver is funding extensive capital improvements in the area and the districts supplement those efforts.

Boulder Junction Improvement District

In September of 2007, the City of Boulder adopted the Transit Village Area Plan (TVAP) for a 160-acre redevelopment area near the intersection of 30th Street and Pearl Parkway. The newly entitled Boulder Junction will be served by RTD's future bus rapid transit (BRT) line, as well as the planned FasTracks Northwest commuter rail line. Future development in the area is projected to occur over the next 30 years and will be mixed use and transit oriented, creating a vibrant and pedestrian-friendly urban environment. Phase I of the Transit Village is expected to redevelop over the next 15 years, while Phase II is expected to occur over the following 15 years, shown in **Figure 27** on the following page.

The City has established parking maximums in the TVAP zone districts based on a 55 percent alternative mode share requirement, which include walking, bicycling, van/carpooling, and transit. Property owners of new development can meet these requirements by either subscribing to public provided Traffic Demand Management (TDM) services and off-site parking infrastructure, or by developing a transportation plan for their individual property that documents a 55 percent alternative mode split.

The public provided TDM services and parking infrastructure are supplied by two overlapping General Improvement Districts (GIDs). The first GID is the Boulder Junction Access General Improvement District - TDM (BJAGID - TDM) which is assigned to address *Transportation Demand Management* (TDM) services. Rather than supplying parking, this district is focused on the reduction of parking demand by providing services such as transit passes similar to RTD ECO passes, as well as subsidies for bike and car share programs.

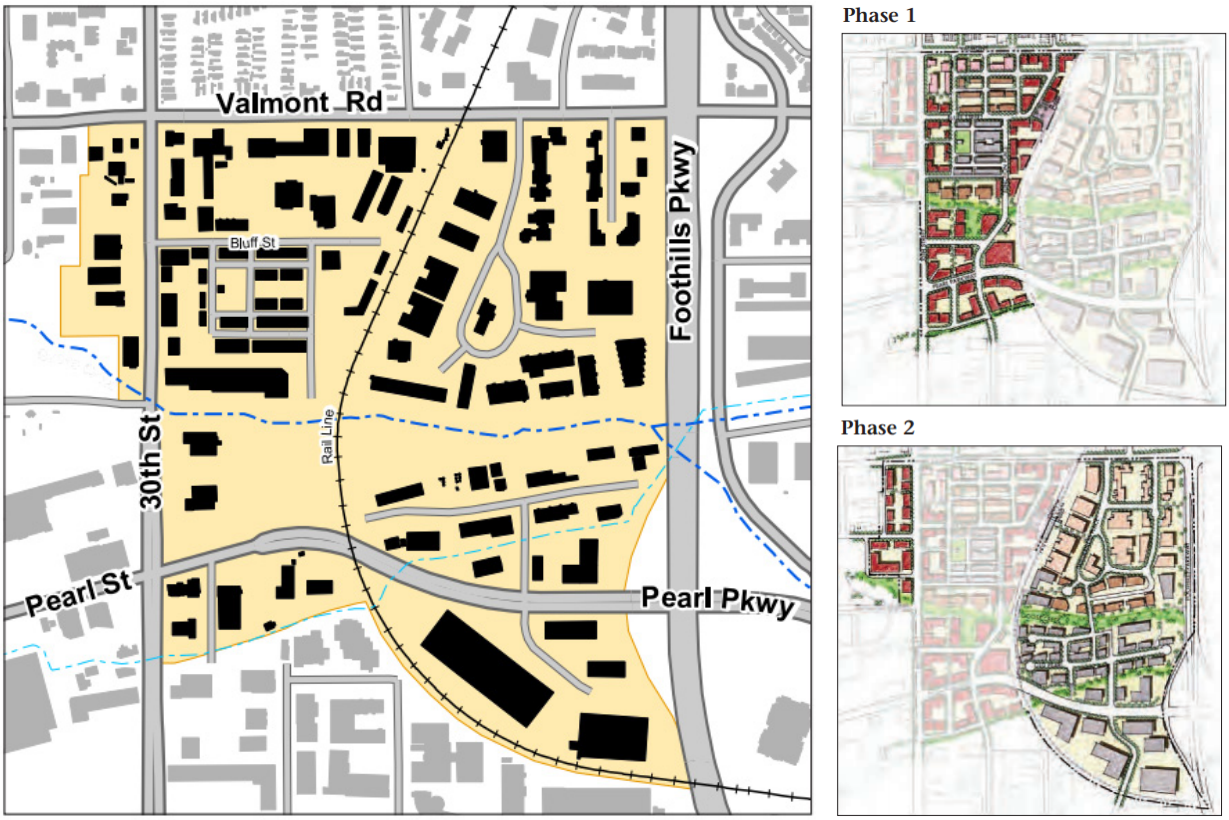
The second GID is the Boulder Junction Access General Improvement District - Parking (BJAGID - Parking), which is assigned to address *parking demand*. The primary duties of this district include funding for the acquisition and construction of off-site shared parking lots, both surface and structured, and the management and operation of these lots. Developers within the second GID can fulfill parking requirements through their participation in the district. In other words, they do not need to construct parking spaces as part of commercial construction. Residential construction is capped with a maximum of one space per unit.

Both districts are funded through a mill levy that is based on a property's assessed value, which are described in greater detail below.

It is important to note that in order to encourage property owners to join the two districts the city agreed to re-zone the area. This allowed for more uses at a greater density. It also incorporated management services into the districts, enabling property owners to share parking structures in a way that creates efficiency and reduces overall capital outlay. Property owners were motivated to join the districts, as the benefits enables them to increase development potential, increase corresponding revenue, decrease construction costs, and contribute to collaborative land use solutions.

	BJAGID - TDM	BJAGID – Parking
Who pays?	Commercial and Residential	Commercial and Residential
Revenue source	Maximum of 20 mills (the mill levy is currently set at 5 mills)	Maximum of 30 mills (the mill levy is currently set at 10 mills)
What is funded?	• Transit Access Pass • Care Share • Bike Share • Staff Costs • Outreach and Contingency	• Shared Parking Structures • Land Acquisition Reserve Fund • Shared Parking Operations • Staff Costs • Contingency
Governance Structure	Five (5) board members with at least three (3) property owners from within the district and at least two (2) members that are city electors.	Five (5) board members with at least three (3) property owners from within the district and at least two (2) members that are city electors.

Figure 27
Boulder Junction Area



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6. DISTRICT FINANCING STRATEGIES AND REVENUE ESTIMATES

There are a number of strategies that the City of Glenwood Springs can pursue to generate a revenue source to finance public improvements along the 6th Street corridor. The types of districts and authorities that are more closely evaluated in this section allow the City to accomplish a number of objectives in the corridor that include the following:

- **Increase Corridor Quality and Experience** – Investments in public infrastructure and maintenance along the 6th Street corridor will not only allow the corridor to continue to be a significant attraction for locals and tourists but will also add to the overall quality and feel of the city as a whole. Directing public funds towards improvement along the corridor will allow the City to invest in improved infrastructure such as streets and sidewalks as well as ongoing benefits such as landscape maintenance and area-wide cleanliness.
- **Attract Capital** – Public investment in the corridor will also help to create additional interest and investment in the corridor from the private sector. There is a simple correlation that communities that invest in their infrastructure systems increase the interest from developers willing to invest in the properties benefiting from the city's catalytic action. When civic investment is combined with rising market pressure, the combination results in effective attraction of private capital.
- **Increase Vitality** – Additional interest from outside developers and businesses in the corridor will not only help to increase the overall quality of the corridor but will also help to increase the level of development, density, and vitality along the corridor. Ensuring that any future development is maximized in terms of density and quality is especially important in a city that has a relatively constrained supply of developable land such as Glenwood Springs.
- **Improved Visitor Experience** – Improving the quality of the corridor directly translates to the visitor experience in the corridor and in the city as a whole. Visitors who are more willing to visit the corridor and spend a longer period of time in the corridor are more likely to spend additional dollars, which translates to additional tax revenue for the City.

The City can help the corridor realize these benefits by helping create the proposed improvements. Financing can be provided through a number of sources that include leveraging the City's general fund commitments, such as sales tax and accommodation tax revenue; additional sources that include a variety of the public financing mechanisms outlined in previous sections of this report. As the community considers its options, there are two major categories for consideration: Revenue Mechanisms and Governance. In terms of Governance, EPS recommends that City evaluate the following options:

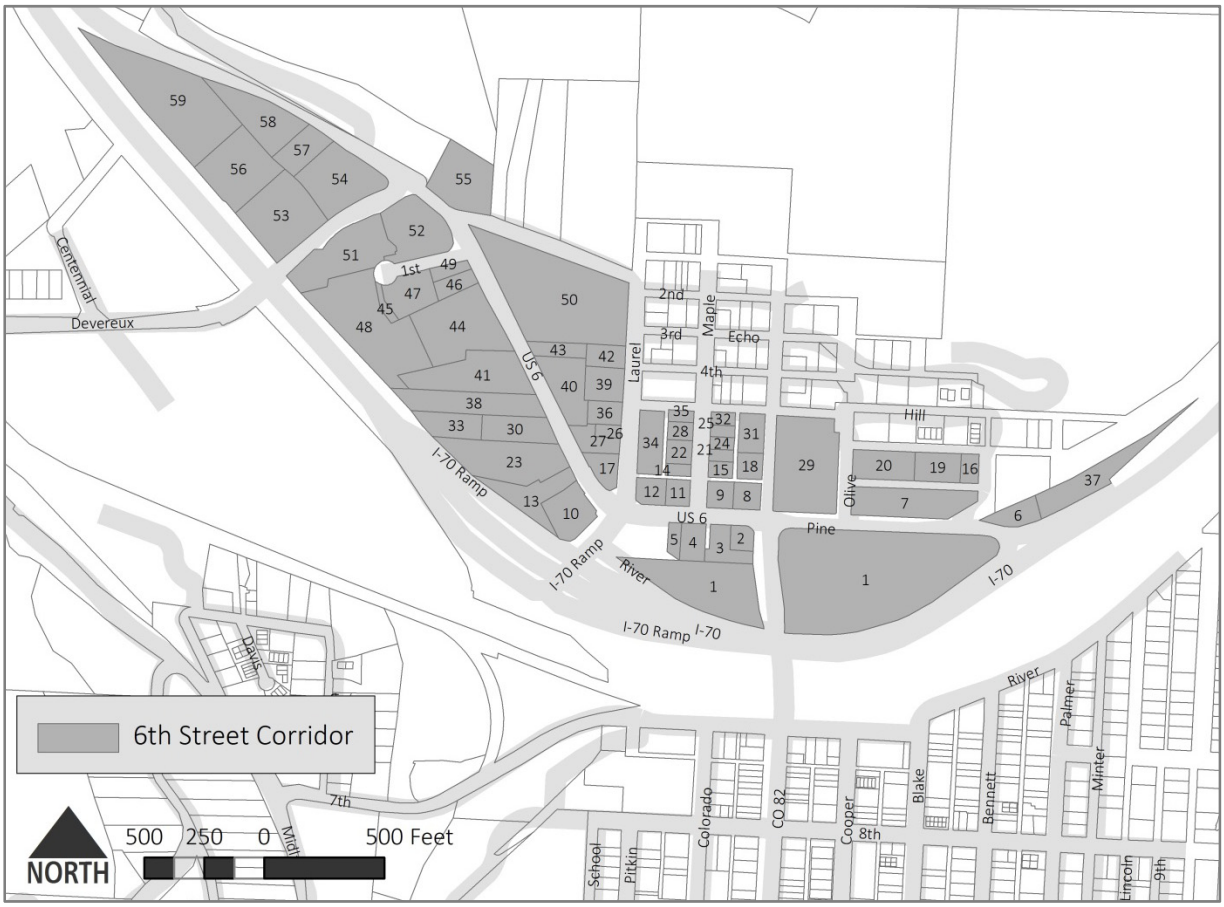
- Establish a new Business Improvement District (BID)
- Establish a new General Improvement District (GID)
- Elevate the role of the existing Downtown Development Authority (DDA)

In terms of Revenue Mechanisms, EPS recommends the following options be considered:

- Mill Levy
- Assessment by Front Footage
- Assessment by Land Area
- Assessment by Building Area

The revenue estimates are based on the study area defined for the project (**Figure 28**).

Figure 28
6th Street Corridor District/DDA Parcels



Motivation to Form a District

Any district formation will be faced with the challenge of motivating property owners to vote for the additional taxation (or assessment) layer. The City can help create value on the corridor, as noted at the start of this report, by increasing revenue generation potential (specifically a site's Net Operating Income derived from the uses on site).

Based on the case studies, there are two key motivating factors. In the case of Boulder Transit Village, property owners received additional development rights with the potential for higher revenues. They were also able to eliminate parking construction costs from their proposed development, thus increasing the delta between costs and revenues. The district boundaries were ultimately formed around the property owners seeking to join. In the case of RiNo, the district will be able to amplify City of Denver capital investments, tailoring them to the character of the district. The partnership reflects commitments from both the City and the local property owners to make the projects and programs work in such a way that the area increases its market share and rate of absorption in both commercial and residential sectors.

In terms of Glenwood Springs, it is recommended to offer economic incentives. The zoning standards for height could be modified to reach as high as 60 feet, for those property owners interested in joining the district (for sites west of Laurel Street). Also, impact fees should be deferred, with developers paying into the fund over an extended (i.e., 20-year) time frame. Parking requirements could be suspended, or partially suspended, if the district can be tested and proven to have sufficient resources to construct centralized parking facilities.

The initiation of both a BID and GID require a petition signed by a varying number of property owners within the proposed district. A GID requires that the petition be signed by not less than 30 percent or 200 (whichever is less) of the registered electors who own real or personal property within the proposed district. The formation of a BID is initiated by petition filed with the municipality signed by the owners of real and personal property within the service area of the proposed district having a valuation of assessment of not less than 50 percent of the valuation of assessment of all real and personal property in the service area. The petitioners must also own at least 50 percent of the total acreage in the proposed district.

Due to the potential increases in property taxes that are associated with both a GID and BID, it will likely be difficult to achieve a sufficient number of petition signatures that are required to form both types of districts. As a result, EPS recommends that the City evaluate the feasibility of providing a variety of incentives to property owners that will encourage them to join a district. Potential incentives include, but are not limited to, height variances that may vary depending on the location within the 6th Street corridor and impact fee waivers.

Based on the current political climate in the city, extending the existing DDA may be a more feasible option than establishing a new BID or GID. However, it will likely be difficult to pass any additional ad valorem property taxes even if the boundaries of the DDA are extended and as a result DDA revenues would be strictly tied to the increment generated by the properties included in the district boundaries.

Governance

A GID is a separate political subdivision of the state that has a board of directors, which are typically the municipal governing elected officials serving ex-officio. GIDs are typically closely linked to the local City Council, except in communities, such as Denver, where the scale and number of individual GIDs warrants delegation by the City Council to boards that they appoint. In most other cities throughout the state, City Council members assume the responsibilities of the GID board of directors.

A BID is a separate political subdivision created within a municipality upon petition of owners of real or personal property in the service area. A BID has more autonomy, as it is distinct from a municipality. Common BID responsibilities include activities as managing development activities, promotion or marketing activities, and business recruitment/expansion.

The governing body of a DDA is appointed by the local municipality. The board of the authority consists of not less than five nor more than 11 members. A majority of the members shall either reside or own property within the district. Each member, aside from the member who is also a member of the governing body of the city, must either be a resident, landowner, or a business lessee within the district.

Revenue Sources

The primary purpose of a GID and a BID is to generate revenues for the construction, installation, acquisition, and operation and maintenance of certain public improvements or services. These types of districts operate by assessing the costs of public improvements to those who are benefited by specific improvements. Potential benefits include, but are not limited to, any increase in property value, alleviations of health and sanitation hazards, and adaptability of the property to a superior or more profitable use.

Generally, a GID has the power to levy ad valorem property taxes, and to fix rates, tolls and charges to pay for services. A BID has the same taxing power as a GID as well as the assessment authority that is typically associated with a special improvement district (SID). Potential assessments in a BID are typically tied to improvements or costs and are assessed on an equitable rational basis of determining benefit (e.g. lineal frontage feet, parcel area, or building area).

A DDA is authorized to pay for the financing of public improvements using Tax Increment Financing (TIF). TIF is a financing mechanism that essentially creates a special fund that is comprised of increases in ad valorem tax or sales tax (or both) revenues generated within the specified DDA area. A DDA may also impose an additional mill levy on real and personal property in the district not to exceed five mills for the budgeted operations of the authority, which includes non-debt funded expenditures.

Optimal Governance and Revenue Source

Which option of governance is best? Which revenue source is best? How much autonomy from the City is beneficial? Is direct partnership with the City warranted to increase financial participation? The market and economic analysis summarized in this report would place a priority on revenue generation, given the general correlation between financial resources and impact. Given that lens, the expanded DDA should be considered as a top contender. An overriding consideration is the opinions of the stakeholders within the corridor. It is recommended to take this analysis to the stakeholders for input, using the data analysis and recommendation as a baseline for the outreach. As part of these discussions, a summary of the bond proceeds (as shown below) should be included.

Annual Revenue and Bond Estimate

EPS has identified five strategies that could be used as a means to generate revenue along the corridor. They include the following strategies:

- Taxes: Ad Valorem Taxes
- Assessment: Linear Front Footage
- Assessment: Improved Building Area
- Assessment: Parcel Area
- Extended DDA

This section provides a description of how each of these assessments would operate and estimate of the revenues that each could generate. The assessments are based on specific parcel attributes such as assessed value, linear front footage, improved building area, and parcel area, as shown in **Appendix Table A1**. It is important to note that each of these strategies will have varying levels of taxation or assessment on the property owners that are included in a potential district and, as a result, it will be important for staff and the consultant team to carefully consider the financial impacts to specific property owners prior to drafting a petition for any of these financing mechanisms. The various revenue mechanisms that each of these strategies can use are summarized below.

	GID	BID	DDA
Ad Valorem Taxes	Yes	Yes	Yes
District Assessments	Yes	Yes	No
TIF	No	No	Yes

It is also important to note that the financing mechanisms outlined in the following section can be used independently or in conjunction with one another in order to generate a desired level of revenue.

Ad Valorem Taxes

An ad valorem tax or a property tax is based on a property's assessed value and is tied to the Assessor's assessment of each parcels land and improved value and the assessment rate imposed on commercial and residential properties. The parcels outlined in **Figure 28** only include properties that are currently occupied by commercial uses. As a result, an assessment rate of 29 percent is consistently applied to each parcel included in the potential district boundaries.

For the purposes of this analysis, EPS has developed a range of potential mill levies that include 5 mills, 10 mills, and 15 mills. Imposing an additional levy of 5 mills on each property included in the district results in a revenue source of approximately $99,200 per year, as shown in **Appendix Table A2**. A mill levy of an additional 10 mills results in approximately $198,000 per year and an additional 15 mills results in approximately $297,600 in annual revenue.

The annual revenue generated by these three options results in a range of $960,000 to $2.9 million in potential bond revenue, as shown in **Table 10**.[4]

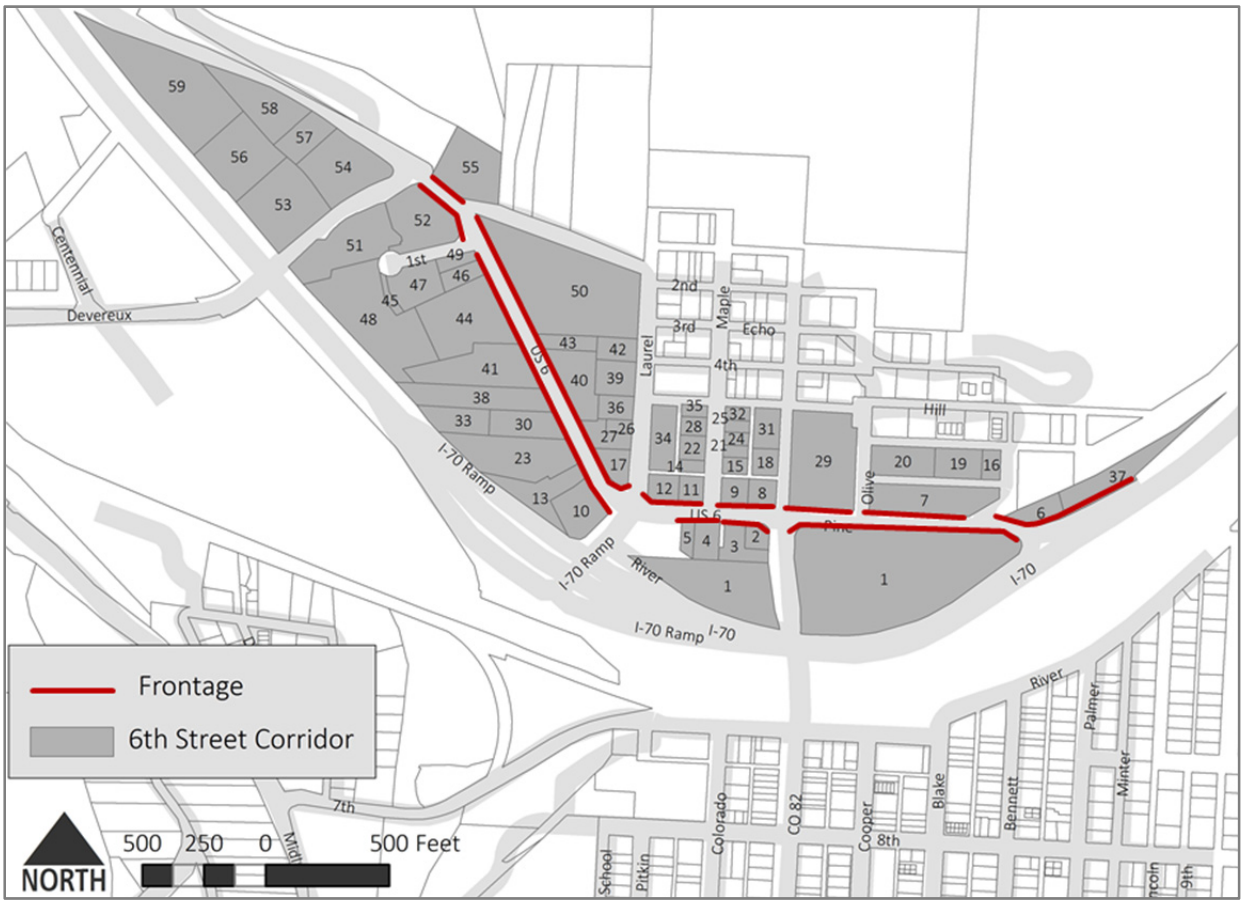
Linear Front Footage Assessment

The primary purpose of an assessment is to assess the costs of public improvements to those that are specially "benefited" by specific improvements. These costs are typically determined prior to the established of a specific assessment and are assessed based on an equitable and rational basis of determining benefit. Due to the specific improvements planned along the 6th Street corridor it would be reasonable to assume that an assessment based on each property's frontage along 6th Street would be a rational basis for assigning cost. However, it is also important to note that these assessments could vary depending on the specific types of improvements planned for different sections of 6th Street. For the purposes of this analysis, EPS has applied a consistent range of assessments to the parcels that have frontage along 6th Street, which are shown in **Figure 29**. The range of assessments tested for this analysis includes an assessment of $15 per linear front foot, $30 per linear front foot, and $45 per linear front foot.

An assessment of $15 per linear front foot results in approximately $112,000 in annual revenue (**Appendix Table A2**). An assessment of $30 and $45 per linear front foot result in approximately $225,000 per year and $337,000 per year, respectively. These annual revenues could be used to issue a bond used to fund public improvements of approximately $1.09 million to $3.24 million, depending on the assessment rate, as shown in **Table 10**.

[4] It is important to note that the historic minimum threshold for bonds has been $5.0M. This threshold has become more flexible in the recent past. Nevertheless, fixed cost increase as a percentage of total bond proceeds for smaller issuances.

Figure 29
6th Street Linear Frontage Parcels



Improved Building Area Assessment

District assessments can also be based on the improved area of a structure on the parcels included within a district. This type of assessment would impact the buildings located on the parcels shaded in grey in **Figure 28**.

For the purposes of this analysis, a range of assessments that include $0.15 per square foot, $0.30 per square foot, and $0.45 per square foot are used to estimate potential district revenues. Annual revenues that could be used to fund improvements range from $109,000 to $327,000, depending on the assessment rate (**Appendix Table A2**). This level of annual revenue could be used to service a bond that ranges from $1.05 million to $3.15 million, as shown in **Table 10.**

Parcel Area Assessment

Another common type of public financing mechanism is an assessment based on the parcel area (acreage or square footage) for properties included in a district. This type of assessment would also impact all the parcels shaded in grey in **Figure 28**.

For the purposes of this analysis, a range of assessments that include $2,000 per acre, $4,000 per acre, and $6,000 per acre are used to estimate potential district revenues. Annual revenues that could be generated based on this type of an assessment range from $103,000 to $308,000, depending on the level of assessment, as shown in **Appendix Table A2**. This amount of annual revenue could service a bond that ranges from approximately $990,000 to $2.96 million, as shown in **Table 10**.

Table 10
Bond Estimates

Description	Factors	Revenue Mechanisms: Property Tax 5 Mils	Property Tax 10 Mils	Property Tax 15 Mils	Linear Front Footage $15/ln. ft.	Linear Front Footage $30/ln. ft.	Linear Front Footage $45/ln. ft.	Building Area $0.15/sq. ft.	Building Area $0.30/sq. ft.	Building Area $0.45/sq. ft.	Parcel Area $2,000/ac.	Parcel Area $4,000/ac.	Parcel Area $6,000/ac.
Scenario Assumptions													
Interest Rate		6.50%	6.50%	6.50%	6.50%	6.50%	6.50%	6.50%	6.50%	6.50%	6.50%	6.50%	6.50%
Bond Term (Years)		30	30	30	30	30	30	30	30	30	30	30	30
Estimated Net Revenue Available for Debt Service													
Estimated Total Annual Revenue		$99,216	$198,432	$297,647	$112,290	$224,580	$336,870	$109,028	$218,057	$327,085	$102,504	$205,008	$307,512
Estimated Annual Administrative Costs [1]	2.00%	$1,984	$3,969	$5,953	$2,246	$4,492	$6,737	$2,181	$4,361	$6,542	$2,050	$4,100	$6,150
Debt Coverage	1.20	$16,205	$32,410	$48,616	$18,341	$36,681	$55,022	$17,808	$35,616	$53,424	$16,742	$33,485	$50,227
Net Revenue Available for Debt Service		**$81,026**	**$162,052**	**$243,079**	**$91,704**	**$183,407**	**$275,111**	**$89,040**	**$178,079**	**$267,119**	**$83,712**	**$167,423**	**$251,135**
Estimated Total Bonds [2]		**$1,060,000**	**$2,120,000**	**$3,170,000**	**$1,200,000**	**$2,400,000**	**$3,590,000**	**$1,160,000**	**$2,330,000**	**$3,490,000**	**$1,090,000**	**$2,190,000**	**$3,280,000**
Capitalized Interest	0 months	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Bond Reserve Fund	1 yr D/S	$80,000	$160,000	$240,000	$90,000	$180,000	$280,000	$90,000	$180,000	$270,000	$80,000	$170,000	$250,000
Formation & Issuance Costs	2.00%	$20,000	$40,000	$60,000	$20,000	$50,000	$70,000	$20,000	$50,000	$70,000	$20,000	$40,000	$70,000
Estimated Tax-Exempt Bond Revenues to Finance Public Facilities		**$960,000**	**$1,920,000**	**$2,870,000**	**$1,090,000**	**$2,170,000**	**$3,240,000**	**$1,050,000**	**$2,100,000**	**$3,150,000**	**$990,000**	**$1,980,000**	**$2,960,000**

[1] Assumed an administrative fee of 2 percent of the annual revenues available for debt service.

[2] Rounded to the nearest ten thousand.

Source: Economic & Planning Systems

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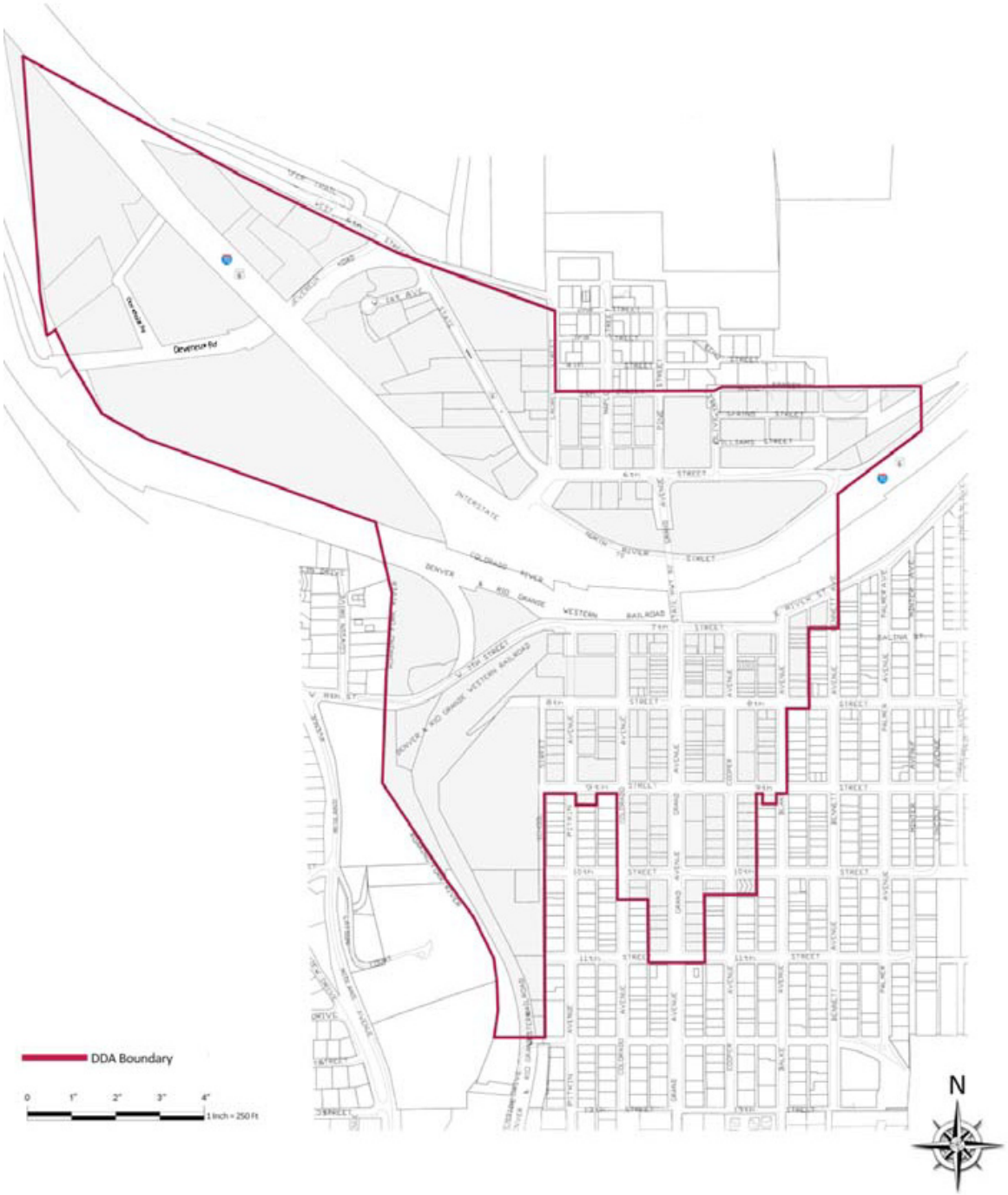
Extended DDA

The City of Glenwood Springs currently has a Downtown Development Authority (DDA) that includes the majority of the historic downtown as well as the 6th Street corridor and areas to the northwest of downtown Glenwood Springs, as shown in **Figure 30**. Colorado state statute dictates that a DDA can only remain in existence for a 30-year period. The Glenwood Springs DDA was established in 2000. The Council may extend the life of the DDA for another 20 years, pursuant to C.R.S. Section 31-25-807(3)(a)(IV).[5] This period would commence upon the completion of the original period.

The additional revenue that would be generated as a result of an extended DDA would be based off of the increment that is produced by the properties included in the existing DDA boundaries. Upon the date of extension, the base year would be advanced by 10 years and upon the completion of the 10th year of the extension the base year is advanced by a year for each additional year through the completion of the 20-year extension. In addition, the existing and the extended DDA would have the power to levy an additional mill levy of 5 mills on properties included in the DDA boundaries. Given the valuation of the DDA at this time, a levy of 5 mills would translate to an annual revenue source of $260,000 per year. This compares to the annual revenue generation ranging from $99,000 to $337,000 from the other sources considered.

[5] C.R.S. Section 31-25-807(3)(a)(IV): During the final ten years of the thirty-year period during which a portion of the property taxes or sales taxes, or both, may be allocated to and, when collected, paid into the special fund of the municipality in accordance with the requirements of subparagraph (II) of this paragraph (a), the governing body may by ordinance extend the period during which property taxes shall be allocated for one additional extension of twenty years, which extension shall commence upon the expiration of the original thirty-year period, if on the first day of the twenty-year extension period the established base year for the allocation of property taxes pursuant to subparagraph (II) of this paragraph (a) is advanced forward by ten years and, subsequent to the completion of the first ten years of the twenty-year extension, the base year is advanced forward by one year for each additional year through the completion of the twenty-year extension. The governing body may also by ordinance extend the period during which sales taxes shall be allocated for one additional extension of twenty years with no change to the established sales tax base year. Notwithstanding any other provision of this subparagraph (IV), any extension authorized pursuant to this subparagraph (IV) may only be considered by the governing body during the final ten years of the original thirty-year period.

Figure 30
Glenwood Springs Downtown Development Authority Boundary



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Appendix

Figure A1
Parcel Size – Citywide

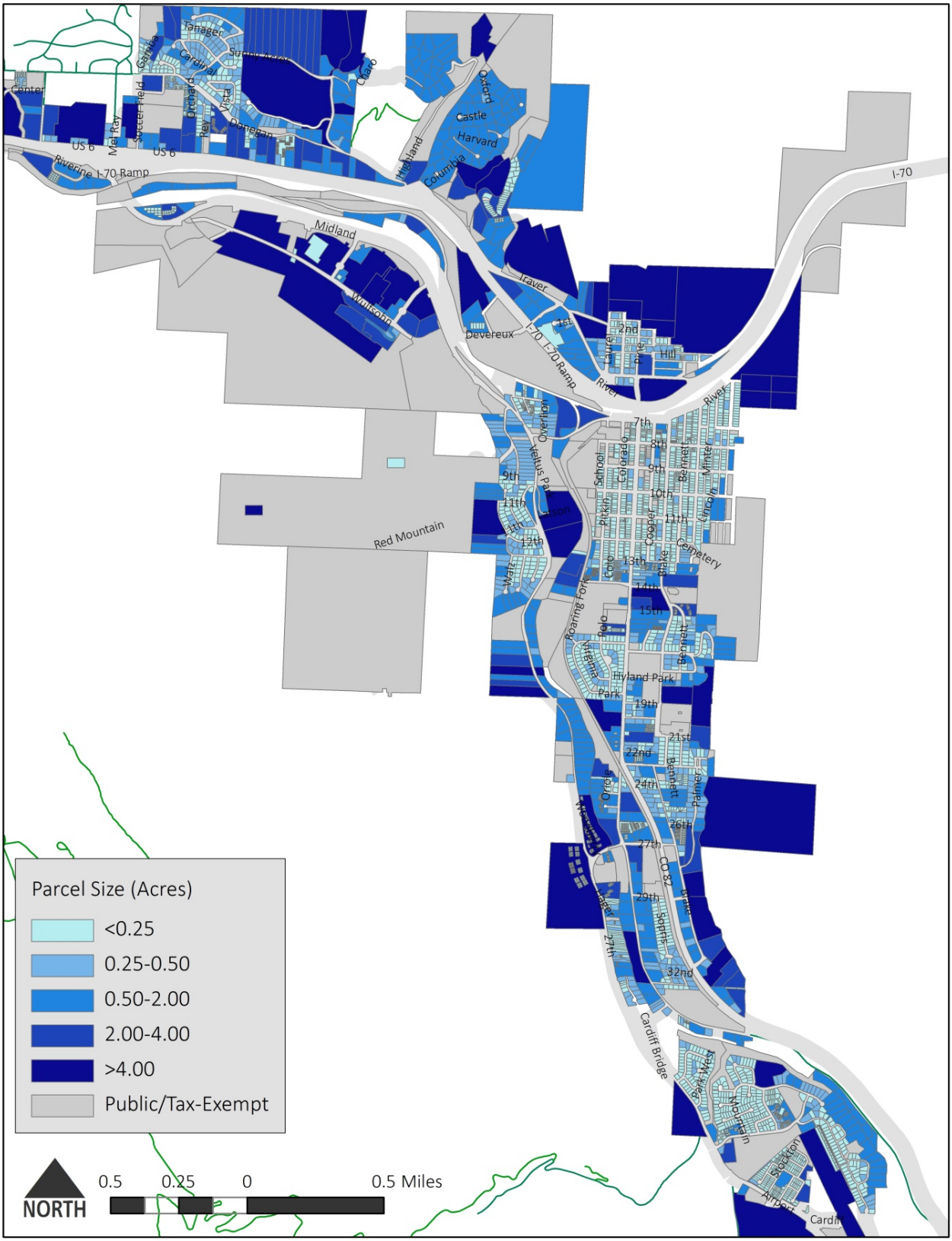

Figure A2
Age of Structure – Citywide

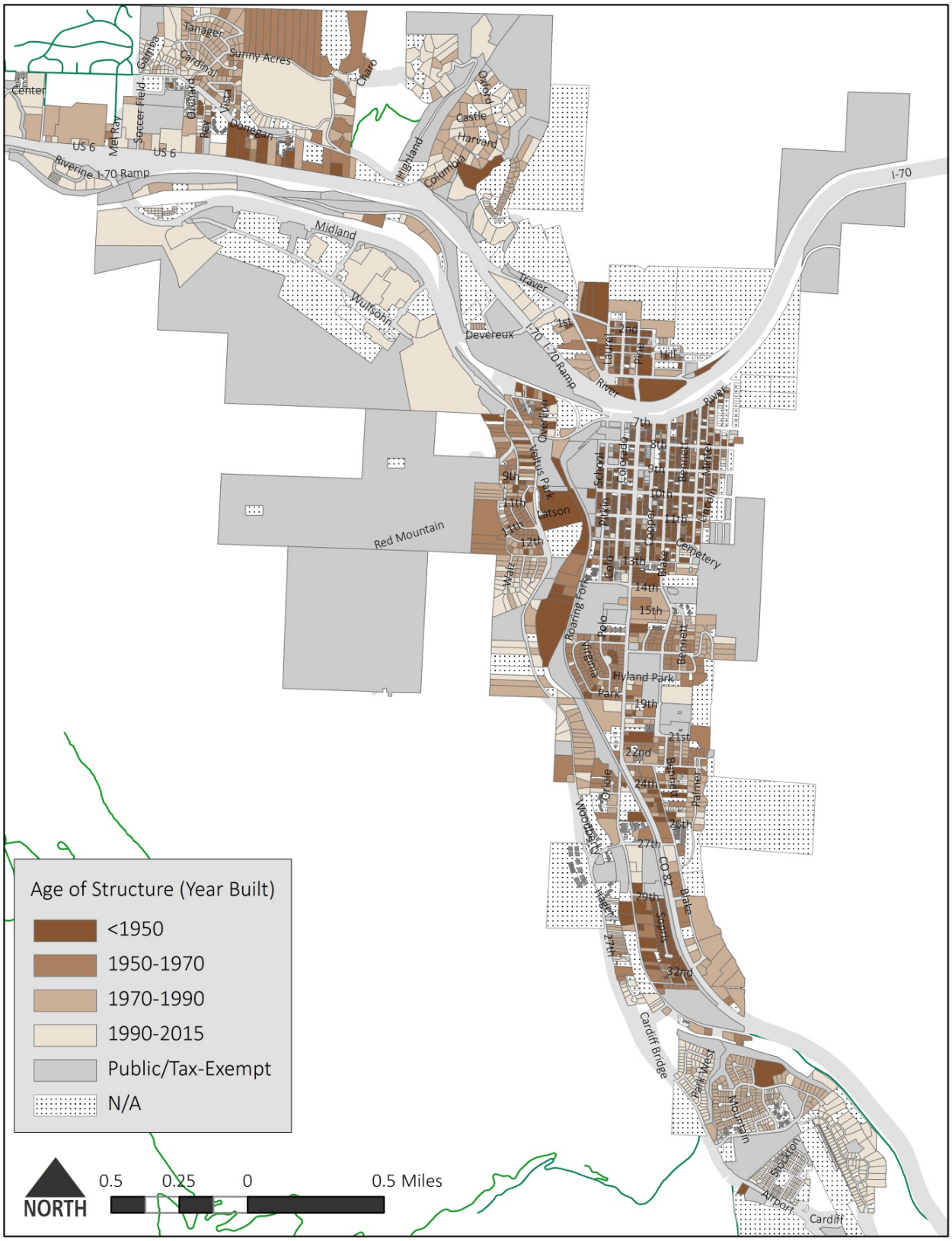

Figure A3
Floor Area Ratio (FAR) – Citywide

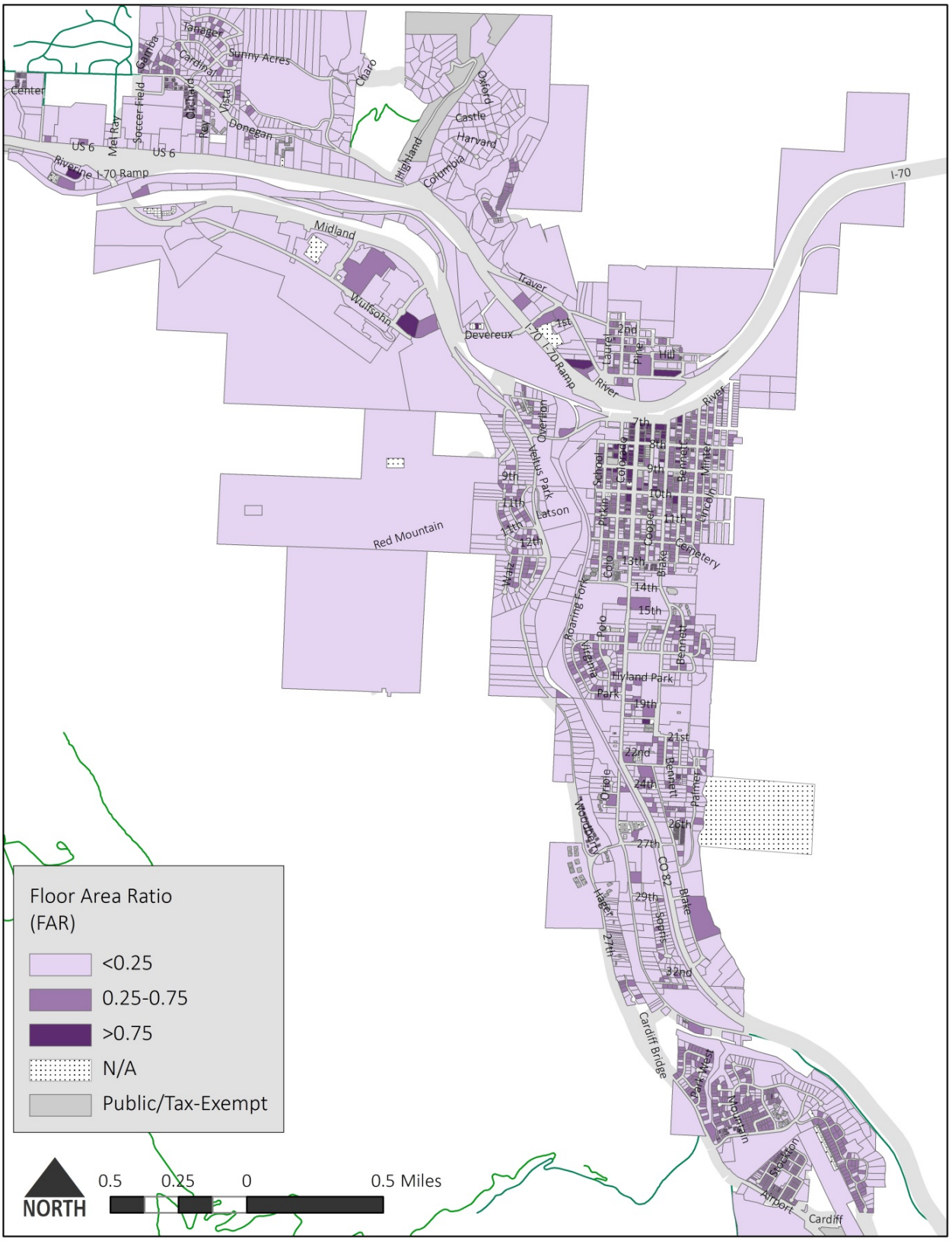

Figure A4
Land Value per Land Square Foot – Citywide

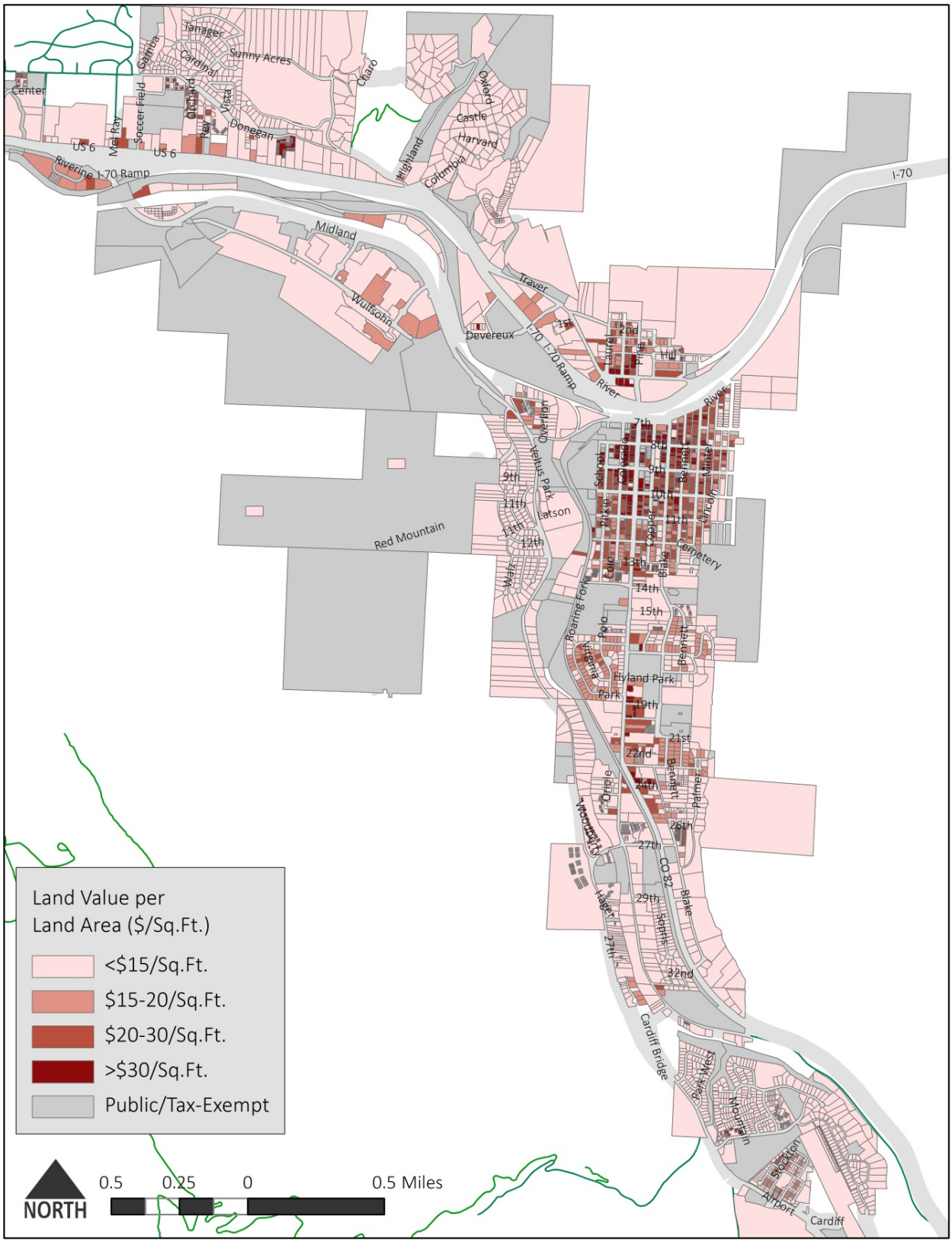

Figure A5
Total Value per Land Area – Citywide

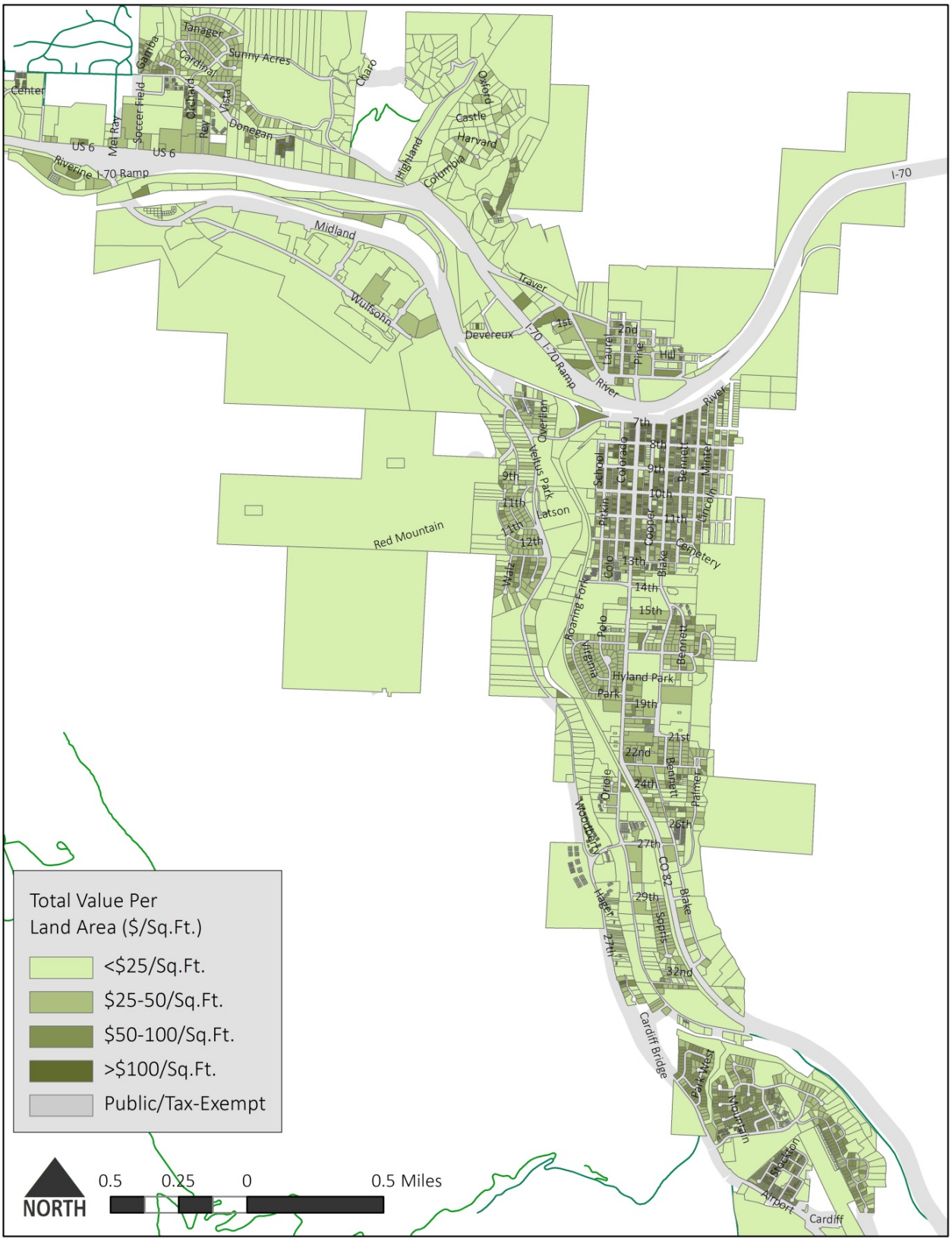

Figure A6
Total Value per Building Area – Citywide

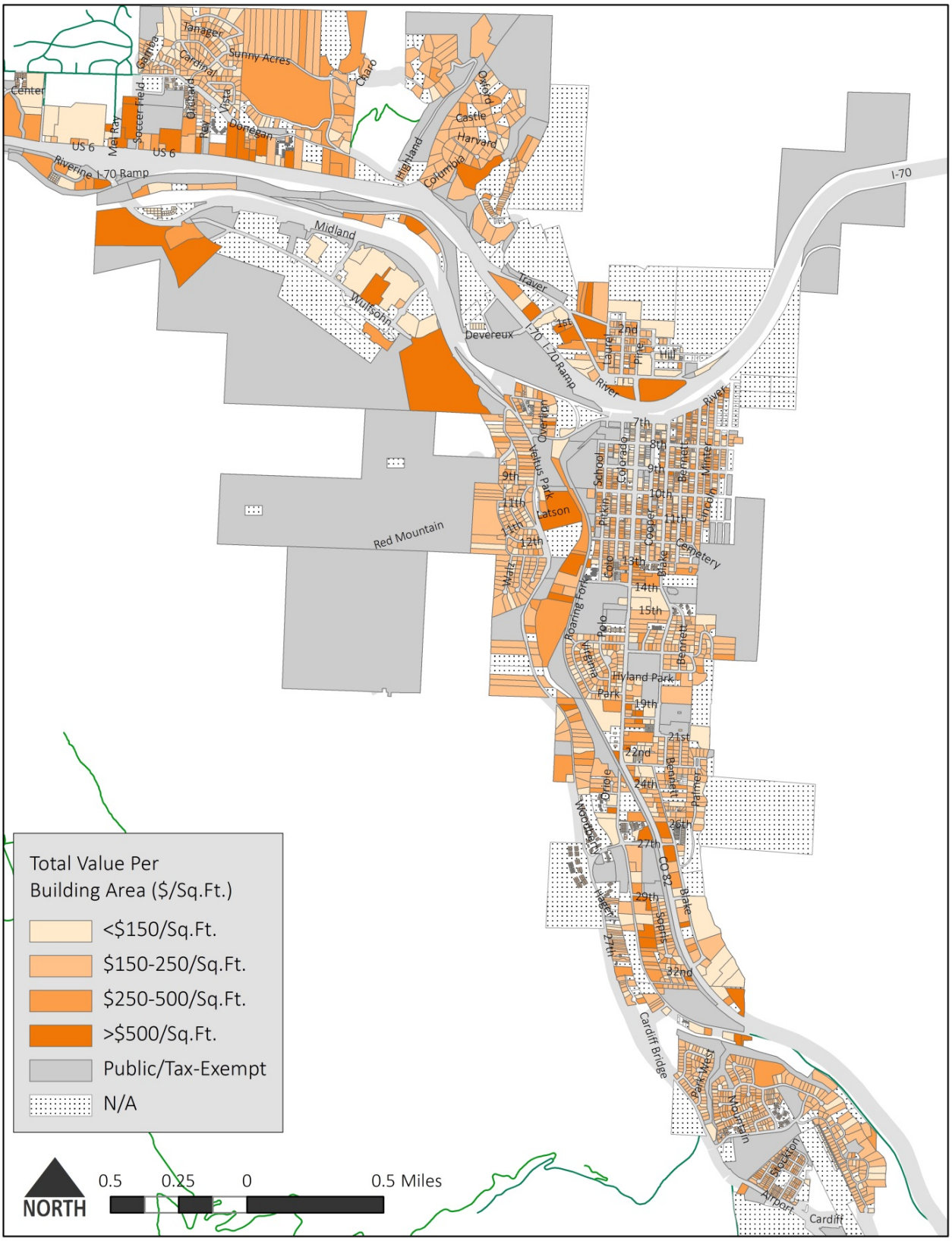

Figure A7
Land Value to Building Value Ratio – Citywide

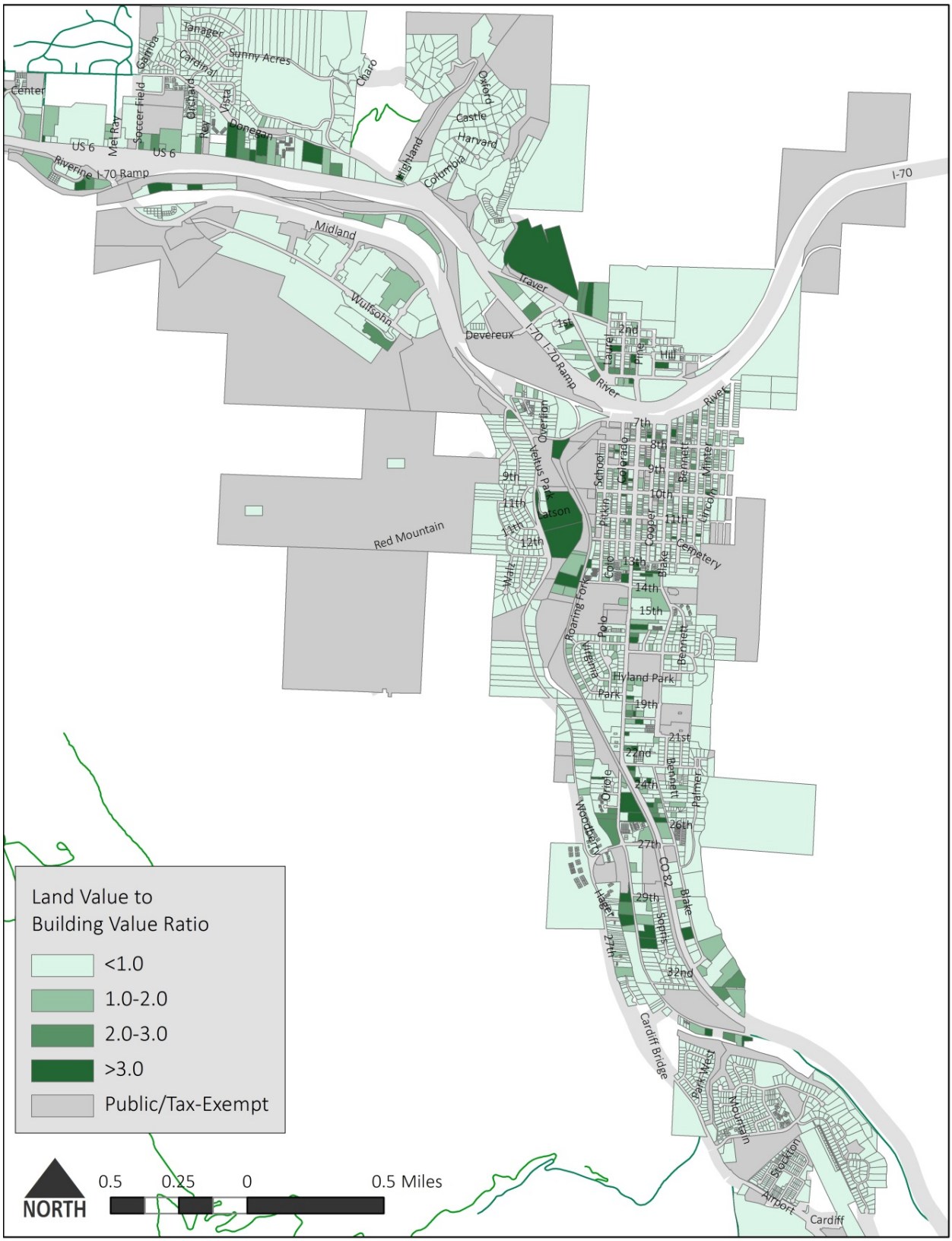

Table A1
Parcel Attributes

Parcel #	Linear Feet (Sq. Ft.)	Building Area (Sq. Ft.)	Parcel Size (Acres)	Assessed Value 2015
1	913	78,241	8.3	$ 2,387,680
2	115	1,800	0.2	$ 37,700
3	86	21,910	0.4	$ 194,890
4	107	11,960	0.3	$ 151,240
5	56	0	0.2	$ 93,940
6	267	0	0.4	$ 50,460
7	408	61,845	1.3	$ 1,623,500
8	112	2,737	0.3	$ 151,880
9	104	1,820	0.3	$ 197,740
10	185	4,806	0.8	$ 242,250
11	104	3,520	0.3	$ 172,930
12	130	4,752	0.3	$ 319,340
13	65	23,001	0.8	$ 438,390
14	0	1,644	0.1	$ 23,840
15	0	0	0.2	$ 110,440
16	0	1,860	0.2	$ 24,780
17	236	2,237	0.4	$ 162,530
18	0	2,350	0.3	$ 226,480
19	0	0	0.5	$ 101,920
20	0	0	0.7	$ 189,300
21	0	919	0.1	$ 20,810
22	0	1,672	0.2	$ 29,370
23	113	76,877	1.6	$ 1,029,740
24	0	2,216	0.1	$ 24,320
25	0	2,663	0.1	$ 40,230
26	0	2,820	0.1	$ 91,150
27	125	12,305	0.5	$ 182,370
28	0	2,566	0.2	$ 28,480
29	266	124,255	2.4	$ 1,160,000
30	125	3,308	0.7	$ 179,910
31	0	1,800	0.4	$ 221,210
32	0	1,872	0.1	$ 25,900
33	0	0	0.6	$ 58,480
34	0	4,758	0.6	$ 232,070
35	0	1,642	0.1	$ 24,290
36	0	2,603	0.3	$ 28,760
37	327	6,654	1.1	$ 233,250
38	109	0	1.2	$ 224,350
39	0	3,980	0.5	$ 42,620
40	330	29,149	1.0	$ 591,580
41	205	3,740	1.6	$ 461,590
42	0	6,376	0.3	$ 81,720
43	70	0	0.3	$ 100,000
44	320	37,810	1.9	$ 736,050
45	0	0	0.1	$ 11,490
46	62	1,488	0.3	$ 109,540
47	0	2,064	0.7	$ 254,970
48	0	0	0.0	$ -
49	46	1,590	0.2	$ 99,600
50	545	50,708	4.5	$ 1,654,420
51	0	30,216	1.3	$ 812,000
52	345	36,321	1.3	$ 1,077,900
53	0	520	1.4	$ 390,700
54	275	0	1.3	$ 253,910
55	147	0	1.3	$ 43,160
56	0	42,256	1.4	$ 1,218,230
57	125	0	0.5	$ 112,550
58	493	0	1.1	$ 160,590
59	570	7,224	3.0	$ 894,620
TOTAL	**7,486**	**726,855.0**	**51.3**	**$ 19,843,160**

Source: Economic & Planning Systems

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Table A2
Revenue Source Estimates

	Assessment Type Annual Revenue											
	Property Tax			Linear Front Footage			Building Area			Parcel Area		
Parcel #	5 Mils	10 Mils	15 Mils	$15/lf	$30/lf	$45/lf	$0.15/sq. ft.	$0.30/sq. ft.	$0.45/sq. ft.	$2,000/ac.	$4,000/ac.	$6,000/ac.
1	$ 11,938	$ 23,877	$ 35,815	$ 13,695	$ 27,390	$ 41,085	$ 11,736	$ 23,472	$ 35,208	$ 16,660	$ 33,320	$ 49,980
2	$ 189	$ 377	$ 566	$ 1,725	$ 3,450	$ 5,175	$ 270	$ 540	$ 810	$ 413	$ 826	$ 1,240
3	$ 974	$ 1,949	$ 2,923	$ 1,290	$ 2,580	$ 3,870	$ 3,287	$ 6,573	$ 9,860	$ 849	$ 1,699	$ 2,548
4	$ 756	$ 1,512	$ 2,269	$ 1,605	$ 3,210	$ 4,815	$ 1,794	$ 3,588	$ 5,382	$ 689	$ 1,377	$ 2,066
5	$ 470	$ 939	$ 1,409	$ 840	$ 1,680	$ 2,520	$ -	$ -	$ -	$ 304	$ 607	$ 911
6	$ 252	$ 505	$ 757	$ 4,005	$ 8,010	$ 12,015	$ -	$ -	$ -	$ 760	$ 1,520	$ 2,280
7	$ 8,118	$ 16,235	$ 24,353	$ 6,120	$ 12,240	$ 18,360	$ 9,277	$ 18,554	$ 27,830	$ 2,663	$ 5,326	$ 7,989
8	$ 759	$ 1,519	$ 2,278	$ 1,680	$ 3,360	$ 5,040	$ 411	$ 821	$ 1,232	$ 595	$ 1,190	$ 1,786
9	$ 989	$ 1,977	$ 2,966	$ 1,560	$ 3,120	$ 4,680	$ 273	$ 546	$ 819	$ 541	$ 1,082	$ 1,623
10	$ 1,211	$ 2,423	$ 3,634	$ 2,775	$ 5,550	$ 8,325	$ 721	$ 1,442	$ 2,163	$ 1,622	$ 3,244	$ 4,866
11	$ 865	$ 1,729	$ 2,594	$ 1,560	$ 3,120	$ 4,680	$ 528	$ 1,056	$ 1,584	$ 505	$ 1,010	$ 1,515
12	$ 1,597	$ 3,193	$ 4,790	$ 1,950	$ 3,900	$ 5,850	$ 713	$ 1,426	$ 2,138	$ 631	$ 1,263	$ 1,894
13	$ 2,192	$ 4,384	$ 6,576	$ 975	$ 1,950	$ 2,925	$ 3,450	$ 6,900	$ 10,350	$ 1,660	$ 3,320	$ 4,980
14	$ 119	$ 238	$ 358	$ -	$ -	$ -	$ 247	$ 493	$ 740	$ 241	$ 482	$ 723
15	$ 552	$ 1,104	$ 1,657	$ -	$ -	$ -	$ -	$ -	$ -	$ 362	$ 723	$ 1,085
16	$ 124	$ 248	$ 372	$ -	$ -	$ -	$ 279	$ 558	$ 837	$ 413	$ 826	$ 1,240
17	$ 813	$ 1,625	$ 2,438	$ 3,540	$ 7,080	$ 10,620	$ 336	$ 671	$ 1,007	$ 750	$ 1,500	$ 2,250
18	$ 1,132	$ 2,265	$ 3,397	$ -	$ -	$ -	$ 353	$ 705	$ 1,058	$ 530	$ 1,061	$ 1,591
19	$ 510	$ 1,019	$ 1,529	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,033	$ 2,066	$ 3,099
20	$ 947	$ 1,893	$ 2,840	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,446	$ 2,893	$ 4,339
21	$ 104	$ 208	$ 312	$ -	$ -	$ -	$ 138	$ 276	$ 414	$ 241	$ 482	$ 723
22	$ 147	$ 294	$ 441	$ -	$ -	$ -	$ 251	$ 501	$ 752	$ 482	$ 964	$ 1,446
23	$ 5,149	$ 10,297	$ 15,446	$ 1,695	$ 3,390	$ 5,085	$ 11,532	$ 23,063	$ 34,595	$ 3,260	$ 6,520	$ 9,780
24	$ 122	$ 243	$ 365	$ -	$ -	$ -	$ 332	$ 665	$ 997	$ 241	$ 482	$ 723
25	$ 201	$ 402	$ 603	$ -	$ -	$ -	$ 399	$ 799	$ 1,198	$ 241	$ 482	$ 723
26	$ 456	$ 912	$ 1,367	$ -	$ -	$ -	$ 423	$ 846	$ 1,269	$ 220	$ 440	$ 660
27	$ 912	$ 1,824	$ 2,736	$ 1,875	$ 3,750	$ 5,625	$ 1,846	$ 3,692	$ 5,537	$ 978	$ 1,956	$ 2,934
28	$ 142	$ 285	$ 427	$ -	$ -	$ -	$ 385	$ 770	$ 1,155	$ 362	$ 723	$ 1,085
29	$ 5,800	$ 11,600	$ 17,400	$ 3,990	$ 7,980	$ 11,970	$ 18,638	$ 37,277	$ 55,915	$ 4,878	$ 9,756	$ 14,634
30	$ 900	$ 1,799	$ 2,699	$ 1,875	$ 3,750	$ 5,625	$ 496	$ 992	$ 1,489	$ 1,400	$ 2,800	$ 4,200
31	$ 1,106	$ 2,212	$ 3,318	$ -	$ -	$ -	$ 270	$ 540	$ 810	$ 795	$ 1,591	$ 2,386
32	$ 130	$ 259	$ 389	$ -	$ -	$ -	$ 281	$ 562	$ 842	$ 241	$ 482	$ 723
33	$ 292	$ 585	$ 877	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,122	$ 2,245	$ 3,367
34	$ 1,160	$ 2,321	$ 3,481	$ -	$ -	$ -	$ 714	$ 1,427	$ 2,141	$ 1,290	$ 2,579	$ 3,869
35	$ 121	$ 243	$ 364	$ -	$ -	$ -	$ 246	$ 493	$ 739	$ 241	$ 482	$ 723
36	$ 144	$ 288	$ 431	$ -	$ -	$ -	$ 390	$ 781	$ 1,171	$ 620	$ 1,240	$ 1,860
37	$ 1,166	$ 2,333	$ 3,499	$ 4,905	$ 9,810	$ 14,715	$ 998	$ 1,996	$ 2,994	$ 2,240	$ 4,480	$ 6,720
38	$ 1,122	$ 2,244	$ 3,365	$ 1,635	$ 3,270	$ 4,905	$ -	$ -	$ -	$ 2,368	$ 4,736	$ 7,104
39	$ 213	$ 426	$ 639	$ -	$ -	$ -	$ 597	$ 1,194	$ 1,791	$ 940	$ 1,880	$ 2,820
40	$ 2,958	$ 5,916	$ 8,874	$ 4,950	$ 9,900	$ 14,850	$ 4,372	$ 8,745	$ 13,117	$ 2,000	$ 4,000	$ 6,000
41	$ 2,308	$ 4,616	$ 6,924	$ 3,075	$ 6,150	$ 9,225	$ 561	$ 1,122	$ 1,683	$ 3,200	$ 6,400	$ 9,600
42	$ 409	$ 817	$ 1,226	$ -	$ -	$ -	$ 956	$ 1,913	$ 2,869	$ 620	$ 1,240	$ 1,860
43	$ 500	$ 1,000	$ 1,500	$ 1,050	$ 2,100	$ 3,150	$ -	$ -	$ -	$ 640	$ 1,280	$ 1,920
44	$ 3,680	$ 7,361	$ 11,041	$ 4,800	$ 9,600	$ 14,400	$ 5,672	$ 11,343	$ 17,015	$ 3,820	$ 7,640	$ 11,460
45	$ 57	$ 115	$ 172	$ -	$ -	$ -	$ -	$ -	$ -	$ 260	$ 520	$ 780
46	$ 548	$ 1,095	$ 1,643	$ 930	$ 1,860	$ 2,790	$ 223	$ 446	$ 670	$ 560	$ 1,120	$ 1,680
47	$ 1,275	$ 2,550	$ 3,825	$ -	$ -	$ -	$ 310	$ 619	$ 929	$ 1,460	$ 2,920	$ 4,380
48	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
49	$ 498	$ 996	$ 1,494	$ 690	$ 1,380	$ 2,070	$ 239	$ 477	$ 716	$ 440	$ 880	$ 1,320
50	$ 8,272	$ 16,544	$ 24,816	$ 8,175	$ 16,350	$ 24,525	$ 7,606	$ 15,212	$ 22,819	$ 9,080	$ 18,160	$ 27,240
51	$ 4,060	$ 8,120	$ 12,180	$ -	$ -	$ -	$ 4,532	$ 9,065	$ 13,597	$ 2,550	$ 5,100	$ 7,650
52	$ 5,390	$ 10,779	$ 16,169	$ 5,175	$ 10,350	$ 15,525	$ 5,448	$ 10,896	$ 16,344	$ 2,626	$ 5,252	$ 7,878
53	$ 1,954	$ 3,907	$ 5,861	$ -	$ -	$ -	$ 78	$ 156	$ 234	$ 2,860	$ 5,720	$ 8,580
54	$ 1,270	$ 2,539	$ 3,809	$ 4,125	$ 8,250	$ 12,375	$ -	$ -	$ -	$ 2,680	$ 5,360	$ 8,040
55	$ 216	$ 432	$ 647	$ 2,205	$ 4,410	$ 6,615	$ -	$ -	$ -	$ 2,680	$ 5,360	$ 8,040
56	$ 6,091	$ 12,182	$ 18,273	$ -	$ -	$ -	$ 6,338	$ 12,677	$ 19,015	$ 2,860	$ 5,720	$ 8,580
57	$ 563	$ 1,126	$ 1,688	$ 1,875	$ 3,750	$ 5,625	$ -	$ -	$ -	$ 1,080	$ 2,160	$ 3,240
58	$ 803	$ 1,606	$ 2,409	$ 7,395	$ 14,790	$ 22,185	$ -	$ -	$ -	$ 2,260	$ 4,520	$ 6,780
59	$ 4,473	$ 8,946	$ 13,419	$ 8,550	$ 17,100	$ 25,650	$ 1,084	$ 2,167	$ 3,251	$ 6,000	$ 12,000	$ 18,000
TOTAL	**$ 99,216**	**$ 198,432**	**$ 297,647**	**$ 112,290**	**$ 224,580**	**$ 336,870**	**$ 109,028**	**$ 218,057**	**$ 327,085**	**$ 102,504**	**$ 205,008**	**$ 307,512**

Source: Economic & Planning Systems

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Appendix D: Utilities

Utilities within the North Glenwood and the 6th Street Corridor exist largely to suit the individual commercial needs along Highway 6 & 24, 6th Street, and the northerly historic grid-street residential neighborhood. Existing utilities include potable water, sanitary sewer, electric, telecommunications, cable, fiber optics, natural gas and storm sewer. Prior to the Grand Avenue Bridge Project (GAB), which began in 2016, several utility providers expressed the need for a wide range of improvements which would be necessary to accommodate future redevelopment in the project area. The GAB itself required a significant number of utility relocations, replacements and enlargements along 6th Street and within the adjacent bridges crossing the Colorado River, which also happened to be the same location for most utility bottlenecks. Utility providers were re-interviewed in January 2017 and asked to list remaining improvement which might be needed for North Glenwood and the 6th Street Corridor as part of this study.

Explanations of existing conditions and anticipated needs for individual utilities are as follows:

POTABLE WATER

Potable water mains typically exist near the centerline of the roadway and it is common to find an old retired main on the opposite side of the centerline from the operating main. Based on GIS mapping obtained from the City, the potable water network is comprised of 8"Ø mains in within 6th Street and the northerly residential neighborhood, a 10"Ø main in Highway 6&24, a 12"Ø main along the north side of Interstate 70 from the existing Grand Avenue Bridge to Devereux Road and a 4"Ø main in River Avenue from the existing bridge to 6th Street.

Service representatives did not identify any specific improvements which might be required for future redevelopment.

SANITARY SEWER

Sanitary sewer often exists along an outer edge of the roadway or just outside the curb or asphalt. Numerous clay pipe sanitary sewer mains have been slipline repaired in the last decade.

Service representatives did not identify any specific improvements which might be required for future redevelopment.

ELECTRIC

Electric, telecommunications and cable are often physically grouped together and installed on shared overhead poles or in shared trenches. Electric largely exist within alleys/minor streets or along rear lot lines. Electric is typically buried throughout with a few minor overhead lines remaining in difficult locations. Ample three phase service already exists within the commercial areas of North Glenwood to serve future redevelopments.

The following improvements to the electric network have been identified by the City Electric Department in order to accommodate future redevelopment or should be incorporated as redevelopment occurs:

- The electrical service for the future 6th Street Park will likely be extended from the alleyway behind the existing Sioux Villa Curio building. There is currently a carport between the Park and the pull site which prevents the utility from being buried in the alley easement/right-of-way. It may be possible to hand trench along the earthen slope south of the carport, but this may require an additional easement across private property.
- Bury the few remaining overhead lines as redevelopment occurs.
- Continue the practice of installing an additional 2"Ø conduit atop new buried electric conduits for future Community Broadband Network extensions.
- Expand the use of the carriage light pole and full cut-off light fixture styles recently installed on 6th Street near front of the Hotel Colorado.
- The service location for the carriage lighting along 6th Street from Maple Street to Pine Street also exists behind the Sioux Villa Curio building.

Appendix D: Utilities

TELECOMMUNICATION

Telecommunication services are provided by the City Community Broadband Network (CBN), Comcast and CenturyLink.

The following improvements to the telecommunications network(s) have been identified by individual service representatives in order to accommodate future redevelopment or should be incorporated as redevelopment occurs:

Community Broadband Network

- Continue the practice of installing a 2"Ø conduit atop new buried electric conduits for future telecommunication systems and extensions.
- The existing electrical substation property just north of the intersection of East 6th Street and North River Street has been identified as a probable location for a future central cabinet to better service North Glenwood.

Comcast

- A Comcast representative indicated that no specific improvements are needed.

CenturyLink

- Extend the CenturyLink trunk line from the intersection of 6th Street and Pine Street west along 6th Street to the west side of the proposed roundabout at Laurel Street and install a underground vault and cabinet
- Extend services to areas east of Pine Street.
- Extend the CenturyLink their fiber network west on Devereux Road to the region where the CDOT Maintenance Facility and Iron Mountain Hot Springs exist.

NATURAL GAS

Natural gas service is provided by Black Hills Energy (formerly SourceGas) throughout North Glenwood Springs. Service representatives did not identify any specific improvements which might be required for future redevelopment.

STORM SEWER

Stormwater runoff was analyzed for the GAB Project by TSH Engineering in the *Final Hydraulic Design Report for Grand Avenue Bridge*, dated October 2015. This report appears to adequately address stormwater runoff and management for areas of North Glenwood between Laurel Street and Pine Street. It is understood that this study was used to design the storm sewer improvements being installed with the GAB Project.

This study for North Glenwood and the 6th Street Corridor did not include any additional calculations or in depth investigations into the existing systems. It is anticipated that the City of Glenwood Springs will exceed a population of 10,000 in the near future and become classified as a regulated small municipal separate storm sewer system (MS4) with Environmental Protection Agency (EPA). This occurrence will significantly increase the stormwater management, treatment and discharge requirements within the North Glenwood. Future developments and redevelopments are advised to consult the EPA Phase II Final Rule for small MS4s during the conceptual phase of their project(s). An overview of this Rule can be found at:

https://www.epa.gov/sites/production/files/2015-11/documents/fact1-0.pdf.

City Council
STAFF REPORT
City of Glenwood Springs
November 21, 2019

Agenda Item: Ordinance No. 29, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Fixing and Certifying the Mill Levy on the 2019 Assessment for Collection in Fiscal Year 2020 for the Glenwood Springs General Improvement District No. 1980 and Providing for a Temporary Tax Credit (SECOND READING)

Action Requested: Approve Mill Levy Certifications for collection year 2020 for the General Improvement District No. 1980.

Department: Finance

Presented By: Yvette Gustad, Finance Director

Background Info: Property Tax collection is set each year for by voter approved Mill Levy's. The amounts set are based on net assessed value of properties within the General Improvement District. This must be approved and certified to Garfield County by December 15th of each year. The numbers presented in Exhibit A reflect preliminary numbers provided by Garfield County and will be updated with actual when final assessments are received.

Issues: None

Staff Recommendation: Recommend approval of Ordinance to certify Mill Levy for 2020.

ORDINANCE NO. 29

SERIES OF 2019

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, FIXING AND CERTIFYING THE MILL LEVY ON THE 2019 ASSESSMENT FOR COLLECTION IN FISCAL YEAR 2020 FOR THE GLENWOOD SPRINGS GENERAL IMPROVEMENT DISTRICT NO. 1980.

WHEREAS, the City Council of the City of Glenwood Springs has established the Glenwood Springs General Improvement District No. 1980; and

WHEREAS, the City Council of the City of Glenwood Springs has adopted, by Resolution 2019-38, the budget for fiscal year 2020 commencing January 1, 2020 and ending December 31, 2020; and

WHEREAS, the City Council, as the ex-officio Board of Directors of the Glenwood Springs General Improvement District No. 1980, desires to fix a mill levy on the 2019 assessment for collection in fiscal year 2020 commencing January 1, 2020 and ending December 31, 2020, in order to fund improvements within the Glenwood Springs General Improvement District No. 1980.

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

Section 1. The mill levy which shall be assessed upon each dollar of the assessed valuation of all taxable property within the Glenwood Springs General Improvement District No. 1980 shall be fixed at the rate set forth on **Exhibit A** attached hereto and incorporated herein.

Section 2. The City Manager is hereby directed to certify said mill levy to Garfield County as required by law, no later than the 15th day of December 2019.

INTRODUCED, READ ON FIRST READING, PASSED, AND ORDERED PUBLISHED BY TITLE ONLY THIS 7TH DAY OF NOVEMBER 2019.

CITY OF GLENWOOD SPRINGS, COLORADO

_____

Jonathan Godes, Mayor

ATTEST:

_____
Catherine Mythen Fletcher, City Clerk

INTRODUCED, READ ON SECOND READING, AND ORDERED PUBLISHED BY TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND PUBLICATION THIS ___ DAY OF _____ 2019.

CITY OF GLENWOOD SPRINGS, COLORADO

_____
Jonathan Godes, Mayor

ATTEST:

_____
Catherine Mythen Fletcher, City Clerk

County Tax Entity Code _____ DOLA LGID/SID _____

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners[1] of Garfield County, Colorado.

On behalf of the G.I.D. #1980 (taxing entity)[A],

the City Council (governing body)[B]

of the City of Glenwood Springs (local government)[C]

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS assessed valuation of: $ 21,453,330 (GROSS[D] assessed valuation, Line 2 of the Certification of Valuation Form DLG 57[E])

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area[F] the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: $ 20,932,920 (NET[G] assessed valuation, Line 4 of the Certification of Valuation Form DLG 57)

USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: _____ for budget/fiscal year 2020.
(no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE (see end notes for definitions and examples)	**LEVY**[2]		**REVENUE**[2]
1. General Operating Expenses[H]	2.287	mills	$ 47,874
2. <**Minus**> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction[I]	< 0.297 >	mills	$ < 6,217 >
SUBTOTAL FOR GENERAL OPERATING:	1.990	**mills**	**$** 41,657
3. General Obligation Bonds and Interest[J]		mills	$
4. Contractual Obligations[K]		mills	$
5. Capital Expenditures[L]		mills	$
6. Refunds/Abatements[M]	.013	mills	$ 272
7. Other[N] (specify): _____		mills	$
_____		mills	$
TOTAL: [Sum of General Operating Subtotal and Lines 3 to 7]	2.003	**mills**	**$** 41,929

Contact person: (print) Yvette Gustad Daytime phone: (970) 384-6421

Signed: _____ Title: Finance Director

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

[1] If the *taxing entity's* boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.
[2] Levies must be rounded to three decimal places and revenue must be calculated from the total *NET assessed valuation* (Line 4 of Form DLG57 on the County Assessor's **FINAL** certification of valuation).

THIS SECTION APPLIES TO TITLE 32, ARTICLE 1 SPECIAL DISTRICTS THAT LEVY TAXES FOR PAYMENT OF GENERAL OBLIGATION DEBT (32-1-1603 C.R.S.). Taxing entities that are Special Districts or Subdistricts of Special Districts must certify separate mill levies and revenues to the Board of County Commissioners, one each for the funding requirements of each debt (32-1-1603, C.R.S.) Use additional pages as necessary. The Special District's or Subdistrict's total levies for general obligation bonds and total levies for contractual obligations should be recorded on Page 1, Lines 3 and 4 respectively.

CERTIFY A SEPARATE MILL LEVY FOR EACH BOND OR CONTRACT:

BONDS[J]:

1. Purpose of Issue: _____
   Series: _____
   Date of Issue: _____
   Coupon Rate: _____
   Maturity Date: _____
   Levy: _____
   Revenue: _____

2. Purpose of Issue: _____
   Series: _____
   Date of Issue: _____
   Coupon Rate: _____
   Maturity Date: _____
   Levy: _____
   Revenue: _____

CONTRACTS[K]:

3. Purpose of Contract: _____
   Title: _____
   Date: _____
   Principal Amount: _____
   Maturity Date: _____
   Levy: _____
   Revenue: _____

4. Purpose of Contract: _____
   Title: _____
   Date: _____
   Principal Amount: _____
   Maturity Date: _____
   Levy: _____
   Revenue: _____

Use multiple copies of this page as necessary to separately report all bond and contractual obligations per 32-1-1603, C.R.S.

Notes:

[A] **Taxing Entity—**A jurisdiction authorized by law to impose ad valorem property taxes on taxable property located within its territorial limits (please see notes B, C, and H below). For purposes of the DLG 70 only, a *taxing entity* is also a geographic area formerly located within a *taxing entity's* boundaries for which the county assessor certifies a valuation for assessment and which is responsible for payment of its share until retirement of financial obligations incurred by the *taxing entity* when the area was part of the *taxing entity*. For example: an area of excluded property formerly within a special district with outstanding general obligation debt at the time of the exclusion or the area located within the former boundaries of a dissolved district whose outstanding general obligation debt service is administered by another local government[C].

[B] **Governing Body—**The board of county commissioners, the city council, the board of trustees, the board of directors, or the board of any other entity that is responsible for the certification of the *taxing entity's* mill levy. For example: the board of county commissioners is the governing board ex officio of a county public improvement district (PID); the board of a water and sanitation district constitutes ex officio the board of directors of the water subdistrict.

[C] **Local Government -** For purposes of this line on Page 1of the DLG 70, the *local government* is the political subdivision under whose authority and within whose boundaries the *taxing entity* was created. The *local government* is authorized to levy property taxes on behalf of the *taxing entity*. For example, for the purposes of this form:

1. a municipality is both the *local government* and the *taxing entity* when levying its own levy for its entire jurisdiction;
2. a city is the *local government* when levying a tax on behalf of a business improvement district (BID) *taxing entity* which it created and whose city council is the BID board;
3. a fire district is the *local government* if it created a subdistrict, the *taxing entity*, on whose behalf the fire district levies property taxes.
4. a town is the *local government* when it provides the service for a dissolved water district and the town board serves as the board of a dissolved water district, the *taxing entity*, for the purpose of certifying a levy for the annual debt service on outstanding obligations.

[D] **GROSS Assessed Value -** There will be a difference between gross assessed valuation and net assessed valuation reported by the county assessor only if there is a "tax increment financing" entity (see below), such as a downtown development authority or an urban renewal authority, within the boundaries of the *taxing entity*. The board of county commissioners certifies each *taxing entity's* total mills upon the *taxing entity's Gross Assessed Value* found on Line 2 of Form DLG 57.

[E] **Certification of Valuation by County Assessor, Form DLG 57 -** The county assessor(s) uses this form (or one similar) to provide valuation for assessment information to a *taxing entity*. The county assessor must provide this certification no later than August 25th each year and may amend it, one time, prior to December 10th. Each entity must use the **FINAL** valuation provided by assessor when certifying a tax levy.

[F] **TIF Area—**A downtown development authority (DDA) or urban renewal authority (URA), may form plan areas that use "tax increment financing" to derive revenue from increases in assessed valuation (gross minus net, Form DLG 57 Line 3) attributed to the activities/improvements within the plan area. The DDA or URA receives the differential revenue of each overlapping *taxing entity's* mill levy applied against the *taxing entity's* gross assessed value after subtracting the *taxing entity's* revenues derived from its mill levy applied against the net assessed value.

[G] **NET Assessed Value—**The total taxable assessed valuation from which the *taxing entity* will derive revenues for its uses. It is found on Line 4 of Form DLG 57. **Please Note:** A downtown development authority (DDA) may be both a *taxing entity* and have also created its own *TIF area* and/or have a URA *TIF Area* within the DDA's boundaries. As a result DDAs may both receive operating revenue from their levy applied to their certified *NET assessed value* and also receive TIF revenue generated by any *tax entity* levies overlapping the DDA's *TIF Area*, including the DDA's own operating levy.

[H] General Operating Expenses (DLG 70 Page 1 Line 1)—The levy and accompanying revenue reported on Line 1 is for general operations and includes, in aggregate, all levies for and revenues raised by a *taxing entity* for purposes not lawfully exempted and detailed in Lines 3 through 7 on Page 1 of the DLG 70. For example: a fire pension levy is included in general operating expenses, unless the pension is voter-approved, if voter-approved, use Line 7 (Other).

[I] Temporary Tax Credit for Operations (DLG 70 Page 1 Line 2)—The Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction of 39-1-111.5, C.R.S. may be applied to the *taxing entity*'s levy for general operations to effect refunds. Temporary Tax Credits (TTCs) are not applicable to other types of levies (non-general operations) certified on this form because these levies are adjusted from year to year as specified by the provisions of any contract or schedule of payments established for the payment of any obligation incurred by the *taxing entity* per 29-1-301(1.7), C.R.S., or they are certified as authorized at election per 29-1-302(2)(b), C.R.S.

[J] General Obligation Bonds and Interest (DLG 70 Page 1 Line 3)—Enter on this line the total levy required to pay the annual debt service of all general obligation bonds. Per 29-1-301(1.7) C.R.S., the amount of revenue levied for this purpose cannot be greater than the amount of revenue required for such purpose as specified by the provisions of any contract or schedule of payments. Title 32, Article 1 Special districts and subdistricts must complete Page 2 of the DLG 70.

[K] Contractual Obligation (DLG 70 Page 1 Line 4)—If repayment of a contractual obligation with property tax has been approved at election and it is not a general obligation bond (shown on Line 3), the mill levy is entered on this line. Per 29-1-301(1.7) C.R.S., the amount of revenue levied for this purpose cannot be greater than the amount of revenue required for such purpose as specified by the provisions of any contract or schedule of payments.

[L] Capital Expenditures (DLG 70 Page 1 Line 5)—These revenues are not subject to the statutory property tax revenue limit if they are approved by counties and municipalities through public hearings pursuant to 29-1-301(1.2) C.R.S. and for special districts through approval from the Division of Local Government pursuant to 29-1-302(1.5) C.R.S. or for any *taxing entity* if approved at election. Only levies approved by these methods should be entered on Line 5.

[M] Refunds/Abatements (DLG 70 Page 1 Line 6)—The county assessor reports on the *Certification of Valuation* (DLG 57 Line 11) the amount of revenue from property tax that the local government did not receive in the prior year because taxpayers were given refunds for taxes they had paid or they were given abatements for taxes originally charged to them due to errors made in their property valuation. The local government was due the tax revenue and would have collected it through an adjusted mill levy if the valuation errors had not occurred. Since the government was due the revenue, it may levy, in the subsequent year, a mill to collect the refund/abatement revenue. An abatement/refund mill levy may generate revenues up to, but not exceeding, the refund/abatement amount from Form DLG 57 Line 11.

1. Please Note: Pursuant to Article X, Section 3 of the Colorado Constitution, if the *taxing entity* is in more than one county, as with all levies, the abatement levy must be uniform throughout the entity's boundaries and certified the same to each county. To calculate the abatement/refund levy for a *taxing entity* that is located in more than one county, first total the abatement/refund amounts reported by each county assessor, then divide by the *taxing entity*'s total net assessed value, then multiply by 1,000 and round down to the nearest three decimals to prevent levying for more revenue than was abated/refunded. This results in an abatement/refund mill levy that will be uniformly certified to all of the counties in which the *taxing entity* is located even though the abatement/refund did not occur in all the counties.

[N] Other (DLG 70 Page 1 Line 7)—Report other levies and revenue not subject to 29-1-301 C.R.S. that were not reported above. For example: a levy for the purposes of television relay or translator facilities as specified in sections 29-7-101, 29-7-102, and 29-7-105 and 32-1-1005 (1) (a), C.R.S.; a voter-approved fire pension levy; a levy for special purposes such as developmental disabilities, open space, etc.

City Council
STAFF REPORT
City of Glenwood Springs
November 21, 2019

Agenda Item: Ordinance No. 30, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Fixing and Certifying the Mill Levy on the 2019 Assessment for Collection in Fiscal Year 2020 and Providing for a Temporary Tax Credit (SECOND READING)

Action Requested: Approve Mill Levy Certifications for collection year 2020 for the City of Glenwood Springs for General Operating, Fire Capital Equipment, and General Obligation Bond repayment.

Department: Finance

Presented By: Yvette Gustad, Finance Director

Background Info: Property Tax collection is set each year for voter approved Mill Levy's. The amounts set are based on net assessed value of properties within the City of Glenwood City Limits. This must be approved and certified to Garfield County by December 15th of each year. The numbers presented in Exhibit A reflect preliminary numbers provided by Garfield County and will be updated with actual when final assessments are received.

Issues: None

Staff Recommendation: Approve Mill Levy Certifications for collection year 2020 for the City of Glenwood Springs.

ORDINANCE NO. 30

SERIES OF 2019

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, FIXING AND CERTIFYING THE MILL LEVY ON THE 2019 ASSESSMENT FOR COLLECTION IN FISCAL YEAR 2020.

WHEREAS, the City Council of the City of Glenwood Springs has adopted by Resolution 2019 -38 the budget for fiscal year 2020 commencing January 1, 2020 and ending December 31, 2020; and

WHEREAS, the City Council of the Glenwood Springs desires to fix a mill levy pursuant to Section 9.7 of the Municipal Charter of the City of Glenwood Springs to enable the City to have sufficient revenues to pay the proposed expenditures for fiscal year 2020; and

WHEREAS, pursuant to Section 4.1 of the Municipal Charter of the City of Glenwood Springs, the City Council is required to levy taxes by ordinance.

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

Section 1. The mill levy for general purposes that shall be assessed upon each dollar of the assessed valuation of all taxable property within the corporate limits of the City of Glenwood Springs, shall be fixed at the rate set forth on **Exhibit A** attached hereto and incorporated herein.

Section 2. The City Manager is hereby directed to certify said mill levy to Garfield County as required by law, no later than the 15th day of December 2019.

INTRODUCED, READ ON FIRST READING, PASSED, AND ORDERED PUBLISHED BY TITLE ONLY THIS 7TH DAY OF NOVEMBER 2019.

CITY OF GLENWOOD SPRINGS, COLORADO

_____

Jonathan Godes, Mayor

ATTEST:

_____

Catherine Mythen Fletcher, City Clerk

INTRODUCED, READ ON SECOND READING, AND ORDERED PUBLISHED BY TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND PUBLICATION THIS ___ DAY OF _____ 2019.

CITY OF GLENWOOD SPRINGS, COLORADO

_____
Jonathan Godes, Mayor

ATTEST:

_____
Catherine Mythen Fletcher, City Clerk

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners[1] of Garfield County, Colorado.

On behalf of the City of Glenwood Springs[A],

the City Council[B]

of the City of Glenwood Springs[C]

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS assessed valuation of: $ 248,400,330
(GROSS[D] assessed valuation, Line 2 of the Certification of Valuation Form DLG 57[E])

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area[F] the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: $ 247,119,260
(NET[G] assessed valuation, Line 4 of the Certification of Valuation Form DLG 57)
USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: _____ for budget/fiscal year 2020.
(no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE (see end notes for definitions and examples)	**LEVY**[2]		**REVENUE**[2]
1. General Operating Expenses[H]	8.603	mills	$ 2,125,967
2. <**Minus**> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction[I]	< >	mills	$ < >
SUBTOTAL FOR GENERAL OPERATING:	8.603	**mills**	**$** 2,125,967
3. General Obligation Bonds and Interest[J]		mills	$
4. Contractual Obligations[K]		mills	$
5. Capital Expenditures[L]		mills	$
6. Refunds/Abatements[M]	.102	mills	$ 25,206
7. Other[N] (specify): _____		mills	$
_____		mills	$
TOTAL: [Sum of General Operating Subtotal and Lines 3 to 7]	8.705	**mills**	**$** 2,151,173

Contact person: (print) Yvette Gustad Daytime phone: (970) 384-6421

Signed: _____ Title: Finance Director

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

[1] If the *taxing entity's* boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.
[2] Levies must be rounded to three decimal places and revenue must be calculated from the total *NET assessed valuation* (Line 4 of Form DLG57 on the County Assessor's **FINAL** certification of valuation).

THIS SECTION APPLIES TO TITLE 32, ARTICLE 1 SPECIAL DISTRICTS THAT LEVY TAXES FOR PAYMENT OF GENERAL OBLIGATION DEBT (32-1-1603 C.R.S.). Taxing entities that are Special Districts or Subdistricts of Special Districts must certify separate mill levies and revenues to the Board of County Commissioners, one each for the funding requirements of each debt (32-1-1603, C.R.S.) Use additional pages as necessary. The Special District's or Subdistrict's total levies for general obligation bonds and total levies for contractual obligations should be recorded on Page 1, Lines 3 and 4 respectively.

CERTIFY A SEPARATE MILL LEVY FOR EACH BOND OR CONTRACT:

BONDS[J]:

1. Purpose of Issue: _____
   Series: _____
   Date of Issue: _____
   Coupon Rate: _____
   Maturity Date: _____
   Levy: _____
   Revenue: _____

2. Purpose of Issue: _____
   Series: _____
   Date of Issue: _____
   Coupon Rate: _____
   Maturity Date: _____
   Levy: _____
   Revenue: _____

CONTRACTS[K]:

3. Purpose of Contract: _____
   Title: _____
   Date: _____
   Principal Amount: _____
   Maturity Date: _____
   Levy: _____
   Revenue: _____

4. Purpose of Contract: _____
   Title: _____
   Date: _____
   Principal Amount: _____
   Maturity Date: _____
   Levy: _____
   Revenue: _____

Use multiple copies of this page as necessary to separately report all bond and contractual obligations per 32-1-1603, C.R.S.

Notes:

[A] **Taxing Entity—**A jurisdiction authorized by law to impose ad valorem property taxes on taxable property located within its territorial limits (please see notes B, C, and H below). For purposes of the DLG 70 only, a *taxing entity* is also a geographic area formerly located within a *taxing entity's* boundaries for which the county assessor certifies a valuation for assessment and which is responsible for payment of its share until retirement of financial obligations incurred by the *taxing entity* when the area was part of the *taxing entity*. For example: an area of excluded property formerly within a special district with outstanding general obligation debt at the time of the exclusion or the area located within the former boundaries of a dissolved district whose outstanding general obligation debt service is administered by another local government[C].

[B] **Governing Body—**The board of county commissioners, the city council, the board of trustees, the board of directors, or the board of any other entity that is responsible for the certification of the *taxing entity's* mill levy. For example: the board of county commissioners is the governing board ex officio of a county public improvement district (PID); the board of a water and sanitation district constitutes ex officio the board of directors of the water subdistrict.

[C] **Local Government -** For purposes of this line on Page 1of the DLG 70, the *local government* is the political subdivision under whose authority and within whose boundaries the *taxing entity* was created. The *local government* is authorized to levy property taxes on behalf of the *taxing entity*. For example, for the purposes of this form:

1. a municipality is both the *local government* and the *taxing entity* when levying its own levy for its entire jurisdiction;
2. a city is the *local government* when levying a tax on behalf of a business improvement district (BID) *taxing entity* which it created and whose city council is the BID board;
3. a fire district is the *local government* if it created a subdistrict, the *taxing entity*, on whose behalf the fire district levies property taxes.
4. a town is the *local government* when it provides the service for a dissolved water district and the town board serves as the board of a dissolved water district, the *taxing entity*, for the purpose of certifying a levy for the annual debt service on outstanding obligations.

[D] **GROSS Assessed Value -** There will be a difference between gross assessed valuation and net assessed valuation reported by the county assessor only if there is a "tax increment financing" entity (see below), such as a downtown development authority or an urban renewal authority, within the boundaries of the *taxing entity*. The board of county commissioners certifies each *taxing entity's* total mills upon the *taxing entity's Gross Assessed Value* found on Line 2 of Form DLG 57.

[E] **Certification of Valuation by County Assessor, Form DLG 57 -** The county assessor(s) uses this form (or one similar) to provide valuation for assessment information to a *taxing entity*. The county assessor must provide this certification no later than August 25th each year and may amend it, one time, prior to December 10th. Each entity must use the **FINAL** valuation provided by assessor when certifying a tax levy.

[F] **TIF Area—**A downtown development authority (DDA) or urban renewal authority (URA), may form plan areas that use "tax increment financing" to derive revenue from increases in assessed valuation (gross minus net, Form DLG 57 Line 3) attributed to the activities/improvements within the plan area. The DDA or URA receives the differential revenue of each overlapping *taxing entity's* mill levy applied against the *taxing entity's* gross assessed value after subtracting the *taxing entity's* revenues derived from its mill levy applied against the net assessed value.

[G] **NET Assessed Value—**The total taxable assessed valuation from which the *taxing entity* will derive revenues for its uses. It is found on Line 4 of Form DLG 57. **Please Note:** A downtown development authority (DDA) may be both a *taxing entity* and have also created its own *TIF area* and/or have a URA *TIF Area* within the DDA's boundaries. As a result DDAs may both receive operating revenue from their levy applied to their certified *NET assessed value* and also receive TIF revenue generated by any *tax entity* levies overlapping the DDA's *TIF Area*, including the DDA's own operating levy.

[H] **General Operating Expenses (DLG 70 Page 1 Line 1)—**The levy and accompanying revenue reported on Line 1 is for general operations and includes, in aggregate, all levies for and revenues raised by a *taxing entity* for purposes not lawfully exempted and detailed in Lines 3 through 7 on Page 1 of the DLG 70. For example: a fire pension levy is included in general operating expenses, unless the pension is voter-approved, if voter-approved, use Line 7 (Other).

[I] **Temporary Tax Credit for Operations (DLG 70 Page 1 Line 2)—**The Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction of 39-1-111.5, C.R.S. may be applied to the *taxing entity*'s levy for general operations to effect refunds. Temporary Tax Credits (TTCs) are not applicable to other types of levies (non-general operations) certified on this form because these levies are adjusted from year to year as specified by the provisions of any contract or schedule of payments established for the payment of any obligation incurred by the *taxing entity* per 29-1-301(1.7), C.R.S., or they are certified as authorized at election per 29-1-302(2)(b), C.R.S.

[J] **General Obligation Bonds and Interest (DLG 70 Page 1 Line 3)—**Enter on this line the total levy required to pay the annual debt service of all general obligation bonds. Per 29-1-301(1.7) C.R.S., the amount of revenue levied for this purpose cannot be greater than the amount of revenue required for such purpose as specified by the provisions of any contract or schedule of payments. Title 32, Article 1 Special districts and subdistricts must complete Page 2 of the DLG 70.

[K] **Contractual Obligation (DLG 70 Page 1 Line 4)—**If repayment of a contractual obligation with property tax has been approved at election and it is not a general obligation bond (shown on Line 3), the mill levy is entered on this line. Per 29-1-301(1.7) C.R.S., the amount of revenue levied for this purpose cannot be greater than the amount of revenue required for such purpose as specified by the provisions of any contract or schedule of payments.

[L] **Capital Expenditures (DLG 70 Page 1 Line 5)—**These revenues are not subject to the statutory property tax revenue limit if they are approved by counties and municipalities through public hearings pursuant to 29-1-301(1.2) C.R.S. and for special districts through approval from the Division of Local Government pursuant to 29-1-302(1.5) C.R.S. or for any *taxing entity* if approved at election. Only levies approved by these methods should be entered on Line 5.

[M] **Refunds/Abatements (DLG 70 Page 1 Line 6)—**The county assessor reports on the *Certification of Valuation* (DLG 57 Line 11) the amount of revenue from property tax that the local government did not receive in the prior year because taxpayers were given refunds for taxes they had paid or they were given abatements for taxes originally charged to them due to errors made in their property valuation. The local government was due the tax revenue and would have collected it through an adjusted mill levy if the valuation errors had not occurred. Since the government was due the revenue, it may levy, in the subsequent year, a mill to collect the refund/abatement revenue. An abatement/refund mill levy may generate revenues up to, but not exceeding, the refund/abatement amount from Form DLG 57 Line 11.

1. Please Note: Pursuant to Article X, Section 3 of the Colorado Constitution, if the *taxing entity* is in more than one county, as with all levies, the abatement levy must be uniform throughout the entity's boundaries and certified the same to each county. To calculate the abatement/refund levy for a *taxing entity* that is located in more than one county, first total the abatement/refund amounts reported by each county assessor, then divide by the *taxing entity*'s total net assessed value, then multiply by 1,000 and round down to the nearest three decimals to prevent levying for more revenue than was abated/refunded. This results in an abatement/refund mill levy that will be uniformly certified to all of the counties in which the *taxing entity* is located even though the abatement/refund did not occur in all the counties.

[N] **Other (DLG 70 Page 1 Line 7)—**Report other levies and revenue not subject to 29-1-301 C.R.S. that were not reported above. For example: a levy for the purposes of television relay or translator facilities as specified in sections 29-7-101, 29-7-102, and 29-7-105 and 32-1-1005 (1) (a), C.R.S.; a voter-approved fire pension levy; a levy for special purposes such as developmental disabilities, open space, etc.

MINUTES
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
NOVEMBER 7, 2019
101 W. 8TH STREET
6:15 P.M.

1. Roll Call

Mayor Jonathan Godes called the meeting to order at 6:15pm. Present at roll call: Charlie Willman, Rick Voorhees, Tony Hershey, Jonathan Godes, Shelly Kaup, and Paula Stepp. Absent: Steve Davis.
Also present were Debra Figueroa; City Manager, Karl Hanlon; City Attorney, Yvette Gustad; Finance Director, Terri Partch; City Engineer, Sarah Derrigan; Public Information Officer, Catherine Mythen Fletcher; City Clerk, Lindsey Christensen; Deputy City Clerk, and Brian Smith; Parks and Recreation Director.

2. Pledge of Allegiance

Mayor Godes led in the Pledge of Allegiance.

3. Agenda Changes & Conflicts

Mayor Godes noted that item number 17 would be moved to the first item on the agenda and that item number 13 would be tabled.

4. Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes)

Mayor Godes opened the item for public comment.

None were noted.

Mayor Godes closed the item for public comment.

5. Council Comments

Councilor Stepp- made aware to the public the upcoming enrollment dates for the Affordable Care Act and asked to give staff direction to market enrollment dates. She also noted the "Tall Cop" presentation by YouthZone she went to recently attended and the next upcoming presentation (November 8th, 2019 at Coal Ride High School).

Councilor Voorhees- updated Council and the public on the recent Imagine Glenwood meeting and thanked those who participated. He also mentioned the favorable vote on Ballot Question 6A regarding the Garfield County Library District and thanked council and the public for their support.

Councilor Hershey- noted his safety concerns with pedestrian crossing in downtown Glenwood Springs. Specifically, the crossing at 8th and Pitkin Street and suggested a public information campaign to mitigate the issue.

Councilor Willman- updated and thanked Council and the public for their support on the new tobacco tax. He also noted that the Transportation Committee recommended to Council to maintain the previous snow removal process with the possibility of improving that process soon.

Mayor Godes- also thanked the public for voting for the new tobacco tax. He also noted that in the joint meeting between Council, the Housing Commission, and Planning and Zoning Commission there was heavy discussion on leniency with ADU's and a potential "density bonus" in the near future. He also started the discussion on if recurring and one-time grant applications should be processed through the Financial Advisory Board or City Council.

6. Consent Agenda

All matters under consent are considered to be routine and will be enacted by one motion and vote. The titles will not be read aloud. There will be no separate discussion on these items.

A. Resolution 2019-39; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Approval of 2020 Airport Fees

B. Approval of Minutes from the October 17, 2019 Regular Meeting

C. Resolution 2019-40, A Resolution of the City Council of the City of Glenwood Springs Canceling January 2, 2019 Regular Meeting

D. IGA with Garfield County for 27th Street Bridge and South Midland Funding

Councilor Willman moved, seconded by Councilor Kaup to approve the Consent Agenda with the correction of the year on item C (January 2, 2020).

Motion passed by all present.

Absent: Davis

ACTIONS AND/OR PRESENTATIONS

17. Resolution 2019-41; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Opposing the Expansion of the Mine and Supporting Garfield County *(moved to beginning of Actions and/or Presentations)*

The City approved a resolution in March of 2019 expressing its opposition to the expansion of the Mid Continent Mine and requesting that a full Environmental Impact Statement be completed by the Bureau of Land Management. Since that time, Rocky Mountain Resources (RMR) has initiated a lawsuit against Garfield County. In response, the City has requested resolutions of support for Garfield County in this lawsuit as well as the support for Glenwood Springs from neighboring communities. This resolution lines up with the resolutions that neighboring communities have supported.

Mayor Godes opened the item for public comment.

Commented in support of Resolution 2019-41:

- Jeff Peterson
- Leo McKinney (former Mayor)
- Mary Steinbrecher (former City Councilor)

Mayor Godes closed the item for public comment.

Councilor Willman moved, seconded by Councilor Voorhees to approve Resolution 2019-41; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Opposing the Expansion of the Mine and Supporting Garfield County.

Motion passed by all present.

Absent: Davis

8. Letter of Support Sweetwater Lake

Members of The Eagle Valley Land Trust presented regarding Sweetwater Lake. The Conservation Fund and the Eagle Valley Land Trust are leading a campaign to raise $3.5M to purchase Sweetwater Lake for the public before it is sold and has requested a letter of support from the City of Glenwood Springs for their efforts. Sweetwater Lake is approximately a one-hour drive from Glenwood Springs, near Gypsum, CO. The property, if acquired, will provide new public access to the iconic Sweetwater Lake and surrounding public lands.

Mayor Godes opened the item for public comment.

Commented in support of the Letter of Support for Sweetwater Lake:

- Jeff Doss
- Janet Rivera

Mayor Godes closed the item for public comment.

Councilor Kaup moved, seconded by Councilor Hershey to move forward and write a Letter of Support for Sweetwater Lake.
Motion passed by all present.

Absent: Davis

Councilor Willman moved, seconded by Councilor Kaup to send the request for a pledge in support of Sweetwater Lake to the Financial Advisory Board.

Motion passed by all present.

Absent: Davis

9. Resolution 2019-42; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Prioritizing Expenditures from the Acquisition and Improvements Tax and Bonds

City Council requested a Resolution to cement their understanding of how A&I Bond Funds and Revenue were to be used into the future. This resolution attempts to capture the intent of City Council.

Mayor Godes opened the item for public comment.

None were noted.

Mayor Godes closed the item for public comment.

Councilor Willman moved, seconded by Councilor Hershey to approve Resolution 2019-42; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Prioritizing Expenditures from the Acquisition and Improvements Tax and Bonds

Motion passed by all present.

Absent: Davis

10. Resolution 2019- 38; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Approving the Budget for Fiscal Year 2020

Pursuant to Section 9.2 of the City Charter, a proposed budget for fiscal year 2020 was submitted to City Council on October 3, 2019. Pursuant to Section 9.4 of the Charter, City Council held a duly noticed public hearing on the proposed budget. Section 9.5 of the Charter provides that after the public hearing on the budget and on or before the first regular meeting in November of each year, Council shall adopt the budget for the ensuing fiscal year by resolution.

Mayor Godes opened the item for public comment.

None were noted.

Mayor Godes closed the item for public comment.

Councilor Willman moved, seconded by Councilor Kaup to approve Resolution 2019- 38; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Approving the Budget for Fiscal Year 2020.

Motion passed by all present.

Absent: Davis

11. Ordinance No. 29, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Fixing and Certifying the Mill Levy on the 2019 Assessment for Collection in Fiscal Year 2020 for the Glenwood Springs General Improvement District No. 1980 and Providing for a Temporary Tax Credit (FIRST READING)

Property Tax collection is set each year for by voter approved Mill Levy's. The amounts set are based on net assessed value of properties within the General Improvement District. This must be approved and certified to Garfield County by December 15th of each year. The numbers presented in Exhibit A reflect preliminary numbers provided by Garfield County and will be updated with actual when final assessments are received.

Mayor Godes opened the item for public comment.

None were noted.

Mayor Godes closed the item for public comment.

Councilor Willman moved, seconded by Councilor Kaup to approve Ordinance No. 29, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Fixing and Certifying the Mill Levy on the 2019 Assessment for Collection in Fiscal Year 2020 for the Glenwood Springs General Improvement District No. 1980 and Providing for a Temporary Tax Credit.

Motion passed by all present.

Absent: Davis

12. Ordinance No. 30, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Fixing and Certifying the Mill Levy on the 2019 Assessment for Collection in Fiscal Year 2020 and Providing for a Temporary Tax Credit (FIRST READING)

Property Tax collection is set each year for voter approved Mill Levy's. The amounts set are based on net assessed value of properties within the City of Glenwood City Limits. This must be approved and certified to Garfield County by December 15th of each year. The numbers presented in Exhibit A reflect preliminary numbers provided by Garfield County and will be updated with actual when final assessments are received.

Mayor Godes opened the item for public comment.

None were noted.

Mayor Godes closed the item for public comment.

Councilor Willman moved, seconded by Councilor Kaup to approve Ordinance No. 30, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Fixing and Certifying the Mill Levy on the 2019 Assessment for Collection in Fiscal Year 2020 and Providing for a Temporary Tax Credit.

Motion passed by all present.

Absent: Davis

13. City Councilor Use of Social Media *(tabled)*

14. Congestion Reduction Study

Terry Partch Presented on the congestion reduction study. In April of this year, RFTA proposed and passed a new property tax measure called Destination 2040. In the property tax measure various projects in the valley were allocated funding. Funding for Glenwood projects includes:

- 27th Street/ SH 82 pedestrian grade separations - 4.2795 M
- South bridge - 4M
- In line transit stations in downtown - 300k
- New transit station in Glenwood - 1.833 M
- Additional parking at 27th Street - 4.445M
- Extend BRT to downtown GWS and add service on Hwy 6&24 - 693K
- LoVa Trail Construction - 2M

With the passage of the Destination 2040, and RFTA's desire to build more parking to accommodate the existing BRT station at 27th, staff realized that it would be to the City's advantage to partner with RFTA in evaluating additional transit parking with the hope of being able to have BRT service from the north or the west side of town. This would reduce car trips through town and reduce congestion on SH82 as well as within the City street network.

Mayor Godes opened the item for public comment.

None were noted.

Mayor Godes closed the item for public comment.

Councilor Willman moved, seconded by Councilor Kaup to move forward with the Congestion Reduction Study in an amount not to exceed $319,550.16.

Motion passed by all present.

Absent: Davis

15. 27th Street Bridge Construction Management Contract Amendment

Jessica Bowser (City Engineer) presented the 27th Street Bridge Construction Management Contract Amendment. The City and the Construction Management (CM) team, HDR, have spent time negotiating and evaluating the staffing need of this project based on the extension of the construction completion date for the 27th Street Bridge and Roundabout.

The most recent Construction Schedule shows substantial project completion mid-January of 2020. Remaining items include:

- Roundabout completion
- Masonry
- Utility (Storm) installation
- Re-vegetation
- Retaining wall completion on the South side of the bridge
- Landscaping (not a part of substantial completion, will need to wait until spring)
- Pedestrian Signal Installation

The current contract completion date is December 5th, 2019. This was extended from the original contract date of November 30, 2019 due to additional micropile grouting and additional days when the contractor encountered high groundwater. Additional days past the December 5th contract date are subject to Liquidated Damages of $5,500 per calendar day to cover overhead and construction management needs past the contract date.

Mayor Godes opened the item for public comment.

None were noted.

Mayor Godes closed the item for public comment.

Councilor Hershey moved, seconded by Councilor Willman to approve the 27th Street Bridge Construction Management Contract Amendment.

Motion passed by all present.

Absent: Davis

16. 27th Street and Roundabout Design Services during Construction Contract Amendment

Jessica Bowser (City Engineer) presented the 27th Street and Roundabout Design Services during Construction Contract Amendment. The City entered into a contract with Wood to support the City with design services through construction. These services are necessary for the review of Submittals from the Contractor for compliance with the Bid Documents, requests for information resolution, as well as resolving any issues that come up during construction that were unknown at design, such as unlocated utility conflicts.

- Multiple utility conflicts and in field adjustments have been needed during construction.
- These conflicts require revisions to plan documents form the design engineer.
- Substandard submittals from the contractor have required multiple reviews and additional time for commenting on the submittals.
- Additional oversight during the bridge slide period because of the longer than anticipated slide period, requiring more time on site.
- Additional time was requested by the City for the resolution of contractor issues for traffic control, micropile installation, and contractor performance within the contract the specifications.

The requested contract cost increase is $20,000. Wood's Design Services contract revised total would be $168,387.

Mayor Godes opened the item for public comment.

None were noted.

Mayor Godes closed the item for public comment.

Councilor Willman moved, seconded by Councilor Hershey to approve the 27th Street and Roundabout Design Services during Construction Contract Amendment.

Motion passed by all present.

Absent: Davis

17. Resolution 2019-41; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Opposing the Expansion of the Mine and Supporting Garfield County *(moved to beginning of Actions and/or Presentations)*

18. Ordinance No 28, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Amending Title 060 Construction Building Code and Regulations (FIRST READING)

Building construction in Glenwood Springs is regulated by Title 060 of the Municipal Code, including building inspection fees. Ordinance 28-Series 2019 includes recommendations to the fee schedule related to windows, solar panels, and a fee to convert documents that were submitted to the Building Division as paper files to digital files, in addition to correcting a few errors.

Mayor Godes opened the item for public comment.

None were noted.

Mayor Godes closed the item for public comment.

Councilor Kaup moved, seconded by Councilor Stepp to approve Ordinance No 28, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Amending Title 060 Construction Building Code and Regulations.

Motion passed by all present.

Absent: Davis

19. Report from City Administration

A. City Manager
   i. Updated council on the upcoming changes in broadband
   ii. Discussed Boards/Commissions interviews

B. City Attorney

C. Correspondence Incoming/Outgoing

20. Adjournment

Meeting adjourned at 8.05pm.

City Council
STAFF REPORT
City of Glenwood Springs
November 21, 2019

Agenda Item: Ordinance No 28, Series of 2019; An Ordinance of the City of Glenwood Springs, Colorado, Amending Title 060 Construction Building Code and Regulations (SECOND READING)

Action Requested: Approve Ordinance 28-Series 2019 amending Title 060 of the Municipal Code regulating Construction Building Codes and Regulations.

Department: Economic and Community Development

Presented By: Jennifer Ooton, Assistant City Manager

Background Info: Building construction in Glenwood Springs is regulated by Title 060 of the Municipal Code, including building inspection fees. Ordinance 28-Series 2019 includes recommendations to the fee schedule related to windows, solar panels, and a fee to convert documents that were submitted to the Building Division as paper files to digital files, in addition to correcting a few errors.

In March 2018, the City Council approved an ordinance that set fees for window replacement at $60 when the windows that are being replaced are like for like, and a fee of $100 for window replacements that require two inspections.This ordinance would make the fee for any window replacement $100 because even like for like window replacement requires two inspections.

This ordinance would also create a flat fee for solar panel inspection: $25 per panel for solar heating systems and $15 per panel for other solar panels.

It also would introduce a fee for building department staff to convert documents from paper to digital formal: $25 for residential plans and $45 for commercial plans.

In November 2017, the City Council approved Ordinance 20, Series 2017, adopting amended International and National Codes regarding construction regulations. In the section of that ordinance related to the International Fire Code, the wording incorrectly identified the International Energy Conservation Code in one section. This ordinance fixes that error.

It also addresses procedures and fees for sidewalk and curb and gutter construction.

Issues: None.

Staff Recommendation: Staff recommends approval of Ordinance No. 28, Series 2019.

ORDINANCE NO. 28

Series of 2019

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING TITLE 060 CONSTRUCTION BUILDING CODES AND REGULATIONS.

WHEREAS, Title 060 of the Glenwood Springs Municipal Code regulates all construction, reconstruction, repair, remodeling, or other construction activity within the City of Glenwood Springs ("Glenwood Springs" or the "City") by the adoption of certain international and national construction codes; and

WHEREAS, by Ordinance No. 20, Series of 2017, the City of Council of the City of Glenwood Springs adopted, with amendments, the 2015 editions of the International Building Code, International Residential Code, International Plumbing Code, International Mechanical Code, International Property Maintenance Code, International Existing Building Code, International Fire Code, National Electrical Code, National Electrical Safety Code, and the International Fuel Gas Code (the "Construction Building Codes and Regulations"); and

WHEREAS, to appropriately regulate current building practices, the City periodically reviews and updates the Construction Building Codes and Regulations; and

WHEREAS, following City staff's recent review of Title 060, City Council finds that the amendments set forth on **Exhibit A** are necessary to correct and clarify the Construction Building Codes and Regulations; and

WHEREAS, the City Charter of the City of Glenwood Springs requires that an ordinance be enacted to effectuate the amendments.

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

Section 1. The recitals above are hereby adopted as findings.

Section 2. Title 060 of the Glenwood Springs Municipal Code is hereby amended as set forth in **Exhibit A** attached hereto.

INTRODUCED, READ ON FIRST READING, PASSED, AND ORDERED PUBLISHED BY TITLE ONLY THIS _____ DAY OF _____, 2019.

CITY OF GLENWOOD SPRINGS, COLORADO

_____

Jonathan Godes, Mayor

ATTEST:

_____
Catherine Fletcher, City Clerk

INTRODUCED, READ ON SECOND READING, PASSED AND ORDERED PUBLISHED BY TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND PUBLICATION THIS _____ DAY OF _____, 2019.

CITY OF GLENWOOD SPRINGS, COLORADO

_____
Jonathan Godes, Mayor

ATTEST:

_____
Catherine Fletcher, City Clerk

EXHIBT A

New language is double underlined
~~Strike through language is deleted~~

****

060.020.020 - Amendments to the International Building Code

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§109.6 Plan Review Fee.

When submittal documents are required by Section 107, a plan review fee shall be paid at the time of submitting the submittal documents for plan review. Said plan review fee shall be 65 percent of the building permit fee. An electronic conversion fee shall also be paid to convert submittal documents from paper to electronic format in the amount of $25 for residential plans and $45 for commercial plans. No electronic conversion fee will be charged if documents are submitted in both paper and electronic format.

****

Table 1-A—Building Permit Fees

TOTAL VALUATION	FEE
$1.00 to $500.00	*$23.50*
$501.00 to $2000.00	*$23.50 for the first $500.00 plus $3.05 for each additional $100.00, or fraction thereof, to and including $2,000.00*
$2001.00 to $25,000.00	*$69.25 for the first $2,000.00 plus $14.00 for each additional $1,000.00, or fraction thereof, to and including $25,000.00*
$25,001.00 to $50,000.00	*$391.25 for the first $25,000.00 plus $10.10 for each additional $1,000.00, or fraction thereof, to and including $50,000.00*
$50,001.00 to $100,000.00	*$643.75 for the first $50,000.00 plus $7.00 for each additional $1,000.00, or fraction thereof, to and including $100,000.00*
$100,001.00 to $500,000.00	*$993.75 for the first $100,000.00 plus $5.60 for each additional $1,000.00, or fraction thereof, to and including $500,000.00*
$500,001.00 to $1,000,000.00	*$3,233.75 for the first $500,000.00 plus $4.75 for each additional $1,000.00, or fraction thereof, to and including $1,000,000.00*
$1,000,001.00 and up	*$5,608.75 for the first $1,000,000.00 plus $3.15 for each additional $1,000.00, or fraction thereof*
Other Inspections and Fees: 1. Inspections outside of normal business hours.... $50.00 per hour[1] (minimum charge – two hours) 2. Inspections for which no fee is specifically indicated…. $50.00 per hour[1]	

3. Re-inspection fee assessed under provisions of Section 109.8…. $50.00 per hour[1] (minimum charge – one hour)
4. Additional plan review required by changes, additions or revisions to approved plans…$50.00 per hour[1] (minimum charge – one hour)
5. For use of outside consultants for plan checking and inspections, or both…. $50.00 per hour[2]

[1] Or the hourly cost to the jurisdiction, whichever is greater. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employees involved.

[2] Actual cost include administrative and overhead costs.

Manufactured and/or Mobile Home (non-permanent foundation) $200.00

Re-roofing of one building or structure ..... $60.00/$80.00 if two inspections

Demolition/Moved Buildings $60.00

Lawn sprinkler system $60.00

Excavation on private property $60.00

Window replacement (like for like) (2 inspections) $1060.00

Window replacement (2 inspections) $100.00

Excavation in the public right-of-way (refer to Article 060.140 of the GSMC)

Solar panel fee for solar heating systems ….. $25 per panel

Solar panel fee for other solar panels ….. $15 per panel

The fee for modular units and manufactured homes on a permanent foundation and inspected by an approved agency shall be 50% of the fee set forth in Table 1-A of the Glenwood Springs Municipal Code; however, a full plan review fee shall be assessed as set forth in Section 109.6 of the International Building Code. The building valuation for all permit fees shall be based on the building valuation data table of the most current issue of "Building Safety Journal" published by the International Code Council, using a regional modifier of 1.00, or other evidence of value, whichever is greater, as determined by the Building Official. The City of Glenwood Springs is a participating jurisdiction for the State of Colorado Manufactured Housing Inspection Program.

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060.090.010 – Adoption of the International Fire Code.

(a) Pursuant to the power and authority conferred by the laws of the State of Colorado and the Charter of the City of Glenwood Springs, Colorado, it is hereby adopted as the fire code of the City of Glenwood Springs, Colorado, the International Fire Code, 2015 edition, including the Commentary, appendix, except Sections A, E, G and J of said appendix of such code published by the International Code Council Inc. 4051 West Flossmoor Road, Country Club Hills, Illinois, 60478-5795 all to have the same force and effect as though set forth herein in every particular.

(b) Any person, firm or corporation violating any of the provisions of the ~~International Energy Conservation Code~~ International Fire Code, as adopted in this article, shall be deemed guilty of a misdemeanor and upon conviction of the same shall be punished by a fine of up to $1,000.00. Each day such violation is allowed to persist shall constitute a separate and new offense.

(c) If the provisions of the International Fire Code, as adopted in this article, conflict with any other provisions of the Municipal Code then the more restrictive of the two shall govern. Where there is a conflict between a general requirement and a specific requirement, the specific requirement shall be applicable.

****

060.130.040 - Sidewalk and Curb and Gutter Construction Permit.

(a) *When permits are required.* Excepting as set forth in Subsection 060.140.040.B., any person who is permitted pursuant to the provisions of Article 090.040, to build, reconstruct or repair any sidewalk or curb and gutter must, before commencing any work of building, reconstructing and repair of any sidewalk or curb and gutter, make application for and procure from the ~~public works~~ engineering department a permit for such work. The permit shall be issued only to a person who has obtained a license as required by Title 050, or to an owner of property who is personally performing such work upon real property owned by him. Such application shall include a correct description of the lots, tracts or parcels of land in front of which and along which said sidewalk or curb is to be constructed, reconstructed or repaired. No such permit shall be issued by the ~~public works~~ engineering department until an established grade for such sidewalk or curb and gutter shall have been reviewed and approved by the city engineer.

(b) *When permit not required.* Any property owner whose real property abuts a sidewalk in a City right-of-way need not obtain a permit before commencing any reconstruction or repair of an area of that sidewalk less than fifty (50) square feet (4.7 m^2), however, such person shall advise the public works department of the nature and extent of such repair. For purposes of this subsection a person may not arbitrarily divide sidewalk repair or reconstruction projects into areas of less than fifty (50) square feet (4.7 m^2), and should the City, in its sole discretion, determine that the entire project encompasses more than fifty (50) square feet (4.7 m^2), a permit shall be required.

(c) ~~*Cost of p*~~*Permit fees*. ~~There shall be no fee for any permit required by this section.~~ No permit required by this section shall be issued until all fees set forth in the City's Engineering Standards are paid.

****

City Council
STAFF REPORT
City of Glenwood Springs
November 21, 2019

Agenda Item: Landfill/Composting Update

Action Requested: No Action Requested

Department: Public Works

Presented By: Matthew Langhorst, Public Works Director

Background Info: In 2009 the City of Glenwood Springs decided to put the operations of the landfill out as an RFP to see if there was a better option to running the landfill beyond utilizing City staff. After review of the responses that were submitted, Heartland was chosen to take over daily operations at the landfill from a site operations perspective. The City retained management of the scale house, onsite Superintendent for daily operations overview and permitting requirements, and one site employee to work with Heartland on the site planning and conditions. This contract had built in 5 extensions available for City Council/Staff to act on if they felt the operations were being completed in a thorough and cost-effective manner. With the second round of extension opportunity coming available to Council in March of 2019 City staff and Council started looking at how cost effective the contract was and in what financial position the Landfill was sitting. In 2018 City Council and staff decided to take the daily operations of the South Canyon Landfill back in house after a lengthy discussion with staff and the operator of the landfill at the time, Heartland. The Heartland operational contract ended March 31st, 2019 so City staff started planning the operational takeover in October of 2018, from equipment needs to staff and presented a business plan to Council on February 21st of 2019 that was accepted. This operational/business plan has been the revised 2019 budget that staff has been working from to make decisions at the site over the year. Several of the capital projects planned in 2019 have been moved to 2020 due to engineering design time frames, composting RFP reviews and other daily operational needs that ranked above site improvements during the year.

During 2019 the City went out for a Composting RFP that was looking for a company or entity that would like to join the City with our composting operations at the landfill. This was done for two reasons. One, the City staffing at the site is a bare bones group that can accommodate for the existing composting operations at the site, but it is not a main focus of the facility. With direction from Council and from the community, staff saw composting operation as a direction we wanted to improve upon and with the limited resources the landfill has in place currently, staff decide to look at teaming with a company to help improve the operations or have a company take over all of the composting operations if it made financial sense. The RFPs that were received, 3 in total, were not exactly in line financially and system wise with what the City was looking to accomplish with the operations. All of the responses involved some major financial input from the City to get them off the ground and some required City staff to help manage. With the City just taking over the landfill months before, staff decided to put a hold on the RFP discussion, thanked the proposers for the work inputted into their plans, and the landfill is moving forward with its currently approved EDOP that will improve and expand our composting operations in house. This will require that the landfill hire an additional FTE to run the operations, which will allow this person to focus directly on the Composting operations, volume capacities of the operations, quality control, and marketing of the operations with the City PIO. The plan is to continue to lagoon the compost, but in a new area with a new lagoon per

the approved CDPHE plans. This construction work will be performed in 2020 to meet the state deadline of December of 2020 to upgrade the current operations onsite.

The financial well-being of the landfill is looking up. During the first three quarters of 2018, January through September, the landfill lost $791,745 dollars on its way to an approximate $1,000,000 loss for the year. After the City took over operations and Council passed the adjustments to the rate structure the landfill is on a rising trend for the year in revenue for 2019. January through September of 2019 the landfill is positive in revenue of approximately $200,000. This is a net change of almost $1,000,000 dollars from year to year. The word approximately was used to describe 2019 revenues due to a few existing contractor invoices not being in hand at the time of the budget review that the staff is aware and has factored into the 2019 revenue budget show it as accurately as possible.

Issues: There are currently no issues at the landfill that need resolution, the operations have been going well since the takeover occur at the end of March 2019.

Staff Recommendation: NA

City Council
STAFF REPORT
City of Glenwood Springs
November 21, 2019

Agenda Item: Three Mile Creek Confluence Comprehensive Planning and Design Project Update

Action Requested: Appropriation to spend grant revenue received from Pitkin County on the Three Mile Confluence Planning Project.

Department: Economic and Community Development

Presented By: Trent Hyatt, Senior Planner

Background Info: Three Mile Creek Confluence Comprehensive Planning and Design Project

In Fall 2018 and then again in Spring 2019, the City applied for and received two separate grant awards from Pitkin County, via the Healthy Rivers Board, totaling $55,000 to address erosion and degradation near the Three Mile Creek confluence area with the Roaring Fork River. The City provided emergency erosion improvements in October 2018 to stop the loss of valuable park space, however, a long term plan was still needed to determine the best means of accommodating the heavy use of the site.

Following receipt of the initial $25,000, staff prepared a request for proposals based on the preliminary scope used for the grant application. We also put together a project team of staff members and Parks and Recreation Commission and River Commission review proposals. The City received four proposals for the work ranging from $72,000 to $251,000 and ultimately selected the Wright Water Engineers consultant team who came in at $124,000 (original proposal attached).

To help with funding, staff then applied for and received an additional $30,000 from Pitkin County for the project and began work on Tasks 1-3 (1. scoping, data collection, public outreach; 2. concept designs and public outreach; and 3. trail connectivity and concept designs) in the amount of $37,000.

A public open house at site was held at the confluence area on July 20, 2019. There was consensus from the onsite meeting in July 2019 that most enjoy the confluence as is and would prefer to protect and preserve existing resources through limited proactive planning and design. As a result, the consultant team has prepared base improvements such as revegetation and invasive weed management, as well as an additional set of limited amenities/options for the public to consider. Another clear consensus from the public, drain the swamp (picture attached) which has been a nuisance since the construction of the Atkinson Trail.

Task 2 is almost complete, with our next public meeting scheduled December 2 at Sopris Elementary School. The main goal of the next meeting is discuss the improvements options and explain related construction costs. The *Base Improvements Plan* and *Choose Your Own Design* concepts are attached for your review.

A major benefit of the public outreach thus far is the understanding it provided staff and the construction team of the work involved to complete Task 4/90% construction document design. Limiting site improvements reduces the design complexities for Wright Water Engineers. As a result, they have reduced the cost of Task 4 from $45,000 to $33,000.

While we never expected to complete the entire scope of the project, achieving 90% construction document design will give a clear the City a clear understanding of future project costs. Having this understanding will allow the City to seriously seek out grant funding for implementation of the

findings of the current planning process and/or leaves the project in a good place to request City Council funding when budgets are less constrained in the future.

Issues: Issues are addressed above.

Staff Recommendation: Appropriate the $55,000 received from Pitkin County for the Three Mile Confluence in the A&I Fund for phases 1-4. To complete the project through Task 4 will require a contribution from the City of approximately $15,000 that will be allocated from the City Manager's Discretionary line.

Project Approach

Our Team has prepared this additional information section to provide details about how we will approach the tasks required in this Request for Proposals (RFP) and demonstrate our familiarity with the major project elements. Through our Team's understanding of the project, we have identified the following five elements as keys to success:

1. **Effective community outreach to identify community goals and provide education on stream restoration processes.**



2. **Responsible recreation uses and trail connectivity to ensure the site can be enjoyed sustainably for years to come.**



3. **Addressing bank stability through a variety of 'hard' and soft' restoration techniques.**



4. **Riparian re-vegetation that is custom tailored to the site's unique characteristics.**



5. **Investigate and solve the Atkinson Drainage issues.**



In addition to focusing on these five elements, our Team will continually be coordinating to ensure that all features of the proposed design work together. In this way, our Team is well adapted to the dynamic development of a project like this. We will work with the City to understand the preferences of the community as well as City staff to develop project goals and modify scope aspects as required. Our Team can provide many levels of detail to meet the inherent goals of the project. Through our project approach narrative you will find that we have developed projects like this many times before. From contacting our references, you will learn that our Team delivers exceptional results, especially in public places with many different user groups involved and in dynamic environments like the confluence of a river. Finally, we have included a section of additional services for future consideration because previous clients have found them useful on other similar municipal projects.

1 Effective community outreach to identify community goals and provide education on stream restoration processes.



Before developing a site plan, it is important to understand the City's and the community's goals for the project. This includes understanding how the community currently uses the site, as well as how they desire to use the site in the future. Because a significant portion of this project deals with stream restoration, bank stabilization, and riparian vegetation, our Team feels that community education is an important part of the outreach. This education can cover multiple items but it will likely focus on why riparian areas are important, how they function, how to utilize them responsibly and what to expect during and following restoration/re-vegetation efforts.

Combining this education with the outreach effort will help to bring everyone to the same level of understanding on these issues. This typically results in community members making suggestions that are realistic and helps to avoid suggestions that are not reasonable for the site. It also encourages community members to become more engaged by asking questions about what is possible and what the effects of proposed changes will be. When community members become engaged in a project, they feel a stronger connection and become proponents of the project, as well as the ongoing success of the project after construction is complete.

In order to effectively provide both outreach and education, our Team has used a variety of tools on other projects. These range from community surveys, to kid-specific surveys that are coordinated with and distributed to local schools, to involving local non-profit associations that are already working on these issues. For the Three Mile Creek project, we anticipate involving the Roaring Fork Conservancy to not only provide input for the project, but to also help educate community members at public meetings. The Roaring Fork Conservancy is a highly regarded non-profit in the valley and has a unique knack at explaining complicated aspects to a lay audience. We are very excited to work with a group like this and leverage each others engagement skills to truly develop a project for the community.

Throughout the outreach efforts, our Team will strive to give attendees a better understanding of site uses and functions from both the land and river side. We will likely reach out to groups such as schools, the Park East and Park West neighborhoods, the Glenwood Park neighborhood, the Parks commission, local fly fishing shops and river guides.

For this project, the outreach/education is also a great opportunity to help judge the interest in creating the Atkinson Trail South Extension. Community members will be given the chance to discuss how important this connection would be, how they would use it, and if they have alignment ideas that have not been considered. This engagement aspect will also allow us to learn form the City future plans for the south Glenwood Springs area; including the Midland Redevelopment and South Bridge Planning.

In addition to site uses and trail extension opportunities, our Team can also use the education and outreach to judge if the community would like to see educational elements incorporated into the site design. These could range from interpretive educational trail signs (for which we have provided an add alternate for designing the signs), to on-site exhibits such as creating a small plaza around the existing Atkinson Ditch headgate with educational signage about water rights, to more subtle features like wildlife footprints or native plant leaf-prints stamped into concrete.



The Atkinson Ditch headgate could be left in place and used as an educational exhibit.

2 Responsible recreation uses and trail connectivity to ensure the site can be enjoyed sustainably for years to come.



Building on the community input gathered through outreach and the City's goals and objectives, our Team can create a plan for the Three Mile Confluence site that balances an appropriate level of recreation with riparian vegetation, riparian habitat, river hydrology, and fluvial geomorphology. While many of these site considerations will be discussed on the following pages, this section will look specifically at recreation and trail connections.

The Three Mile site already supports a moderate amount of recreational activity from rafting and the Atkinson Trail. In order to sustainably accommodate current and future recreational needs, our Team will work with stakeholders to comprehend how the site is used and develop proposed improvement alternatives. These alternatives will not only define which recreational activities take place at the site, but also where on the site, what capacity is appropriate, and how to limit access to protected areas. Our Team will also work with stakeholders to fully understand all on-going and upcoming projects that may connect to or impact this project site. This could include connecting to other trail systems such as Park East, the Midland Re-Design, or the Rio Grande Trail. This could also include staying up to date on developments with the South Bridge plans in order to create the best possible solution for the Atkinson Trail South Extension.

3 Addressing bank stability through a variety of 'hard' and soft' restoration techniques.



One of the key catalysts for this project is the excessive erosion currently taking place near the confluence of Three Mile Creek and the Roaring Fork River. This area is heavily used by many different groups accessing the area from the neighborhoods and trail system as well as the Roaring Fork River. The degradation of the banks is also causing water quality concerns with the increase of sediment loads, temperature, nutrient loading and loss of land as well as not providing vegetation as either a food source or as cover for the terrestrial and aquatic species in this area. By providing resilient, dynamic bank stabilization measures, the City will be able to revegetate the area with native species to provide a vibrant, healthy riparian ecosystem.

Streambank stabilization can come in many forms, from traditional riprap and boulder banks, which are not highly recommended, but necessary in some areas, to softer more nature-based engineered approaches such as willow stakes, coir mats, log toes, soil lifts and geotextiles. Our Team employs various 'soft' engineering techniques that have proven to be very successful in dynamic environments and as resilient bank stabilization options. Our Team has tried and tested these approaches on many projects over the years and we know they would be a great fit for this specific project setting.



Our Team will look at a range of 'soft' and 'hard' stabilization measures.

It must be understood that a river system is dynamic and ever changing, therefore the bank stabilization techniques employed must also be dynamic. This is why our Team believes natural approaches to bank stabilization are the best tool to allow the area to adapt to ever changing hydraulic conditions. Our Team also realizes that sometimes 'harder' techniques must be used in areas of heavy traffic to provide access to a location. This may be necessary at select locations at the Three Mile Confluence due to the excessive use and movement between the trails and the river. Furthermore, the area is even more dynamic due to the fact it is a confluence of two rivers, therefore must be designed with extreme care and site-specific knowledge.

When developing bank stabilization measures it is necessary to understand the various hydrologic influences affecting the flow of water through the site. Our Team will review available data and develop models as necessary to fully understand the erosive forces impacting the Three Mile Confluence area and ensure that potential scour is accounted for. WWE helped the City develop many of these calculations previously and will be able to efficiently understand the dynamic hydraulics at the site. Just as important as the hydraulic evaluation and selection of stabilization techniques, is the issue of revegetation. No matter which stabilization technique is used, if the proper plantings are not selected the bank stabilization efforts will fail.



4 Riparian re-vegetation that is custom tailored to the site's unique characteristics.

The revegetation planning of the Three Mile Creek Confluence site will be an exercise requiring careful examination, local expertise, and detailed specifications for the size, species, availability, and provenance of plant materials. This is precisely why our Team includes Randy Mandel of Ramboll. Ramboll's approach is built upon a broad technical knowledge base and experience in site assessment, ecological landscape design, construction documentation, and implementation. Ramboll conceptualizes, designs and applies solutions specific to project-specific ecological conditions and restoration goals. Our team utilizes a collaborative approach across multiple disciplines to assess and develop design solutions that achieve desired landscape values and ecological functionality. Our Team also recognizes that initial construction is only the first step of restoration establishment, and therefore design projects that integrate anticipated maintenance programs and long-range budgets.



Choosing the right vegetation sizes and species based on site characteristics and availability is crucial to successful revegetation.

A thorough site investigation is critical to project success. Ramboll evaluates the health, performance, and composition of the present plant and soil communities in comparison to reference areas and uses publicly-available data such as that contained within the CWCB Restoration Plant Matrix, NRCS Ecological Site Descriptions, the US Forest Service Fire Effects Information System, and other databases. Ramboll places a high level of importance on evaluating soil conditions as part of the site investigation. Many firms do not do this, and analysis of soil conditions helps our Team to understand the available nutrients, organic matter, salt content and soil texture among other soil parameters. Soils in the Roaring Fork watershed can be problematic, so understanding constraints for this critical resource is essential. Knowing how site soils are composed and function allows us to refine a plant palette and create soil conditions that are site-appropriate and will be more sustainable without significant maintenance or additional inputs.

It is also important to understand the additional pressures that can influence the site function. These may include increased urbanization, invasive species, threatened or endangered species, habitat loss, location of utilities and roads, and surrounding land uses, among other considerations. Understanding how the site fits within the context of the larger landscape helps to implement designs that are resilient in the face of changes taking place outside of the project boundaries. Knowledge of site constraints early in the design process helps to ensure that we create a restoration solution that will be achievable and can maximize opportunities to provide a high function and low maintenance riverine system.

Once Ramboll fully undestands the project site's context and constraints, they will work with the ecology, hydrology, and geomorphology team members to refine the design to better address and align with the multiple array of possible conditions and trajectories.

Our project Team has had extensive experience within the Roaring Fork Watershed, both through EWP and other relevant project experience.

5 Investigate and solve the Atkinson Drainage issues.



Our team has considerable experience working along the Atkinson Trail. It is known that a drainage issue exists alongside the Atkinson Trail, and our Team aims to solve this issue as part of this project. During construction of the Atkinson Trail, wetlands were developed to mitigate impacts from the trail construction, but they have not functioned properly. Our Team will be able to help the City with this problem, and we will likely discuss multiple options with the City. Our Team will work with the City to first understand if the wetlands must continue to exist or need to be reestablished to meet the intent of the wetland mitigation credits. Our Team has wetland scientists included on this project to provide delineation of the wetland area and help develop designs for enhancing the wetland vegetation at this area. Our Team has helped to develop wetland mitigations banks across the United States as well as project-based mitigation efforts on individual projects.

If it is determined that the wetlands must be re-established, our knowledgeable team will be able to evaluate the existing soils conditions at the site as well as existing vegetation to understand the depth and flow of water required to sustain the wetland ecosystem. If the wetlands are not required by mitigation requirements, it might still be advantageous to provide a functioning wetland body to enhance the riparian corridor and help treat for water quality concerns in the area, as well as provide habitat for terrestrial species. Either way, our Team believes the solution to the problem is to modify the culvert conveying water from the diversion off the Roaring Fork River and the outlet structure to ensure the water level in the ditch is enough to support vegetation and provide some level of water quality but also reduce the mosquito issue and noxious odors. This could be as simple as providing an additional orifice lower on the outlet structure.

Our Team could also help with additional investigations related to the water rights associated with the previously developed wetland bank. With the majority of wetland mitigation projects, a water right must be associated with the development of the wetlands. Holistically understanding the issues at the wetland mitigation area might determine that the existing diversion structure, which is still in place and provides water from the Roaring Fork to this area, might not be required anymore.

Scope of Work

Our Team has prepared this additional information section as a detailed discussion about each scope item requested by the City in the RFP. As discussed previously, our Team prides itself on being dynamic and able to adjust to varying scope aspects and required level of detail. Our Team can address the required scope items in various forms and fashions. As the project progresses, scoping is completed and public outreach is conducted, the direction of the project might change. Therefore, the proposed scope items developed below can be elaborated upon and/or modified as needed. It is our belief that whichever direction the project might go, we are the Team to support the City in this endeavor.

Task 1: Scoping, Data Collection, and Public Outreach

The initial task of the project will be to perform scoping with City, data collection and initial public outreach. Once notice to proceed has been given to our Team we will look for an opportunity to set up a kick-off meeting with the City staff, project team, and stakeholders to discuss project approach, scope, goals, milestones and then prioritize actions.

Prior to the kick-off meeting our Team will review existing available documents dating back to the original Glenwood Springs River Trail System Plan and River Management Plan as well as more recently developed documents such as the Atkinson Trail documents and the emergency repairs completed this summer. This will also include a review of the base hydrology of the Roaring Fork River and Three Mile Creek as well as any supporting hydraulic models and previously completed bank stabilization evaluations completed by WWE. This review of available information will allow us to be efficient in working with the City during this initial task. Our Team will also review available topography in the form of LiDAR from the City as well as previously completed ground surveys.

Our Team is also recommending a public outreach meeting with stakeholders including the City staff, Roaring Fork Conservancy, Colorado Parks and Wildlife and especially the surrounding neighborhoods. This will first of all allow us to understand intricacies of the area not available in documents, but more importantly will allow us to understand what the local community would like to see at this location. As described in our public engagement section, these meetings will allow for education as well as engagement.

Our Team will also review and determine applicable code or design and construction permit requirements for a project like this. Due to our experience in this field, our Team already has a pretty understanding of the required permits (which can be more important). When it comes to permits, our Team has a proven track record for developing the simplest permit process possible in utilizing 'No Rise' certifications for work within the floodplain and then Nationwide Permits for work within waters of the U.S.

Our Team is also recommending a site visit with the Stakeholders in order to discuss project goals in-situ. While our Team is very knowledgeable about the site and existing conditions from previous work as well as recreating in the area, this step will be important in helping us better understand the goals of the stakeholders and point out constraints that might influence the design. This will also allow our Team to acquire drone aerial imagery of the site for use during the planning process.

As part of this task, our Team will prepare a community input survey that can be taken at the meeting, as well as online for a period following the meeting. This allows stakeholders unable to attend the meeting to still provide their input.

Task 2: Concept Designs and Public Outreach

The second task of the project will be to take the information developed under task 1, especially the public outreach, to develop concepts plans for the area. The development of concepts for this task will be limited to the Three Mile Confluence area initially. The concepts developed for this task will be both technical and graphical. Understanding that the stakeholders will be a diverse group, multiple platforms will be utilized to convey the information developed.

At this point, these concepts developed will be designed to meet all the goals of the stakeholders, without regard to permitting and cost. While this might develop concepts that are not feasible to construct under this project, it will allow for a complete picture of the project area so that design ideas can be prioritized based on the goals of the stakeholder.

Once the concepts have been developed based on the stakeholder engagement under Task 1, a second stakeholder engagement will take place. This engagement meeting will not only allow us to present the conceptual alternatives for the area but also provide an opportunity to educate people about the purpose of the different alternatives. This process will allow the stakeholders to feel they are a part of the project and take ownership in the designs and be great stewards of the area.

The concepts developed will be based on aerial imagery, LiDAR and available ground survey provided by the City. These will include plans for bank stabilization, reduction of social trails, inclusion of a restroom, access points for boaters and fisherman, as well as opportunities for education at the site. It is our understanding that the City is also interested in more aesthetic restroom facilities at the site. These concepts will also address the Atkinson Trail drainage issues. The initial concepts will also include materials and quantities, preliminary cost estimates and potential permitting aspects to be encountered. All of this information will help to prioritize the work to be completed.

Task 3: Trail Connectivity Analysis & Concept Designs

The third task of this project is an analysis and conceptual design for the connectivity of trails through the project area and with other City trail systems, both existing and planned. It will be very important to include these concepts in the stakeholder engagement to fully understand how people currently use these trails and how they would like to use them in the future.

These concepts will be developed based on LiDAR from the City as well as future planning documents including the Midland Redevelopment and the South Bridge. Our Team has also the capability to provide more detailed survey in the form of drone surveys that can be tied to a ground survey. Our Team will develop alternative alignments for the trail connectivity. These alignments will take into account the existing Atkinson Trail, existing gravel trail to the Park West neighborhood, the Park East paved trail, the Rio Grande Trail across the river, as well as the planned Midland Redevelopment. The concepts developed will be built with the use of Geographic Information Systems (GIS) and Computer Aided Drafting (CAD) to provide spatial awareness of the proposed trails as well as proposed alignments and profiles built from the LiDAR topography.

Our Team has developed many trail connectivity programs throughout the state and we look forward to working with the stakeholders on this project. Our understanding of the feasibility of constructing trails in tough locations, meeting American Disability Act (ADA) requirements and providing opportunities for pedestrian bridges across waterways will be very useful to the City. Furthermore, our experience in this type of work will allow us to efficiently develop costs for trail systems ranging from simple ones to more complex ones with walls and bridges. The initial concepts will also include materials and quantities, preliminary cost estimates and potential permitting aspects to be encountered. All of this information will help to prioritize the work to be completed.

Task 4: Construction Document Design

Once the concepts have been fully vetted through the stakeholder process and with feedback from the City, our Team will start to develop constructible designs to be stamped and signed by professional engineers and landscape architects. Construction documents will be provided for both the Three Mile Confluence and the Atkinson Trail drainage issues. The proposed designs will be built from newly acquired ground survey data completed by Sopris. Sopris has worked in this area in the past and will rely on previously completed work to provide efficiencies to the City. While the exact designs to be developed are unknown at this point and will based on information from stakeholders, our Team is confident, we will be able to develop resilient and feasible designs that can be constructed to provide a sustainable ecosystem that the citizens as well as visitors to Glenwood Springs can enjoy for many years to come.

The construction documents developed will include plan and profiles, details, construction notes and specifications to ensure the design intent is being met. This information can also be supplied with aerial backgrounds also to provide a spatial understanding of the work to be completed. Many of the proposed details and specifications can be adopted and modified from previous work completed to allow efficiencies for the City.

The construction documents will also include development of hydraulic models to truly understand the various flow regimes encountered at the site and to ensure the stabilization measures implemented are resilient and can thrive during normal water scenarios

and survive larger flooding events. The hydraulic models will also be used to procure a 'No Rise' certification for any work performed in the floodplain. Scott Schreiber is a Certified Floodplain Manager; he has performed extensive floodplain permitting and has creative ways to ensure there is not a rise in base flood elevations from the proposed project.

Our Team also has wetland scientist on board to help with any wetland or threatened and endangered species permitting that is required. Our Team has great connections with the reviewing agencies such as the U.S. Army Corps of Engineers, U.S. Fish and Wildlife as well as Colorado Parks and Wildlife. We will utilize these connections early on in the planning process to ensure any proposed construction designs can be permitted with ease. As consultants we feel it is our duty to ensure the City is aware of any permits required for the work to be completed on a timely basis. Our goal will be to permit the work through Nationwide Permits. We are skilled at implementing designs that can be permitted with Nationwide Permits by ensuring certain design components are included that are required for Nationwide Permits.

Our Team will develop 30% and 90% construction documents and cost estimates for the City under this task. These will include site plans, grading plans, drainage plans, pertinent cross sections and profiles, landscape plan, construction access and pedestrian detour plan, demolitions plan, habitat restoration plans, reclamations plan, irrigation design and construction details sheets.

Task 5: Construction Documents

Task 5 will take the 90% design documents developed under Task 4 and finalize them based on comments from stakeholders and the City. These will be final stamped and signed drawings and specifications. These drawings will be developed in way that can be easily reviewed by contractors so that accurate and responsive bids can be developed.

As part of this task our Team also welcomes the role of supporting the City in choosing a contractor for the specified work. It is important that the proposed work within the project area is constructed by an experienced contractor. Our Team also thinks it would be a great idea to include the stakeholders and other community members in the revegetation. We would like to mimic the volunteer planting that took place at Veltus Park, which was led by our Team member Randy Mandel (Ramboll).

Task 6: Construction Engineering Services

Once the project is underway, our Team will be able to provide robust construction engineering services for the project. Because the project being developed is within a dynamic system that is ever changing, the design Team will be able to quickly adapt changes in the field as necessary. That is why we feel it is important that all members of the Team support construction engineering services. The constructions services will also be supplemented with the use of the Teams surveyor from Sopris. This will ensure that design elements are accurately constructed in the field to meet requirements of floodplain permits, but more importantly to ensure design elements such as planting plans are correctly placed in the right location to ensure successful revegetation.

Because some of our Team members are residents of the Park East and Park West neighborhood, we will be able to provide efficiencies in performing site visits on a routine basis.

Project Budget

Below is a breakdown of the proposed budget range for each task. Our Team understands that there needs to be flexibility when developing the scope and fees for the associated tasks, because learning what the stakeholders and the City would like to see implemented might change throughout the stakeholder engagement process. This flexibility will be paramount in dealing with the development of the final construction documents and while providing construction engineering services. For that reason, a range of costs are provided for these Tasks. It also might be advantageous for the City to first authorize only Tasks 1, 2, and 3, to develop input from the stakeholders and then develop concepts that can be discussed with the community and then develop a plan for future phases. This would also align very well with the standard of practice for acquiring additional funding for future phases by having concepts that can be used in the grant process. And our Team can help with that funding procurement. The amount for each task will be determined with the City prior to beginning work on those tasks (at the time of contracting).

Our Team has the ability to develop very detailed concepts and designs for any aspects of the requested RFP, but we also know there might be simpler ways to approach the project. Therefore, the City should know that we are flexible with the fees presented below and recommend having a scoping meeting once we are selected for the project.

Task 1: Scoping, Data Collection and Public Outreach .....$11,000 - $13,000
- Kickoff meeting
- Review existing documents
- Site visit
- Permitting approach/strategy
- Stakeholder engagement

Task 2: Concept Designs and Public Outreach .....$14,000 - $17,000
- Design alternatives
- Stakeholder engagement
- Quantities and cost estimate

Task 3: Trail Connectivity & Concept Designs (Atkinson Trail South Extension) .....$6,000 - $7,000
- Design alternatives
- Quantities and cost estimate

Task 4: 30% and 90% Construction Document Design .....$37,000 - $45,000
- 1 Foot contour survey
- Initial floodplain permitting
- 30% Design development
- 90% Design development
- Specifications
- Quantities and cost estimate
- Initial wetland permitting

Taks 5: Final Construction Documents.....$19,000 - $23,000
- 100% Design documents
- Final floodplain permitting
- Final wetland permitting

Task 6: Construction Engineering Services .....$16,000 - $19,000
- Construction schedule
- On-site construction observation and RFI responses

Total Project Cost..... $103,000 - $124,000

AGREEMENT FOR PROFESSIONAL SERVICES

This AGREEMENT FOR PROFESSIONAL SERVICES is made this 11th day of April, 2019 between the CITY OF GLENWOOD SPRINGS, a home rule municipality under the laws of the State of Colorado ("City"), and WRIGHT WATER ENGINEERS, INC, a Colorado corporation ("Contractor").

WITNESSETH:

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

1. Scope of Agreement. Contractor agrees to provide planning and design services for the Three Mile Creek Confluence, as more fully set forth in Tasks 1, 2, and 3 on **Exhibit A** attached hereto and incorporated herein. The City will address Tasks 4 and 5 when grant funding information has been determined.

2. Consideration. The City agrees to compensate Contractor for its fees and services in an amount not to exceed Thirty-Seven Thousand Dollars ($37,000.00), as more fully set forth on **Exhibit B** attached hereto and incorporated herein. Contractor shall submit a bill for approval and payment on a monthly basis until completion of the services. Each bill shall contain a statement of the time that the Contractor's employees spent on the Project since the previous bill, a brief description of the services provided by each such employee, and an itemization of direct expenses actually incurred. Upon reasonable advance request, the City may inspect and copy Contractor's documentation of time and expenses.

3. Term. This Agreement shall be effective as of April 1, 2019 and shall continue until December 31, 2019 or unless earlier terminated pursuant to this Agreement. Contractor represents, covenants, and agrees that it will not undertake any obligations or make any commitments that will limit or prevent timely completion of this Agreement.

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

5. Monitoring and Evaluation. The City reserves the right to monitor and evaluate the progress and performance of Contractor to ensure that the terms of this Agreement are being satisfactorily met in accordance with the City's and other applicable monitoring and evaluating criteria and standards. Contractor shall cooperate with the City related to such monitoring and evaluation.

6. Independent Contractor. Contractor is providing services independently and is not an employee of the City. Contractor shall not be entitled to any benefits provided to City employees. Contractor understands the difference in status between an independent contractor and

an employee and acknowledges and stipulates that Contractor is neither eligible nor entitled to statutory or legal benefits or provisions of labor codes or other such similar statutes. The parties further agree that the City shall not withhold from Contractor unemployment insurance, social security or any other withholdings. Contractor agrees to be responsible for all such payments required by law.

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

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

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

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

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

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

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

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

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

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

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

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

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

8. Duty to Warn. Contractor agrees to call to the City's attention errors in any drawings, plans, sketches, instructions, information, requirements, procedures, and other data supplied to the Contractor by the City or any other party that it becomes aware of and believes may be unsuitable, improper or inaccurate in a material way. However, Contractor shall not independently verify the validity, completeness or accuracy of such information unless otherwise expressly engaged to do so by the City. Nothing shall detract from this obligation unless the Contractor advises the City in writing that such data may be unsuitable, improper or inaccurate and the City nevertheless confirms in writing that it wishes Contractor to proceed according to the data as originally given.

9. Documents. All work notes, reports, documents, computer programs (non-proprietary), computer input and output, analyses, tests, maps, surveys, or any other materials developed specifically for the Project are and shall remain the sole and exclusive property of the City. The Contractor, upon request by the City, agrees to provide documents or any other materials developed specifically for the Project in a fully accessible and electronically editable format. The Contractor shall not provide copies of any material prepared under this Agreement to any other party without the prior written consent of the City.

10. Indemnification. Contractor hereby covenants and agrees to indemnify, save, and hold harmless the City, its officers, employees, and agents from any and all liability, loss, costs, charges, obligations, expenses, attorneys' fees, litigation, judgments, damages, claims, and demands of any kind whatsoever arising from or out of any negligent act or omission or other

tortious conduct of Contractor, its officers, employees, or agents in the performance or nonperformance of its obligations under this Agreement.

11. Patented Devices, Materials, and Processes. Contractor shall hold and save harmless the City from any and all claims for infringement by reason of the use of any patented design, device, material, process, or trademark or copyright and shall indemnify the City for any costs, expenses, and damages, including court costs and attorney fees, which it might be obligated to pay by reason of infringement at any time during the prosecution or after completion of its' services under this Agreement.

12. Responsibilities. Contractor shall be responsible for all damages to persons or property caused by the Contractor, its agents, employees or sub-contractors, to the extent caused by its negligent acts, errors and omissions hereunder, and shall indemnify and hold harmless the City from any claims or actions brought against by reason thereof.

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

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

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

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

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

13.2.3 Advice of renewal is required.

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

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

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

16. Agreement Administration and Notice. For purposes of administering this Agreement, the Assistant City Manager, Economic and Community Development will represent the City in carrying out the purposes and intent of this Agreement. Any notices required to be given pursuant to this Agreement shall be delivered as follows:

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

To the Contractor:
Scott Schreiber
Wright Water Engineers, Inc.
818 Colorado Avenue, #307
Glenwood Springs, CO 81601
Phone: 970/945-7755
Email: sschreiber@wrightwater.com

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

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

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

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

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

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands this 11th day of April, 2019.

CITY OF GLENWOOD SPRINGS

ATTEST:

By: _____
Steve Boyd, Chief Operating Officer

Catherine Fletcher
Catherine Mythen Fletcher, City Clerk

WRIGHT WATER ENGINEERS, INC.

By: _____
Name: Scott Schreiber
Title: Senior Water Resource Eng

STATE OF COLORADO)
) ss.
COUNTY OF Garfield)

The foregoing AGREEMENT FOR PROFESSIONAL SERVICES was acknowledged before me this 10th day of April, 2019 by Scott Schreiber as Project Manager of Wright Water Engineers, Inc.

Witness my hand and official seal.

My commission expires: 10/13/2021

Mariska Octavidya
Notary Public

MARISKA OCTAVIDYA
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20094033408
MY COMMISSION EXPIRES OCTOBER 13, 2021

Project Approach

Our Team has prepared this additional information section to provide details about how we will approach the tasks required in this Request for Proposals (RFP) and demonstrate our familiarity with the major project elements. Through our Team's understanding of the project, we have identified the following five elements as keys to success:

1. **Effective community outreach to identify community goals and provide education on stream restoration processes.**



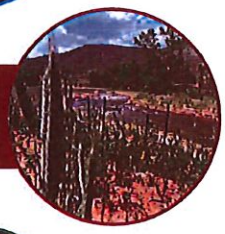
2. **Responsible recreation uses and trail connectivity to ensure the site can be enjoyed sustainably for years to come.**



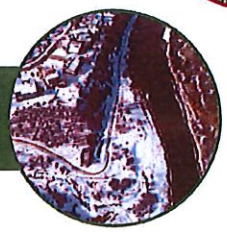
3. **Addressing bank stability through a variety of 'hard' and soft' restoration techniques.**



4. **Riparian re-vegetation that is custom tailored to the site's unique characteristics.**



5. **Investigate and solve the Atkinson Drainage issues.**



In addition to focusing on these five elements, our Team will continually be coordinating to ensure that all features of the proposed design work together. In this way, our Team is well adapted to the dynamic development of a project like this. We will work with the City to understand the preferences of the community as well as City staff to develop project goals and modify scope aspects as required. Our Team can provide many levels of detail to meet the inherent goals of the project. Through our project approach narrative you will find that we have developed projects like this many times before. From contacting our references, you will learn that our Team delivers exceptional results, especially in public places with many different user groups involved and in dynamic environments like the confluence of a river. Finally, we have included a section of additional services for future consideration because previous clients have found them useful on other similar municipal projects.

1 Effective community outreach to identify community goals and provide education on stream restoration processes.



Before developing a site plan, it is important to understand the City's and the community's goals for the project. This includes understanding how the community currently uses the site, as well as how they desire to use the site in the future. Because a significant portion of this project deals with stream restoration, bank stabilization, and riparian vegetation, our Team feels that community education is an important part of the outreach. This education can cover multiple items but it will likely focus on why riparian areas are important, how they function, how to utilize them responsibly and what to expect during and following restoration/re-vegetation efforts.

Combining this education with the outreach effort will help to bring everyone to the same level of understanding on these issues. This typically results in community members making suggestions that are realistic and helps to avoid suggestions that are not reasonable for the site. It also encourages community members to become more engaged by asking questions about what is possible and what the effects of proposed changes will be. When community members become engaged in a project, they feel a stronger connection and become proponents of the project, as well as the ongoing success of the project after construction is complete.

In order to effectively provide both outreach and education, our Team has used a variety of tools on other projects. These range from community surveys, to kid-specific surveys that are coordinated with and distributed to local schools, to involving local non-profit associations that are already working on these issues. For the Three Mile Creek project, we anticipate involving the Roaring Fork Conservancy to not only provide input for the project, but to also help educate community members at public meetings. The Roaring Fork Conservancy is a highly regarded non-profit in the valley and has a unique knack at explaining complicated aspects to a lay audience. We are very excited to work with a group like this and leverage each others engagement skills to truly develop a project for the community.

Throughout the outreach efforts, our Team will strive to give attendees a better understanding of site uses and functions from both the land and river side. We will likely reach out to groups such as schools, the Park East and Park West neighborhoods, the Glenwood Park neighborhood, the Parks commission, local fly fishing shops and river guides.

For this project, the outreach/education is also a great opportunity to help judge the interest in creating the Atkinson Trail South Extension. Community members will be given the chance to discuss how important this connection would be, how they would use it, and if they have alignment ideas that have not been considered. This engagement aspect will also allow us to learn form the City future plans for the south Glenwood Springs area; including the Midland Redevelopment and South Bridge Planning.

In addition to site uses and trail extension opportunities, our Team can also use the education and outreach to judge if the community would like to see educational elements incorporated into the site design. These could range from interpretive educational trail signs (for which we have provided an add alternate for designing the signs), to on-site exhibits such as creating a small plaza around the existing Atkinson Ditch headgate with educational signage about water rights, to more subtle features like wildlife footprints or native plant leaf-prints stamped into concrete.



The Atkinson Ditch headgate could be left in place and used as an educational exhibit.

2 Responsible recreation uses and trail connectivity to ensure the site can be enjoyed sustainably for years to come.



Building on the community input gathered through outreach and the City's goals and objectives, our Team can create a plan for the Three Mile Confluence site that balances an appropriate level of recreation with riparian vegetation, riparian habitat, river hydrology, and fluvial geomorphology. While many of these site considerations will be discussed on the following pages, this section will look specifically at recreation and trail connections.

The Three Mile site already supports a moderate amount of recreational activity from rafting and the Atkinson Trail. In order to sustainably accommodate current and future recreational needs, our Team will work with stakeholders to comprehend how the site is used and develop proposed improvement alternatives. These alternatives will not only define which recreational activities take place at the site, but also where on the site, what capacity is appropriate, and how to limit access to protected areas. Our Team will also work with stakeholders to fully understand all on-going and upcoming projects that may connect to or impact this project site. This could include connecting to other trail systems such as Park East, the Midland Re-Design, or the Rio Grande Trail. This could also include staying up to date on developments with the South Bridge plans in order to create the best possible solution for the Atkinson Trail South Extension.

3 Addressing bank stability through a variety of 'hard' and soft' restoration techniques.



One of the key catalysts for this project is the excessive erosion currently taking place near the confluence of Three Mile Creek and the Roaring Fork River. This area is heavily used by many different groups accessing the area from the neighborhoods and trail system as well as the Roaring Fork River. The degradation of the banks is also causing water quality concerns with the increase of sediment loads, temperature, nutrient loading and loss of land as well as not providing vegetation as either a food source or as cover for the terrestrial and aquatic species in this area. By providing resilient, dynamic bank stabilization measures, the City will be able to revegetate the area with native species to provide a vibrant, healthy riparian ecosystem.

Streambank stabilization can come in many forms, from traditional riprap and boulder banks, which are not highly recommended, but necessary in some areas, to softer more nature-based engineered approaches such as willow stakes, coir mats, log toes, soil lifts and geotextiles. Our Team employs various 'soft' engineering techniques that have proven to be very successful in dynamic environments and as resilient bank stabilization options. Our Team has tried and tested these approaches on many projects over the years and we know they would be a great fit for this specific project setting.



Our Team will look at a range of 'soft' and 'hard' stabilization measures.

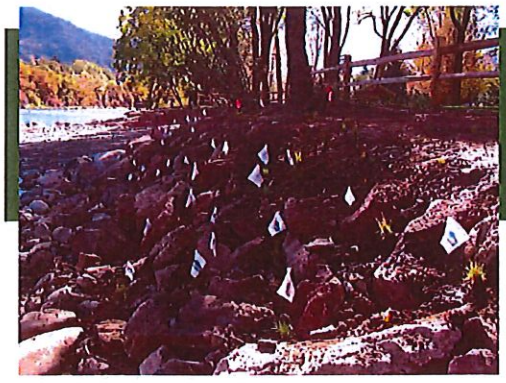
It must be understood that a river system is dynamic and ever changing, therefore the bank stabilization techniques employed must also be dynamic. This is why our Team believes natural approaches to bank stabilization are the best tool to allow the area to adapt to ever changing hydraulic conditions. Our Team also realizes that sometimes 'harder' techniques must be used in areas of heavy traffic to provide access to a location. This may be necessary at select locations at the Three Mile Confluence due to the excessive use and movement between the trails and the river. Furthermore, the area is even more dynamic due to the fact it is a confluence of two rivers, therefore must be designed with extreme care and site-specific knowledge.

When developing bank stabilization measures it is necessary to understand the various hydrologic influences affecting the flow of water through the site. Our Team will review available data and develop models as necessary to fully understand the erosive forces impacting the Three Mile Confluence area and ensure that potential scour is accounted for. WWE helped the City develop many of these calculations previously and will be able to efficiently understand the dynamic hydraulics at the site. Just as important as the hydraulic evaluation and selection of stabilization techniques, is the issue of revegetation. No matter which stabilization technique is used, if the proper plantings are not selected the bank stabilization efforts will fail.



4 Riparian re-vegetation that is custom tailored to the site's unique characteristics.

The revegetation planning of the Three Mile Creek Confluence site will be an exercise requiring careful examination, local expertise, and detailed specifications for the size, species, availability, and provenance of plant materials. This is precisely why our Team includes Randy Mandel of Ramboll. Ramboll's approach is built upon a broad technical knowledge base and experience in site assessment, ecological landscape design, construction documentation, and implementation. Ramboll conceptualizes, designs and applies solutions specific to project-specific ecological conditions and restoration goals. Our team utilizes a collaborative approach across multiple disciplines to assess and develop design solutions that achieve desired landscape values and ecological functionality. Our Team also recognizes that initial construction is only the first step of restoration establishment, and therefore design projects that integrate anticipated maintenance programs and long-range budgets.



Choosing the right vegetation sizes and species based on site characteristics and availability is crucial to successful revegetation.

A thorough site investigation is critical to project success. Ramboll evaluates the health, performance, and composition of the present plant and soil communities in comparison to reference areas and uses publicly-available data such as that contained within the CWCB Restoration Plant Matrix, NRCS Ecological Site Descriptions, the US Forest Service Fire Effects Information System, and other databases. Ramboll places a high level of importance on evaluating soil conditions as part of the site investigation. Many firms do not do this, and analysis of soil conditions helps our Team to understand the available nutrients, organic matter, salt content and soil texture among other soil parameters. Soils in the Roaring Fork watershed can be problematic, so understanding constraints for this critical resource is essential. Knowing how site soils are composed and function allows us to refine a plant palette and create soil conditions that are site-appropriate and will be more sustainable without significant maintenance or additional inputs.

It is also important to understand the additional pressures that can influence the site function. These may include increased urbanization, invasive species, threatened or endangered species, habitat loss, location of utilities and roads, and surrounding land uses, among other considerations. Understanding how the site fits within the context of the larger landscape helps to implement designs that are resilient in the face of changes taking place outside of the project boundaries. Knowledge of site constraints early in the design process helps to ensure that we create a restoration solution that will be achievable and can maximize opportunities to provide a high function and low maintenance riverine system.

Once Ramboll fully undestands the project site's context and constraints, they will work with the ecology, hydrology, and geomorphology team members to refine the design to better address and align with the multiple array of possible conditions and trajectories.

Our project Team has had extensive experience within the Roaring Fork Watershed, both through EWP and other relevant project experience.

5 Investigate and solve the Atkinson Drainage issues.



Our team has considerable experience working along the Atkinson Trail. It is known that a drainage issue exists alongside the Atkinson Trail, and our Team aims to solve this issue as part of this project.
During construction of the Atkinson Trail, wetlands were developed to mitigate impacts from the trail construction, but they have not functioned properly. Our Team will be able to help the City with this problem, and we will likely discuss multiple options with the City. Our Team will work with the City to first understand if the wetlands must continue to exist or need to be reestablished to meet the intent of the wetland mitigation credits. Our Team has wetland scientists included on this project to provide delineation of the wetland area and help develop designs for enhancing the wetland vegetation at this area. Our Team has helped to develop wetland mitigations banks across the United States as well as project-based mitigation efforts on individual projects.

If it is determined that the wetlands must be re-established, our knowledgeable team will be able to evaluate the existing soils conditions at the site as well as existing vegetation to understand the depth and flow of water required to sustain the wetland ecosystem. If the wetlands are not required by mitigation requirements, it might still be advantageous to provide a functioning wetland body to enhance the riparian corridor and help treat for water quality concerns in the area, as well as provide habitat for terrestrial species. Either way, our Team believes the solution to the problem is to modify the culvert conveying water from the diversion off the Roaring Fork River and the outlet structure to ensure the water level in the ditch is enough to support vegetation and provide some level of water quality but also reduce the mosquito issue and noxious odors. This could be as simple as providing an additional orifice lower on the outlet structure.

Our Team could also help with additional investigations related to the water rights associated with the previously developed wetland bank. With the majority of wetland mitigation projects, a water right must be associated with the development of the wetlands. Holistically understanding the issues at the wetland mitigation area might determine that the existing diversion structure, which is still in place and provides water from the Roaring Fork to this area, might not be required anymore.

Scope of Work

Our Team has prepared this additional information section as a detailed discussion about each scope item requested by the City in the RFP. As discussed previously, our Team prides itself on being dynamic and able to adjust to varying scope aspects and required level of detail. Our Team can address the required scope items in various forms and fashions. As the project progresses, scoping is completed and public outreach is conducted, the direction of the project might change. Therefore, the proposed scope items developed below can be elaborated upon and/or modified as needed. It is our belief that whichever direction the project might go, we are the Team to support the City in this endeavor.

Task 1: Scoping, Data Collection, and Public Outreach

The initial task of the project will be to perform scoping with City, data collection and initial public outreach. Once notice to proceed has been given to our Team we will look for an opportunity to set up a kick-off meeting with the City staff, project team, and stakeholders to discuss project approach, scope, goals, milestones and then prioritize actions.

Prior to the kick-off meeting our Team will review existing available documents dating back to the original Glenwood Springs River Trail System Plan and River Management Plan as well as more recently developed documents such as the Atkinson Trail documents and the emergency repairs completed this summer. This will also include a review of the base hydrology of the Roaring Fork River and Three Mile Creek as well as any supporting hydraulic models and previously completed bank stabilization evaluations completed by WWE. This review of available information will allow us to be efficient in working with the City during this initial task. Our Team will also review available topography in the form of LiDAR from the City as well as previously completed ground surveys.

Our Team is also recommending a public outreach meeting with stakeholders including the City staff, Roaring Fork Conservancy, Colorado Parks and Wildlife and especially the surrounding neighborhoods. This will first of all allow us to understand intricacies of the area not available in documents, but more importantly will allow us to understand what the local community would like to see at this location. As described in our public engagement section, these meetings will allow for education as well as engagement.

Our Team will also review and determine applicable code or design and construction permit requirements for a project like this. Due to our experience in this field, our Team already has a pretty understanding of the required permits (which can be more important). When it comes to permits, our Team has a proven track record for developing the simplest permit process possible in utilizing 'No Rise' certifications for work within the floodplain and then Nationwide Permits for work within waters of the U.S.

Our Team is also recommending a site visit with the Stakeholders in order to discuss project goals in-situ. While our Team is very knowledgeable about the site and existing conditions from previous work as well as recreating in the area, this step will be important in helping us better understand the goals of the stakeholders and point out constraints that might influence the design. This will also allow our Team to acquire drone aerial imagery of the site for use during the planning process.

As part of this task, our Team will prepare a community input survey that can be taken at the meeting, as well as online for a period following the meeting. This allows stakeholders unable to attend the meeting to still provide their input.

Task 2: Concept Designs and Public Outreach

The second task of the project will be to take the information developed under task 1, especially the public outreach, to develop concepts plans for the area. The development of concepts for this task will be limited to the Three Mile Confluence area initially. The concepts developed for this task will be both technical and graphical. Understanding that the stakeholders will be a diverse group, multiple platforms will be utilized to convey the information developed.

At this point, these concepts developed will be designed to meet all the goals of the stakeholders, without regard to permitting and cost. While this might develop concepts that are not feasible to construct under this project, it will allow for a complete picture of the project area so that design ideas can be prioritized based on the goals of the stakeholder.

Once the concepts have been developed based on the stakeholder engagement under Task 1, a second stakeholder engagement will take place. This engagement meeting will not only allow us to present the conceptual alternatives for the area but also provide an opportunity to educate people about the purpose of the different alternatives. This process will allow the stakeholders to feel they are a part of the project and take ownership in the designs and be great stewards of the area.

The concepts developed will be based on aerial imagery, LiDAR and available ground survey provided by the City. These will include plans for bank stabilization, reduction of social trails, inclusion of a restroom, access points for boaters and fisherman, as well as opportunities for education at the site. It is our understanding that the City is also interested in more aesthetic restroom facilities at the site. These concepts will also address the Atkinson Trail drainage issues. The initial concepts will also include materials and quantities, preliminary cost estimates and potential permitting aspects to be encountered. All of this information will help to prioritize the work to be completed.

Task 3: Trail Connectivity Analysis & Concept Designs

The third task of this project is an analysis and conceptual design for the connectivity of trails through the project area and with other City trail systems, both existing and planned. It will be very important to include these concepts in the stakeholder engagement to fully understand how people currently use these trails and how they would like to use them in the future.

These concepts will be developed based on LiDAR from the City as well as future planning documents including the Midland Redevelopment and the South Bridge. Our Team has also the capability to provide more detailed survey in the form of drone surveys that can be tied to a ground survey. Our Team will develop alternative alignments for the trail connectivity. These alignments will take into account the existing Atkinson Trail, existing gravel trail to the Park West neighborhood, the Park East paved trail, the Rio Grande Trail across the river, as well as the planned Midland Redevelopment. The concepts developed will be built with the use of Geographic Information Systems (GIS) and Computer Aided Drafting (CAD) to provide spatial awareness of the proposed trails as well as proposed alignments and profiles built from the LiDAR topography.

Our Team has developed many trail connectivity programs throughout the state and we look forward to working with the stakeholders on this project. Our understanding of the feasibility of constructing trails in tough locations, meeting American Disability Act (ADA) requirements and providing opportunities for pedestrian bridges across waterways will be very useful to the City. Furthermore, our experience in this type of work will allow us to efficiently develop costs for trail systems ranging from simple ones to more complex ones with walls and bridges. The initial concepts will also include materials and quantities, preliminary cost estimates and potential permitting aspects to be encountered. All of this information will help to prioritize the work to be completed.

Task 4: Construction Document Design

Once the concepts have been fully vetted through the stakeholder process and with feedback from the City, our Team will start to develop constructible designs to be stamped and signed by professional engineers and landscape architects. Construction documents will be provided for both the Three Mile Confluence and the Atkinson Trail drainage issues. The proposed designs will be built from newly acquired ground survey data completed by Sopris. Sopris has worked in this area in the past and will rely on previously completed work to provide efficiencies to the City. While the exact designs to be developed are unknown at this point and will based on information from stakeholders, our Team is confident, we will be able to develop resilient and feasible designs that can be constructed to provide a sustainable ecosystem that the citizens as well as visitors to Glenwood Springs can enjoy for many years to come.

The construction documents developed will include plan and profiles, details, construction notes and specifications to ensure the design intent is being met. This information can also be supplied with aerial backgrounds also to provide a spatial understanding of the work to be completed. Many of the proposed details and specifications can be adopted and modified from previous work completed to allow efficiencies for the City.

The construction documents will also include development of hydraulic models to truly understand the various flow regimes encountered at the site and to ensure the stabilization measures implemented are resilient and can thrive during normal water scenarios

and survive larger flooding events. The hydraulic models will also be used to procure a 'No Rise' certification for any work performed in the floodplain. Scott Schreiber is a Certified Floodplain Manager; he has performed extensive floodplain permitting and has creative ways to ensure there is not a rise in base flood elevations from the proposed project.

Our Team also has wetland scientist on board to help with any wetland or threatened and endangered species permitting that is required. Our Team has great connections with the reviewing agencies such as the U.S. Army Corps of Engineers, U.S. Fish and Wildlife as well as Colorado Parks and Wildlife. We will utilize these connections early on in the planning process to ensure any proposed construction designs can be permitted with ease. As consultants we feel it is our duty to ensure the City is aware of any permits required for the work to be completed on a timely basis. Our goal will be to permit the work through Nationwide Permits. We are skilled at implementing designs that can be permitted with Nationwide Permits by ensuring certain design components are included that are required for Nationwide Permits.

Our Team will develop 30% and 90% construction documents and cost estimates for the City under this task. These will include site plans, grading plans, drainage plans, pertinent cross sections and profiles, landscape plan, construction access and pedestrian detour plan, demolitions plan, habitat restoration plans, reclamations plan, irrigation design and construction details sheets.

Task 5: Construction Documents

Task 5 will take the 90% design documents developed under Task 4 and finalize them based on comments from stakeholders and the City. These will be final stamped and signed drawings and specifications. These drawings will be developed in way that can be easily reviewed by contractors so that accurate and responsive bids can be developed.

As part of this task our Team also welcomes the role of supporting the City in choosing a contractor for the specified work. It is important that the proposed work within the project area is constructed by an experienced contractor. Our Team also thinks it would be a great idea to include the stakeholders and other community members in the revegetation. We would like to mimic the volunteer planting that took place at Veltus Park, which was led by our Team member Randy Mandel (Ramboll).

Task 6: Construction Engineering Services

Once the project is underway, our Team will be able to provide robust construction engineering services for the project. Because the project being developed is within a dynamic system that is ever changing, the design Team will be able to quickly adapt changes in the field as necessary. That is why we feel it is important that all members of the Team support construction engineering services. The constructions services will also be supplemented with the use of the Teams surveyor from Sopris. This will ensure that design elements are accurately constructed in the field to meet requirements of floodplain permits, but more importantly to ensure design elements such as planting plans are correctly placed in the right location to ensure successful revegetation.

Because some of our Team members are residents of the Park East and Park West neighborhood, we will be able to provide efficiencies in performing site visits on a routine basis.

EXHIBIT B

Project Budget

Below is a breakdown of the proposed budget range for each task. Our Team understands that there needs to be flexibility when developing the scope and fees for the associated tasks, because learning what the stakeholders and the City would like to see implemented might change throughout the stakeholder engagement process. This flexibility will be paramount in dealing with the development of the final construction documents and while providing construction engineering services. For that reason, a range of costs are provided for these Tasks. It also might be advantageous for the City to first authorize only Tasks 1, 2, and 3, to develop input from the stakeholders and then develop concepts that can be discussed with the community and then develop a plan for future phases. This would also align very well with the standard of practice for acquiring additional funding for future phases by having concepts that can be used in the grant process. And our Team can help with that funding procurement. The amount for each task will be determined with the City prior to beginning work on those tasks (at the time of contracting).

Our Team has the ability to develop very detailed concepts and designs for any aspects of the requested RFP, but we also know there might be simpler ways to approach the project. Therefore, the City should know that we are flexible with the fees presented below and recommend having a scoping meeting once we are selected for the project.

Task 1: Scoping, Data Collection and Public Outreach ..... $11,000 - $13,000
- Kickoff meeting
- Review existing documents
- Site visit
- Permitting approach/strategy
- Stakeholder engagement

Task 2: Concept Designs and Public Outreach ..... $14,000 - $17,000
- Design alternatives
- Stakeholder engagement
- Quantities and cost estimate

Task 3: Trail Connectivity & Concept Designs (Atkinson Trail South Extension) ..... $6,000 - $7,000
- Design alternatives
- Quantities and cost estimate

Task 4: 30% and 90% Construction Document Design ..... $37,000 - $45,000
- 1 Foot contour survey
- Initial floodplain permitting
- 30% Design development
- 90% Design development
- Specifications
- Quantities and cost estimate
- Initial wetland permitting

Taks 5: Final Construction Documents ..... $19,000 - $23,000
- 100% Design documents
- Final floodplain permitting
- Final wetland permitting

Task 6: Construction Engineering Services ..... $16,000 - $19,000
- Construction schedule
- On-site construction observation and RFI responses

Total Project Cost ..... $103,000 - $124,000



Base Improvements Plan

Instructions

This Base Improvements Plan shows the ‘base’ improvements that will be part of the Three Mile Creek Confluence Area project. Below are descriptions of these ‘base’ improvements. The areas outlined in red dashes offer multiple improvement options.

Using the sticker sheets, please choose which improvements you would like to see in each area; if you want to leave an area as-is, simply do not place a sticker there. After completing your design, add up the approximate construction costs in the table on the Instructions Sheet and staple it to your Plan (this sheet) before turning in.



Re-grade and fill ditch to function as a swale without standing water. Fix drainage outfall to better convey water. Revegetate as a bioswale.



Native revegetation focus areas to direct access and protect existing vegetation. Native revegetation and invasive species management will occur across the entire site.



Vegetative river bank stabilization.



Extend split rail fencing to direct access and protect native vegetation.



Wayfinding signage

Wood enclosure around existing restroom; to match other Glenwood area enclosures.

Public Meeting #2

This is the **second and last** public workshop for the **Three Mile Creek Confluence Planning Project**. This is your chance to determine what features are incorporated into the final design for the project.

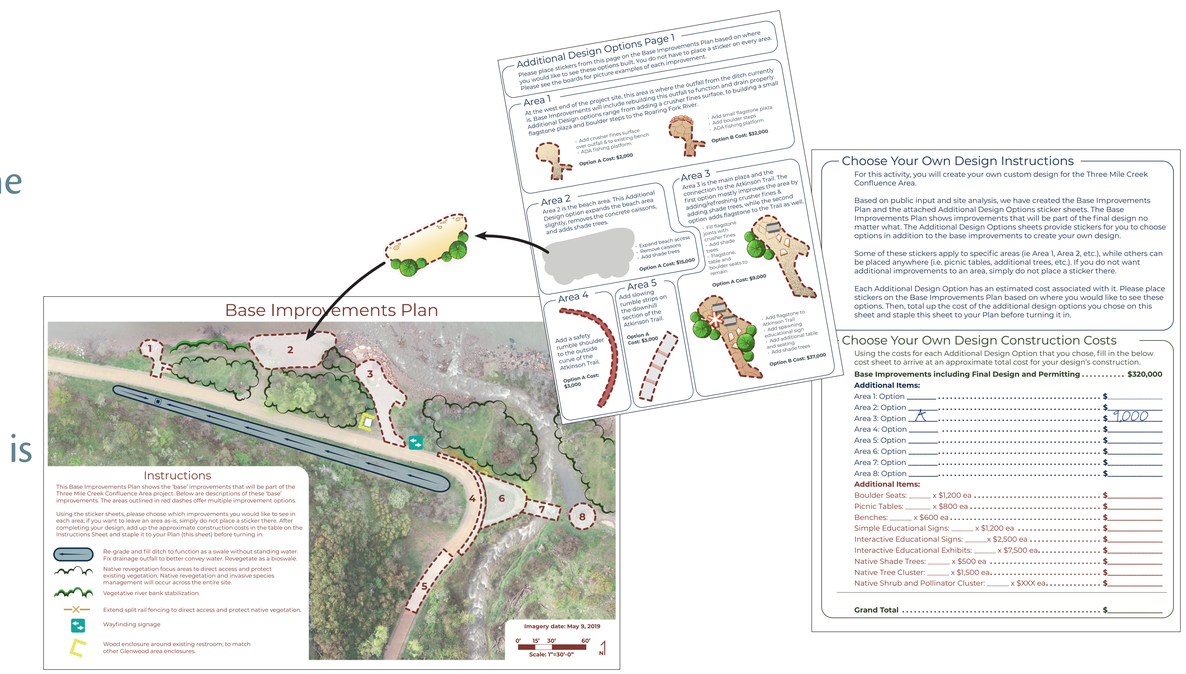
Project Goals Statement

> *Develop a **holistic** and **resilient** plan that addresses current and future impacts from the use of the Three Mile Creek confluence area while providing ecologically diverse and naturally sustainable **habitats**, improved **water quality**, **trail connectivity**, **recreational access**, and **education** regarding our most valuable natural resource, **water**.*

What should you do here today?

Create your Three Mile Confluence Design:

- Start with the 11x17" Base Improvements Plan
- Using the Choose Your Own Design packet,
  - Pick an optional improvement sticker for each Area and place it on the Base Improvements Plan
  - Place Additional Items stickers on the Plan as desired
  - Boards show examples of the improvement options
  - Areas can be left blank if you don't want improvements beyond what is on the Base Improvements Plan
- On the Choose Your Own Design Instructions sheet, add up the costs of your selected options
- Staple the Instructions Sheet to your Design and hand it in



Grant funding provided by:

PITKIN COUNTY HEALTHY RIVERS

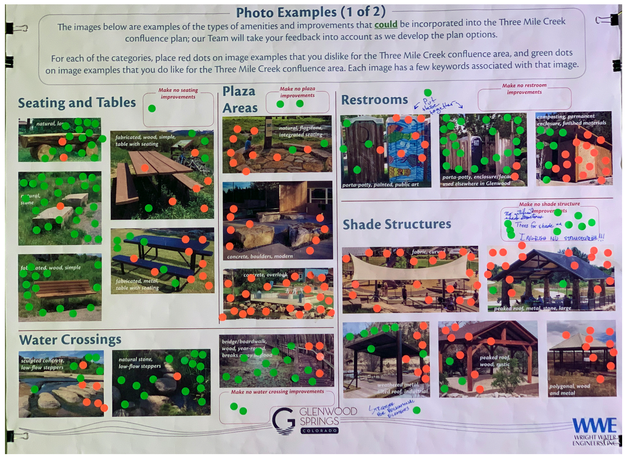
GLENWOOD SPRINGS COLORADO

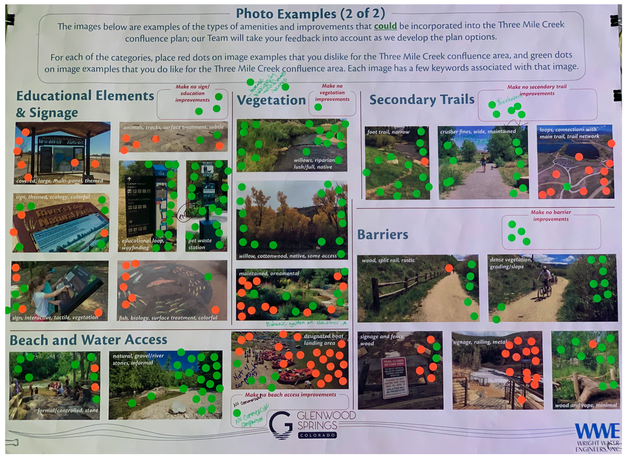
WWE WRIGHT WATER ENGINEERS, INC.

What We Heard From You Last Time

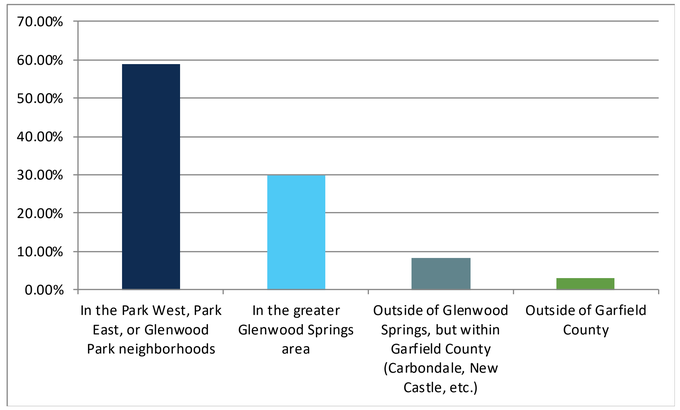
This board displays a sample of the input that the community gave our Team at the 1st Public Meeting and through the online survey.

Picture 'dot' boards were used to gauge the public's interest in different types of improvements. Costs were specifically not included in order to not sway opinions. Participants placed **green** dots on features they liked for the project, and **red** dots of features they did not like for the project.





Q17: Where do you live?



Q18: Please rate the priority of the following concerns based on current conditions at the Three Mile Creek Confluence Area:

Water Quality received the most '5' votes (highest priority)

Impacts on ecological health, Impacts to sensitive fish spawning environments, and river bank erosion were close behind Water Quality

Invasive Plants received a high number of '5, 4, and 3' votes

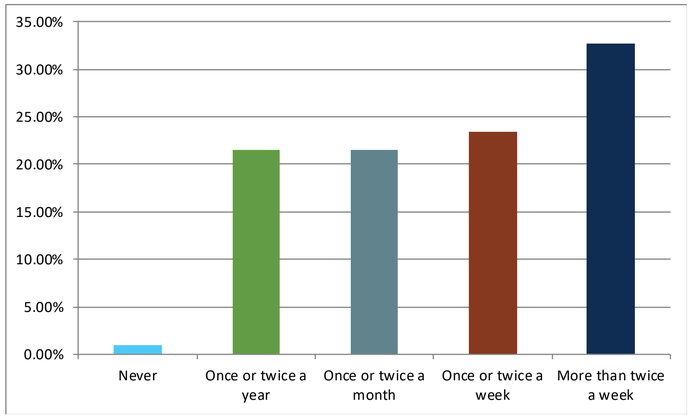
Q19: Please rate the importance of adding the following improvements to the Three Mile Creek Confluence Area:

Protection of sensitive fish spawning environment was voted the most important

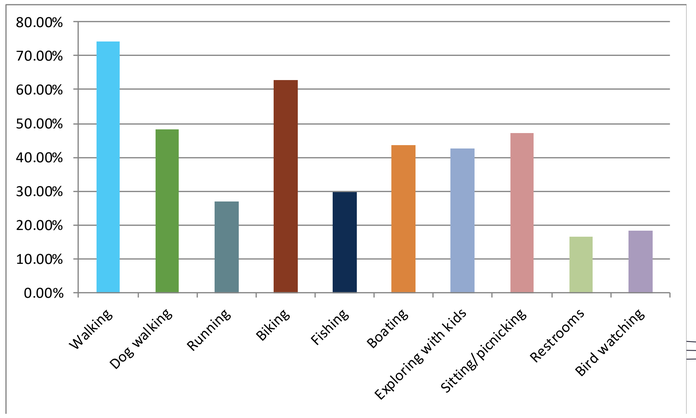
Improvement to the health of existing vegetation and Natural vegetated bank stabilization were second most important

More parking received the most '1' votes (least important)

Q1: How often to you use the Three Mile Creek Confluence Area?



Q3: Which activities do you use the Three Mile Creek Confluence Area for?



Q13: Are you aware of the seasonal restrictions on fishing at and near the confluence, and reasons why they are important?

73%
Yes, I'm aware of them and why they are important

19%
No, I wasn't aware of any restrictions

8%
Yes, I'm aware of them, but I don't know the reasons why they are important

Q14: Would you be in favor of restricting all activities in the stream channel during the restricted periods?

No

>75%
Yes

Q20: Please tell the Master Plan Team anything additional you would like them to consider during the planning process:

The below word cloud is a combination of the open ended answers received for this question. The bigger a word is, the more often it appeared in responses. This helps the project team to recognize what issues the community is most concerned about.

The responses have been slightly modified; for example, words that did not contribute to the answer (the, area, I, etc.) were removed. Similar words were also combined (for example, all instances of 'beach area' were changed to 'beach,' all variations of 'improve' such as 'improves,' 'improvements,' etc. were changed to 'improve.'



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Base Improvement Photo Examples

Below are example photographs corresponding to the proposed improvements on the Base Improvements Plan. These improvements will be included in the final design regardless of Additional Options chosen.

Bioswale



Split rail fencing



Wayfinding signage



Native revegetation



Restroom enclosure



Volleyball trail improvements

Steep access from Glenwood Park neighborhood



Vegetative river bank stabilization







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Additional Options Photo Examples

Below are example photographs corresponding to the proposed improvement options on the Additional Design Options sheets. These options are in addition to the Base Improvements.

Area 1 South Seating Area



Option A - Crusher fines



Option B - Flagtone and boulder steps

Area 2 Beach Area



Option A - Expand beach and add boat tie offs

Area 3 Main Plaza



Option A - Add crusher fines

Option B - Add flagstone and seating

Additional Options Photo Examples

Below are example photographs corresponding to the proposed improvement options on the Additional Design Options sheets. These options are in addition to the Base Improvements.

Area 4 Atkinson Trail Curve



Option A - Safety rumble shoulder

Area 5 Atkinson Trail Slope



Option A - Slowing rumble strips on slope before curve

Area 6 Trail Corner Area



Option A - Crusher fines and boulder seats

Area 7 Three Mile Creek Crossing



Option A - Stepping stones

Area 8 Headgate



Option A - Remove and revegetate
Option B - Educational exhibit



Option B - Revegetate

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Additional Options Photo Examples

Below are example photographs corresponding to the proposed improvement options on the Additional Design Options sheets. These options are in addition to the Base Improvements.

Additional Items

Boulder seats



Simple educational sign



Native shade tree



Native tree cluster



Picnic table



Interactive educational sign



Native shrub and pollinator cluster







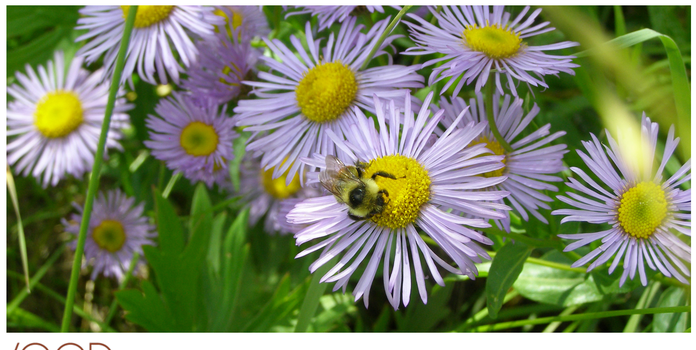
Bench

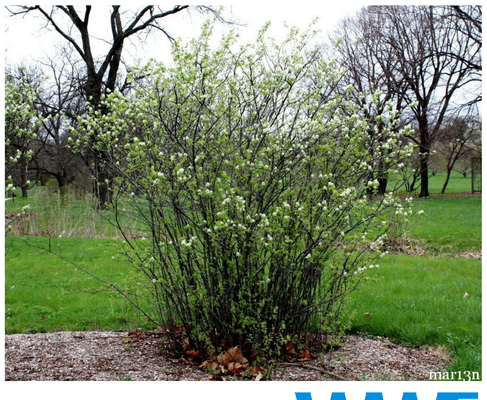


Interactive educational exhibit









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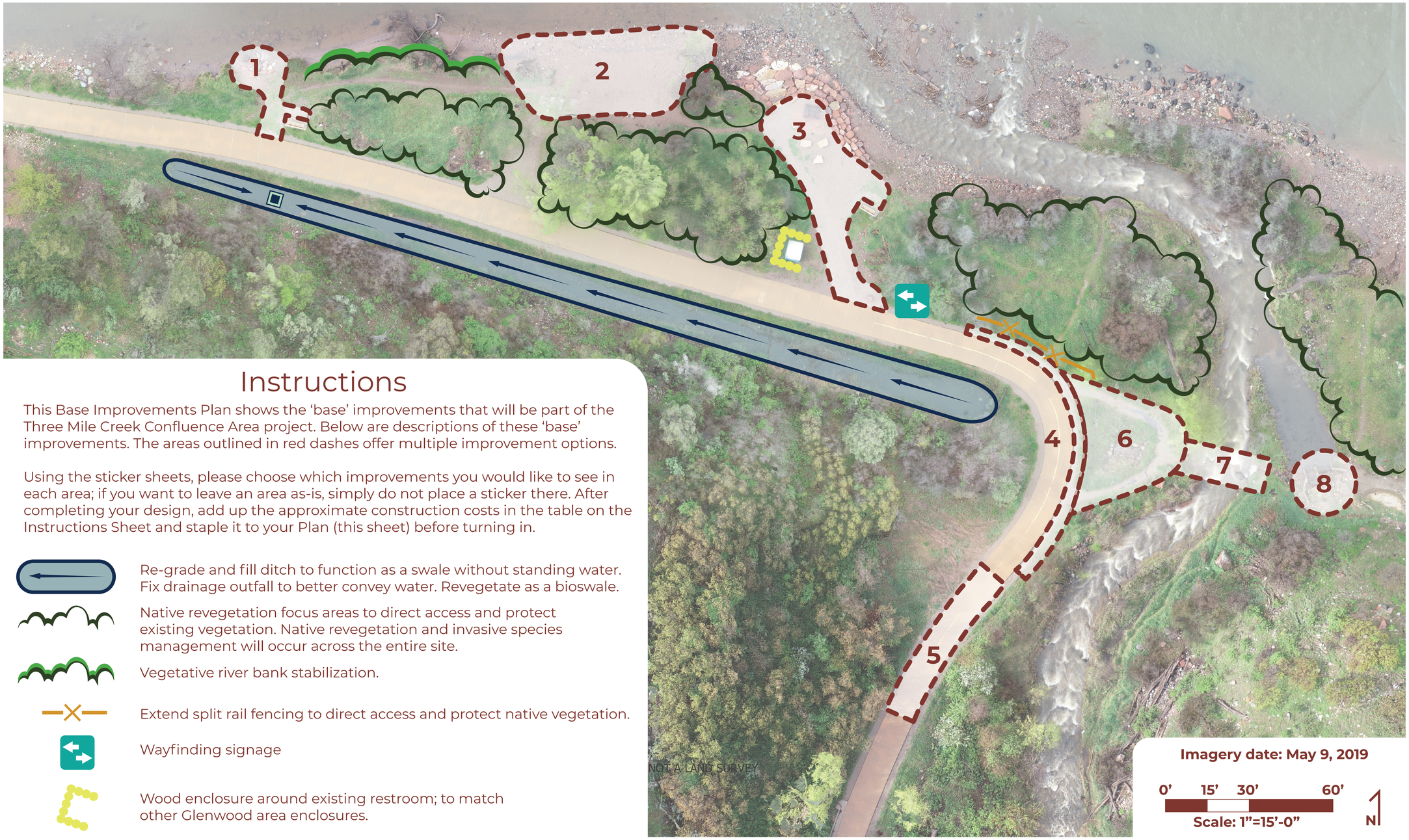
Base Design Improvements Plan

Below is an enlarged version of the Base Improvements Plan Sheet. On the 11x17 sheet, place stickers to show which optional improvements you would like to see in addition to the base improvements.



Instructions

This Base Improvements Plan shows the ‘base’ improvements that will be part of the Three Mile Creek Confluence Area project. Below are descriptions of these ‘base’ improvements. The areas outlined in red dashes offer multiple improvement options.

Using the sticker sheets, please choose which improvements you would like to see in each area; if you want to leave an area as-is, simply do not place a sticker there. After completing your design, add up the approximate construction costs in the table on the Instructions Sheet and staple it to your Plan (this sheet) before turning in.

- Re-grade and fill ditch to function as a swale without standing water. Fix drainage outfall to better convey water. Revegetate as a bioswale.
- Native revegetation focus areas to direct access and protect existing vegetation. Native revegetation and invasive species management will occur across the entire site.
- Vegetative river bank stabilization.
- Extend split rail fencing to direct access and protect native vegetation.
- Wayfinding signage
- Wood enclosure around existing restroom; to match other Glenwood area enclosures.

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Choose Your Own Design Instructions

For this activity, you will create your own custom design for the Three Mile Creek Confluence Area.

Based on public input and site analysis, we have created the Base Improvements Plan and the attached Additional Design Options sticker sheets. The Base Improvements Plan shows improvements that will be part of the final design no matter what. The Additional Design Options sheets provide stickers for you to choose options in addition to the base improvements to create your own design.

Some of these stickers apply to specific areas (ie Area 1, Area 2, etc.), while others can be placed anywhere (i.e. picnic tables, additional trees, etc.). If you do not want additional improvements to an area, simply do not place a sticker there.

Each Additional Design Option has an estimated cost associated with it. Please place stickers on the Base Improvements Plan based on where you would like to see these options. Then, total up the cost of the additional design options you chose on this sheet and staple this sheet to your Plan before turning it in.

Choose Your Own Design Construction Costs

Using the costs for each Additional Design Option that you chose, fill in the below cost sheet to arrive at an approximate total cost for your design's construction.

Base Improvements including Final Design and Permitting $320,000

Additional Items:

Area 1: Option _____ ..... $_____
Area 2: Option _____ ..... $_____
Area 3: Option _____ ..... $_____
Area 4: Option _____ ..... $_____
Area 5: Option _____ ..... $_____
Area 6: Option _____ ..... $_____
Area 7: Option _____ ..... $_____
Area 8: Option _____ ..... $_____

Additional Items:

Boulder Seats: _____ x $1,200 ea ..... $_____
Picnic Tables: _____ x $800 ea ..... $_____
Benches: _____ x $600 ea ..... $_____
Simple Educational Signs: _____ x $1,200 ea ..... $_____
Interactive Educational Signs: _____x $2,500 ea ..... $_____
Interactive Educational Exhibits: _____ x $7,500 ea ..... $_____
Native Shade Trees: _____ x $500 ea ..... $_____
Native Tree Cluster: _____ x $1,500 ea ..... $_____
Native Shrub and Pollinator Cluster: _____ x $XXX ea ..... $_____

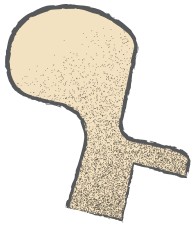
Grand Total ..... $_____

Additional Design Options Page 1

Please place stickers from this page on the Base Improvements Plan based on where you would like to see these options built. You do not have to place a sticker on every area. Please see the boards for picture examples of each improvement.

Area 1

At the west end of the project site, this area is where the outfall from the ditch currently is. Base Improvements will include rebuilding this outfall to function and drain properly. Additional Design options range from adding a crusher fines surface, to building a small flagstone plaza and boulder steps to the Roaring Fork River.



- Add crusher fines surface over outfall & to existing bench
- ADA fishing platform

Option A Cost: $2,000

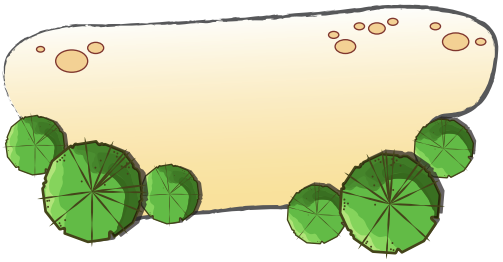


- Add small flagstone plaza
- Add boulder steps
- ADA fishing platform

Option B Cost: $32,000

Area 2

Area 2 is the beach area. This Additional Design option expands the beach area slightly, adds boat tie offs, and adds shade trees.



- Expand beach access
- Add boat tie offs
- Add shade trees

Option A Cost: $15,000

Area 3

Area 3 is the main plaza and the connection to the Atkinson Trail. The first option mostly improves the area by adding/refreshing crusher fines & adding shade trees, while the second option adds flagstone to the Trail as well.

- Fill flagstone joints with crusher fines
- Add shade trees
- Flagstone, table and boulder seats to remain

Option A Cost: $9,000





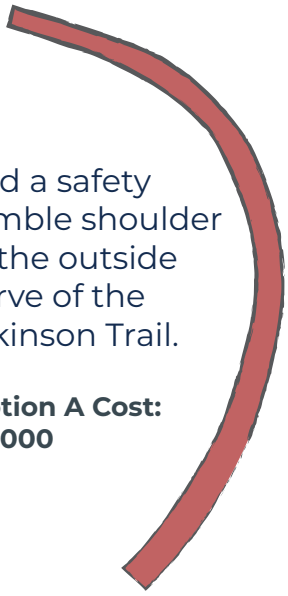
- Add flagstone to Atkinson Trail
- Add spawning educational sign
- Add additional table and seating
- Add shade trees

Option B Cost: $37,000

Area 4

Add a safety rumble shoulder to the outside curve of the Atkinson Trail.

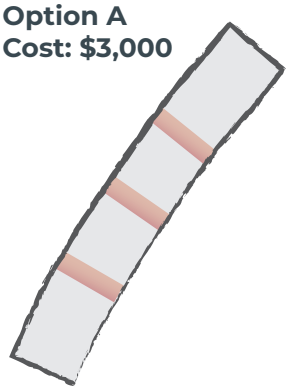
Option A Cost: $5,000



Area 5

Add slowing rumble strips on the downhill section of the Atkinson Trail.

Option A Cost: $3,000



Additional Design Options Page 2

Please place stickers from this page on the Base Improvements Plan based on where you would like to see these options built. You do not have to place a sticker on every area. Please see the boards for picture examples of each improvement.

Area 6

Area 6 has a depression leading to the ditch, as well as a crusher fines trail. Both Additional Design options include filling the depression. The first option adds a new small crusher fines area with boulder seats, while the second area simply revegetates the filled in area and refreshes the existing crusher fines trail.

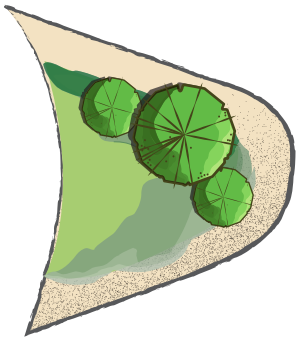


- Fill in existing ditch
- Add small gathering space with boulder seating
- Add shade trees
- Revegetate perimter

Option A Cost: $11,000

- Fill in existing ditch
- Revegetate filled area
- Refresh existing crusher fines trail

Option B Cost: $7,000



Area 7

The area 7 option adds stepping boulders to cross Three Mile Creek during low flow times of the year.



Option A Cost: $4,000

Area 8

Either remove the headgate, or transform it into an educational exhibit.



Option A Cost: $19,000

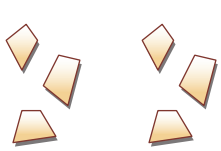


Option B Cost: $10,000

Additional Items

The below features are additional features that you can place anywhere within the project site.

Site Furnishings



Boulder Seats (3)
Cost: $1,500



Picnic Table
Cost (ea): $1,200

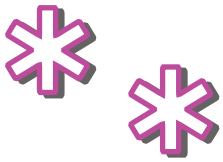


Bench
Cost (ea): $1,200

Educational Signage



Simple Sign
Cost: $1,800

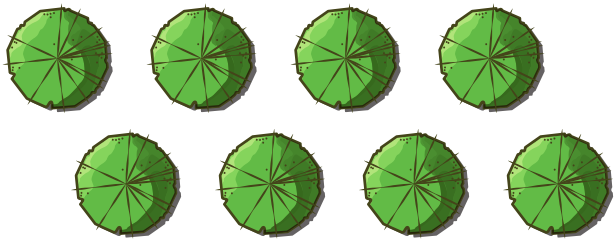


Interactive Sign
Cost: $3,000

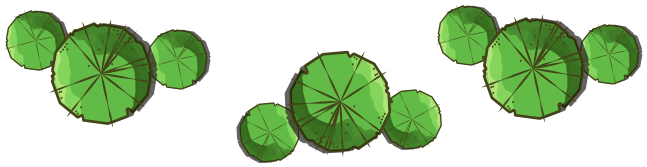


Interactive Exhibit
Cost: $9,000

Vegetation



Native Shade Tree
Cost (ea tree): $700



Native Tree Cluster
Cost (ea cluster): $1,900



Native Shrub and Pollinator Cluster
Cost (ea cluster): $1,600

November 26, 2019

Colorado Air Quality Control Commission
Colorado Department of Public Health and Environment
4300 Cherry Creek Drive South, EDO-AQCC-A5
Denver, Colorado 80246

Dear Commissioners,

As local government officials of Glenwood Springs, we write in support of strong statewide regulations that address and reduce ozone and methane emissions from the oil and gas sector. We understand that the proposed amendments being considered by the Colorado Air Quality Control Commission (AQCC) are practical, cost-effective and technologically feasible measures that will reduce the significant air pollutants from oil and gas operations around the state. We urge the AQCC to adopt these proposed amendments at its rulemaking hearing on Dec. 17-19, 2019.

Oil and gas operations are the largest source of anthropogenic volatile organic compounds (VOCs) in Colorado, contributing to pollution that causes serious impacts on human health and the environment. Oil and gas operations also emit more methane than any other sector, causing climate change that threatens our health, economy and environment. While Colorado has made progress in reducing methane emissions from the oil and gas sector since 2014, there is more work ahead.

Colorado's Front Range continuously fails to meet national health-based standards for ozone. Unfortunately, air pollution challenges are not limited to the Front Range. In 2014, NASA identified what we know as the 2,500-square-mile methane hot-spot in the Four Corners region. In 2018, the American Lung Association gave multiple Western Slope counties a grade of C or lower for ozone, and La Plata County has received an F for the past two years. Some active drilling sites and nearby residential areas on Colorado's Western Slope are nearing the current maximum ozone standard and sometimes rise above 65 parts per billion for ozone.

We support and endorse the rule changes proposed by the Colorado Air Pollution Control Division (APCD) and encourage their adoption at the December 17-19 rulemaking hearing. Proposed amendments include (a) lowering the threshold for storage tank controls to two tons per year statewide; (b) establishing automatic tank gauging and tank loadout-control requirements; (c) strengthening tank monitoring requirements and increasing the frequency of LDAR inspections to twice per year; (d) expanding the requirement to employ Best Management Practices to well-plugging activities; (e) aligning and updating recordkeeping and reporting requirements; (f) expanding the "find and fix" pneumatic controller program statewide; (g) establishing a performance-based emission-reduction program for the oil and gas transmission segment; and (h) establishing an annual emissions inventory for equipment used in oil and gas operations. We also urge the AQCC to take a close look at the proposal by the Western Colorado Alliance for increased inspection requirements within 1,000 feet of homes and public facilities.

As elected officials for the county seat of one of the state's largest gas producing counties, we understand the importance of energy development and appreciate the APCD's consideration of both the economic and environmental impacts of these new and updated regulations. However, Glenwood Springs' economy depends primarily on tourism and recreation. We estimate that 2,000 people own or are employed by businesses that rely on our attraction as a destination for our hot

springs and the many outdoor activities that western Colorado offers. Clean air and a healthy climate are critical to our community's ongoing economic well being. Ozone pollution, which is particularly threatening to elderly and young people, is not yet a problem in our community, but we don't want it to become one. We see the current rulemaking as an opportunity for the AQCC to take an important step toward preventing ozone from becoming a problem here. And climate change, driven in large part from methane emissions, combined with the ongoing drought has made our winters less reliable, affecting not only skiing, snowboarding, snowmobiling and other winter activities, but our river rafting and fishing in spring and summer. Hotter drier summers increase the threat of wildfires, which twice in the last 25 years have burned homes and taken lives in and near Glenwood Springs.

For these reasons, we urge the AQCC to adopt strong statewide regulations that will protect both our public health and the environment.

Sincerely,

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Name, Title

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Name, Title

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Name, Title

November 26, 2019

Colorado Air Quality Control Commission
Colorado Department of Public Health and Environment
4300 Cherry Creek Drive South, EDO-AQCC-A5
Denver, Colorado 80246

Dear Commissioners,

As local government officials of , we write in support of strong, statewide regulations that address and reduce ozone and methane emissions from the oil and gas sector. We believe that the proposed amendments being considered by the Colorado Air Quality Control Commission (AQCC) are practical, cost-effective and technologically feasible measures that will reduce the significant air pollutants from oil and gas operations, particularly in southwest Colorado where we live. We urge the AQCC to adopt these proposed amendments at its rulemaking hearing on Dec. 17-19, 2019.

Background

The number of active oil and gas wells in Colorado has increased from 22,500 in 2002 to more than 50,000 today. Colorado's oil production increased nearly 500 percent between 2008 and 2018, with production up 33.8 percent between 2017 and 2018.[1] An increase in air emissions has accompanied this increase in the amount and scale of development. Oil and gas operations are the largest source of anthropogenic volatile organic compounds (VOCs) in Colorado, contributing to pollution that causes serious impacts on human health and the environment. Oil and gas operations also emit more methane than any other sector, causing climate change that threatens our health, economy and environment.

While Colorado has made progress in reducing methane emissions from the oil and gas sector, there is more work ahead. Since the initial adoption of Leak Detection and Repair (LDAR) requirements in 2014, oil and gas companies repaired about 73,000 methane leaks; the number of leaks went from 36,000 in 2015 to around 17,250 in 2017 – a reduction of more than 50 percent.[2] Still, Colorado's Front Range continuously fails to meet national health-based standards for ozone.

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[1] *See* U.S. Energy Information Administration (EIA), Colorado Field Production of Crude Oil (Oct. 31, 2019), *available at* https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=mcrfpco1&f=a.

[2] Jonathan Romeo, *New Mexico on Path to Create Regulations to Reduce Greenhouse Gas Emissions*, Durango Herald, (Oct. 19, 2019), *available at* https://durangoherald.com/articles/298762-clearing-the-four-corners-methane-cloud; *see also* Colorado Department of Public Health and Environment, LDAR Annual Report (2017) Summary (August 22, 2018), *available at* https://drive.google.com/file/d/0B75r4rvnOWbcRUpUdWxRWEZrZXdHcnpERE9mVUM5Wm9XQUVZ/view.

Unfortunately, air pollution challenges are not limited to the Front Range, where stronger LDAR provisions have been in effect. In 2014, NASA identified more than 250 individual sources of methane in the Four Corners Region emitting gas at rates from a few pounds to 11,000 pounds per hour.[3] This research captured what we know as the 2,500-square-mile methane hot-spot in the Four Corners region.[4] In 2018, the American Lung Association gave multiple Western Slope counties a grade of C or lower for ozone, and La Plata County has received an F for the past two years. Some active drilling sites and nearby residential areas on Colorado's Western Slope are nearing the current maximum ozone standard and sometimes rise above 65 parts per billion for ozone.

Support for Proposed Rules

We support and endorse the rule changes proposed by the Air Pollution Control Division (APCD) and encourage their adoption at the December 17-19 rulemaking hearing. Proposed amendments include (a) lowering the threshold for storage tank controls to two tons per year statewide; (b) establishing automatic tank gauging and tank loadout-control requirements; (c) strengthening tank monitoring requirements and increasing the frequency of LDAR inspections to twice per year; (d) expanding the requirement to employ Best Management Practices to well-plugging activities; (e) aligning and updating recordkeeping and reporting requirements; (f) expanding the "find and fix" pneumatic controller program statewide; (g) establishing a performance-based emission-reduction program for the oil and gas transmission segment; and (h) establishing an annual emissions inventory for equipment used in oil and gas operations.

In particular, we offer support for the following measures:

1. Requiring "Find & Fix" for Pneumatic Controllers Statewide

In 2017, the AQCC strengthened leak detection and repair requirements for pneumatic controllers in an area along Colorado's northern Front Range that was failing to meet federal ozone standards (characterized as a non-attainment area). We urge the AQCC to apply these amendments statewide in the current rulemaking proceeding.

Malfunctioning pneumatic controllers can cause significant emissions, underscoring the need for oil and gas operators to inspect them frequently throughout the state. Statewide applicability of the 2017 requirements is supported by many parties to the rulemaking, including the oil and gas industry, and we urge the AQCC to adopt them. Residents living on the Western Slope deserve the same air quality protections as those living on the Front Range.[5]

As part of a consensus proposal on pneumatics in the APCD's Statewide Hydrocarbon Emission Reduction (SHER) process, stakeholders committed to continue exploring the feasibility of expanding the use of zero-bleed pneumatics throughout Colorado. We therefore urge the AQCC to direct the APCD to continue evaluating requirements to use zero-bleed pneumatic devices, and to draft a proposed regulation addressing such devices for the AQCC's consideration during the 2020 regulatory cycle.

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[3] *See* https://www.jpl.nasa.gov/news/news.php?feature=6591.

[4] *See* https://en.wikipedia.org/wiki/Four_Corners_Methane_Hot_Spot *and sources referenced therein*.

[5] *See* Jonathan Romeo, Western Slope leaders call for stricter regulations on oil, gas pollution, Durango Herald (Feb. 14, 2019), *available at* https://durangoherald.com/articles/263458.

2. Requiring Semi-Annual LDAR

Fugitive emissions from oil and gas equipment result from leaking components such as flanges, pumps, valves, seals, rod-packing, open-ended lines and connectors and are a key source of emissions from oil and gas sites. Recent advances in technology such as infrared cameras permit inspection to be completed more quickly than prior methods and allow operators to repair leaks and sell gas that would otherwise be released into the atmosphere.

Building on the regulatory program the AQCC adopted in 2014 and expanded for the northern Front Range area in 2017, APCD has proposed that operators conduct LDAR at least twice a year for well production facilities with VOC emissions greater than two tons per year and for natural gas compressor stations. APCD estimates that increasing the frequency of LDAR at compressor stations will remove 2,293 tons of VOC and 4,139 tons of methane/ethane from the atmosphere annually, and that increasing the frequency of LDAR at compressor stations will remove 78.3 tons of VOC and 173.7 tons of methane ethane from the atmosphere annually.[6]

Because leaks occur randomly and a small number of leaks are responsible for significant emissions, increasing the frequency of LDAR inspections will continue to result in emission reductions over time, even as initial leaks are detected and repaired. Data from the Colorado Department of Public Health and Environment shows that even with frequent LDAR inspections, leaks will continue to occur, and regular inspections are needed to detect them soon after they do. We therefore support the proposal to require semi-annual LDAR at oil and gas sites statewide.

3. Requiring Emission Controls on Tanks

The AQCC's 2014 rules require operators to install controls on a greater number of tanks, to inspect storage tanks routinely for excess venting and leaks, and to certify that their tanks are designed and operated properly to avoid excess venting and leaks. Even with the increased controls required in the Front Range non-attainment area, the state has estimated that storage tanks were responsible for 51 percent of the VOC emissions from the oil and gas sector in 2017.[7]

We support APCD's proposal to lower the control threshold of storage tanks from six tons per year to two tons per year, because it is a cost-effective approach for achieving hydrocarbon reductions from storage vessels and is similar to measures adopted in other states. We also urge APCD to encourage operators to explore and install controls other than flares or combustors in order to reduce tank emissions, because flares result in their own emissions and contribute to ozone. Finally, we support APCD's proposal to require operators to control emissions when unloading hydrocarbon liquids from storage vessels to trucks. As above, this proposal is found in the regulations of other jurisdictions, including Wyoming, Utah and Pennsylvania.

4. Requiring Emissions Inventory for Oil and Gas Facilities

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[6] APCD Economic Impact Analysis (Initial Analysis), Sept. 19, 2019 at 22-24 (Tables 22 and 23) *and* 26-26 (Tables 28 and 29), *respectively*, *available at* https://drive.google.com/drive/folders/14fvt4C0Tzl79to4c2tVuLDKucksk5uaB.

[7] CDPHE, Technical Support Document ("TSD"), State of Colorado (Sept. 15, 2016) (supporting the DM/NFR State Implementation Plan for the 2008 8-hour Ozone National Ambient Air Quality Standard).

We support APCD's proposal to collect additional data about oil and gas emissions by creating an emissions inventory for oil and gas sites. Some emission sources related to oil and gas are episodic and others are not well documented, and state and federal inventories routinely understate emissions. While new controls being considered by the AQCC would help reduce emissions from these sectors, additional reductions are urgently needed in the near term to help the state reduce ozone and methane pollution. The additional information to be collected by the state under the proposed emissions inventory provisions will greatly assist in allowing the APCD and other stakeholders to devise additional, practical measures to achieve reductions in the future.

We sincerely appreciate your service to the people of the State of Colorado and your efforts to protect and enhance air quality in the state. Thank you for this opportunity to comment.

Sincerely,

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Name, Title

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Name, Title

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Name, Title