AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
FEBRUARY 20, 2020
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
		WORK SESSION		
9:00 am - 12:00pm	1.	Moving Forward Together Confluence Redevelopment		Information/Discussion
		PRE-MEETING		
4:30pm	2.	Review of Regular Session Agenda		
	3.	Council Comments / Future Agendas		Information/Discussion
		WORK SESSIONS		Information/Discussion
4:45pm		A.	Council Travel	Information/Discussion
5:00pm		B.	Workshop- 6th Street Streetscape Improvement Discussion	Information/Discussion
6:00pm		***Meeting Set-up***		
		REGULAR SESSION		
6:15pm	4.	Roll Call		Quorum
	5.	Pledge of Allegiance		
	6.	Agenda Changes & Conflicts		Information
	7.	Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes)		Information
	8.	Council Comments		Information
6:20pm	9.	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. First Amendment to Hanging Lake Shuttle Service Agreement

B. Uptown Services Contract for Broadband Consulting

C. Glenwood Springs Chamber Contract 2020 for Tourism Promotion Services

D. Minutes from Regular Meeting's January 16, 2020

E. Resolution 2020-7, A Resolution of the City Council of the City of Glenwood Springs, Colorado, Authorizing and Supporting the Application for a Mini Grant from Garfield County Mineral Lease District for the Completion of Phase 1 of the Sayre Park Improvements Project — Discussion and/or Action

ACTIONS AND/OR PRESENTATIONS

6:25pm	10.	Planning Item 16-18 Major Development Permit Amendment for Iron Mountain Hot Springs to Extend a Parking Lot Paving Deadline.	Discussion and/or Action
6:35pm	11.	Planning Item 48-19 Major Site/Architectural Plan Review and Right-of-Way Encroachment License for an 89 Unit Multi-family Apartment Building	Discussion and/or Action
7:05pm	12.	Approval of Funding to Finalize Design and Right of Way for South Bridge	Discussion and/or Action
7:35pm	13.	Ordinance No 5, Series of 2020; An Ordinance of the City Council of the City of Glenwod Springs, Colorado, Amending Section 080.060.020 of the Municipal Code to System Improvement Fees to reclassify half bathrooms as a separate category (FIRST READING)	Discussion and/or Action
7:40pm	14.	Arrangement of Council Seats	Discussion and/or Action
7:45pm	15.	Amendment to South Midland Design Contract with SGM	Discussion and/or Action
7:55pm	16.	Approval of a Resolution 2020-6 Authorizing and Supporting the Application for a Grant in the amount of $200,000 from the Federal Mineral Lease District for the Two Rivers Park Pedestrian Safety Project and Committing the City to a $200,000 Match from the 2021 Budget.	Discussion and/or Action
8:00pm	17.	Appointments to Boards and Commissions -Transportation 1 regular and 1 alternate -River 2 regular seats and 1 alternate -Parks and Recreation 1 regular seat	Discussion and/or Action
8:10pm	18.	Report from City Administration A. City Manager B. City Attorney C. Correspondence Incoming/Outgoing - Mountain Family Health Centers Letter (Information Only)	Information/Discussion
8:15pm	19.	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 Fire Station and 27th Street Bridge	Information/Discussion
	20.	Adjournment	

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item:	Moving Forward Together Confluence Redevelopment
Action Requested:	NA
Department:	Economic and Community Development
Presented By:	Jennifer Ooton, Assistant City Manager
Background Info:	The City has been interested in the redevelopment of the Confluence for over 20 years. Staff has pulled together experts to discuss with Council how this redevelopment could occur. A presentation will be available at the meeting and added to the public packet.
Issues:	NA
Staff Recommendation:	NA. Staff is not looking for direction at this time.

December 13, 2019

TRAILBREAK
PARTNERS

Jenn Ooton
Assistant City Manager, Economic and Community Development
City of Glenwood Springs
101 W. 8th Street
Glenwood Springs, CO 81601

RE: Request for Master Developer Qualifications for the Confluence Area
#BD2019-013

Dear Ms. Ooton:

It was good to debrief with you on the 26th and I appreciate this update regarding Council timing. The Trailbreak Partners team remains very interested in partnering with the City to reimagine the Confluence Area and believe that our thoughtful approach to public private partnerships can bring great value to the residents and City of Glenwood Springs. We are sensitive to the reality that the City and its residents have been working through a series of challenging projects as of late that might be reasonable cause for delaying the Confluence Area project. The Confluence Area is no small undertaking and has the highest likelihood of success when residents, leadership and stakeholders are ready to invest the time and resources to work though the process.

Our team looks forward to revisiting the Confluence Area this fall and do ask that the City re-engage with the firms that invested considerable time and resources to respond to the initial RFQ. We remain available to discuss the project at any time and look forward to staying in touch.

All the best,

Sincerely,

Douglas Elenowitz

802. E 19th Avenue | Denver, Colorado | 80218

A·B·A
HOSPITALITY

January 29, 2020

Mayor Jonathan Godes and the City of Glenwood Springs Council Members:

On behalf of the Confluence Development Group, I would like to thank Mayor Godes, the City of Glenwood Springs Council Members, and Staff for selecting our team as one of the three finalists for the Confluence Master Developer Request for Qualifications (RFQ) selection. At this point, our team remains committed to the project, and we respectfully encourage the City to move the selection process forward to choose a development team as soon as possible. Since it has been over six months since our last interview with Council and Staff, we would like to highlight some of the key points that our team discussed which includes the following:

- If our team is selected, we would like to negotiate a financial structure that will accommodate the needs of all parties involved. As we stated in our August 15, 2019 submittal:

  > "In terms of financial commitments, there are many options. The Confluence Development Group team includes Economic & Planning Systems (EPS), who has worked with a wide range of public entities (cities, counties, urban renewal authorities, etc.) to structure public-private development terms. From this experience, the team understands the range of options available to the public sector to implement real estate development projects. The spectrum is wide, and cities can choose where they would like to be, from reliance on public funding and decisions driven by the public sector, to terms that rely more on the private sector for implementation. Once there is a deal structure is in place, the team anticipates that most of the funding will come from a combination of private equity and personal capital."

- The City of Glenwood Springs issued a Master Developer Request for Qualifications and not a Request for Proposals. With the RFQ asking for a high-level concept plan from each team, it is often the case that the plans become the focus of attention and not the qualifications. As we stated in our July 8th interview with City Council, the plan that we submitted was to demonstrate the capabilities and experience of our team members and, without any authentic community outreach and discussion, we felt very uncomfortable designing such a plan without any true community involvement as envisioned in our submission. With an RFQ process, the winning team is selected based on qualifications, experience, and financial strength, with the intent of developing an economically viable master plan in partnership with the City and community.

- The Confluence Development Group intends to facilitate any development activity on the site through a Public Private Partnership structure with the City of Glenwood Springs. This would allow the City to generate long-term revenues through a profit-sharing structure as well as increased tax revenues. A Public Private Partnership structure will also eliminate the requirement for a special election if the property were to be sold to a private development entity. As we stated in our August 15, 2019 submittal:

275 SACRAMENTO STREET, 8TH FLOOR, SAN FRANCISCO, CA 94111

"The Confluence Development Group sees the City of Glenwood Springs as an integral partner in this effort. We think that the best outcome from this process will be one in which the City and the development team work closely together, with frequent interaction and opportunity for communication and input. It will be important for the community to recognize that both the City and the Developer are jointly pursuing a common goal regarding the Confluence site, specifically one that increases community vitality, activates a long-dormant parcel of city-owned land, and helps create economic development opportunities."

"Generally, the development team believes that the best role that the City of Glenwood Springs can play in this process is to be a leader in terms of land use policy and entitlements. The specific partnership terms between the two entities will be negotiated incrementally, through a fiscally responsible and transparent process."

Through a Public Private Partnership structure, envisioned in our Proposal, the City of Glenwood Springs would be able to retain equity in the property allowing for long term financial participation through a fiscally responsible and transparent ownership structure.

The key points that I have outlined in this letter are areas that we have already discussed in our interviews or have submitted in our written responses. Should you require any additional information or clarification on any of these areas, please feel free to contact me anytime.

Thank you again for your consideration.

Cordially,

Brian Marshack
Chief Operating Officer
Confluence Development Group

CITY OF GLENWOOD SPRINGS
Housing Commission

FROM: HOUSING COMMISSION

TO: CITY COUNCIL

DATE: February 13, 2020

RE: Vogelaar Park, Confluence Redevelopment

The Housing Commission, at their regularly scheduled meeting on February 12, 2020 made the following motion for City Council consideration.

> *The Housing Commission recommends utilizing all legal, political and reasonable financial resources to ensure that mixed-income and mixed-use components are included in the redevelopment of Vogelaar Park and the Confluence area.*

Motion made by Sumner Schachter, Seconded by Ellen Dole. Unanimously approved.

101 W. 8th Street, Glenwood Springs, CO 81601 (970) 384-6407 Fax (970) 945-8582

Technical Memo

STROMBERG™ GARRIGAN & ASSOCIATES, INC.
Landscape Architects & Planners
102 E. Main Street, Suite 300, Somerset, PA 15501
Ph: 814.443.1073 Fax: 814.444.0484

PROJECT: **ICF GWS CONFLUENCE RIVERFRONT PARK AREA REPORT**
PROJECT #: **14014.005.60**
DATE: **October 17, 2019**
FROM: **Tim Stromberg (SGA)**
CC: **A. Stachofsky (SGA), Sean Garrigan (SGA)**
SUBJECT: **Responses to Draft Confluence Riverfront Park Area Report Comments and Questions**

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1. **I'm wondering why the 80th percentile storm was chosen for the water quality capture volume and not the 85% storm?**

    a) The 80th percentile storm design was chosen based on Chapter 4 of the "Glenwood Engineering Standards" documents. Section 4.2.1, Paragraph B, indicates the minimum 80th percentile design standard. In addition, we have updated Page 13 of the report to say the following:
    "The goal of this requirement is to capture a volume of water equal to at least the runoff generated by the 80th percentile storm in a given year, as set forth by the City of Glenwood Springs as the minimum design standard for stormwater compliance. The stormwater management features on the site will be designed to maximize the amount of runoff captured and treated on the site, but the 80th percentile storm serves as the minimum baseline to meet the city's engineering standards."

2. **Do you have more description on the bioretention features?**

    a) The features are conceptual in this stage of design development and are only specified to be filtration-based systems. The bioretention areas should treat stormwater as a civic feature placing "stormwater on display" where stormwater becomes community asset, resource, and environmental education opportunity rather than a liability. To add greater detail would require a more intense level of design that is outside this scope of work.

3. **I'm wondering why a 50 foot setback was chosen rather than something like 100-200 feet?**

    a) Even a 100' setback would eliminate the development potential between the river and the berm, specifically the two most valuable development parcels in the GWS AWP development area. The result would cause a $15M-$18M reduction in taxable development and greatly hinder the ability to justify the cost for the park. The City currently requires a 35' minimum setback from average high water mark. We believe 50' is a more generous buffer that avoids sacrificing development potential.

4. **Is the proposed development area fixed at those large sizes?**

a) What is depicted are development parcels within the overall Confluence Area. The actual building footprints would be within the parcels to be conveyed to the developer. It is important to note that in terms of scale, the size of the parcels available are actually on the small size of the spectrum to support functionally efficient building layouts.

5. **The design seems less wild and natural and more urban than what I was expecting. The amenities and upgrades plan is even more urban with the concession area and the stepped terraces. The plaza areas seem larger than what I was expecting given the community comments.**

a) The intention of the Confluence Riverfront Park Area is to serve as an urban extension of the downtown, and as the primary target area for development growth as defined in the City's recently adopted Comprehensive Plan. With stakeholders holding a variety of input (pro-development and pro-park), the Confluence design balances these desires to enhance the river's edge from both an environmental and a recreational standpoint and support an development with an urban character and form.

6. **Are the stepped terraces in the amenities and upgrade plan concrete?**

a) The terraces are listed in the cost appendix as concrete to provide an economy cost number for hardscape, but the City should determine what hardscape and paving materials the community desires and the city can afford for the park in later design phases of this project. Final material selection is outside this scope of work.

7. **GWS: How do the grading and hydraulic connections work between the retention areas and the trail?**

a) We agree that this is an important question to ask. We recommend that the City first, obtain community buy-in on the park plan, then conduct a site survey, before finally issuing a preliminary engineering design process to resolve this question in detail.

8. **GWS: It looks like we propose widening the current 7th Street cut in the berm and adding a new cut to the north. I would assume that these are bridges to support a trail bypass?**

a) Yes; the bridges support a trail bypass and the openings in the berm provide the desired level of connectivity advocated in the AWP.

9. **The City of Glenwood Springs requested a line-item summary identifying costs indicated in the Confluence Riverfront Area Report Appendix A**

a) An additional page has been inserted into Appendix A (page 3) detailing the various line items and their related costs. We hope this helps articulate the estimated park amenity values.

Confluence Riverfront Park Area

Essential Elements and Community Upgrades Plan

EPA BROWNFIELDS AREA-WIDE PLANNING TECHNICAL ASSISTANCE
GLENWOOD SPRINGS, CO

Appendix A - B

OCTOBER 2019

Appendix A: LOM Costs

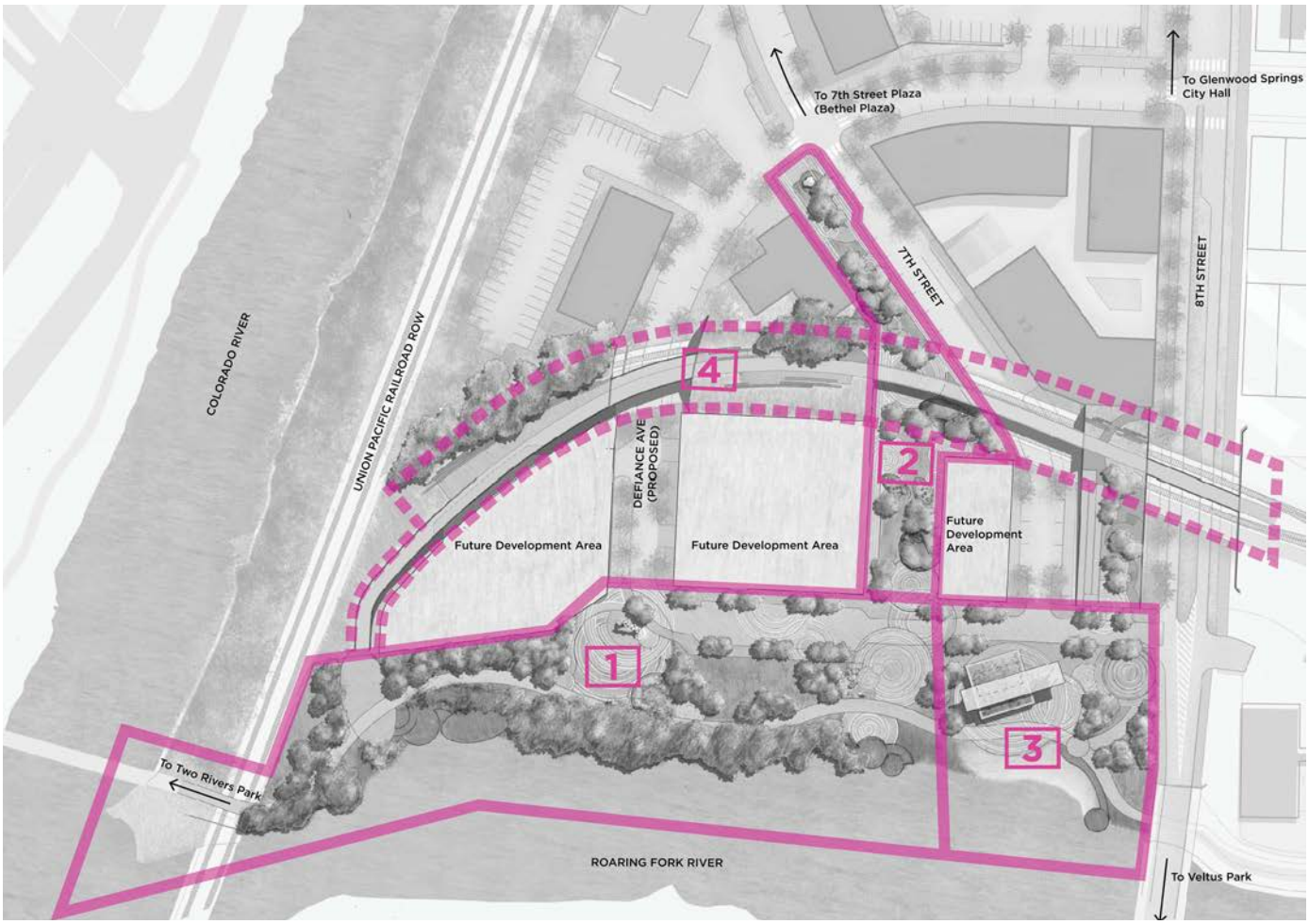

Figure A1: Confluence Riverfront Park Plan - Level of Magnitude Costs Plan Key

Introduction

Costs for implementing the Confluence Riverfront Park Plan have been divided into project implementation phases to identify the costs of achieving selected levels of service. The Essential Elements plan addresses the minimum amount of facilities and improvements necessary to make the Riverfront Park a safe and public accessible space. This plan takes an economic and utilitarian approach to the park in order to open up the riverfront for public recreation and access to the river.

The Community Upgrades Plan is the culmination of public comments and input that were expressed during the July workshop. The costs generated in the Community Upgrade plan incorporates community desired park amenities, features, programming elements and high-quality materials that create a community destination. The Upgrade plan further includes place-making cultural and environmental features necessary to make a public space unique to Glenwood Springs. This plan seeks to maximize park potential by responding to as many community desired park elements expressed by the public during the July workshop

Additionally, The Community Upgrades Plan includes a 4th phase: the Rio Grande River Trail Commuter Bypass. This option is a highly desired component by the community in Glenwood Springs that utilizes the RFTA inactive rail right-of-way. However, this high price amenity is not a necessary component for park functionality, circulation, and access. Ultimately, the City of Glenwood Springs with input from the community has the ability to choose which upgrade elements are to be included as part of the Riverfront Park's implementation.

EPA TECHNICAL ASSISTANCE, GLENWOOD SPRINGS, CO SGA #: 14014.005.60
CITY OF GLENWOOD SPRINGS Date: 10/23/2019
CONFLUENCE PARK PLAN
SCHEMATIC DESIGN LEVEL-OF-MAGNITUDE COSTS Prepared By: TJS/MPS

CONFLUENCE AREA REDEVELOPMENT COST SUMMARY

	DESCRIPTION		Cost	Remarks
CONFLUENCE IMPROVEMENTS - ESSENTIAL ELEMENTS PLAN				
	PHASE 1 ESSENTIAL ELEMENTS PLAN		**$ 1,666,390.00**	
	PHASE 2 ESSENTIAL ELEMENTS PLAN		**$ 948,660.00**	
	PHASE 3 ESSENTIAL ELEMENTS PLAN		**$ 1,500,820.00**	TBD if part of developer costs
	ESSENTIAL ELEMENTS PLAN TOTAL COSTS		**$ 4,115,870.00**	
CONFLUENCE IMPROVEMENTS - COMMUNITY DESIRED UPGRADES PLAN				
	PHASE 1 COMMUNITY DESIRED UPGRADES PLAN		**$ 5,087,970.00**	
	PHASE 2 COMMUNITY DESIRED UPGRADES PLAN		**$ 4,538,240.00**	
	PHASE 3 COMMUNITY DESIRED UPGRADES PLAN		**$ 5,817,320.00**	TBD if part of developer costs
	PHASE 4 COMMUNITY DESIRED UPGRADES PLAN		**$ 5,020,460.00**	
	COMMUNITY DESIRED UPGRADES PLAN TOTAL COSTS		**$ 20,463,990.00**	Number includes Essential Elements components

DISCLAIMERS:

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Stormwater management footprint used to determine costs is based on preliminary calculations to satisfy minimum water quality storage requirements. The takeoffs used for cost purposes do not constitute a guarantee that the final required footprint of the stormwater facilities will not vary from what is shown in the plans and cost breakdown.

A contingency has been allocated for project administrative costs (agency plan review, clerical duties, project/program management, grant funding reporting/management/compliance, public involvement/outreach, and project design team and client coordination, and etc.)

Design & Engineering service fee percentage does not include costs associated with performing boundary/topographic/photometric property survey and environmental assessment & cleanup activities.

No costs associated with the design, relocation, or upgrade of above or below ground service utilitieshave been calculated. (Gas, potable water, sanitary, power)

No costs associated with property acquisition and right-of-way acquisitions is included.

No costs associated with permitting have been calculated.

EPA TECHNICAL ASSISTANCE, GLENWOOD SPRINGS, CO
CITY OF GLENWOOD SPRINGS
CONFLUENCE PARK PLAN
SCHEMATIC DESIGN LEVEL-OF-MAGNITUDE COSTS

SGA #: 14014.005.60
Date: 10/23/2019
Prepared By: TJS/MPS

CONFLUENCE AREA ESSENTIAL ELEMENTS PLAN: DETAILED BREAKDOWN

	DESCRIPTION	Units	Quantity	Unit Price	Cost	Remarks
CONFLUENCE IMPROVEMENTS - PHASE 1 ESSENTIAL ELEMENTS PLAN						
Demolition and Earthwork						
	Removal of concrete paving	SY	1500	20.00	$ 30,000.00	Demolition and removal of existing concrete pavement
	River Erosion Protection Measures	LS	1	30,000.00	$ 30,000.00	
	Clearing and Grubbing	LS	1	25,000.00	$ 25,000.00	Site clearing cost allowance
	Site Earthwork and Grading Allowance	LS	1	150,000.00	$ 150,000.00	
Hardscape and Paving						
	Asphalt Multi-Use Trail, 4" Depth with Base	SF	8815	5.00	$ 44,075.00	Asphalt trail pavement assembly including base
	Cement Concrete Paving, with Base (with Integral Color)	SF	12975	11.25	$ 145,968.75	5" concrete pedestrian paving with base
	Terrace Retaining Walls	LF	140	275.00	$ 38,500.00	Assume average 6' wall
	Park Architectural Lighting	Each	24	8,000.00	$ 192,000.00	
Site Stormwater and Landscape						
	Bioretention Water Features	SF	2500	40.00	$ 100,000.00	Includes soil, underdrain, and plantings
	Meadow Seeding, Including Placement of 4" Topsoil	SY	2160	13.50	$ 29,160.00	Meadow seeding application for pervious areas
	Landscaped Area Tree Plantings	Each	51	500.00	$ 25,500.00	Trees planted in soft landscaped medium
Public Right-of-Way and Frontage (TBD if part of Developer Costs)						
	Asphalt Pavement, 8" Total Depth with Base	SF	8450	7.25	$ 61,262.50	New full 8" pavement assembly including base
	Pavement Markings allowance	LS	1	1,500.00	$ 1,500.00	Striping for roadway/parking
	Safety/Regulatory Signage Allowance	LS	1	2,500.00	$ 2,500.00	Parking and safety signs as necessary
	Cement Concrete Curb and Gutter	LF	710	25.00	$ 17,750.00	Assumes concrete curb and gutter
	Cement Concrete Sidewalks	SF	7420	10.25	$ 76,055.00	5" concrete pedestrian paving with base
	Street Trees	Each	21	900.00	$ 18,900.00	
	Precast Concrete Catch Basin, Installed	Each	4	7,000.00	$ 28,000.00	Only representative of portion within park limits
	Stormwater Conveyance Piping (24" avg)	LF	300	120.00	$ 36,000.00	Only representative of portion within park limits
	SUBTOTAL				**$ 1,052,171.25**	
	Site Topographic and Boundary Survey Allowance				**$ 25,000.00**	Based on 7-acre survey area
	Contractor Mobilization/General Requirements/Overhead	10%			**$ 105,217.13**	
	Construction Contingency	20%			**$ 210,434.25**	
	Design & Engineering Services	15%			**$ 157,825.69**	
	Project Administrative Costs	6%			**$ 63,130.28**	
	Bid Assistance	1%			**$ 10,521.71**	
	Construction Observation	4%			**$ 42,086.85**	
	10% DESIGN - BASE COSTS ESTIMATED TOTAL				**$ 1,666,387.15**	

DISCLAIMERS:

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Stormwater management footprint used to determine costs is based on preliminary calculations to satisfy minimum water quality storage requirements. The takeoffs used for cost purposes do not constitute a guarantee that the final required footprint of the stormwater facilities will not vary from what is shown in the plans and cost breakdown.

A contingency has been allocated for project administrative costs (agency plan review, clerical duties, project/program management, grant funding reporting/management/compliance, public involvement/outreach, and project design team and client coordination, and etc.)

Design & Engineering service fee percentage does not include costs associated with performing boundary/topographic/photometric property survey and environmental assessment & cleanup activities.

No costs associated with the design, relocation, or upgrade of above or below ground service utilitieshave been calculated. (Gas, potable water, sanitary, power)

No costs associated with property acquisition and right-of-way acquisitions is included.

No costs associated with permitting have been calculated.

Appendix A: LOM Costs

S/G/A LANDSCAPE ARCHITECTURE URBAN DESIGN
STROMBERG/GARRIGAN & ASSOCIATES

EPA TECHNICAL ASSISTANCE, GLENWOOD SPRINGS, CO
CITY OF GLENWOOD SPRINGS
CONFLUENCE PARK PLAN
SCHEMATIC DESIGN LEVEL-OF-MAGNITUDE COSTS

SGA #: 14014.005.60
Date: 10/23/2019
Prepared By: TJS/MPS

CONFLUENCE AREA ESSENTIAL ELEMENTS PLAN: DETAILED BREAKDOWN

	DESCRIPTION	Units	Quantity	Unit Price	Cost	Remarks
CONFLUENCE IMPROVEMENTS - PHASE 2 ESSENTIAL ELEMENTS PLAN						
Demolition and Earthwork						
	Removal of concrete paving	SY	300	20.00	$ 6,000.00	Demolition and removal of existing concrete pavement
	River Erosion Protection Measures	LS	1	15,000.00	$ 15,000.00	
	Clearing and Grubbing	LS	1	15,000.00	$ 15,000.00	Site clearing cost allowance
	Site Earthwork and Grading Allowance	LS	1	90,000.00	$ 90,000.00	Allowance for grading and cut/fill activities
Hardscape and Paving						
	Asphalt Multi-Use Trail, 4" Depth with Base	SF	2300	5.00	$ 11,500.00	Asphalt trail pavement assembly including base
	Cement Concrete Paving, with Base (with Integral Color)	SF	7900	11.25	$ 88,875.00	5" concrete pedestrian paving with base
	Terrace Retaining Walls	LF	150	275.00	$ 41,250.00	Assume average 6' wall
	Park Architectural Lighting	Each	16	8,000.00	$ 128,000.00	
Site Stormwater and Landscape						
	Meadow Seeding, Including Placement of 4" Topsoil	SY	610	13.50	$ 8,235.00	Meadow seeding application for pervious areas
	Landscaped Area Tree Plantings	Each	13	500.00	$ 6,500.00	Trees planted in soft landscaped medium
	River Gravel Beach Installation	SY	550	35.00	$ 19,250.00	
Public Right-of-Way and Frontage (TBD if part of Developer Costs)						
	Asphalt Pavement, 8" Total Depth with Base	SF	4500	7.25	$ 32,625.00	New full 8" pavement assembly including base
	Pavement Markings allowance	LS	1	1,000.00	$ 1,000.00	Striping for roadway/parking
	Safety/Regulatory Signage Allowance	LS	1	1,500.00	$ 1,500.00	Parking and safety signs as necessary
	Cement Concrete Curb and Gutter	LF	380	25.00	$ 9,500.00	Assumes concrete curb and gutter
	Cement Concrete Sidewalks (with Integral Color)	SF	6860	11.25	$ 77,175.00	5" concrete pedestrian paving with base
	Street Trees	Each	13	900.00	$ 11,700.00	
	Precast Concrete Catch Basin, Installed	Each	3	7,000.00	$ 21,000.00	Only representative of portion within park limits
	Stormwater Conveyance Piping (24" avg)	LF	200	120.00	$ 24,000.00	Only representative of portion within park limits
	SUBTOTAL				**$ 608,110.00**	
	Contractor Mobilization/General Requirements/Overhead	10%			**$ 60,811.00**	
	Construction Contingency	20%			**$ 121,622.00**	
	Design & Engineering services	15%			**$ 91,216.50**	
	Project Administrative Costs	6%			**$ 36,486.60**	
	Bid Assistance	1%			**$ 6,081.10**	
	Construction Observation	4%			**$ 24,324.40**	
	10% DESIGN - BASE COSTS ESTIMATED TOTAL				**$ 948,651.60**	

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No costs associated with the design, relocation, or upgrade of above or below ground service utilitieshave been calculated. (Gas, potable water, sanitary, power)

No costs associated with property acquisition and right-of-way acquisitions is included.

No costs associated with permitting have been calculated.

S/G/A LANDSCAPE ARCHITECTURE URBAN DESIGN
STROMBERG/GARRIGAN & ASSOCIATES

EPA TECHNICAL ASSISTANCE, GLENWOOD SPRINGS, CO
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CONFLUENCE PARK PLAN
SCHEMATIC DESIGN LEVEL-OF-MAGNITUDE COSTS

SGA #: 14014.005.60
Date: 10/23/2019
Prepared By: TJS/MPS

CONFLUENCE AREA ESSENTIAL ELEMENTS PLAN: DETAILED BREAKDOWN

	DESCRIPTION	Units	Quantity	Unit Price	Cost	Remarks
CONFLUENCE IMPROVEMENTS - PHASE 3 ESSENTIAL ELEMENTS PLAN (TBD if part of Developer Costs)						
Demolition and Earthwork						
	Railroad Bridge Demo	LS	1	250,000.00	$ 250,000.00	Removal of existing rail bridge over 7th st
	Clearing and Grubbing	LS	1	15,000.00	$ 15,000.00	Site clearing cost allowance
	Site Earthwork and Grading Allowance	LS	1	150,000.00	$ 150,000.00	Allowance for grading and cut/fill activities
Hardscape and Paving						
	Cement Concrete Paving, with Base (with Integral Color)	SF	19330	11.25	$ 217,462.50	5" concrete pedestrian paving with base
	Hardscape Tree Pits	Each	4	900.00	$ 3,600.00	
	Park Architectural Lighting	Each	12	8,000.00	$ 96,000.00	Based on standard range for arch. lighting, installed
Site Stormwater and Landscape						
	Bioretention Feature with Meadow Plantings	SF	6840	25.00	$ 171,000.00	Bioretention storage and open channel feature
	Landscaped Area Tree Plantings	Each	22	500.00	$ 11,000.00	Trees planted in soft landsaped medium
	Stormwater Conveyance Piping (24" avg)	LF	400	120.00	$ 48,000.00	
	SUBTOTAL				**$ 962,062.50**	
	Contractor Mobilization/General Requirements/Overhead	10%			**$ 96,206.25**	
	Construction Contingency	20%			**$ 192,412.50**	
	Design & Engineering services	15%			**$ 144,309.38**	
	Project Administrative Costs	6%			**$ 57,723.75**	
	Bid Assistance	1%			**$ 9,620.63**	
	Construction Observation	4%			**$ 38,482.50**	
	10% DESIGN - BASE COSTS ESTIMATED TOTAL				**$ 1,500,817.50**	

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Stormwater management footprint used to determine costs is based on preliminary calculations to satisfy minimum water quality storage requirements. The takeoffs used for cost purposes do not constitue a guarantee that the final required footprint of the stormwater facilities will not vary from what is shown in the plans and cost breakdown.

A contingency has been allocated for project administrative costs (agency plan review, clerical duties, project/program management, grant funding reporting/management/compliance, public involvement/outreach, and project design team and client coordination, and etc.)

Design & Engineering service fee percentage does not include costs associated with performing boundary/topographic/photometric property survey and environmental assessment & cleanup activities.

No costs associated with the design, relocation, or upgrade of above or below ground service utilitieshave been calculated. (Gas, potable water, sanitary, power)

No costs associated with property acquisition and right-of-way acquisitions is included.

No costs associated with permitting have been calculated.

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Appendix A: LOM Costs

LANDSCAPE ARCHITECTURE URBAN DESIGN
STROMBERG / GARRIGAN & ASSOCIATES

EPA TECHNICAL ASSISTANCE, GLENWOOD SPRINGS, CO
CITY OF GLENWOOD SPRINGS
CONFLUENCE PARK PLAN
SCHEMATIC DESIGN LEVEL-OF-MAGNITUDE COSTS

SGA #: 14014.005.60
Date: 10/23/2019
Prepared By: TJS/MPS

CONFLUENCE AREA COMMUNITY DESIRED PLAN: DETAILED BREAKDOWN

	DESCRIPTION	Units	Quantity	Unit Price	Cost	Remarks
CONFLUENCE IMPROVEMENTS - PHASE 1 COMMUNITY DESIRED PLAN						
Demolition and Earthwork						
	Removal of concrete paving	SY	1500	20.00	$ 30,000.00	Demolition and removal of existing concrete pavement
	River Erosion Protection Measures	LS	1	30,000.00	$ 30,000.00	
	Clearing and Grubbing	LS	1	25,000.00	$ 25,000.00	Site clearing cost allowance
	Site Earthwork and Grading Allowance	LS	1	150,000.00	$ 150,000.00	
Upgraded Hardscape and Amenities						
	Upgraded Public Terraces - Concrete Unit Paving	SF	3990	24.00	$ 95,760.00	Unit paving using concrete/brick pavers
	Public Terrace Steps	LF Riser	60	115.00	$ 6,900.00	
	Terrace Retaining Walls	LF	600	325.00	$ 195,000.00	Assume average 6' veneered wall
	Pedestrian Stone Paving Areas	SF	12970	45.00	$ 583,650.00	Assume sawn natural dimensional stone pavers
	Upgraded Multi-use Trail - Concrete Paving	SF	8815	11.25	$ 99,168.75	
	Upgraded Park Architectural Lighting	Each	36	12,000.00	$ 432,000.00	Based on standard range for arch. lighting, installed
	Landform Recreation/Natural Play Features	LS	1	250,000.00	$ 250,000.00	
	Commissioned Public Art Features	LS Ea.	2	250,000.00	$ 500,000.00	
	Site Furnishing Allowance	LS	1	100,000.00	$ 100,000.00	
	Wayfinding Signage Allowance	LS	1	50,000.00	$ 50,000.00	
Site Stormwater and Landscape						
	Bioretention Water Features w/ Irrigation	SF	2500	60.00	$ 150,000.00	Includes soil, underdrain, and plantings
	Meadow Seeding and Plugs, Including Placement of 4" Topsoil	SY	2160	18.50	$ 39,960.00	Meadow seeding application for pervious areas
	Landscaped Area Tree and Shrub Plantings	Each	102	500.00	$ 51,000.00	Trees planted in soft landscaped medium
Public Right-of-Way and Frontage (TBD if part of Developer Costs)						
	Concrete Unit Pavers for Cartway including Base Slab	SF	8450	30.00	$ 253,500.00	New full 8" pavement assembly including base
	Pavement Markings allowance	LS	1	1,500.00	$ 1,500.00	Striping for roadway/parking
	Safety/Regulatory Signage Allowance	LS	1	2,500.00	$ 2,500.00	Parking and safety signs as necessary
	Cement Concrete Curb and Gutter	LF	710	25.00	$ 17,750.00	Assumes concrete curb and gutter
	Pedestrian Stone Paving Sidewalks	SF	7420	45.00	$ 333,900.00	Assume sawn natural dimensional stone pavers
	Street Trees	Each	21	900.00	$ 18,900.00	
	Precast Concrete Catch Basin, Installed	Each	4	7,000.00	$ 28,000.00	Only representative of portion within park limits
	Stormwater Conveyance Piping (24" avg)	LF	300	120.00	$ 36,000.00	Only representative of portion within park limits
	SUBTOTAL				**$ 3,245,488.75**	
	Site Topographic and Boundary Survey Allowance				**$ 25,000.00**	Based on 7-acre survey area
	Contractor Mobilization/General Requirements	10%			**$ 324,548.88**	
	Construction Contingency	20%			**$ 649,097.75**	
	Design & Engineering services	15%			**$ 486,823.31**	
	Project Administrative Costs	6%			**$ 194,729.33**	
	Bid Assistance	1%			**$ 32,454.89**	
	Construction Observation	4%			**$ 129,819.55**	
	10% DESIGN - BASE COSTS ESTIMATED TOTAL				**$ 5,087,962.45**	

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Design & Engineering service fee percentage does not include costs associated with performing boundary/topographic/photometric property survey and environmental assessment & cleanup activities.

No costs associated with the design, relocation, or upgrade of above or below ground service utilities have been calculated. (Gas, potable water, sanitary, power)

No costs associated with property acquisition and right-of-way acquisitions is included.

No costs associated with permitting have been calculated.

EPA TECHNICAL ASSISTANCE, GLENWOOD SPRINGS, CO
CITY OF GLENWOOD SPRINGS
CONFLUENCE PARK PLAN
SCHEMATIC DESIGN LEVEL-OF-MAGNITUDE COSTS

SGA #: 14014.005.60
Date: 10/23/2019
Prepared By: TJS/MPS

CONFLUENCE AREA COMMUNITY DESIRED PLAN: DETAILED BREAKDOWN

	DESCRIPTION	Units	Quantity	Unit Price	Cost	Remarks
CONFLUENCE IMPROVEMENTS - PHASE 2 COMMUNITY DESIRED PLAN						
Demolition and Earthwork						
	Removal of concrete paving	SY	300	20.00	$ 6,000.00	Demolition and removal of existing concrete pavement
	River Erosion Protection Measures	LS	1	15,000.00	$ 15,000.00	
	Clearing and Grubbing	LS	1	15,000.00	$ 15,000.00	Site clearing cost allowance
	Site Earthwork and Grading Allowance	LS	1	90,000.00	$ 90,000.00	Allowance for grading and cut/fill activities
Upgraded Hardscape and Amenities						
	Upgraded Public Terraces - Concrete Unit Paving	SF	810	24.00	$ 19,440.00	Unit paving using concrete/brick pavers
	Terrace Retaining Walls	LF	260	275.00	$ 71,500.00	Assume average 6' wall
	Pedestrian Stone Paving Areas	SF	7890	45.00	$ 355,050.00	Assume sawn natural dimensional stone pavers
	Upgraded Multi-use Trail - Concrete Paving	SF	2300	10.25	$ 23,575.00	
	Upgraded Park Architectural Lighting	Each	20	12,000.00	$ 240,000.00	Based on standard range for arch. lighting, installed
	Commissioned Public Art Features	LS Ea.	1	250,000.00	$ 250,000.00	
	Site Furnishing Allowance	LS	1	25,000.00	$ 25,000.00	
	Café Seating for Park Building	LS	1	30,000.00	$ 30,000.00	
	Wayfinding Signage Allowance	LS	1	15,000.00	$ 15,000.00	
Site Stormwater and Landscape						
	Meadow Seeding and Plug Planting, Including Placement of 4" Topsoil	SY	610	18.50	$ 11,285.00	Meadow seeding application for pervious areas
	Landscaped Area Tree and Shrub Plantings	Each	26	500.00	$ 13,000.00	Trees planted in soft landscaped medium
	River Gravel Beach Installation	SY	550	35.00	$ 19,250.00	
Park Restroom/Concessions Building						
	Concessions Building with Pavilion Structure	LS	1	1,300,000.00	$ 1,300,000.00	Assume 1500 sf bldg. with café/kitchen/family changing room/restrooms and pavilion
Public Right-of-Way and Frontage (TBD if part of Developer Costs)						
	Asphalt Pavement, 8" Total Depth with Base	SF	4500	7.25	$ 32,625.00	New full 8" pavement assembly including base
	Pavement Markings allowance	LS	1	1,000.00	$ 1,000.00	Striping for roadway/parking
	Safety/Regulatory Signage Allowance	LS	1	1,500.00	$ 1,500.00	Parking and safety signs as necessary
	Cement Concrete Curb and Gutter	LF	380	25.00	$ 9,500.00	Assumes concrete curb and gutter
	Pedestrian Stone Sidewalks	SF	6860	45.00	$ 308,700.00	Assume sawn natural dimensional stone pavers
	Street Trees	Each	13	900.00	$ 11,700.00	
	Precast Concrete Catch Basin, Installed	Each	3	7,000.00	$ 21,000.00	
	Stormwater Conveyance Piping (24" avg)	LF	200	120.00	$ 24,000.00	
	SUBTOTAL				**$ 2,909,125.00**	
	Contractor Mobilization/General Requirements/Overhead	10%			**$ 290,912.50**	
	Construction Contingency	20%			**$ 581,825.00**	
	Design & Engineering services	15%			**$ 436,368.75**	
	Project Administrative Costs	6%			**$ 174,547.50**	
	Bid Assistance	1%			**$ 29,091.25**	
	Construction Observation	4%			**$ 116,365.00**	
	10% DESIGN - BASE COSTS ESTIMATED TOTAL				**$ 4,538,235.00**	

DISCLAIMERS:

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Stormwater management footprint used to determine costs is based on preliminary calculations to satisfy minimum water quality storage requirements. The takeoffs used for cost purposes do not constitute a guarantee that the final required footprint of the stormwater facilities will not vary from what is shown in the plans and cost breakdown.

A contingency has been allocated for project administrative costs (agency plan review, clerical duties, project/program management, grant funding reporting/management/compliance, public involvement/outreach, and project design team and client coordination, and etc.)

Design & Engineering service fee percentage does not include costs associated with performing boundary/topographic/photometric property survey and environmental assessment & cleanup activities.

No costs associated with the design, relocation, or upgrade of above or below ground service utilitieshave been calculated. (Gas, potable water, sanitary, power)

No costs associated with property acquisition and right-of-way acquisitions is included.

No costs associated with permitting have been calculated.

Appendix A: LOM Costs

S/G/A LANDSCAPE ARCHITECTURE URBAN DESIGN
STROMBERG/GARRIGAN & ASSOCIATES

EPA TECHNICAL ASSISTANCE, GLENWOOD SPRINGS, CO
CITY OF GLENWOOD SPRINGS
CONFLUENCE PARK PLAN
SCHEMATIC DESIGN LEVEL-OF-MAGNITUDE COSTS

SGA #: 14014.005.60
Date: 10/23/2019
Prepared By: TJS/MPS

CONFLUENCE AREA COMMUNITY DESIRED PLAN: DETAILED BREAKDOWN

	DESCRIPTION	Units	Quantity	Unit Price	Cost	Remarks
CONFLUENCE IMPROVEMENTS - PHASE 3 COMMUNITY DESIRED PLAN (TBD if part of Developer Costs)						
Demolition and Earthwork						
	Railroad Bridge Demo	LS	1	250,000.00	$ 250,000.00	Removal of existing rail bridge over 7th Street
	Clearing and Grubbing	LS	1	15,000.00	$ 15,000.00	Site clearing cost allowance
	Site Earthwork and Grading Allowance	LS	1	150,000.00	$ 150,000.00	Allowance for grading and cut/fill activities
	Rail Trail Bridge Abutments	LS	1	95,000.00	$ 95,000.00	
Upgraded Hardscape and Amenities						
	Pedestrian Stone Paving Areas	SF	19330	45.00	$ 869,850.00	Assume sawn natural dimensional stone pavers
	Upgraded Park Architectural Lighting	Each	16	12,000.00	$ 192,000.00	Based on standard range for arch. lighting, installed
	Landform Recreation/Natural Play Features	LS	1	250,000.00	$ 250,000.00	
	Commisioned Public Art Features	LS Ea.	3	250,000.00	$ 750,000.00	
	Rock Landform Features	LS Ea.	3	250,000.00	$ 750,000.00	
	Hardscape Tree Pits	Each	4	900.00	$ 3,600.00	
	Site Furnishing Allowance	LS	1	30,000.00	$ 30,000.00	
	Café Seating for Park Building	LS	1	20,000.00	$ 20,000.00	
	Wayfinding Signage Allowance	LS	1	10,000.00	$ 10,000.00	
Site Stormwater and Landscape						
	Bioretention Feature with Meadow Plantings (with Irrigation)	SF	6840	40.00	$ 273,600.00	Bioretention storage and open channel feature
	Landscaped Area Tree and Shrub Plantings	Each	44	500.00	$ 22,000.00	Trees planted in soft landsaped medium
	Stormwater Conveyance Piping (24" avg)	LF	400	120.00	$ 48,000.00	
	SUBTOTAL				**$ 3,729,050.00**	
	Contractor Mobilization/General Requirements/Overhead	10%			**$ 372,905.00**	
	Construction Contingency	20%			**$ 745,810.00**	
	Design & Engineering services	15%			**$ 559,357.50**	
	Project Administrative Costs	6%			**$ 223,743.00**	
	Bid Assistance	1%			**$ 37,290.50**	
	Construction Observation	4%			**$ 149,162.00**	
	10% DESIGN - BASE COSTS ESTIMATED TOTAL				**$ 5,817,318.00**	

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EPA TECHNICAL ASSISTANCE, GLENWOOD SPRINGS, CO SGA #: 14014.005.60
CITY OF GLENWOOD SPRINGS Date: 10/23/2019
CONFLUENCE PARK PLAN
SCHEMATIC DESIGN LEVEL-OF-MAGNITUDE COSTS Prepared By: TJS/MPS

CONFLUENCE AREA COMMUNITY DESIRED PLAN: DETAILED BREAKDOWN

	DESCRIPTION	Units	Quantity	Unit Price	Cost	Remarks
CONFLUENCE IMPROVEMENTS - PHASE 4 COMMUNITY DESIRED PLAN						
Demolition and Earthwork						
	Railroad Track Demo	LS	1	50,000.00	$ 50,000.00	
	Clearing and Grubbing	LS	1	20,000.00	$ 20,000.00	Site clearing cost allowance
	Site Earthwork and Grading Allowance	LS	1	150,000.00	$ 150,000.00	
Upgraded Hardscape and Amenities						
	Upgraded Public Terraces - Concrete Unit Paving	SF	6580	24.00	$ 157,920.00	Unit paving using concrete/brick pavers
	Public Terrace Steps	LF Riser	552	115.00	$ 63,480.00	
	Terrace Retaining Walls	LF	490	275.00	$ 134,750.00	Assume average 6' wall
	Asphalt Multi-Use Trail, 4" Depth with Base	SF	11930	5.00	$ 59,650.00	
	Trail Architectural Lighting	Each	25	12,000.00	$ 300,000.00	Based on standard range for arch. lighting, installed
	Rail Trail Block Terrace Walls	LF	1070	200.00	$ 214,000.00	Upgrade turf areas to civic plantings
	Rail Trail Terrace Stone Paving	SF	3670	45.00	$ 165,150.00	Assume sawn natural stone pavers
	Rail Trail Bridge Abutments (TBD if part of Developer costs)	LS	2	95,000.00	$ 190,000.00	
	Rail Trail Bridge Abutments	LS	1	95,000.00	$ 95,000.00	
	Rail Trail Bridge Prefabricated Structure Spans	LS Ea.	4	195,000.00	$ 780,000.00	Assume 100' spans
	Rail Trail Retaining Walls	LF	910	860.00	$ 782,600.00	Assume average 16' wall
Site Stormwater and Landscape						
	Meadow Seeding and Plug Planting, Including Placement of 4" Topsoil	SY	2740	18.50	$ 50,690.00	Meadow seeding application for pervious areas
	Landscaped Area Tree Plantings	Each	10	500.00	$ 5,000.00	Trees planted in soft landscaped medium
	SUBTOTAL				**$ 3,218,240.00**	
	Contractor Mobilization/General Requirements/Overhead	10%			**$ 321,824.00**	
	Construction Contingency	20%			**$ 643,648.00**	
	Design & Engineering services	15%			**$ 482,736.00**	
	Project Administrative Costs	6%			**$ 193,094.40**	
	Bid Assistance	1%			**$ 32,182.40**	
	Construction Observation	4%			**$ 128,729.60**	
	10% DESIGN - BASE COSTS ESTIMATED TOTAL				**$ 5,020,454.40**	

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Appendix B: Existing Uses & Conditions

WASTEWATER TREATMENT PLANT (WWTP)

Located at the center of the Riverfront Park is the land of the City's former Wastewater Treatment Plant (WWTP), decommissioned in 2012. The WWTP was decommissioned in part due to potent chemicals created during the treatment process corroding its brick structure over time. Additionally, the WWTP had long-term issues removing ammonia from wastewater before it was discharged in the Colorado River. Other contaminants of concern (COCs) include hazardous waste, arsenic, Diesel Range Organics (DROs), Semi Volatile Organic Compounds (SVOCs), and toxins from the adjacent, former Union Pacific-owned railroad. As part of the AWP planning effort, the City initiated Environmental Protection Agency (EPA) Environmental Assessments (ESAs) for the area. The final U.S. EPA Environmental Assessment (February 2017 Phase II) concluded:

1. **No remedial activities have been identified as necessary to facilitate redevelopment of the property.**
2. **The preparation and use of a Materials Management Plan is required during construction periods to address localized areas of surface soil impacts identified and in case impacts are encountered during building removal.**
3. **The Materials Management Plan should be used for construction worker awareness, including excavation contractors, in case adverse environmental concerns are encountered.**
4. **Appropriate health and safety precautions and soil management protocols during demolition and future construction should be implemented.**

- **The decommissioned WWTP demolition is anticipated to be completed late summer 2019 (Figure B1-B2). The Riverfront Park Plan will practice health and safety precautions and soil management protocols during redevelopment.**

Figure B1: WWTP demolition progress (March 2018).

Figure B2: WWTP demolition progress (July 2019).

Appendix B: Existing Uses & Conditions

THE INACTIVE RAILROAD RIGHT-OF-WAY

Cutting through the site, the inactive railroad right-of-way is controlled by the Roaring Fork Transportation Authority (RFTA) (Figure B3). The west spur of the wye is currently required to remain intact to a level to support future potential reactivation, per agreements between the City and RFTA.

- **The Riverfront Park Plan cuts through the west spur south to the Union Pacific Railroad and expands the underpass that bridges 7th Street to improve circulation while maintaining elevation within the bench of the inactive spur so it can be reactivated.**

Figure B3: View on top of inactive railroad (March 2018).

THE FARNUM HOLT FUNERAL HOME

The Farnum Holt Funeral Home is located on the south corner of the site near the intersection of 7th and 8th Street (Figure B4). A privately-owned property, the City would be required to acquire this property in order to transform the Confluence area into a continuous public park.

- **The Riverfront Park Plan preserves a mausoleum located near the Funeral Home. The Park can be constructed in phases depending on property acquisition.**

Figure B4: Farnum Holt Funeral Home (July 2019).

For Futher Information, Contact:

City Hall
101 W 8th Street
Glenwood Springs, CO 81601
970-384-6400

Acknowledgments:

All of the participants that played a role in the project, including government, institutional and community leaders, are too numerous to list, however, primary project sponsor include:

- The United States Environmental Protection Agency's Office of Brownfields and Land Revitalization (OBLR) for their financial and technical assistance in undertaking this effort.
- The leadership of the City of Glenwood Springs for working with the project team and offering their insight and perspective.

EPA TA Design Consultants:

S/G/A LANDSCAPE ARCHITECTURE PLANNING
STROMBERG GARRIGAN & ASSOCIATES
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Confluence Riverfront Park Area

Essential Elements and Community Upgrades Plan

EPA BROWNFIELDS AREA-WIDE PLANNING TECHNICAL ASSISTANCE
GLENWOOD SPRINGS, CO

OCTOBER 2019

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Appendix A: LOM Costs
Appendix B: Existing Uses & Conditions

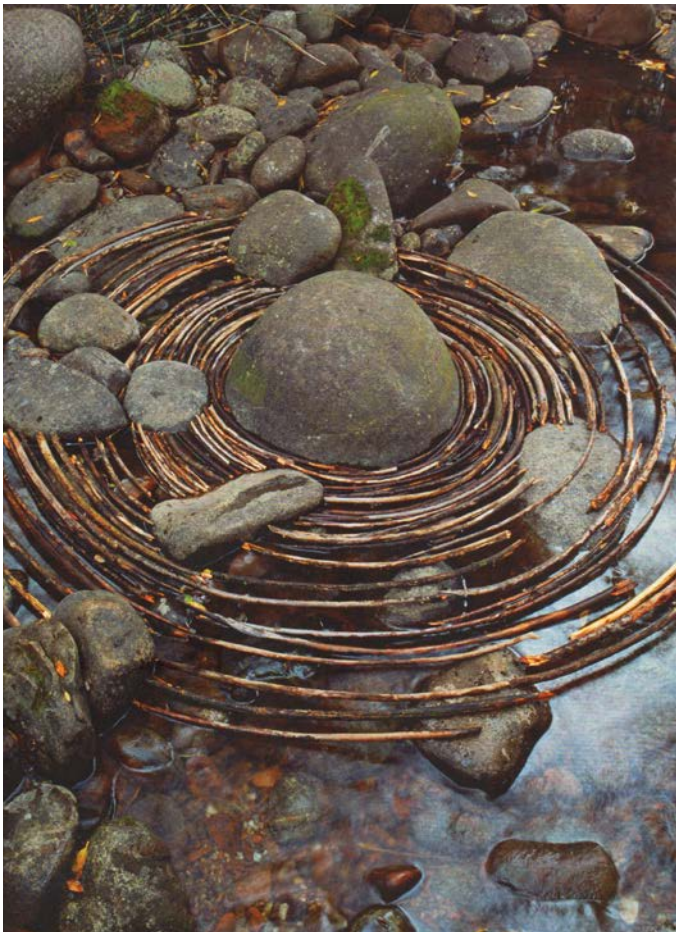

Figure 1: Curved sticks laid around a river boulder in Woody Creek, Colorado by Andy Goldsworthy (Ephemeral Works 2004 - 2014).

Project Introduction

The Confluence Riverfront Park Plan will revitalize Glenwood Springs' former Wastewater Treatment Plant (WWTP), a brownfield site that is centrally located at the confluence of the Roaring Fork and Colorado Rivers. Glenwood Springs, in partnership with the Downtown Development Authority (DDA), was awarded a Brownfields Area-Wide Planning (AWP) Grant by the U.S. Environmental Protection Agency (EPA) in 2016. The AWP project advanced groundwork needed for redevelopment of the Confluence area of downtown along the Colorado and Roaring Fork Rivers. To further pursue this redevelopment, workshops were held with key stakeholders and community members to solicit feedback. These efforts provided valuable input that informed the design process. The Riverfront Park Plan creates both a destination and a centralized connection to the City's parks and downtown commercial core. Realizing the potential of the site, the Riverfront Park Plan was prepared based on the City's vision to enhance connectivity, regenerate native ecologies, and link the historic downtown to the signature rivers of Glenwood Springs.

Riverfront Park Vision & Mission

The Riverfront Park is an interactive ecosystem – a park centered around passive recreation, socialization, reflection, and caring for the City's natural resources.

This report outlines two design proposals: The Essential Elements Plan and the Community Upgrades and Amenities Plan.

- **The Essential Elements Plan includes the foundational framework vital for enhancing the riverfront ecosystem: stormwater water quality management, multi-modal connections, and the components necessary for the Confluence Area and Roaring Fork waterfront to be a publicly accessible space.**
- **The Community Upgrades and Amenities Plan incorporates park amenities and features that significantly enhance the place through park programming, materials (paving and planting), and additional park features expressed by the community to realize the full potential of the waterfront.**
- **Protect the Roaring Fork and Colorado Rivers and enrich the natural systems unique to the Glenwood Springs Valley.**
- **Unite the downtown area with the two rivers and build physical and social connections to park assets.**
- **Support and amplify the intersections of environmental awareness and education, healthy-living, and the strong sense of identity exhibited by the Glenwood Springs community.**

Design Philosophy & Approach

The Roaring Fork and Colorado Rivers cut through the core of Glenwood Springs and contribute to the dynamism of the City. Known for its environment and natural phenomena, Glenwood Springs has a strong history of both preserving and celebrating its resources. Derived from the City's aptitude for protecting and interacting with the landscape, the design of the Riverfront Park transforms the notion of "intersection" into a guiding principle for the form of the physical place.

Throughout the AWP planning process and the meetings held for this technical assistance effort, the importance of protecting and improving the quality of the rivers was a common theme. Second to river quality conservation, was the desire to see, interact, and benefit from the rivers. These potentially conflicting priorities greatly influenced the design inspiration and approach for the park. Acknowledging the history of the site, a former wastewater treatment plant turned brownfield, the park does not try to simulate a pristine, untouched landscape. Instead, this design plays with the intersection of natural forms and measured geometries, natural cycles and redirected motions, natural landscapes and sculptural earthworks. Inspired by the art of renowned artist Andy Goldsworthy, the Riverfront Park introduces constructed precision based on ephemeral wonders (Figure 1). The measured circles convey that the site was designed, but as these circles expand and disseminate, new forms transpire – similar to ephemeral moments in nature (Figure 3).

A key aspect of the design responds to the desire to draw people from the downtown to the Roaring Fork River. The path that ties together the two destinations, follows the motion of a skipping stone – a route that pulls people along through concentric patterns (Figure 2). Along the Roaring Fork River, circular terraces overlook the river, shifting materials highlight the diverse geologic range of the area, and curving paths bring people to the water. Outcomes from workshops outlined that the park should portray a strong sense of place. Unique to Glenwood Springs and unlike other prominent parks in Colorado, the Riverfront Park accentuates its character by precise forms that generate natural motions.

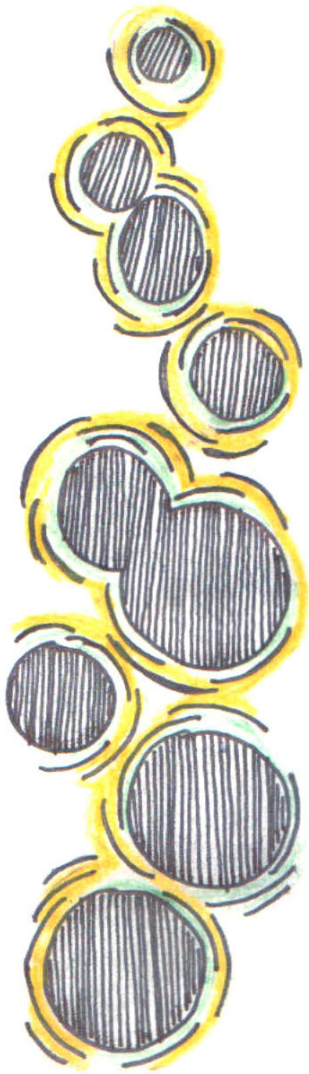

Figure 2: Concept sketch: simulating the path of a skipping stone, making forms out of ephemeral movements.

Figure 3: Concept sketch: generating forms, spaces, and pathways from precise, intersecting circles.

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Figure 4: Essential Elements Plan

Riverfront Park Essential Elements Plan

The Essential Elements Plan (Figure 4) is one that achieves core utilitarian improvements that establish a publicly accessible waterfront park along the Roaring Fork River. The plan proposes re-grading at strategic points along the water's edge to open up views and access to the water, but minimizes earth disturbance to limit impacts to the existing riparian plantings. Site re-grading will further provide the opportunity to expand riparian and floodplain plantings, establish improved access and circulation, and provide stormwater treatment. This foundational plan finds a balance between simple paving materials for bikes/pedestrians and vegetative pervious areas.

Permeable or open areas include bioretention stormwater features, native plantings, and tight groves of trees for shade. Panoramic yet intimate plazas have the potential to provide small gathering spaces (outdoor rooms) for small performances, events, and educational programs. The panoramic plazas are interconnected by pedestrian pathways and the Rio Grande Trail, but at their most simplified application provide pathways and gathering spaces. The park connects to the Roaring Fork River by formalizing access to an expanded beach area. This utilitarian framework of the Essential Elements Plan is a cost-conscious approach that responds to the community's baseline needs and the site's ecological conditions.

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Figure 5: Community Upgrades and Amenities plan

Riverfront Park Community Upgrades & Amenities Plan

The Community Upgrades & Amenities Plan (Figure 5) builds upon the foundational framework of the Essential Elements Plan and incorporates a wide range of optional features desired by the community. Materials, programming, and park amenity opportunities are diversified and accentuate the energy and social vibrancy of the park. Adding material variation reflects the expansive geologic range of Glenwood Springs Valley and promotes multi-modal connectivity. Specified hardscape surfaces would be a mix of unitized or dimensional paving materials to support and promote pedestrian movement, while smoother paving would delineate and encourage bike circulation. A distinctive material and pattern across the multi-purpose frontage road would prioritize the pedestrian as the primary user. Other material changes would encourage movement throughout the park and influence programming opportunities. Two plazas double as sculptural/creative play rock gardens; rocks can be stacked into towers (also known as cairns), which are often used as trail markers within the region. Multiple terrace spaces highlight opportunities for art/sculpture installations and opportunities for environmental education that also act as gateways and visual cues to draw people into the park. There are an additional three plazas of varying sizes to accommodate informal events, park dining, and areas for future park facilities such as a park concession/public restroom building. In accordance with the community's desire to access the Roaring Fork River, this plan proposes two additional access points to the river that provide opportunities for fishing and other water related activities. Formalizing access to the river provides safe entry to the river's edge while minimizing the potential for the public to negatively impact the riparian vegetation, improving the overall ecology of the area as a result. Reinforcing the essential features of the park with creative programming, key amenities and material diversity further transforms this into a signature park that speaks to the identity of Glenwood Springs.

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Natural Resources Conservation & Landscape Enhancement

The sections of the Roaring Fork and Colorado Rivers adjacent to the Riverfront Park are designated Gold Medal Waters. This classification, delineated by the Colorado Wildlife Commission, is critical to Glenwood Springs' fishing culture and as a top-notch tourist destination. Due to the cold-water ecosystem standards required to maintain this status, the Colorado Wildlife Commission recommends that designated waters should strive to improve habitat and biological diversity. Through preservation of existing resources and ecology-based re-vegetation and plantings, the Riverfront Park Essential Elements Plan enhances the site's cold-water habitat. Strategic design moves can protect the cold-water ecosystem, while creating specific access points to interact with the water. Sustainability for the park's Gold Medal Waters means a balance of conservation and recreational use for this significant resource.

Figure 6: Roaring Fork River riparian edge and water level - winter 2018. (photo by SGA, Inc., January 2018)

ESSENTIAL ELEMENTS PLAN

- **The design will follow the Colorado Wildlife Commission designation standards by improving the cold-water habitat and biological integrity of the area to maintain Gold Medal Water classification. Planting native trees and overhanging vegetation that shade the river will help control water temperature. Increasing instream substrates that insects can attach (such as rocks and overhanging plant materials) will increase food supply for trout and the greater ecosystem. Construction should only occur outside of spawning season for brown trout (March and September – November, approximately 6 weeks) for any design work within areas of flowing water (a standard set for Gold Medal Waters).**
- **Plant selection for the Riverfront Park will include a range of native species to maximize efficiency for any necessary irrigation, produce shaded areas, expand the riparian zone, and build the area's native biodiversity.**
- **The design minimizes riparian disturbances and expands riparian plantings by 15' – 30' along the eastern edge of the Roaring Fork River.**
- **The design implements defined pathways to river access points to limit disturbance and preserve areas of existing healthy riparian growth.**
- **The site falls within the Glenwood Springs Downtown Design Standards Boundary; planting design will support the riparian edge and blend with the City's downtown aesthetic.**

COMMUNITY UPGRADES & AMENITIES PLAN

- **The design will construct river access points with stone and nature-inspired materials, along with native plants to maintain the river's aesthetic.**
- **River access points will provide opportunities for fishing and carefully considered access to the Roaring Fork waters.**
- **The Riverfront Park will replant any disturbed riparian area, expand the riparian zone in the northeast area of the park, and blend any changes to the channel with the natural river bottom to reduce erosion and improve the cold-water habitat.**
- **River access points will include opportunities for environmental education through interactive programming and stressing the importance of being good stewards to the natural environment.**

Water Protection & Stormwater Management

The primary goal for stormwater management in the Riverfront Park Area is the capture and treatment of runoff to protect and improve the water quality of the Colorado and Roaring Fork Rivers. The incorporation of water quality best management practices (BMPs) in the park design reduces sediments and pollutants from entering the two rivers. Riverfront Park design performance goals focus on meeting and exceeding City water quality regulations by providing considerable additional capacity to support the collection, filtration, and treatment of the Confluence development area contributing runoff. Bioretention water features and design elements bolster water quality and ecosystem service function critical to the City and region.

Figure 7: Roaring Fork River high water level along the Rio Grande Trail (photo by Jennifer Ooton, June 2019).

ESSENTIAL ELEMENTS PLAN

- **Confluence development buildings fronting the park will be elevated a minimum of 1' above the FEMA AE Flood Zone.**
- **Building facilities associated with the Riverfront Park will have a setback of at least 50' from the river's normal high water mark.**
- **Grading for the Riverfront Park prioritizes the need to improve and expand the river's riparian zone and flood plain capacity while incorporating improved park circulation and accessibility.**
- **Bioretention water features and design elements within the Riverfront Park should follow the City's BMPs for management (i.e. water collection, treatment, and quality return to the two rivers).**
- **The larger goal for the Riverfront Park Essential Elements Plan is to design the park to accommodate the 80th percentile runoff required by the City, as well as provide additional capacity to support future Confluence Area development.**
- **The planting plan should include native species that range from drought-tolerant ground cover and trees to riparian vegetation that reduces or eliminates the need for irrigation.**

COMMUNITY UPGRADES & AMENITIES PLAN

- **Proposed river access terraces/overlooks should be designed to further assist with improving the cold-water habitat critical to Gold Medal Waters, through water aeration and providing trout places to feed (areas with water moving at different speeds due to additional rocks and riffles). River access points should be constructed of materials consistent with what would be found along the Roaring Fork River (limestone, sandstone, etc.).**
- **Bioretention water features and design elements should put water runoff "on display" as community assets that promotes interactive environmental education within the park and along the Roaring Fork's edge.**
- **The Essential Elements planting plan should be upgraded to include a greater range of species and include plantings that mirror aesthetic plantings within the downtown. The upgraded planting design will likely require access to irrigation to ensure establishment and long-term planting viability. The City should consider utilizing a raw water irrigation system rather than potable water supplies.**

Circulation & Connectivity to Area Assets

Located near the core of Glenwood Springs, the Riverfront Park unites critical routes that connect the City's many assets. Currently detached, Glenwood Springs' downtown area will have easy, multi-modal access to the Riverfront Park. This will allow for increased bike and pedestrian traffic between shops, restaurants, 7th Street Plaza (Bethel Plaza), and the Riverfront Park. Accounting for the amenities of Two Rivers and Veltus Parks, the Riverfront Park design features different elements that support and build connectivity to the surrounding parks. In addition, movement between these destinations provides greater connectivity to the hot springs hotel area, the North Landing Art plaza, the Glenwood Springs Elementary and High School, and regional connections along the Rio Grande Trail. The Riverfront Park design prioritizes bike and pedestrian connections and access that greatly strengthen the interconnectivity between Glenwood Springs community assets and visitor amenities.

Figure 8: Newly constructed 7th Avenue Plaza (Bethel Plaza) below Grand Avenue Bridge. (photo by SGA, Inc., June 2019)

ESSENTIAL ELEMENTS PLAN

- **The design formally establishes a gravel beach area near the 8th Street bridge as a location where destination and recreation boating may come ashore and temporarily moor at boulders with docking hooks for access to park amenities and downtown Glenwood Springs. It is important to note that the boat docking area is different than a boat entry/access point. While temporarily mooring boats at the gravel beach area is permitted, steps should be taken to discourage or prevent boaters' ability to physically put in or take out boats at the 8th Street bridge.**
- **The gravel beach area should also serve as an interactive play/education space with universal design access from 8th Street.**
- **The Rio Grande Trail should be upgraded from 8' wide to a 12' wide multi-use trail from 8th Street bridge to Two Rivers Park (Note: The minimum standard for shared-use trails is 10' by the National Association of City Transportation Officials (NACTO); recommended width is 12 – 14').**
- **Enhance safety along the Rio Grande Trail and park area by including lighting upgrades, improving sight lines and reducing design speed of the trail.**
- **Improve lighting and visibility at all access points and in the interior of the park. Park lighting design should be downlit ambient surface lighting to minimize light pollution.**
- **The Essential Elements Plan establishes a central public space spine and dedicated pedestrian promenade along 7th Street, promoting connectivity between the commercial core of the downtown and the riverfront.**

COMMUNITY UPGRADES & AMENITIES PLAN

- **In addition to the beach area, the central overlook and outdoor classroom space are upgraded to include a second and third connection to the water's edge. This expands opportunities for fishing, water access, and interactive environmental education.**
- **The plan proposes a considerable upgrade and secondary connection for the Rio Grande Trail commuter bypass route that utilizes the Roaring Fork Transportation Authority (RFTA) inactive rail ROW and bridging structures to create a continuously elevated "fly-over" as a separated route above 7th and 8th Streets.**
- **Material selection upgrades provide design speed queues based on users (bikes vs. pedestrians) that guide shared and safe circulation. Fast paced bicycles will have the option to bypass the park using the proposed Rio Grande Trail commuter bypass route, while slower mixed-use traffic can use the expanded 12' riverfront route with easily accessible connections to routes from the park to other City destinations clearly defined.**

Fundamental Features & Opportunities

Throughout the AWP planning process and the key stakeholder workshops held as part of this effort, a considerable range of amenities for the Riverfront Park were expressed. The park design focuses on combining the overarching natural opportunities of the park area with the values of the community. The Riverfront Park's natural opportunities include enhancing and upgrading the gravel beach area near the 8th Street bridge, preserving and expanding the river's riparian edge, improving the function and access to the Rio Grande Trail, and taking advantage of incredible views along the Roaring Fork and Colorado Rivers. By carefully opening site lines, building public plazas, incorporating civic amenities, and expanding the programming functions of the park, the existing features are enhanced to reinforce the park's mission and overall sense of place, while desirable key amenity upgrades elevate the Riverfront Park as a community destination.

Figure 9: View of Colorado River from Two Rivers Park (photo by SGA, Inc., June 2019)

ESSENTIAL ELEMENTS PLAN

- **The design places a plaza space at the terminus of the central public space spine and dedicated pedestrian promenade along 7th Street that connects the Riverfront Park to the downtown area. The circular plaza will provide opportunities to support basic park functions, small informal events, and support overflow from events taking place in Two Rivers Park or in the downtown.**
- **The two additional support park terrace spaces provide opportunities for family gatherings, informal performances, and outdoor classrooms with views overlooking the Roaring Fork River.**
- **Closely grouped clusters or groves of canopy trees are incorporated in order to provide shade and act as natural park umbrellas providing opportunities for park seating and picnic areas.**
- **The plan considerably limits the use of manicured turf or lawn areas and discourages the use of irrigation though a drought tolerant and seasonally arid planting design.**
- **The design of multi-modal circulation and access incorporates universal design measures, safety upgrades, and expanded visibility and site-lines.**
- **The central public space along 7th Street and the multi-purpose frontage street, Riverside Drive, prioritizes the pedestrian visitor and sets the urban design "stage" for river-oriented retail and development to "plug into" the park. It provides expanded opportunities for riverfront park shopping and dining for residents and visitors.**

COMMUNITY UPGRADES & AMENITIES PLAN

- **The plaza space parallel to 7th Street will include a park concession building with public restrooms facilities. The concession building includes an extended canopy and shade structure that establishes the space as an outdoor café and dining area overlooking the gravel beach and Roaring Fork River.**
- **The park incorporates expanded universal design features that are incorporated into the gravel beach area at the 8th Street bridge as well as improved access to the Rio Grande Trail and to the rock garden natural and artful play areas.**
- **The multi-purpose frontage street, Riverside Drive, can act as an expanded and interconnected multi-modal plaza that offers large event support space for concerts and events at Two Rivers Park, as well as provide opportunities for park revenue generation through a seasonal food truck court and other small-scale events.**
- **Six strategically located public art/sculpture stations provide gateway visual cues to draw people into the park (pulling the eye along the pedestrian corridor and 7th Street). These stations could be utilized as a large outdoor gallery or circulating exhibition spaces, promoting environmental art and education.**
- **The design proposes a series of natural and artful play rock gardens and interactive sculptural boulder landforms that take inspiration from the surrounding mountains, ravines, foothills, valleys, and riverbeds. These features become the signature placemaking and unified branding elements that promote visitor exploration and impressionable visitor experience.**
- **The park's design includes a bioretention water feature, an "ecosystem service," that could be expanded to include raw water irrigation and filtration to promote small diverse planting of higher elevation and lush mountain valley plant communities.**

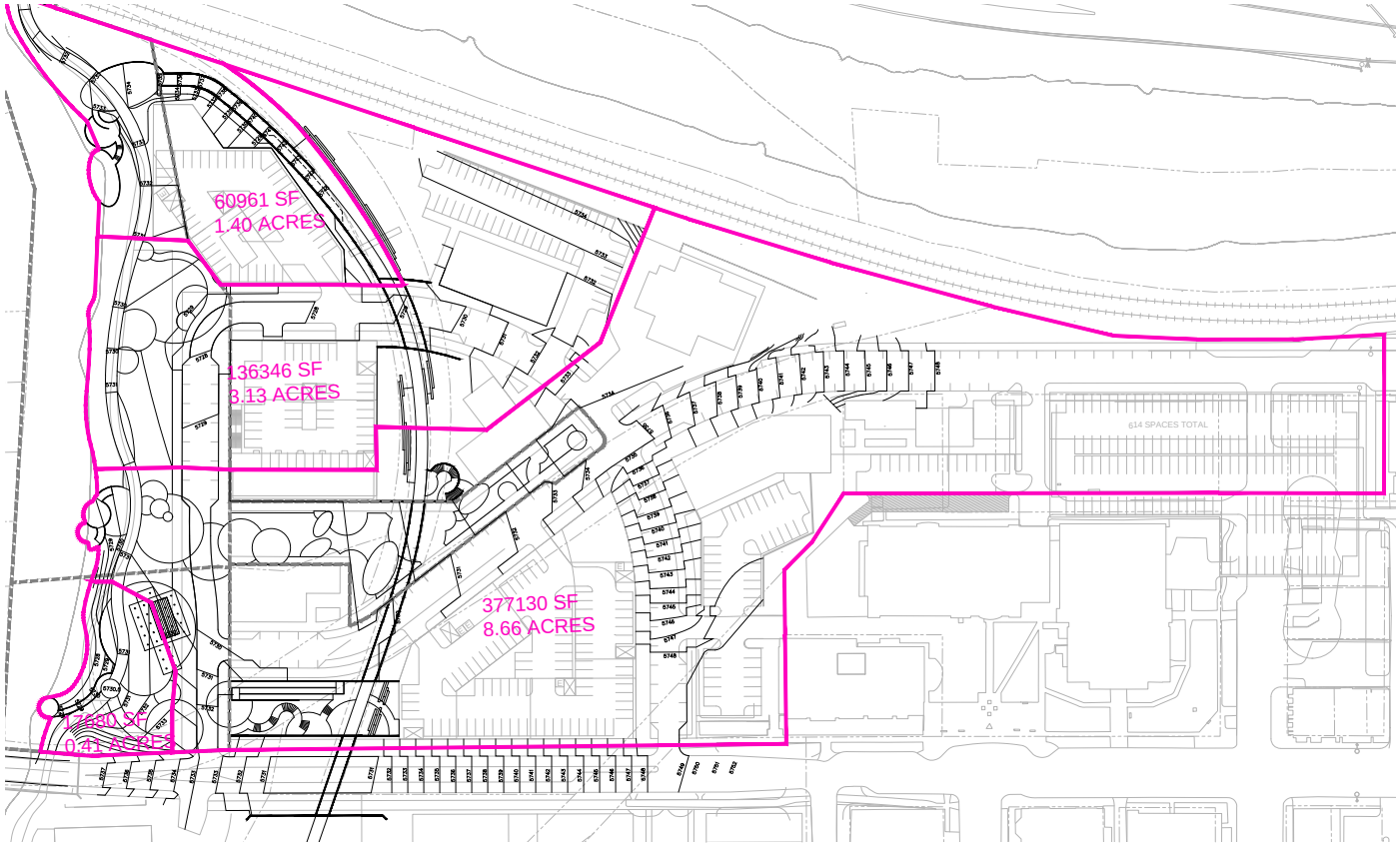

Figure 10: Preliminary drainage shed delineations based on AWP development grading design and refined Conflunece Riverfront Park Plan

PRELIMINARY STORMWATER STRATEGY

As a part of this effort to establish a viable plan for parks and/or development within the Confluence Area, the applicable stormwater management requirements for the area must be considered. The minimum requirements for managing stormwater are defined in Chapter 4 of the City of Glenwood Springs' engineering standards. For the purposes of this effort, the Riverfront Park is being considered as an opportunity to provide necessary treatment and storage to support the larger Confluence Redevelopment Plan proposed in the AWP.

There are a series of minimum standards within Chapter 4 which describe a preferred approach to managing stormwater on a site. They include:

A. **Better Site Design**
B. **Water Quality Capture Volume (WQCV)**
C. **Detention**
D. **Stormwater System**
E. **Floodplains**
F. **Geologic Hazards**

For the Riverfront Park, the primary focus is placed on integrating standards B and C since they typically require a portion of a site's area to be devoted to stormwater management facilities. In Figure 10, the approximate drainage areas for the overall development zone have been established, which will be used to determine the routing of stormwater through the stormwater conveyance system (which will be designed in compliance with minimum standard D) and into the facilities designed to meet the Water Quality Capture Volume and Detention (WQCV) requirements as necessary. A preliminary layout of the conveyance system can be seen in Figure 11.

WATER QUALITY CAPTURE VOLUME AND DETENTION

The WQCV is a requirement put in place to ensure that runoff generated by a site is properly treated to limit the amount of pollution reaching surface waters like the Roaring Fork and Colorado Rivers. The goal of this requirement is to capture a volume of water equal to at least the runoff generated by the 80th percentile storm in a given year, as set forth by the City of Glenwood Springs as the minimum design standard for stormwater compliance. The stormwater management features on the site will be designed to maximize the amount of runoff captured and treated on the site, but the 80th percentile storm serves as the minimum baseline to meet the city's engineering standards.

Through the calculation methodology defined in the Urban Drainage and Flood Control District (UDFCD) Volume 3,

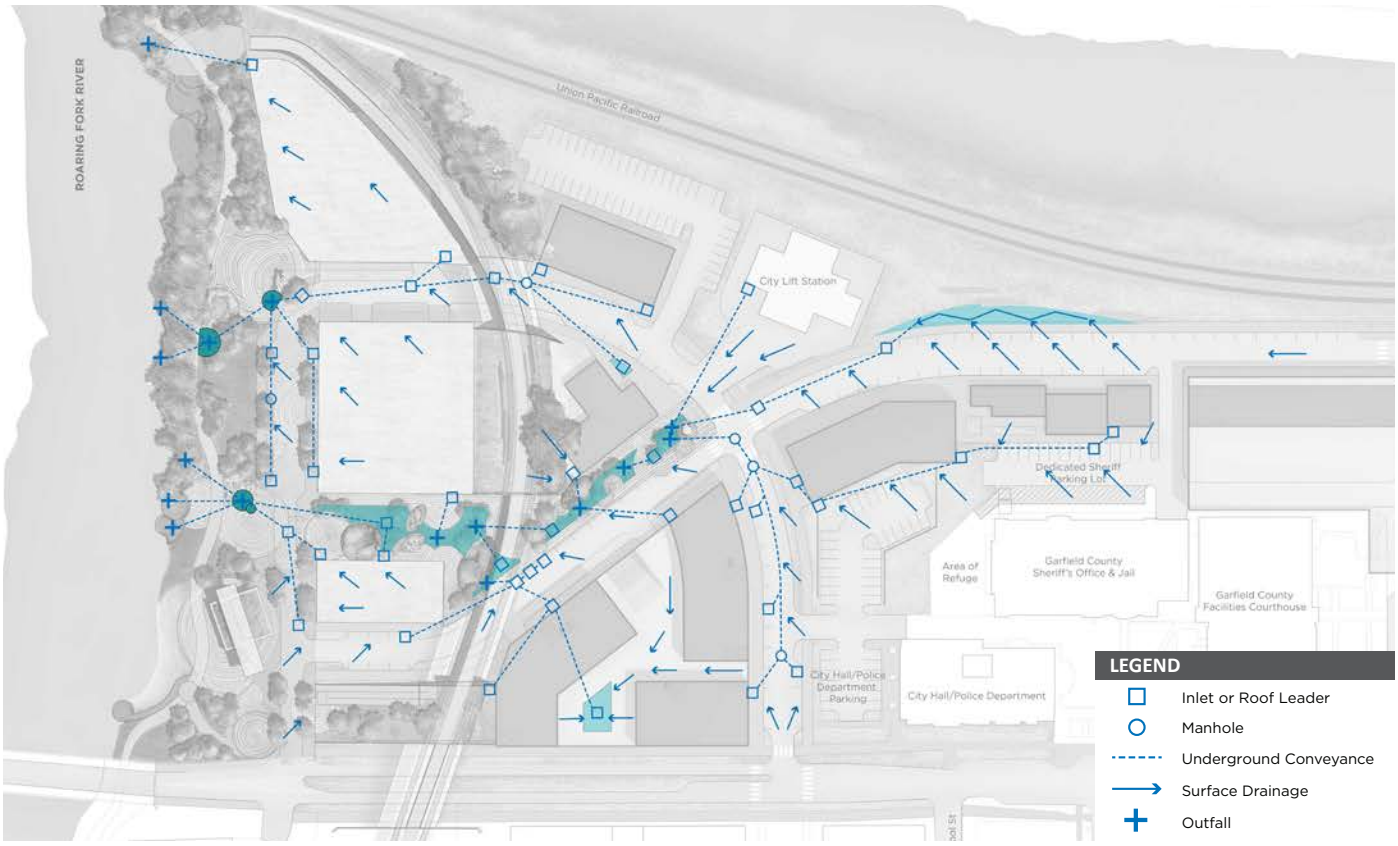

Figure 11:Confluence Waterfront Park refined drainage and conveyance strategy with integrated bioretention water quality features.

the total WQCV for the site was calculated based on the Confluence Plan as proposed. The coverage information used for the development of the WQCV are shown in Table A. It should be noted that the WQCV only needs to be captured based on the change in pre- to post-construction impervious coverage, but for now, the WQCV has been calculated for the site without accounting for the credit provided by the pre-existing condition.

Table A: Preliminary Conflunce Plan Coverage

Parameter	Value	Units
Total Site Area	13.6	acres
Building Area	2.62	acres
Pavement Area	8.19	acres
Total Impervious Area	10.81	acres
% Impervious	79.5%	-

The final calculated WQCV numbers for the Confluence area using the UDFCD Volume 3 methodology can be found in Table B. The total treatment volume to meet the WQCV requirement (based on an undeveloped site condition) is approximately 10,800 cubic feet. Based on what has been provided as potential stormwater management area in the Riverfront Park plan, most or all of that volume should be able to be managed within the proposed park. Given that the mandated WQCV will be much smaller based on the offset provided by a largely impervious pre-development condition, there should be ample room to accommodate the treatment volume required.

Table B: Preliminary Site Stormwater Values

Parameter	Value	Units
Unadjusted WQCV Depth	0.29	inches
WQCV Adjusted for GWS	0.22	inches
Total Site Area	13.6	acres
Max Req'd WQCV Volume	10,758	cubic feet
25-year Storm Depth	2.12	inches

For the detention requirements in the City of Glenwood Springs engineering standards, the site must limit the post-development runoff rates to the same as the pre-development runoff rates for up to the 25-year design storm. For reference, the design storm depth for a 25-year storm has been included in Table B. Given the amount of impervious area included in the pre-development condition, the storage requirements to manage any rate increases should be relatively small and the areas already provided for the WQCV may also be sufficient to manage the detention volumes necessary to maintain development rates.

Planting Palette

The Riverfront Park planting plan highlights the biodiverse plant communities of Glenwood Springs. The pedestrian promenade programmed spaces are punctuated with tight groves of shade trees and cultural landscape groupings of plant species found in the downtown area, along with a ground cover of drought-tolerant foothill grassland plants. Moving closer to the riverfront, the plant community transitions to a river valley, dry-meadow floodplain planting palette - restoring and expanding the Roaring Fork riparian ecosystem.

- **River Valley, Dry-Meadow (Figure 12)**

Glenwood Springs sits at a Montane-Foothill Riparian Woodland and Shrubland zone, which are driven primarily by snowmelt. These systems have greater shrub and herbaceous biodiversity.

- **Foothill Grasslands/Shrublands (Figure 13)**

Vegetation is dominated by drought-tolerant shrubs and perennial bunch grasses. While these areas are often too xeric for other plants, scattered trees can be present.

- **Riparian (Figure 14)**

Plant communities include riparian forests and shrublands, tallgrass and mixed grass wet meadows, herbaceous wetlands and gravel/sand flats.

Figure 12: Dry meadow, pinyon juniper landscape (Grand Canyon National Park - National Park Service).

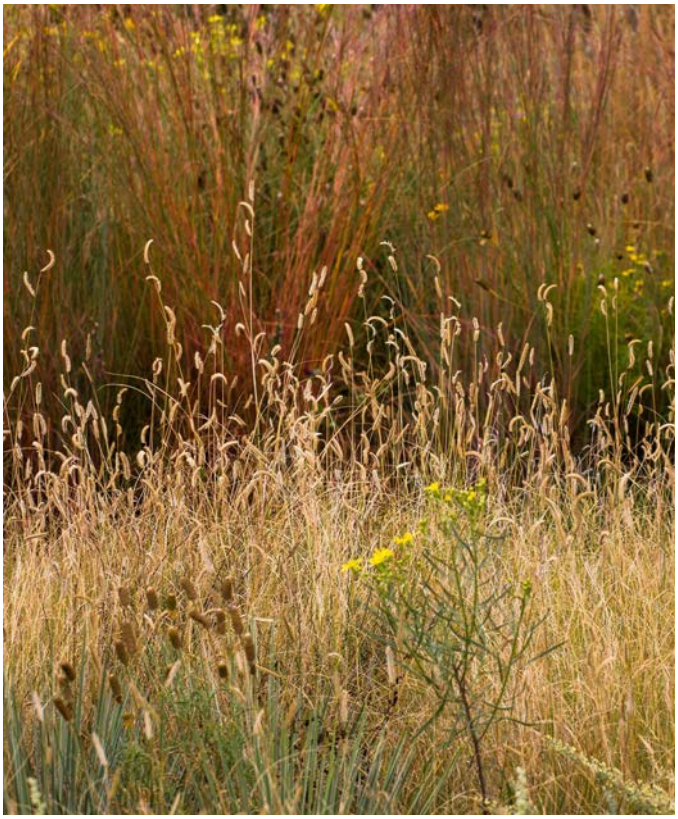

Figure 13: Drought-tolerant, grassland plant community (Denver Botanic Gardens).

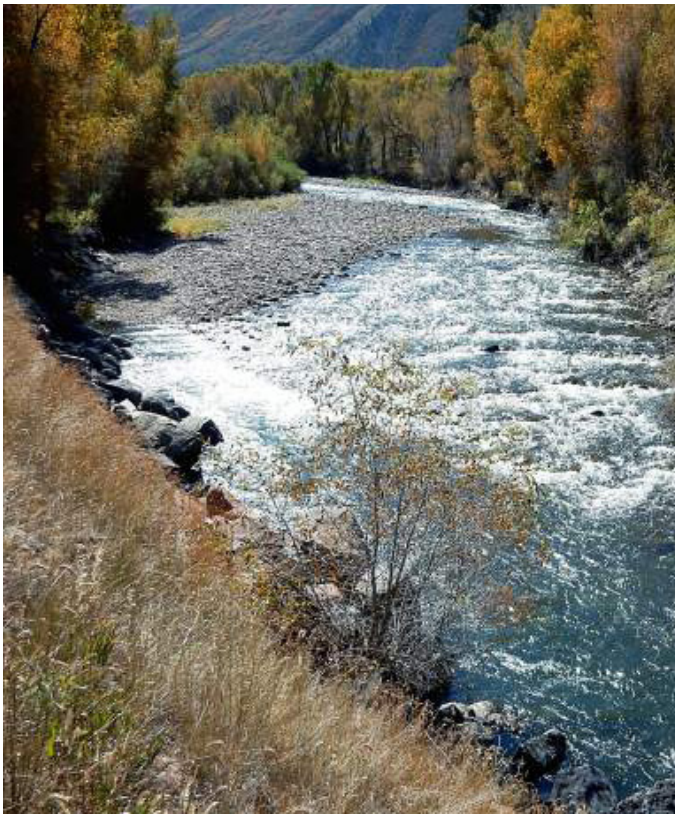

Figure 14: Riparian landscape (Basalt, CO).

Pseudorogneria spicata **- Bluebunch Wheatgrass**

Boutelous gracilis **- Blue Grama**

Aquilegia coerulea **- Blue Columbine**

Celtis occidentalis **- Common Hackberry**

Picea pungens **- Blue Spruce**

Prunus virginiana **- Chokecherry**

Betula nigra **- River Birch**

Quervus gambelii **- Gambel Oak**

Salix nigra **- Black Willow**

Gleditsia triacanthos f. inermis **- Thornless Honeylocust**

Alnus incana ssp. tenuifolia **- Thinleaf Alder**

Castilleja angustifolia **- Indian Paintbrush**

Next Step Recommendations

The advancement of the Riverfront Park towards reality is a community priority and a critical next step in support of the overall Confluence Area revitalization strategy. Community stakeholders believe it is important that the public park space and community amenities in this unique and special place shape the entire redevelopment framework for the area. Done properly, it will allow new development to plug-in and be responsive to all of the important factors that make downtown Glenwood Springs and its riverfront special. In order to advance the Riverfront Park towards realization, the City should undertake the following next steps:

Figure 15: Olmsted Point Yosemite National Park, Boulders on a solid stone landform. (photo by SGA, Inc. June 2016)

01

Complete Remaining Environmental Assessments & Prepare Remediation Plan(s) – Although extensive environmental assessment work has been performed on the former WWTP parcels, supplemental hazardous/ environmental assessment work is needed for the RFTA inactive rail right-of-way, the abandoned rail right-of-way owned by the City of Glenwood Springs, and other adjacent parcels relevant to Confluence Riverfront Park development. These activities will ensure proper due diligence and the development of a preliminary Remedial Action Plan recommendation that will inform the park design engineering process as it advances.

02

Perform a Comprehensive Survey of the Area – This includes collecting topographic, photometric, boundary, utility and bathymetric data for the RFTA inactive rail right-of-way, WWTP property, and the Farnum Holt Funeral Home property. Work should be performed to the level of detail necessary to complete the Confluence Riverfront Park construction documents, including the regrading and restoration of the Roaring Fork River's edge.

03

Advance the Essential Elements and/or the Community Upgrades and Amenities Schematic Design Plans – The plans should be advanced to the next level of design development and refinement to a 40% level preliminary engineering design. This design process should include the following:

- **Continue the public involvement and outreach process as the Confluence Riverfront Park design advances.**
- **Prepare a Park Operation, Management, and Revenue Generation Plan for Confluence Riverfront Park as a part of the 40% preliminary engineering process.**
- **Manage and coordinate Riverfront Park design efforts with City's master developer.**
- **Perform preliminary engineering grading design based on a topographic survey for proposed park property(s).**
- **Determine water quality strategy and define stormwater capacity and conveyance needs from proposed development. Ensure City departments and staffing including engineering, parks, and public works have universal buy-in on water quality strategy.**
- **Coordinate Riverfront Park design efforts with utility master planning efforts to accommodate utility upgrades, relocations, and service connections.**
- **Establish community desired and ecologically-restorative planting palette.**
- **Refine and select community desired park hardscape materials, features, and furnishings palette.**
- **Update and refine level-of-magnitude costs and determine finalized phasing implementation strategy to pursue funding and financing.**
- **Develop funding and financing strategy tied to the phasing implementation strategy.**

Placemaking and Branding Elements

The design of the Riverfront Park uses the surrounding environment as inspiration in its details and materiality. For example, the Park is influenced by natural phenomena like rounded river stones, rock outcroppings, and stands of trees strewn across meadows. These phenomena emerge throughout the park as larger elements and smaller details, such as circular plazas, boulder landforms, sculptural stone gardens, and groves of trees (figures 15-20).

Figure 16: Artist Madeline Wiener interactive sculpture (Norfolk, VA) - Artist has been commissioned to develop an installation at North Landing Plaza, Glenwood Springs, CO. (photo by Charlotte Higginson/SGA, Inc., August 2019)

Figure 17: Japanese Garden: Stone spheres exude calmness in a Japanese style Zen garden (photo by Getty images/iStockphoto).

Figure 18: Circular paving pattern by MASU Planning and Nord Architects (Denmark, 2016).

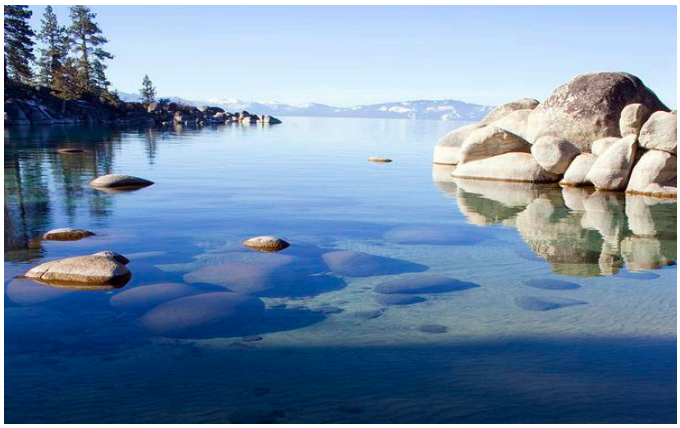

Figure 19: Rock outcropping in Lake Tahoe (photography by DevianArt).

Figure 20: Tuolumne Meadows Yosemite National Park, Rock outcroping landform with tight groves of trees (photo by SGA, Inc., June 2016)

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Acknowledgments:

All of the participants that played a role in the project, including government, institutional and community leaders, are too numerous to list, however, primary project sponsor include:

- The United States Environmental Protection Agency's Office of Brownfields and Land Revitalization (OBLR) for their financial and technical assistance in undertaking this effort.
- The leadership of the City of Glenwood Springs for working with the project team and offering their insight and perspective.

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Moving Forward Together | U.S. EPA Brownfields Area-Wide Plan

FEBRUARY, 2019

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All of the participants that played a valuable role in the project, including government, institutional, and community leaders, are too numerous to list.

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EXECUTIVE SUMMARY

THE HISTORY - WHY PREPARE THIS PLAN?

This plan addresses what is likely one of the most significant changes to Glenwood Springs' development pattern and economy in recent years. The key aspect of this effort is the fact that the City is not only responding to new opportunities but also looking at how rethinking large swaths of land can set the stage for making its downtown ever more vibrant. Community planning is more than preparing a preferred development proposal. Instead, it represents the proactive role government can take in working with property owners and developers to ensure that the redevelopment of former or under-utilized industrial/brownfield sites is undertaken in a manner that fully maximizes their potential with regards to meeting community needs and providing a greater quality-of-life. Complimenting the existing neighborhood development patterns and melding the new with the existing are two primary outcomes that will a provide an overall benefit to everyone.

WHAT IS A BROWNFIELDS AREA-WIDE PLAN?

This Brownfields Area-Wide Plan (AWP) is focused on a defined area that includes brownfields properties. The planning aspects of the project are not limited solely to those properties but evaluates a larger area that may have been influenced by the presence of environmental contaminants or other environmental and physical constraints impairing the ability for redevelopment to occur.

In order to promote redevelopment activities that are context-sensitive and mesh well with their surroundings, the City took the lead in undertaking the preparation of the AWP. It advances initiatives that integrate land use, transportation, and economic development elements to create a comprehensive urban redevelopment strategy. It considers site specific redevelopment and neighborhood improvements, including broader infrastructure needs required to attract and support private investment.

THE CATALYST BROWNFIELD SITES

The Former Wastewater Treatment Plant – This 5-acre property was utilized as a wastewater treatment plant from 1968 until 2012. The City is in the process of demolition and abatement of this site to make it development-ready. This site and its surrounding context, including other brownfields parcels associated with former railroad related parcels, is the primary focus of the AWP reuse planning effort.

The Active Colorado Department of Transportation (CDOT) Engineering & Maintenance Center – In use by CDOT since the 1970s, this active facility was identified as a potential opportunity for redevelopment as a higher and better use. After meeting with CDOT officials, it appears that due to multiple service requirements needed for such as facility, the ability to relocate the complex to another location is not feasible at this time.

The Former Holly Quarry – Formerly owned by the Pitkin Iron Corporation, this 27-acre former limestone quarry closed in 1991 and is currently vacant and unused. The current owners have expresses an interest in determining what development potential exists on the site. Based on available information it appears that there are no known environmental issues associated with the mining operation that would impact the site's ability to be developed for other commercial or residential uses.

Former Wastewater Treatment Plan prior to demolition.

View of the CDOT site with Two Rivers Park, the Colorado River, and Midland Avenue in the distance.

WHAT ARE THE PLAN'S LIMITATIONS?

The recommendations in this document are purely for guidance in decision-making; the plan is not the letter of the law. The decision-makers include multiple parties including but not limited to City leaders, Garfield County, and RFTA, and therefore the plan should serve as a common reference for all parties, as step-by-step decisions are made.

The reuse plans developed for the targeted reuse areas within the overall AWP study area illustrate one or more potential build-out scenarios for the properties that are the focus of redevelopment efforts. The proposed physical layouts depicted on the plans were developed in conjunction with the input from a diverse group of stakeholders, including city residents. Ultimately though, the final configurations of the development plans will change as the level of design progresses. So why is this effort important? Developing a likely build-out scenario for each targeted reuse area allows the City and other public agencies to fully understand the real physical and economic constraints and opportunities for each of the targeted reuse areas and their key sites. Most importantly it provides a tool for working with the private sector as development proposals are prepared and submitted to the City for review and approval.

This effort is not one that can lead directly to bricks and mortar building. Although it does focus on key next steps, it is a plan that organizes an overall strategy with priorities to establish a focused list of actions, especially for public infrastructure. It provides context within which decision-making can occur over time, including for opportunities or issues that might arise that could not be anticipated at the time this plan was developed. The plan also outlines the strategic next steps for the key priority projects, which may include performing the detailed design and engineering required to permit and construct physical improvements.

The plan illustrates market-supported redevelopment which is not consistent with the current zoning of some of the targeted reuse areas. The City will need to evaluate its recent comprehensive city-wide zoning update in relation to the proposed site reuse plans and determine which district designations are most appropriate, as it updates its city-wide zoning map.

Although there is a desire by many to see immediately implementable projects, an effort of such magnitude inevitably results in a series of recommendations that require further effort to advance toward true realization. In the vast majority of cases, the next steps require determining specific details through a design and engineering process, together with a focused effort to secure financing and other resources needed for implementation. These steps will determine how a project should be realized, its functional refinements, and the exact specifications needed to advance towards construction. This AWP does not, however, go "back to the drawing board" with regard to recommending to conduct further analysis as to whether or not a specific recommendation should be pursued at all. In most cases this planning effort is the culmination of other early efforts, so the time is here to move towards implementation and realization – not to pursue more high-level planning.

View of former Holly Quarry and mountainside from The Meadows.

THE PRIORITY ACTIONS

Due to the complex nature of all of the inter-related factors and considerations needed to develop an economically viable and physically construct-able list of improvements, it is important to have a focused set of actions needed to support moving the plan from vision to reality. The following is a list of suggested high-priority actions that can serve as a roadmap for what needs to happen first, who is needed to lead each effort, and a potential strategy for how to undertake each effort. Emphasis is placed on those aspects that will be needed by the private sector to be able to prepare an accurate and informed development plan and pro forma, and also considering public infrastructure that will be needed to attract and support private investment. All of the priority actions focus on the Confluence Area of the AWP study area.

The Priority Actions

1. **Brownfields Environmental Assessments & Remedial Plans** – The former railroad properties now owned by the City require environmental assessment activities. Based on the known previous railroad activities that occurred, it is suspected that there are environmental issues with the existing soils on these parcels. The City should perform a Phase I Environmental Site Assessment (ESA) and likely a Phase II ESA to support soil excavation. The site reuse plans for the Confluence Area recommend development on these parcels that would necessitate significant soil excavation and removal to accommodate underground parking which is facilitated by the topography of the site.

2. **Traffic Study** – Based on the scale, density, and mix of uses proposed, there is a need to perform a traffic study to determine how to best manage new traffic generation and mitigate its impact to the downtown. This study should look at an area larger than the Confluence Area itself and include the key intersections along Grand Avenue as well as 8th Street and Midland Avenue. A major challenge for traffic flow is the bottle-neck that is created by the 8th Street bridge over the Roaring Fork River. Due to the bridge's width, turning movements for traffic travelling east on 8th Street and desiring to turn left onto the proposed Riverside Drive (current location of the 7th Street intersection) cannot be accommodated. Therefore, left turn movements will need to be accommodated at the intersections of 8th Street and Defiance and Colorado Avenues. A traffic study will determine how to facilitate traffic flow, where turning lanes are optimal and their lengths, as well as if other traffic control devices, such as traffic signals, are warranted. In addition, a traffic model will make recommendations to ensure the safe and ample pedestrian flow is accommodated at all intersections, ensuring that automobile flow is not given sole preference in decision-making.

3. **Riverfront Schematic Programming & Master Plan Design** – Refining the parameters of riverfront park to ensure that private development works seamlessly with the desired park design and conditions will be critical. The development for the entire Confluence Area should be planned from the riverfront inland. The relationship of buildings especially, will be dependent upon the water line, the flood elevation, and the final elevation of the roadways, all of which will be informed by the park design. This effort should include finalizing a recreational facilities program for the park to determine what uses and facilities are most desirable in this location from the perspective of the City's overall park system.

4. **Perform a Comprehensive Physical ALTA - Level Survey for the Confluence Area** – The only way all of the various design engineering elements can be advanced is with real survey information based on current conditions. This can be performed in several steps, i.e. topographic and boundary first and then underground utility work later, as necessary. So many aspects of how everything can be located is dependent upon fixed site elements, the only way to ensure that all elements work together is to start with one current and cohesive survey for the area. This includes a collecting bathymetric data along the shoreline of the river to determine how to interface park elements with the water.

5. **Preliminary Engineering of the Street Network** – A major challenge in advancing development in the Confluence Area is the fact that so many different but interconnected elements need to be determined before any buildings can be built. This is especially true for the street network. All of the proposed streets should be taken through a preliminary engineering phase in order to establish final rights-of-way and to set grades for land development purposes, even if all of the roads are not completely engineered and constructed at the same time. Again, this is challenging because no developer will likely be willing to construct all of the public infrastructure, especially in the early phases of development, so this work will need to be led by the City in order to ensure everything works together in the best possible fashion.

6. **Comprehensive Utility Plan** – Underground utilities in the Confluence Area are especially challenging. As the Constraints Diagram in Chapter 2 illustrates, there is a complex web of underground utilities in this area partially as a result of the former wastewater treatment plant and the newer pumping station. A comprehensive utility plan will evaluate each utility and determine its best location, including if it can remain in its current state, or if it should be relocated. This can only be performed once street rights-of-way are finalized. The site reuse plans will also provide guidance as to the level of utility service needed to support each individual lot and building, based on the likely use and density.

7. **Downtown Parking Study Update** – A great deal of time and effort during this planning process was spent discussing parking needs and approaches. The reuse plans illustrate various options for how to address the need to provide off-street parking to incrementally serve new development that occurs within the Confluence Area, as well as to support the parking supply needs of existing businesses in the downtown and to serve transit ridership. A Comprehensive Downtown Park Study which updates the 2012-13 study with all of the new conditions should be undertaken. RFTA is also planning to undertake a Corridor Service Study which could include a transit center in the downtown. Parking is an important part of any consideration of transit service, especially for a transit center, so it is important that these efforts work together to ensure that maximum opportunities to link transit service with a downtown parking strategy, is achieved.

8. **Land Assemblage** – The reuse plans depicted in this report assume that some of the current privately-owned property in the Confluence Area are brought into the redevelopment. There are several ways this could occur. The first step is for the City to resume discussions with individual property owners about their role in the redevelopment. These discussions are not limited to the private sector, since the County owns critical parcels needed to fully achieve the vision of a continuous development connection between the core of downtown and the riverfront, via 7th Street.

9. **Obtain Voter Approval for Land Transfer** - The Charter of Glenwood Springs requires that publicly-owned property that has been used for a public purpose receive public approval through an election before being sold. The portions of the Confluence Area used as a public wastewater treatment facility are subject to this approval requirement. The remainder of the property has not been put to a public use by the City and is not subject to this requirement. The City should consider transferring the land that has not been put to a public use to the Downtown Development Authority or a similar organization that does not share the same requirement.

10. **Zoning** – The City has already completed the hard part of updating its zoning ordinance. As a next step in that process, the City will be evaluating its city-wide zoning map. All of the targeted reuse areas in the AWP study area should be carefully evaluated to determine the best district designation to promote the desired development outcome.

11. **RFTA Right-of-Way** – The reuse alternative considers various ways to approach the RFTA right-of-way through the Confluence Area, north of 8th Street. As a starting point, it is recommended that the City pursue discussions with RFTA to acquire the sliver portions along the river side of the right-of-way (as depicted in Chapter 2) to greatly increase the development potential of the development parcels.

12. **Transit Service Improvements** – Transit service is critical to the long-term success and vitality of the downtown and development within the Confluence Area. The City should work closely with RFTA on its upcoming Corridor Service Study, especially to consider the potential to include a transit center facility within the downtown, possibly within the Confluence Area and how it relates to potential structured parking facilities.

13. **Capital Improvement Programming CIP and Funding/ Financing Plan** – As is depicted in Chapter 3 of this report, all of the follow-up design and engineering, as well as construction, will require significant capital expenditures. The City should prepare a comprehensive CIP that is reviewed annually, at a minimum. The CIP should program capital costs for public investments and determine what will be public and also how private investitures relate, in order to maximum the ability to leverage all expenditures as match for public funding applications. This work should be done in conjunction with the City's public funding and advocacy team to ensure the programming of capital projects is timed with the development phasing and the ability to maximize the ability to garner public funds to undertake all of the required investments.

14. **Master Developer Request for Proposals (RFP) and Developer Agreement Process** – Using the AWP as basis for soliciting developer proposals will aid in determining modifications to the plan that may be required to fully respond to market conditions, understanding that the overall development goals should not be significantly compromised. Ultimately, a preferred developer could be selected as the master developer for the entire area, including the Vogelaar Park redevelopment south of 8th Street, and a formal master agreement between the City and developer could be executed. This agreement would initially define the parameters of what elements the developer will be responsible to design and construct and those that the City would do the same.

15. **Project Action Team and Dedicated Project Manager** – Finally, a project of this scale and magnitude requires a dedicated team to oversee and coordinate. A dedicated project manager within the City should be identified to coordinate all activities, both public and ultimately private. This person would also serve as the leader of a Project Action Team consisting of key department representatives that meet on a regular basis. In addition, it is likely that outside consultants will be needed for specialty expertise beyond the typical disciplines of design and engineering. This could include experts in public financing, negotiating developer agreements, etc.

COMMUNICATION AND COORDINATION

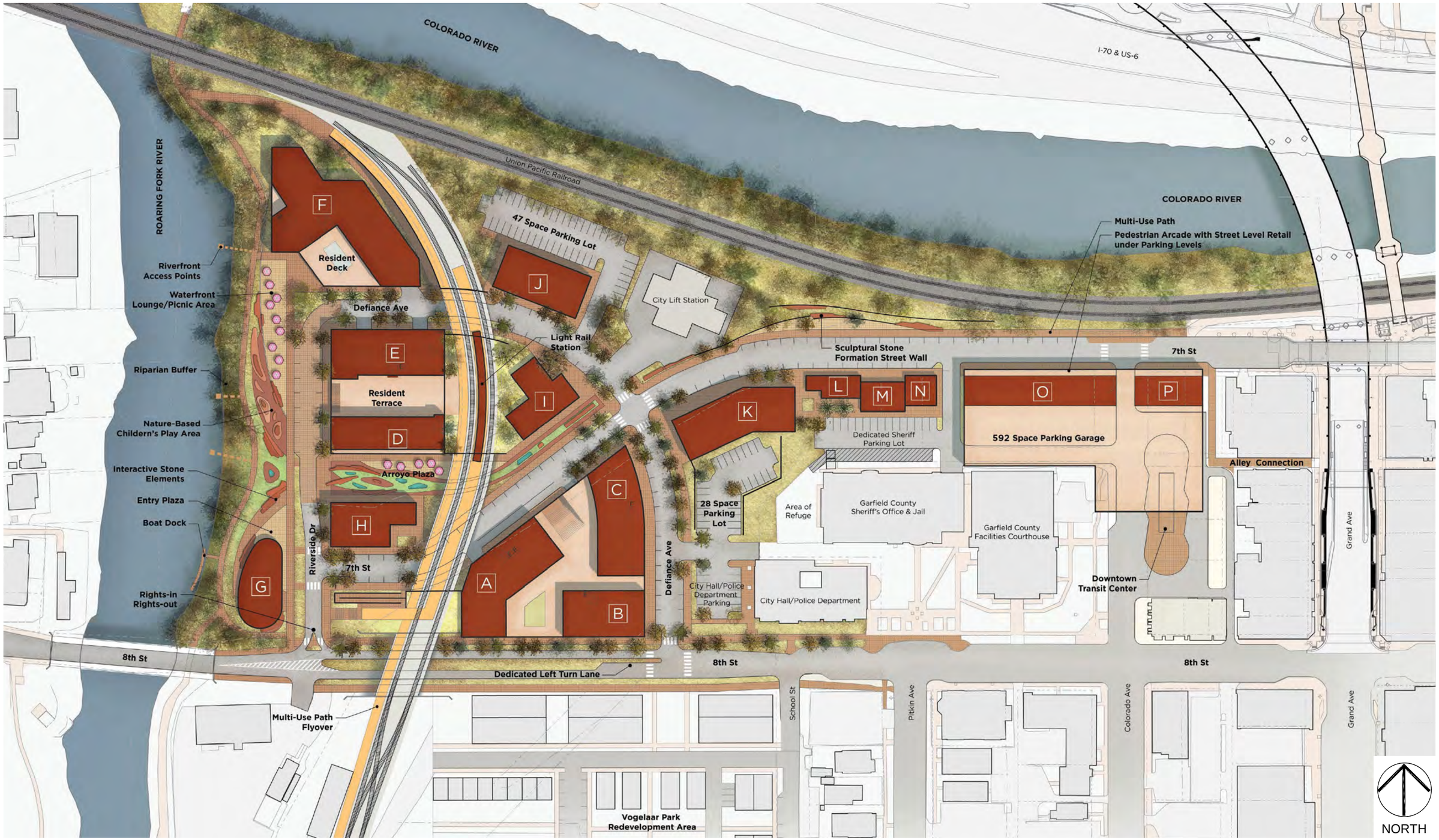
Building on the notion of a creating a dedicated team focused on the implementation of the recommendations in this plan there are three key elements that will be important to that group's success.

Communication - In order to fully realize this plan, it is recommended that a formal communication strategy be considered that provides regular community updates on all of the steps and projects. This includes requiring that private developers provide public engagement as a part of their development process, including more than just the meetings required for plan and permit approvals.

Coordination - It is also recommended that this project coordinates closely with all of the partners required to make the ultimate realization of the development truly great; this includes the DDA, RFTA, and Garfield County, as well as many others.

A Guiding Document - This AWP plan is purely meant to guide decision-makers in the redevelopment of the study area, it is not the letter of the law. This makes coordination and communication critical. Key stakeholders are wide-ranging, both public and private, and so it is important that this document serves as a common reference and a starting point for decision making. It will need to be regularly review and modified so the recommendations and proposed reuse strategies respond to conditions based on greater technical data and design activities.

Site Reuse Plan Alternative A



North 6th
North Elmwood
Confluence
6

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THE AREA-WIDE PLAN

1.1 BACKGROUND

The City of Glenwood Springs in partnership with the Downtown Development Authority (DDA), was awarded a Brownfields Area-Wide Planning (AWP) Grant by the U.S. Environmental Protection Agency in 2016. This AWP project advances recent planning efforts to address long-term redevelopment planning needs for a large area of the downtown, with special emphasis on the Confluence Area of the Colorado and Roaring Fork Rivers. This AWP effort focuses on determining the overall public infrastructure and actions needed to advance private investment and vertical construction.

1.2 TARGET REUSE PLANNING AREAS

Based on the location of the three catalyst bronwfield sites, targeted reuse use planning areas where identified. The Confluence Area includes the former wastewater treatment plant as well as several other parcels, including the former railroad rights-of-way. The reuse plan alternatives in this AWP report advance the concepts developed in the 2017 Confluence Redevelopment Plan. The West 6th Street Area was identified based on its relationship between the CDOT site and the downtown, specifically the efforts to promote mixed-use infill redevelopment along the entire 6th Street Corridor as identified in the 2017 6th Street Corridor Master Plan. A cursory evaluation of the Holly Quarry was also performed, considered it mostly as an independent site from downtown and the rest of the study area.

1.3 MARKET SUMMARY – WHAT IS DRIVING REUSE OPPORTUNITIES?

The market analysis work performed as a part of the AWP planning process informed the reuse planning alternative developed for each of the targeted reuse areas. It also informed City leaders, City staff, business and property owners, and residents on economic assets, opportunities, and challenges.

This market study evaluated the retail-commercial, housing, and hospitality markets. It assessed:

- **The current baseline market conditions.**
- **Market assets, challenges, and opportunities.**
- **Market drivers.**
- **Market demand and supply including current unmet demand.**
- **Market trends and opportunities for retail, commercial, and residential development opportunities.**

Note: The Regional Market includes Garfield and Eagle Counties.

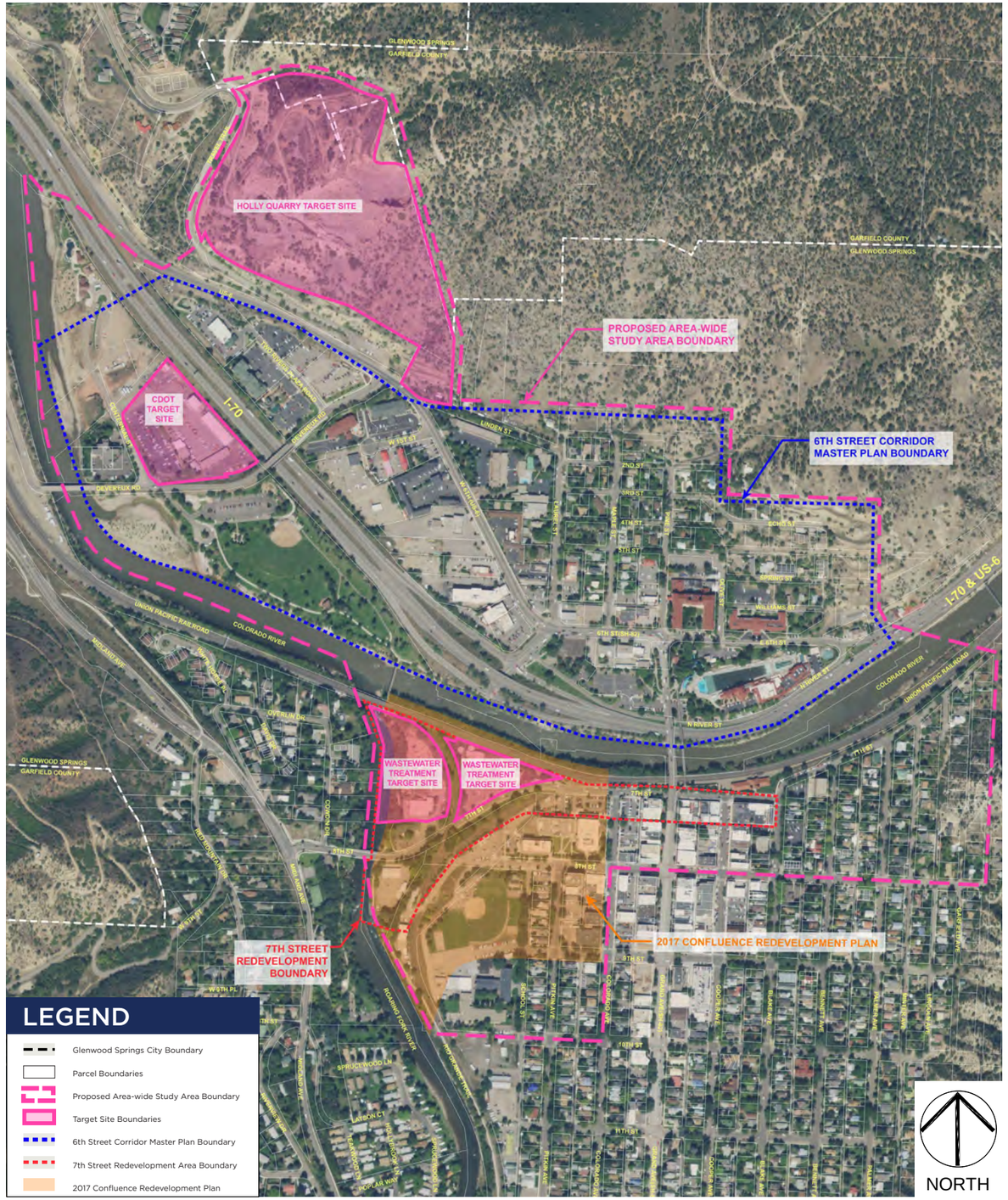
KEY MARKET SECTOR CHARACTERISTICS, OPPORTUNITIES, AND CONCLUSIONS:

A. **Glenwood Springs is a hub for the Garfield/Eagle County/ Highway 82 Region.** There is an opportunity to grow businesses providing diverse goods and services. Local spending is leaving the City for: books and periodicals; music and instruments; office supplies, stationary and gifts, furniture, shoes, specialty food, vehicle dealerships, sporting goods and hobbies, and beverages. Not all of these items represent an opportunity within the AWP study but inform potential retail opportunities.

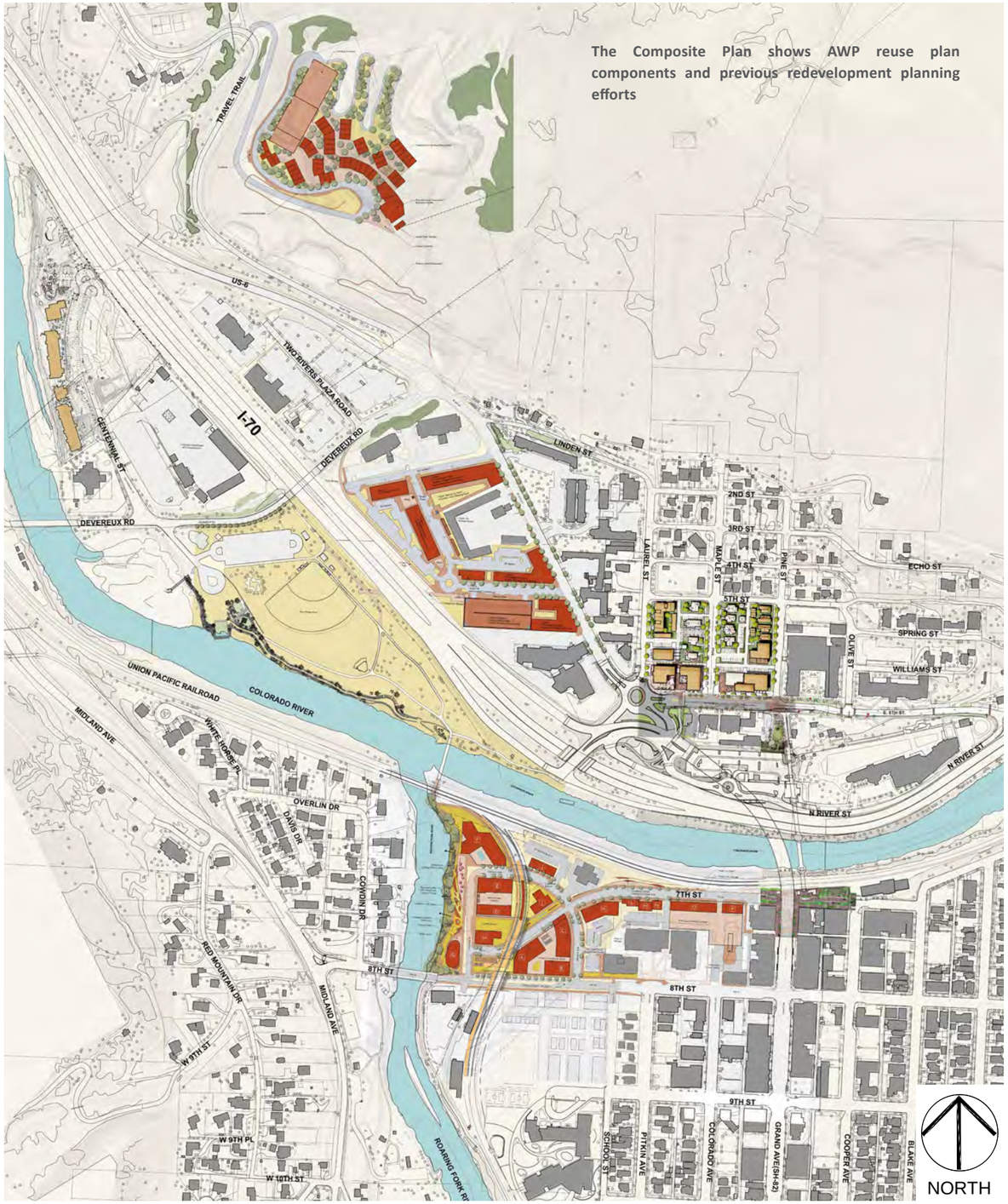
B. **Glenwood Springs captures an estimated 16% of regional household consumption spent within the region.** Regional consumers are especially coming to Glenwood Springs for: auto parts; clothing, health, and personal care; florists; groceries; restaurants; jewelry and leather goods, lawn and garden supplies, used merchandise; building materials and supplies; and home furnishings.

C. **Increased economic opportunity in Glenwood Springs is primarily driven by population growth and new destination tourism.** More residents, many of which would locate in the Confluence Area, would support Glenwood Springs businesses especially within the downtown. More residents will also enable more diverse goods and services to be provided including both necessities and lifestyle products. More choices will also improve the local shopping experience which will also bring more regional shoppers.

Study Area



Composite Plan



The Composite Plan shows AWP reuse plan components and previous redevelopment planning efforts

D. Growing Glenwood Springs' "economic pie" provides the City increased revenue that enables the City to further improve infrastructure and services. With the addition of a new and complimenting business, the downtown becomes a stronger regional destination.

E. The downtown and the 6th Street Corridor can complement each other. There is an opportunity to serve residents and visitors with recreation, arts, evening entertainment, and family activities. Glenwood Springs can grow as a regional destination for experiential-oriented goods and services such as food, beverage, and entertainment by adding to the supply of existing attractions. This includes thinking about all segments of the market, allowing the City to continue to serve the budget-minded visitors seeking outdoor recreation and experiential-oriented goods and services.

F. The City's unique living experience can provide an enhanced local lifestyle that will be attractive to entrepreneurs, diverse employers, workers, and families. The more Glenwood Springs can promote is brand as a desireable and attactive place to be, the more it will be able to sustain and support long-term economic goals

SUMMARY OF REAL ESTATE MARKET OPPORTUNITIES

The market sector opportunities and conclusions provide the basis to determine real estate market opportunities that can drive a redevelopment program. The following elements were determined to inform the development scale, type, and potential phasing over time and were used as the basis for the AWP site reuse plans.

Housing Market

The City of Glenwood Springs is the largest population center in Garfield County and is located at the crossroads of Interstate 70 and Colorado Highway 82, providing access to Aspen and U.S. Highway 24. Garfield County population is anticipated to grow by about 5% to 6% annually, representing approximately 500 more households and 1,200 additional persons per year. Glenwood Springs is anticipated to capture about 17% of the growth in the County.

Glenwood Springs' housing vacancy has been below 4% since 2014 and below 3% since 2015. Detached single-family housing has seen a steady price increase and virtually zero vacancy. Attached ownership housing has seen steady demand with rising prices and low vacancy. Similarly, multi-family rentals have also been experiencing rising rental rates and low vacancy.

This indicates not only a residential undersupply, but pent up demand for new units. Housing demand by residents is augmented by demand from second-home owners and those seeking vacation rent-by-owner investment opportunities.

This translates into demand for 80 to 100 units annually. Pent up demand is expected to bring absorption 25% to 50% higher than the average demand in a normalized market. Glenwood Springs could absorb an estimated 120 residential units annually for the next five years, and then settle into about 80 units annually in the long-term.

Commercial Market

Glenwood Springs serves as a commercial and retail hub for Garfield and Eagle Counties, and is a lifestyle and tourist destination for experience seekers. Businesses that provide shopping, recreational, and entertainment experiences will complement Glenwood Springs' character.

Data related to retail market opportunities was gathered in several ways, ranging from anecdotal to quantitative. Needed goods and services stated by various residents in the Community Survey match closely with what the Capture-Leakage analysis showed to be under-served in the City, validating both methodologies. Glenwood Springs is well suited for experiential retailers such as:

Food & Beverage	Destinations	Entertainment
Specialty Food	Books	Sports & Crafts
Butcher Shops	Music	Performing Arts
Bakeries	Culinary Arts	Evenings Out
Fish and Seafood	Attractions	
Spice Shops		
Craft		

Local household-serving business categories were also evaluated, such as doctors, dentists, optometrists, lawyers, banks, and computer systems design. Sources for retail goods and household services demand were evaluated and business development opportunities were translated into demand for real estate space.

Projected Commercial Absorption in Glenwood Springs (SF)

Time Period	Years 1 to 5	Years 6+ (annually)
Regional Retail Demand in Glenwood Springs Real Estate Product Type: Retail Storefront		
Estimated Absorption(sf):	Over 5 years	Annually starting year 6
Latent Local Demand:	57,000 sf	8,000 sf
Household Growth:	84,000 sf	11,000 sf
Visitors:	54,000 sf	**19,000 sf**
Total Retail Absorption:	**195,000 sf**	
Regional Household Services Demand in Glenwood Springs Real Estate Product Type: Office Space and/or Office-Storefront		
Estimated Absorption(sf):	Over 5 years	Annually starting year 6
Latent Local Demand:	61,000 sf	na
Household Growth:	28,000 sf	6,000 sf
Visitors:	na	na
Total Household Services Absorption:	**89,000 sf**	**6,000 sf**
Total Projected Commercial Absorption in Glenwood Springs (SF)		
Absorption (SF):	**284,000 sf**	**25,000 sf**

The analysis concluded that Glenwood Springs could absorb 284,000 square feet of commercial space during the next five years, and then an additional 25,000 square feet per year in year 6 and beyond, as indicated in the following table.

Projected Commercial Absorption in Glenwood Springs (SF)

Lodging Market

The lodging market has been slowly gaining strength over the past five years with both rental rates and occupancy trending higher each year. Overall occupancy is around 65%, similar to the national average, but still leaving notable capacity to fill rooms. Average daily rates are now hovering around $112 per room night, which is also in line with the national average.

Glenwood Springs has accommodations for business, historical-stay, and budget travelers. However, while the occupancy rates indicate surplus capacity, the research survey shows many aging low-budget motels and expensive historic hotels. There is a lack of lodging diversity that easily integrates with Downtown and 6th Street attractions. Glenwood Springs should retain its independent and historic hotels and budget-minded accommodations. However, adding modern mid-priced lodging options, walkable from downtown and 6th Street, would fill a market niche missing in the market. Perhaps even diversifying this market niche would support multiple properties over time. The City may be more attractive for a wider variety of visitors and would bring visitor dollars right to the core commercial district.

More focused market analysis is required to estimate an exact number of new lodging rooms that are feasible. **Based on accessibility to the City's destinations, it seems likely that a mid-priced boutique hotel could be supported in the 6th Street Corridor, and that new development in the Confluence Area would support a boutique hotel as part of that project.**

1.4 COMMUNITY ENGAGEMENT & GUIDING PRINCIPLES FOR REUSE PLANNING

At the commencement of this project, City leaders and stakeholders agreed that this project must be focused on action, especially in light of the fact that momentum has been created by the completion of the 2017 Confluence Redevelopment Plan and all of the recent downtown improvements completed or underway, especially the Grand Avenue bridge project, improvements to 7th Street, and demolition activities at the former wastewater treatment plant site. The AWP strives to achieve both a visionary future, firmly reinforcing the community as a diverse and vibrant, while addressing fundamental issues of available resources to achieve real results and specifically advancing the effort to get new development occurring in the Confluence Area.

Developing a successful brownfields redevelopment plan requires an understanding of physical characteristics, market factors, and buy-in from the community, including residents, business owners, and property owners. From the outset of this effort the City decided that public involvement, at all levels, should form the basis of the recommendations of the plan. Considering the magnitude of reinvestment and transformation that will occur, to ensure that there is a formation of a strategy that has specific "tangible" outcomes based on broad community desires for the future of the downtown and the redevelopment within the target reuse areas.

The planning process employed a strategy of inclusiveness, transparency, education, careful design, and a commitment to identifying real and implementable actions. Over the course of the AWP planning process started in October 2017, the project brought together public, private, and civic interests to give form to a vision and to prioritize the numerous elements needed to ultimately achieve the vision. The over-arching intent is to create a comprehensive redevelopment strategy that includes the redevelopment of catalyst brownfield sites in a manner that is fully inter-connected with the surrounding context, is complimentary between the existing downtown and the redevelopment (so they are not in essence competing with each other for market share), and compliments the overall economy of the City.

The public engagement process provided community input that informed the planning processes, especially as the plans evolved and were refined from the 2017 Confluence Redevelopment Plan starting point. In the end, the Community Goals defined in the 2017 plan were confirmed and remain the primary guidance for reuse plan development.

Guiding Principles for Reuse Planning

In addition to the Community Goals, specific reuse planning principles were defined through the community engagement process of the AWP.

Overall Design

A. The new development should form a logical extension of the City's downtown street network to establish a block-like structure as the basis of a connected yet distinct neighborhood within downtown.

B. Buildings should be grouped so they form varying types of public spaces and re-enforce the street wall and pedestrian experience along sidewalks.

C. Landscape/urban design elements should expand the reach of the river's edge qualities through the Confluence Area and into downtown and also beckon people along 7th Street, from the downtown to the riverfront.

D. Locations along 7th Street that provide a clear transition threshold between the downtown core and the riverfront should occur. Based on topography, the most likely location for this to occur is the area around the Defiance Avenue intersection, where the first glimpses of the riverfront can occur.

Building Type, Scale, Form, and Massing

E. Although a mix of uses should be promoted, the predominate use should be residential to give the area a neighborhood feeling. Residential unit types should vary as much as possible in terms of type, size, and income level to provide diversity and broad economic opportunity.

F. Commercial and retail uses should be sensitively inter-mixed within the neighborhood, with the emphasis on the south side of 7th Street from Colorado Street to the river.

G. Buildings should vary in height, scale, and character to avoid an overt uniformity as the resultant effect once the neighborhood has been built-out. Variation, however, should not rely on over-burdening each building's architectural design with cliché elements such as multiple

dormers, excessive use of varying materials, etc.

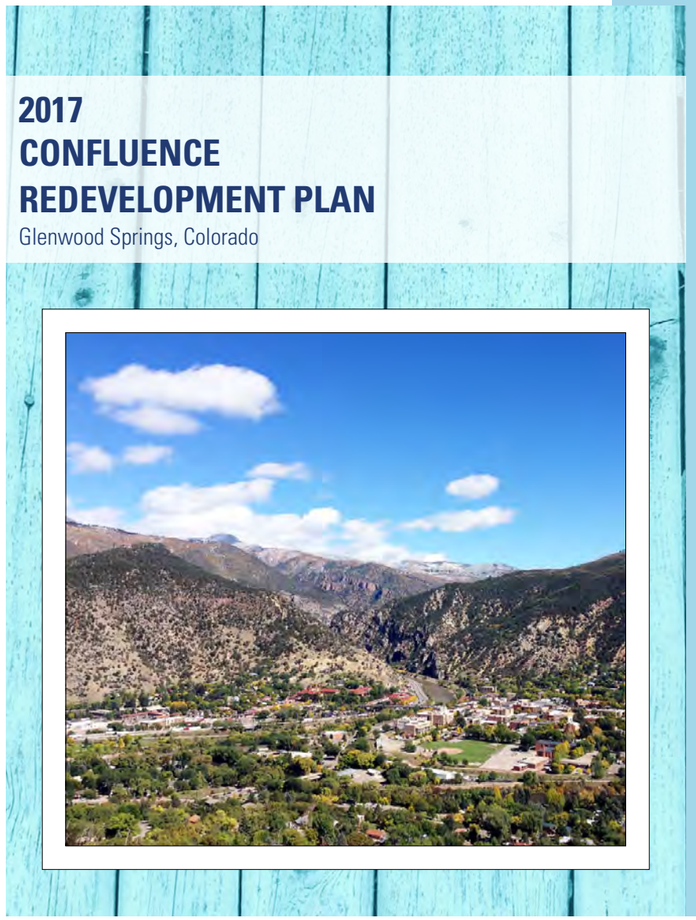
H. Buildings can be multi-story but great care should be placed on nestling buildings into the site and the landscape to visually minimize their scale. Buildings should respond to the elevations of the topography with the larger buildings in the lower areas. This will also be necessary within the flood zones which may have slightly elevated ground floor elevations to achieve flood resiliency.

Public and Open Spaces

I. A clearly defined and purely publicly-accessible and publicly-owned band of naturalized landscape should occur along the riverfront and function as part of the City's park system.

J. A signature events space(s) should be provided within the core of the Confluence neighborhood that may or may not be publicly-owned but must be publicly accessible every day, all day, and year-round.

K. Varying types of smaller scale public spaces should also occur, most likely privately-owned and with a mix of private spaces to serve the needs of local residents. Semi-private areas may or may not be accessible by the public, dependent upon defined parameters and adjacent uses and conditions.



Community Goals from the 2017 Confluence Redevelopment Plan

Connect to the River
Embrace and enhance the rivers, and improve access and recreation.

Create Connections
Improve circulation and connectivity within the area and to nearby commercial centers, parks, and neighborhoods.

Prioritize the Pedestrian
Design for complete streets to create safe, walkable and bikeable connections within and to the area.

Promote Catalytic Development
Provide a mix of uses and development types to activate the area and create economic vitality.

Authentic Design
Incorporate authentic, visually appealing design that complements the historic character of the downtown.

Create Community Spaces
Design public spaces and facilities where people can gather, relax and recreate.

Complement the Downtown
Encourage uses and amenities that support the downtown.

Expand Housing Choices
Expand and diversify local housing options.

02

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01 The Area-Wide Plan
02 Site Reuse Planning
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SITE REUSE PLANNING

2.1 PLACEMAKING AND BROWNFIELDS REDEVELOPMENT

The Confluence Area Design Considerations

The proposed reuse strategy for the Confluence Area follows specific placemaking principals and speculates a potential build-out based on a physical assessment of all of the study areas, the context, and the overall intention to create a high quality-of-life mixed-use neighborhood as a seamless extension of downtown. This action, in turn, will support the broader goal of continuing to increase vibrancy in the downtown as a residential, commercial, cultural, and social hub of Glenwood Springs and the region.

The reuse plan for the entire AWP study area and especially the Confluence Area is based on a fundamental approach emphasizing the notion of the creation of new "places" versus parcel-by-parcel "developments." The foundation of this idea is the desired outcome that both public and private activities should result in the creation of highly desirable places for people, and as they are expanded, ones that mesh seamlessly with the surrounding context. This will be especially challenging in the Confluence Area because there is a potential disconnection between the desire to achieve significant economic impact, especially through residential density, as well as promoting commercial development. Of all of the factors, the most critical is to ensure that how development occurs is balanced with how much. Specifically, the balance between the scale, mass, height, and form of buildings and their relationship to each other, public spaces, streets, and the existing downtown, will determine how successful the future development will be viewed once completed.

The creation of successful places is a function of a thoughtfully considered mix of uses, and the location, design, and supporting infrastructure systems; working together these two elements form economically vibrant and sustainable building blocks of an overall town. As Glenwood Springs grows from within, new development should feel like an expansion of the historic, well-established and highly functional pattern of the city versus an older downtown core adjacent to a dramatically larger-scaled development with little physical, functional, or social connection to the core of downtown and the City's traditional sense of its identity.

Great places are not easily formed. For projects such as those proposed within the AWP, they are certainly not created by policy alone, but rely on strong partnerships between many

The ability to shape development that connects the Roaring Fork Riverfront to the core of downtown, must be a signature aspect of any redevelopment within the Confluence Area.

The RFTA Right-of-Way, referred to as the "berm" is a major element that any redevelopment plan must address.

public-sector partners, at all levels of government, combined with private land owners and the development and business communities. The overall reuse and redevelopment strategies presented, including for the catalyst brownfield sites, considers all aspects of the placemaking equation. They include those aspects that can be most defined and shaped by the public sector and the elements that will mostly be the purview of the private developers. These components must work together, so the follow design considerations are presented to aid the City in evaluating each project, whether lead by the City or by a private sector partner. In some cases, the division between public and private sector activities are well defined, but in other instances they are a function of inter-related aspects which when combined, add up to a result that is greater than the sum of the individual pieces; serving the notion of forming truly great places that further elevates Glenwood Springs' reputation as an attractive and desirable community to live, work, and play.

The public engagement process employed in the preparation of this AWP included many voices and opinions regarding all aspects of the planning, and ultimately the character of what is achieved in the Confluence Area. Overall, the feedback received through the AWP planning process is consistent with the community expressions and conclusions presented in the 2017 Confluence Redevelopment Plan. The following design considerations build upon the eight guiding principles defined in the Community Goals and the key Placemaking Framework Strategies described in the 2017 Plan and in Chapter 1 of this report. They reflect the continued evolution of the reuse plan based on more detailed level of study and design. These design elements reinforce the notion that in order to achieve the full potential of the area, emphasis needs to focus on the big picture and the details. A good plan will only achieve a certain amount of success on its own; the attention to details at each step in the process will ensure the most desirable outcome, especially considering that this development could be the largest development activity to occur in the downtown for the next 100 years. Decisions made now will have long-standing impacts, good and bad.

Building Scale and Orientation

1. Buildings need to be large enough to achieve adequate density yet not be out of proportion with the character of downtown. Because of the descending grade from downtown to the river, the Confluence Area has the ability to accommodate taller buildings in a manner that mitigates their scale in relationship to existing buildings. This is also supported by the fact that the City Hall and County buildings are some of the largest buildings in the downtown and are part of the immediate context.

2. Roof lines may be as important of a design feature as building heights, as result of the lowering of the grade as the buildings get closer to the river. Building roof lines can be within a consistent range, yet an additional floor can be accommodated as grades lower towards the river, reducing the potential that taller buildings will overwhelm the place.

3. In general, the taller buildings should front onto larger public spaces or more significant streets. Tall buildings on narrow streets are out of character for the City and will lead to dark streetscapes, especially in the winter. The City and developers should look at some of the more monumental buildings in the downtown and evaluate them for what works and what doesn't to determine how to respond to building scale in the Confluence Area. For example, there are very few buildings that exceed three stories in or near the downtown and most of them are hotels ranging from the Hotel Colorado, the LaQuinta Inn, and the newer Marriott buildings in the Meadows development.

4. The scale and placement of buildings should be evaluated based on the actual design of structures for each lot. Great care should be given to ensure that taller buildings do not create a "crammed" effect along the riverfront. Alternative A especially orients the narrow ends of buildings along the frontage of the riverfront to reduce the potential of creating a long and continuous wall of buildings along the river's edge. There will be a temptation by developers to turn buildings so their long facades front the river to capitalize on views in order to create greater perceived tenant value. If the overall Confluence Area is as desirable as is expected, with high quality public space throughout and an equitable approach to the riverfront, the desirability will be so high that the orientation of views does not need to be persued and would actually compromise the quality of the place.

5. The design of the street wall of buildings should be given primary attention, however, in the case of the Confluence Area, for many of the buildings each face of the building has some aspect of important frontage. They either face internal public spaces, courtyards, or are at least very visible from another significant structure. Very few of the buildings will have what could functionally or visually be defined as a "back."

Building Form and Architectural Elements

6. The plan promotes mixed-use buildings as much as possible, with parcel specific constraints being the primary factor limiting the ability to achieve the mixing of uses within a single building. Equally important to the mix of uses is the mixing of building forms and types. This means that buildings should have a fairly eclectic mix of building styles. This will achieve an aggregation of effect that will make the place feel like it evolved over time by multiple parties, the way the existing downtown evolved and appears today.

7. Due to building codes and fire rating requirements, building construction techniques, combined with the desire for efficient unit yields, tends to result in fairly "boxy" forms of architecture. Examples of boxy multi-family buildings have become very prevalent and ubiquitous in places like Denver. A mix of flat and pitch roofs should be considered, although false, non-functional roof effects are general not ideal. The over use of redundant architectural elements such as roof dormers, should be discouraged.

8. A mix of traditional and modern window systems should be considered since that can greatly influence the character and mix of building types.

9. There may be a tendency to promote a uniform palette of building materials. This can be helpful to achieve visual relationships, but it should be considered sparingly. Too much reliance on prescribed materials can result in overt attempt to create character that can actually make a place too visually rigid, forced, and uniform and could promote an unintended "housing complex" effect. One option might be to promote the uniform use of native stone on the bottom story of buildings, where there will be a high-use of glass as the dominant material, and then allow as much open design expression in the architecture and materials for the upper floors.

The Public Realm

10. The riverfront and 7th Street are the priorities with regards to creating an active and inviting public realm. These two elements form the spine of connectivity upon which all of the development is structured. Care should be taken to ensure that the pedestrian-level experience along 7th Street is extremely inviting and promotes walking and movement. The riverfront is the signature public space and attraction within the Confluence Area and the downtown.

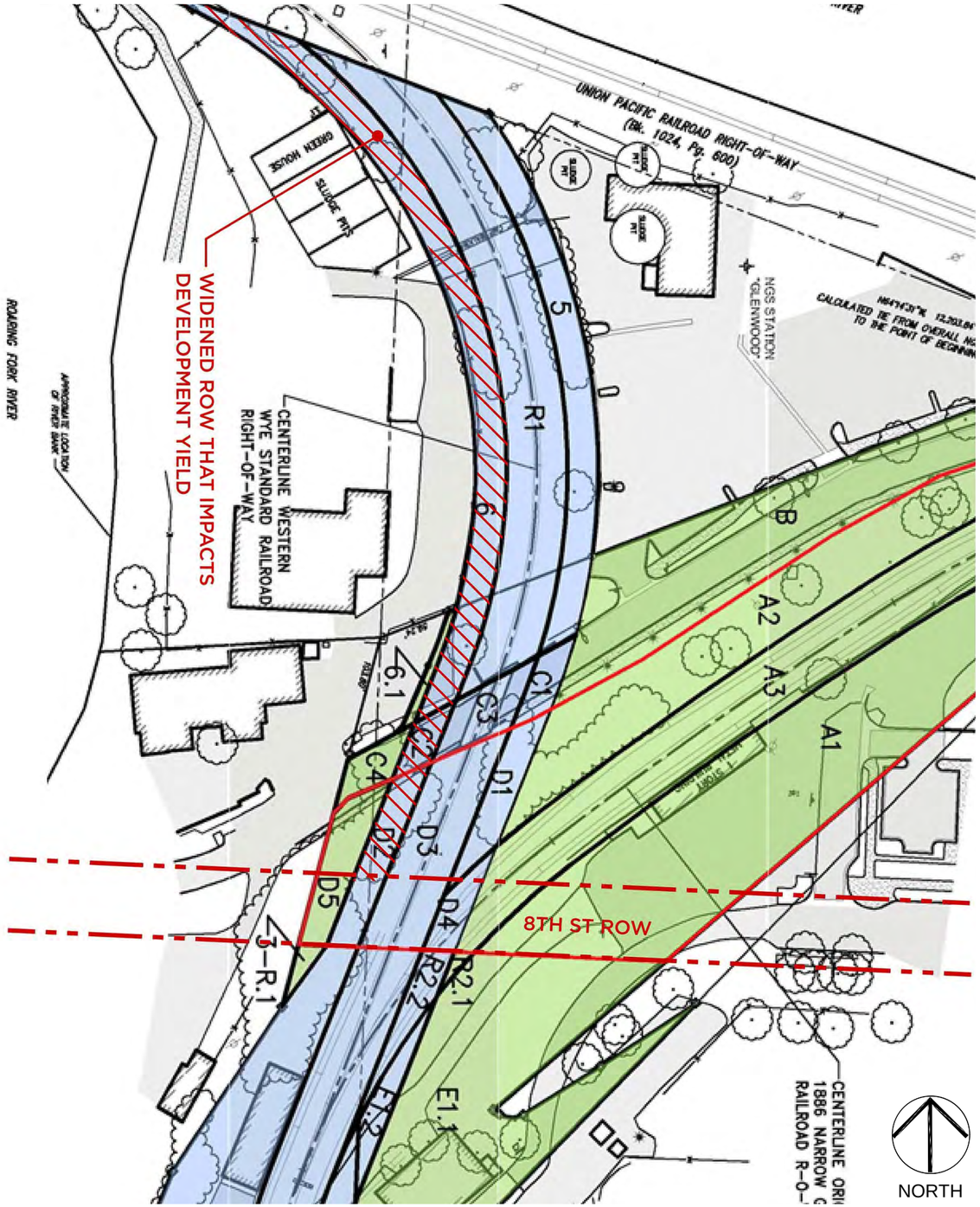
11. With regards to treatment, there should be a gradation of formality and design aesthetic within the public space(s), starting from the riverfront and ascending east on 7th Street. The riverfront park should be about the broadest audience, meaning it is about the environmental aspects of the river and ecology and river-oriented recreation of all kinds, including just sitting and experiencing the place. The farther away from the river the public spaces are located, the more formal they can be in terms of design programming and treatment. They may be more accommodating for major gatherings and intense use or service for the immediate residents of the neighborhood.

12. The interface of the development with the riverfront park should be carefully considered. Although this will also likely be the interface of the public with the private in terms of ownership, they should feel seamless and be fully functional as one overall unit.

13. Opportunities to address flood zones and stormater management should be integrated into the design of the public spaces. This includes integrating resiliency aspects as well as considering grading of the site to mitigate the elevated grades of some of the building floor elevations to make them seem naturally-occurring and not artificially elevated.

14. A diversity of public spaces from large to small should be promoted with the goal of interconnectivity even for smaller, more resident used courtyards, for example. All of the spaces should be interconnected as much as possible, including spaces between buildings and elevated terraces above parking levels.

15. The proposed multi-use path "flyover" has the potential to become a truly unique asset. If designed properly it could be a cool landscaped park/promenade in the air, creating a multi-layered park event space. It would



The area hatched in red depicts widened RFTA right-of-way that has a major impact on the development potential of land on the riverside of the berm (Base exhibit from Intergovernmental Agreement Between the City of Glenwood Springs and the Roaring Fork Transportation Authority to Acquire Easements and Develop Transportation Infrastructure).

also afford great views through the adjacent plazas and terraces to the riverfront and beyond. As people walk down 7th Street, from the core of downtown, they would catch views of bikes and pedestrians strolling along the elevated park. The multi-use path can be constructed so it does not preclude future rail re-activation.

Transportation Connectivity

16. The existing street grid of the downtown provides the basis for a sound transportation network. The challenge is the configuration of the Confluence area and specifically the RFTA ROW severally impact the ability to logically extend the overall grid pattern into the Area. Creating a connected network of streets and thoroughfares that establishes a sense of a block and grid structure through the new development is very desirable. Having more than one street access to the riverfront provides greater connectivity and circulation choices and reduces the effect of the riverfront being an out-of-the-way place at the end of the line. It also provides greater safety for emergency and fire vehicles, especially when considering the number of residential units proposed in the multi-story buildings.

17. Street and thoroughfare typologies should be determined in relation to both multi-modal transportation needs and urban design consideration for ground floor uses in buildings that front onto each street. Employing a "complete streets" approach to the design of all streets and thoroughfares will provide the maximum opportunity of a balanced benefit to all modes. Ensuring that streets are constructed to include the appropriate number and limited widths of travel/parking lanes, bicycle and pedestrian facilities, as well as supporting streetscaping and green infrastructure elements such as street trees, landscaping, street fixtures, flow-through stormwater planters, etc. will support the redevelopment goals of this plan.

18. In the context of the Confluence, a complete streets approach should be broadened to consider ways that streets can also function as quality public spaces. The proposed Riverside Drive, with its proximity to the riverfront park, should be functional on a day-to-day basis and provide valuable connectivity through the area. On weekends and during special events, portions of this street should function more like a public plaza and designed accordingly.

2.2 THE CONFLUENCE AREA

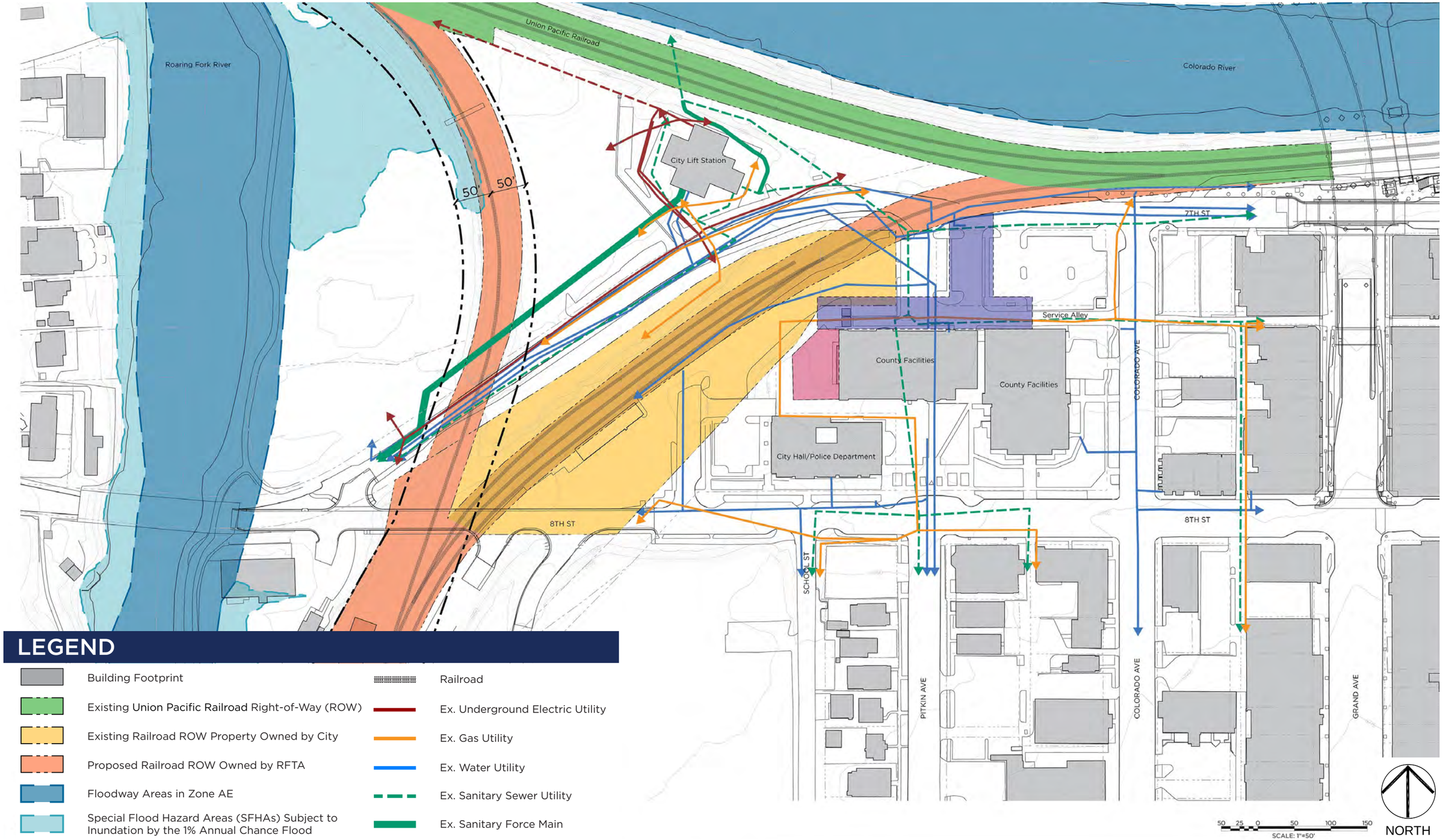
Three different schematic plan alternatives were developed for the Confluence Area through the AWP planning effort. Typically, several alternatives would be developed and reviewed for pros and cons and a "preferred" plan would be selected. In this case there are several variables to consider, all of which cannot be fully decided upon within the timeline of this planning effort. Depending on the outcomes of decisions, many of which include significant and highly varied short and long-term cost implications, very different development configurations can be achieved. In addition, some of the conclusions, for example the location of parking structures, will require input from separate processes such as RFTA's study of a downtown transit center facilities and feedback from the private development community. Therefore, it was decided to present three alternatives based on several key variables/factors, including but not limited to, the future of the RFTA right-of-way (ROW) north of the 8th Street, the ultimate width of the RFTA ROW, the preferred location of parking structure, the supply of off-street parking needed, and ideal location for a multi-modal transit center within the downtown.

During the vetting of conceptual reuse plans, variables mostly related to the discovery of additional, previously unknown underground utilities, significant factors related to the RFTA right-of-way (ROW) (as result of multiple follow-up meetings including with RFTA's rail counsel), and special design parameters related to the County's jail facility and courthouse, were discovered.

The three alternatives illustrate options for the variables and provide to the City with an understanding of the potential benefits and limitations of the various options in terms of several over-arching decision-making considerations, including but not limited to: costs, timeframe, qualitative outcomes, and short and long-term economic costs versus benefits. All of the alternatives are based on achieving the vision and goals determined through the planning process. The ability to achieve these and other benefits as well as potential limitations are described for each plan alternative.

The outcome of this effort illustrates that Alternative A achieves the core goals identified through planning process and represents a realistic middle-ground in terms of development yield and infrastructure hurdles to be overcome so it is generally the best plan to follow for decision-making guidance. The real value of this effort, however, is the series

Confluence Area Constraints Diagram



LEGEND

- Building Footprint
- Existing Union Pacific Railroad Right-of-Way (ROW)
- Existing Railroad ROW Property Owned by City
- Proposed Railroad ROW Owned by RFTA
- Floodway Areas in Zone AE
- Special Flood Hazard Areas (SFHAs) Subject to Inundation by the 1% Annual Chance Flood
- Railroad
- Ex. Underground Electric Utility
- Ex. Gas Utility
- Ex. Water Utility
- Ex. Sanitary Sewer Utility
- Ex. Sanitary Force Main

of universal recommended design considerations, actions, and projects which in themselves will require significant effort to advance the overall effort.

Site Reuse Planning Variables

A few specific factors are important to note related to the development of these plan alternatives, including:

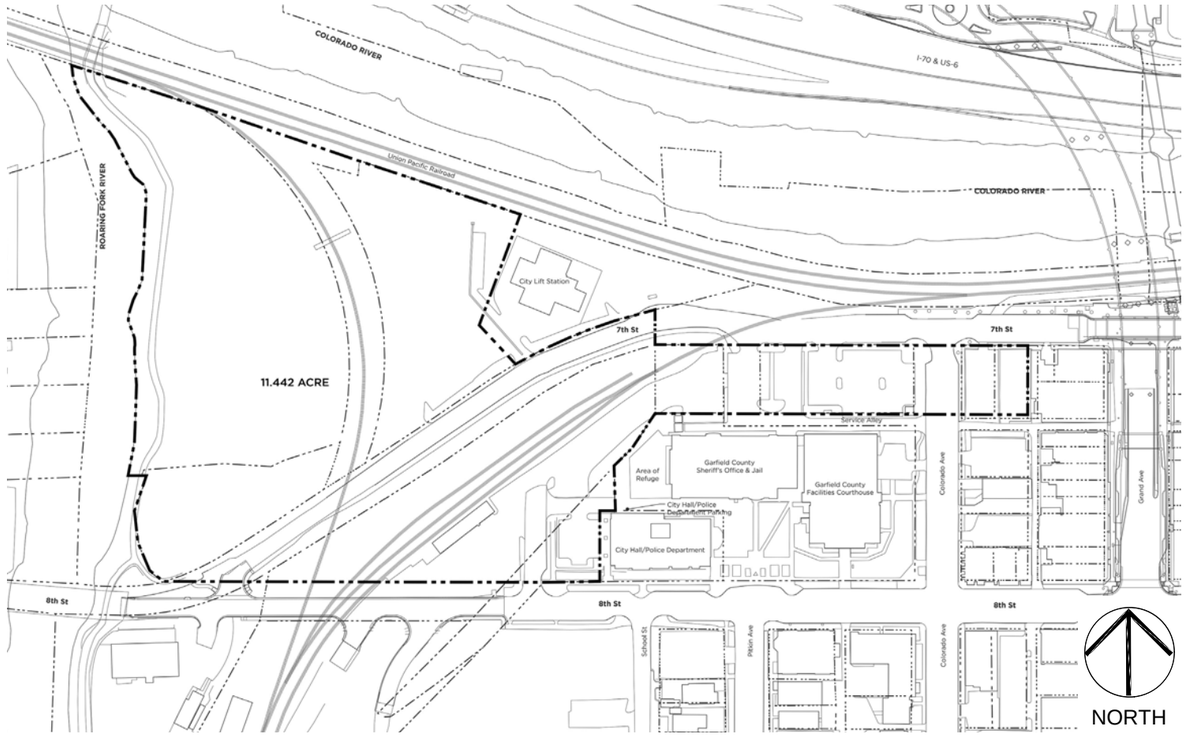
- **Various approaches were taken related to the RFTA ROW. In addition to physical modifications to the ROW boundaries and the berm, various scenarios for freight or passenger rail were considered and depicted.**
- **Each of the alternatives takes into account issues related to flooding and the need for resiliency.**
- **Underground utilities represent a major challenge for the redevelopment of the area. Each of the alternatives took a different approach to the complicated network of crisscrossing utility lines, ranging from avoid moving any lines to assume all will be relocated to new public rights-of-way within new street configurations.**
- **The desire for a multi-use trail "flyover" of 8th Street to enhance the Rio Grande Trail, as well as a bicycle-friendly connection from the riverside into downtown, were included.**
- **All alternatives assume a 50' setback from the ROW line is not required for residential uses along the inactive RFTA ROW but is required from the UPRR active ROW.**
- **The inclusion of affordable housing units is considered in each alternative and is reflected in the unit yield counts.**
- **The accommodation of various safety, regulatory, functional, and procedural-related requirements provided by Garfield County associated with any future modification to their complex, were made.**
- **Potential building heights are listed in the yield tables to show how they relate to the requirements of the recently adopted zoning ordinance.**

The conclusion of this effort illustrates that all three alternatives provide a significant amount of new development square footage as an extension of the downtown, although the ultimate range of the total square footage for each alternative varies widely; ranging from approximately 260,000 SF to 500,000 SF of total building space. Specific development program yields range from approximately 100 to 300 residential units, 76,000 SF to 113,000 SF of new commercial/retail space, and a 35 to 50 room boutique hotel. Schematic Reuse Plan alternatives and corresponding Development Parcel Maps with proposed development lots and area calculations are provided for comparison and referenced throughout.

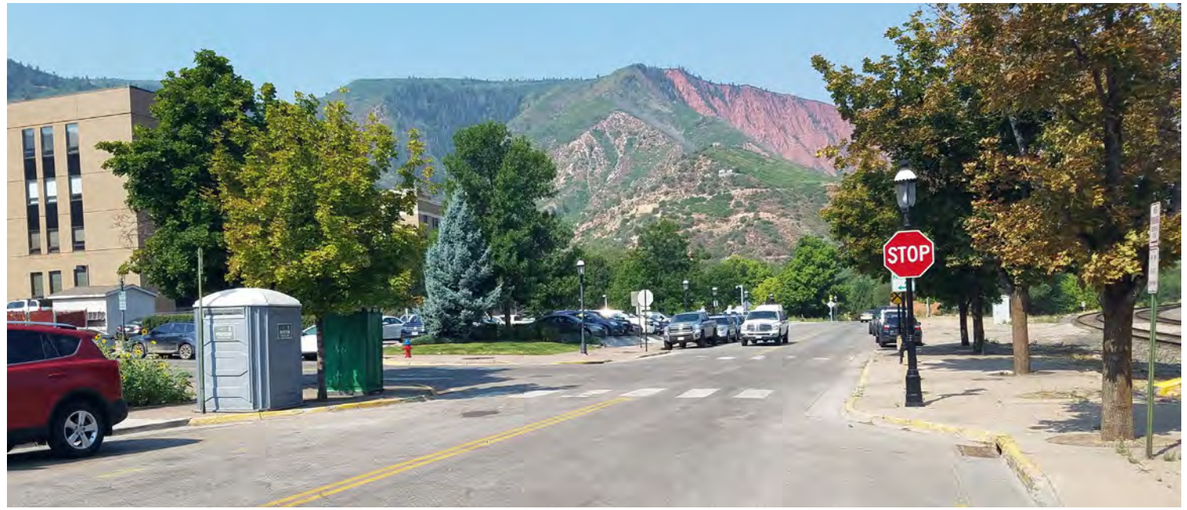
In the end, the best course of action moving forward will be determined as the City weighs the costs to gain greater development yield against the long-term economic and tax benefit from the additional development created for those costs. The findings of this AWP can serve as a basis to evaluate private development proposals based on parameters defined by the plan alternatives. It will also aid the City analyzing, in detail, the true cost-benefit of the three plan alternatives and therefore the likely real costs, especially for cost-intense items such as the modifications to the existing RFTA ROW north of 8th Street. In addition, there is the ability to mix some of the flexible recommendations of the three alternatives based on other potential driving factors.

Factors Informing Site Reuse Elements

- **The ability to work-out agreements with the County to develop mixed-use buildings of their properties along 7th Street and create the needed activity connection between the downtown and the Confluence Area.**
- **The operational and ridership evaluations by RFTA as to which location is most suitable and the type facilities required for a transit center (including the need for a park-and-ride facility). RFTA is planning on commencing a Corridor Service Study that focuses on service and facilities within the downtown, including improved BRT facilities. This study should be done with close coordination between the RFTA and the City to ensure that goals and opportunities are well defined at the outcome of the effort since the future build-out of the Confluence Area could dramatically impact transit demand and ridership.**
- **More detailed feasibility and traffic analysis information regarding the preferred location of a parking structure and the location's impact on levels-of-service.**
- **The potential build-out of the Vogelaar Park development and its needs as it relates to the Confluence, for items such as parking supply, connectivity, and the future character of 8th Street.**



Approximate development area used as the basis of developable land calculations. It includes both City, County, and privately-owned properties. The planned redevelopment of the land south of 8th Street referred to as Vogelaar Park is not included in the area and yield calculations.



The ability to promote retail/commercial development along the south side of 7th Street, on mostly Garfield County-owned land, will be one of the factors that will inform the overall development pattern and the ability to create a land use connection between the downtown and the Confluence Area.

ALTERNATIVE A

This alternative can be considered the “middle ground” alternative in terms of development yield and the ability to achieve the overall community-desired character for the area. The approach of this alternative works with the RFTA ROW to create a logical interconnected city block/street structure. This is important in the creation of an urban design relationship between the development that occurs at the Confluence Area and the existing character of the downtown. The two places will clearly be distinct, however, the ability to formulate a sense of street blocks with intersecting streets and multiple ways to circulate are both critical elements in forging a strong relationship between the two and also for promoting walkability. Street blocks, especially one with short distances between intersections, are effective in creating a sense of walkability because they provide pedestrians with a sense of progress, i.e. getting somewhere they can see in the distance, as they walk.

Key Design Parameters

- **RFTA ROW – The ROW is reduced back to 55’ wide as it was originally and how it is depicted in the City’s GIS data. This would require a transfer back from RFTA to the City of several slivers of property along the western side of the ROW. In this scenario a future restoration of a single-track freight rail line with a parallel multi-use trail as a “flyover” via the berm, is shown. This would create a rail-and-trail scenario and an improved routing of the Rio Grande Trail through the Confluence.**
- **County Complex - The alternative is updated to include requirements provided by Garfield County regarding the Courthouse and Sheriff’s/jail complexes. Specifically, it adjusts the layout of frontage buildings along 7th Street on lot 9 (see Alternative A Development Parcel Diagram) to accommodate the specific safety, access, parking, and utility conditions within the government complex block.**
- **Structured Parking - A parking structure is proposed on County-owned land at the intersection of 7th Street and Colorado Avenue.**
- **Street Pattern/Vehicular Circulation - The concept of a proposed street “grid” is maintained as previously presented, via the Defiance Avenue extension to the riverfront. This plan alternative assumes that the vertical clearance of the Defiance Avenue extension under the rail line can be achieved. The feasibility can only be determined, however, by performing a detailed engineering study of both the future top of rail elevation based on railroad engineering requirements in terms of grade, and in this rail scenario, the ability to meet the existing railbed grade of the UPRR. This determination will also be a function of the site regrading required to accommodate the extension of Defiance Avenue towards the river. The approach looked at the ability to lower the grade of Defiance Avenue as much as possible, at the point it crosses the RFTA ROW to gain overhead clearance, understanding that flooding issues will also need to be considered if the grade is too low.**
- **Utilities – This plan alternative takes the approach that conflicts with existing underground utilities are to be avoided so the location and shape of lots and buildings respond to the location of underground utilities. These determinations, however, as based on a combination of actual site survey information combined with GIS data, so a comprehensive site survey locating all of the underground utilities will be needed to fully validate the plan’s configuration.**

Alternative A Yield Table

Map Key	Uses	Building Footprint S.F.	Stories/ Levels	Commercial S.F.	Total S.F.	Dwelling Units	Notes
A	Boutique Hotel	11,390	4	3,000	45,560		40 - 45 Unit Hotel over lobby, retail, and parking. Total Building Height 42'.
B	Mixed-Use: Multi-Family Housing & Limited Commercial/Retail	6,930	5	3,000	37,650	24	Ground Floor retail with building ammenities for the remainder. Total Building Height 52'.
C	Mixed-Use: Multi-Family Housing & Commercial/Retail	11,240	5	8,000	64,200	30	Ground Floor retail with building ammenities for the remainder. Stepped building grade will require retail on 1st and 2nd levels. Total Building Height 52'.
D	Mixed-Use: Town Houses & Commercial/Retail	6,800	3	4,000	17,090	10	Park level resturant/retail. Two story loft-style townhouse units above. Total Building Height 32'.
E	Mixed-Use: Multi-Family Housing & Limited Commercial/Retail	9,670	4	1,800	38,680	24	Units overlooking semi-private terrace
F	Mixed-Use: Multi-Family Housing & Limited Commercial/Retail	19,380	5	3,200	96,900	60	Parkside dining/ entertainment/commercial
G	Commercial/Restaurant	6,000	1	6,000	6,000		Signature riverfront dining venue with river access.
H	Mixed-Use: Multi-Family Housing & Commercial/Retail	4,800	4	2,000	19,200	15	Four signature units per floor on the upper three floors.
I	Commercial/Retail	5,400	1	5,400	5,400		This could be a private recreation entertainment venue, like a beer or banquent hall.
J	Mixed-Use: Affordable Housing & Commercial/Retail	4,800	5	4,800	24,000	24	Total Building Height 52'.
K	Mixed-Use: Affordable Housing & Commercial/Retail	9,780	4	39,120	39,120	39	Total Building Height 42'.
L	Commercial/Retail	2,000	1	2,000	2,000		Simple one-story infill. Due to Sheriff/Jail Complex, rear acess very limited.
M	Commercial/Retail	2,400	1	2,400	2,400		Simple one-story infill. Due to Sheriff/Jail Complex, rear acess very limited.
N	Commercial/Retail	1,700	1	1,700	1,700		Simple one-story infill. Due to Sheriff/Jail Complex, rear acess very limited.
O	7th and Colorado Parking Garage w/Retail	8,220	1	8,220	8,220		Ground Floor retail arcade under parking along 7th Street.
P	7th and Colorado Parking Garage w/Retail	3,650	1	3,650	3,650		Ground Floor retail arcade under parking along 7th Street.
Totals		**114,160**		**98,290**	**411,770**	**226**	

Development Yield

An estimated development yield, by building and end-use, was generated to determine the potential development that can be achieved. This alternative yields a moderate level of development when compared to Alternatives B and C. See yield table above.

Plan Benefits

1. **Overall Urban Form & Street Pattern –** The proposed site reuse plans within the Confluence Area explore opportunities to re-establish a full street grid. This is challenging throughout the AWP study area and especially within the Confluence Area as result of the RFTA right-of-way and its shape. The “Figure/Ground” diagrams shown with the proposed site resuse plans are very basic but valuable comparative tools that illustrate the relationship the proposed block structures create within the redevelopment area, versus the surrounding context. The more the patterns match, the more likely the new development will function and appear to complement the existing. The patterns can be further evaluated when the building footprints that would occur within each block are compared. Again, the comparative scale, form, and overall pattern illustrates how the new and the existing may relate, once constructed. The “form” of the development is primarily a response to the street pattern upon which the development is structured. In this alternative a logical and complete block structure is achieved by extending Defiance Avenue down, descending towards the river and underneath the RFTA ROW. A new “events” street would be created (referred to as Riverside Drive on the plans) that parallels the Roaring Fork River. This street provides a valuable vehicular and emergency vehicle connection to buildings and creates a clear distinction between the public riverfront and the private development.

Beyond the street pattern, the layout of public spaces provides a secondary organizational structure to the area. The concept focuses on pulling public space into the development from the river, with an Events Green in the lower area of the development (riverside of the berm),

and extending up, underneath a widened structure providing continuity for the rail, and along 7th Street towards the downtown. The linear alignment of the public space is placed on top of the underground utilities along 7th Street.

2. **Connectivity to Downtown** – As with all of the alternatives, Alternative A focuses on 7th Street as the primary connection corridor between the downtown and the Confluence. The metric of this connection is the ability to load the corridor with ground floor commercial/retail uses and an inviting pedestrian realm, including signature places (or moments) along the way. Travelling from Grand Avenue, a pedestrian arcade would be created along the sidewalk underneath the structured parking garage along the south side of 7th Street, on both sides of Colorado Avenue. Special architectural care will be needed to make this a special and inviting space because of the overhanging aspect of the upper floors of the garage. Further down 7th Street from the intersection of Defiance Avenue and the berm, there would be a variety of ground floor retail spaces, as well as public space amenities, including the lobby entrance to the hotel and an outdoor staircase to the quadrangle of buildings created by buildings A, B, and C on lot 1. The ability to have a generous ground level opening underneath the rail line, opening a wide view towards the river will be important from a functional and visual standpoint. The concept focuses on the idea that as pedestrians travel down 7th Street the public spaces continually widens until they crescendo at the river's edge.

3. **Relationship of Development to the Riverfront** – The concept allows buildings fronting along the riverfront to have varied setbacks and scales in order to provide greater visual variability. Building F is depicted as the tallest building, located in a way that it creates a backdrop as one views the area from Riverside Drive and blocks views of the active UPRR railroad and the berm. The treatment of the landscape from the river's edge could vary from highly naturalized to more manicured, the further away from the river the spaces are located. At the core of the area, Riverside Drive should be thought of not as a street, but as a public plaza that allows for vehicles to traverse when not used for events. The extension of Defiance Avenue to Buildings E and F would allow for Riverside Drive to be closed for events north of 7th Street, and still provide resident and emergency vehicle access to the buildings.

4. **Public Space** – This plan alternative proposes that all of the land between the river and Riverside Drive remain in public ownership. Building G could either be a leased pad to a private developer/business or be developed by the City with leased tenancy. All of the remaining public open space would be privately developed and maintained with the stipulation of public access.

5. **Parking Supply and Service** – This plan alternative focuses on creating one large parking structure, integrated into a downtown transit hub, at the intersection of Colorado Avenue and 7th Streets. The plan allows for the creation of 592 space garage with ground floor retail along 7th Street and a transit center along Colorado Avenue. It also provides for the ability to set back the structure from the rear windows of the County Courthouse. A large parking facility in this location would serve the core of downtown, the City and County Complex, and the new development at the Confluence.

6. **Major Centralized Downtown Transit Center(s)** – There is a desire by the City and RFTA to create a downtown transit center. In the preparation of the reuse alternatives several factors were considered including: the ability to locate a facility that would be functionally efficient in terms of transit operations (i.e. easily accessible by the primary transit routes along Grand Avenue and 8th Street); the ability to have signalized access to allow for signal preemption or privatization to maintain schedules and headways; and especially important, be geographically convenient to serve all of the downtown and the Confluence Area. The proposed location on the existing parking lot along Colorado Avenue between 7th and 8th Streets achieves all of these locational criteria. With the proposed integration of the large parking structure with the transit center, the ability to provide park-and-ride facilities at this location is also possible.

   In addition to the bus transit center, this plan depicts a potential future elevated light rail transit station on the top of the berm. This would make the Confluence Area a highly functional transit-oriented development, with excellent rail and bus transit within an 1/8 mile walk of the entire development and downtown.

7. **Ability to Phase Development** – This plan alternative provides for a highly flexible phasing of development. Buildings A, B, and C located on lot 1 could be advanced towards development with the only major limiting factor being the environmental status of the site as a former railroad property. Prior to development, Defiance Avenue from 7th to 8th Streets will need to be upgraded. In order for the new development to accommodate the grade changes from the high point at the intersection of 8th Street and Defiance Avenue to the lot's frontage along 7th Street, the entire roadway system within the Confluence Area should be engineered to a level to determine that all grading related to the underpasses meets design requirements. 7th Street and the portion of Defiance Avenue between 7th and 8th Streets will need to be constructed.

   As with all three alternatives, buildings K through N, on lots 2 and 9 should be advanced to create continuous development along 7th Street from the downtown to the Confluence.

   Development of lots 5, 6, and 8 will necessitate the acquisition of private property, either by a developer directly or by the City. The proposed Riverside Drive would bisect the private property and require public right-of-way.

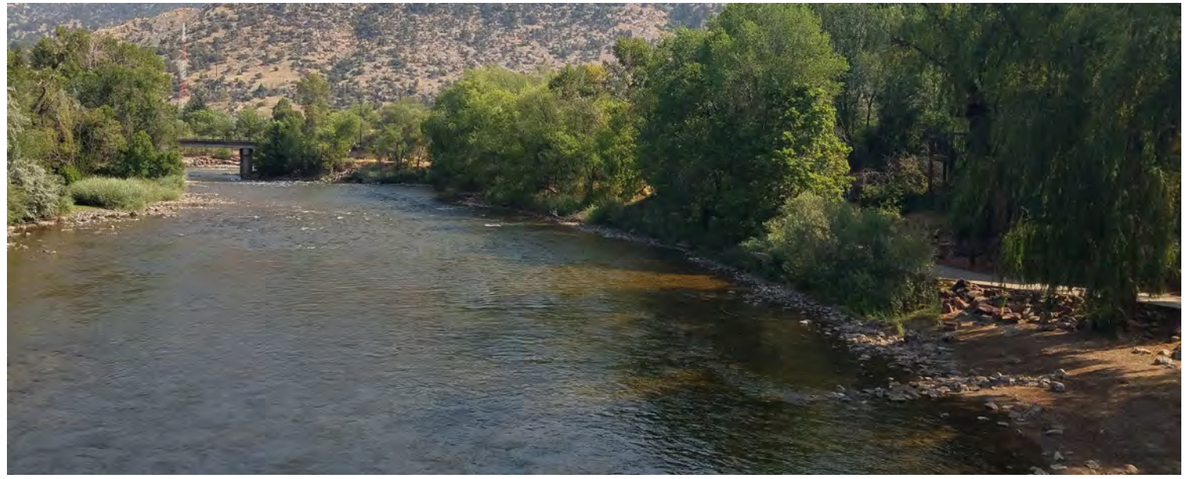
8. **Existing Utilities** – Based on the information provided, this plan configuration would not require significant relocation of underground utilities although re-routing into new street rights-of-way may be desirable.

Plan Limitations

1. **Reduction in RFTA ROW Width** – The awkward shape of lots 5 and 8 makes them challenging to develop. The ability to obtain the additional parcels amended to the RFTA ROW to create the 100' ROW width provides great value in achieving additional building yield, especially on lot 5.

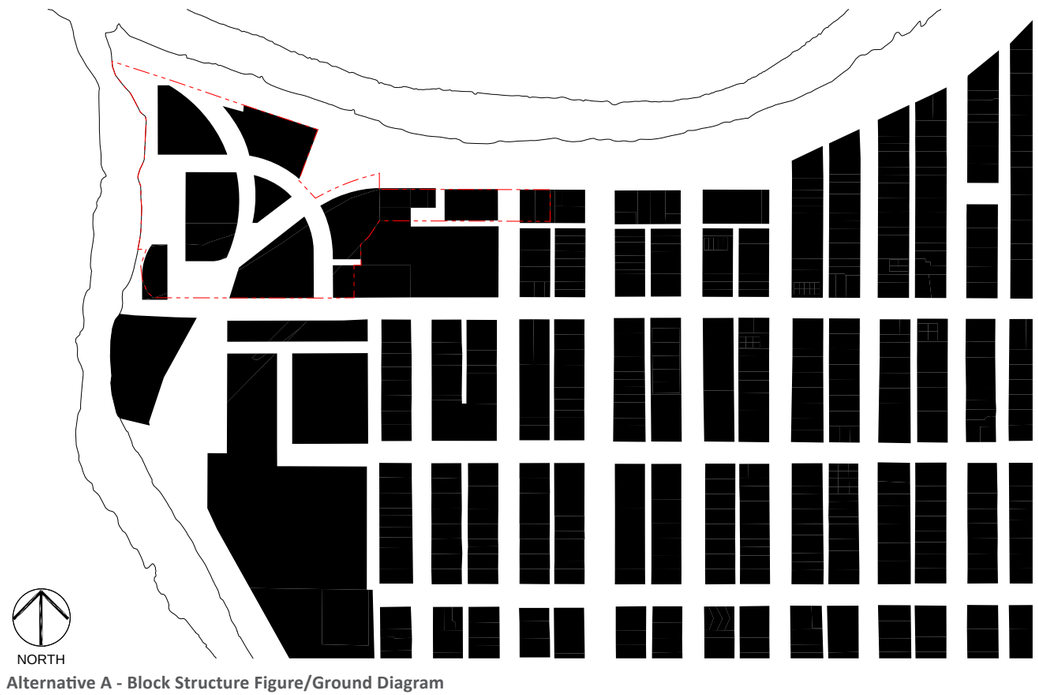
2. **Modification to RFTA Berm** – In order to create a street grid, two underpasses of the railroad are required. The underpass at 7th Street is proposed to be significantly widened, likely achieved by two bridge spans with a central pier. A new underpass would be required at the location were the Defiance Avenue is extended to meet the proposed Riverside Drive.

3. **Existing Utilities** – Keeping the underground utilities in the current configuration reduces the overall development potential of this layout. If some utilities can be relocated, the footprints of buildings H and I may be increased. In addition, the recently identified sewer line paralleling the UPRR ROW on lot 3 precludes the ability to create a practical parking structure in this location, as previously proposed. This plan alternative depicts a potential light rail transit station in the center of the Confluence Area on top of the berm. Ideally, if a parking structure could be located on lot 3 it would provide park-and-ride facilities with direct access to platform elevation if rail transit were constructed in the future .



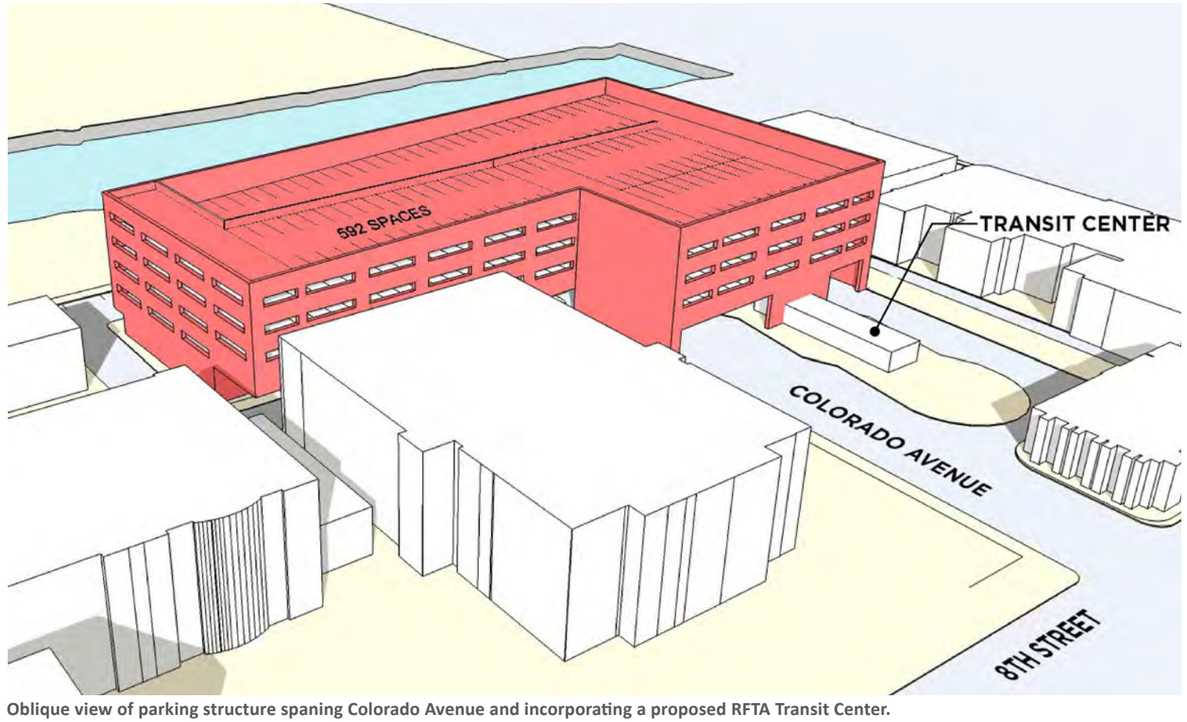
The naturalized aspects of the river's edge will need to be maintained through creative design and ecologic enhancement, while providing public access to the water.

Alternative A - Building Footprint Figure/Ground Diagram



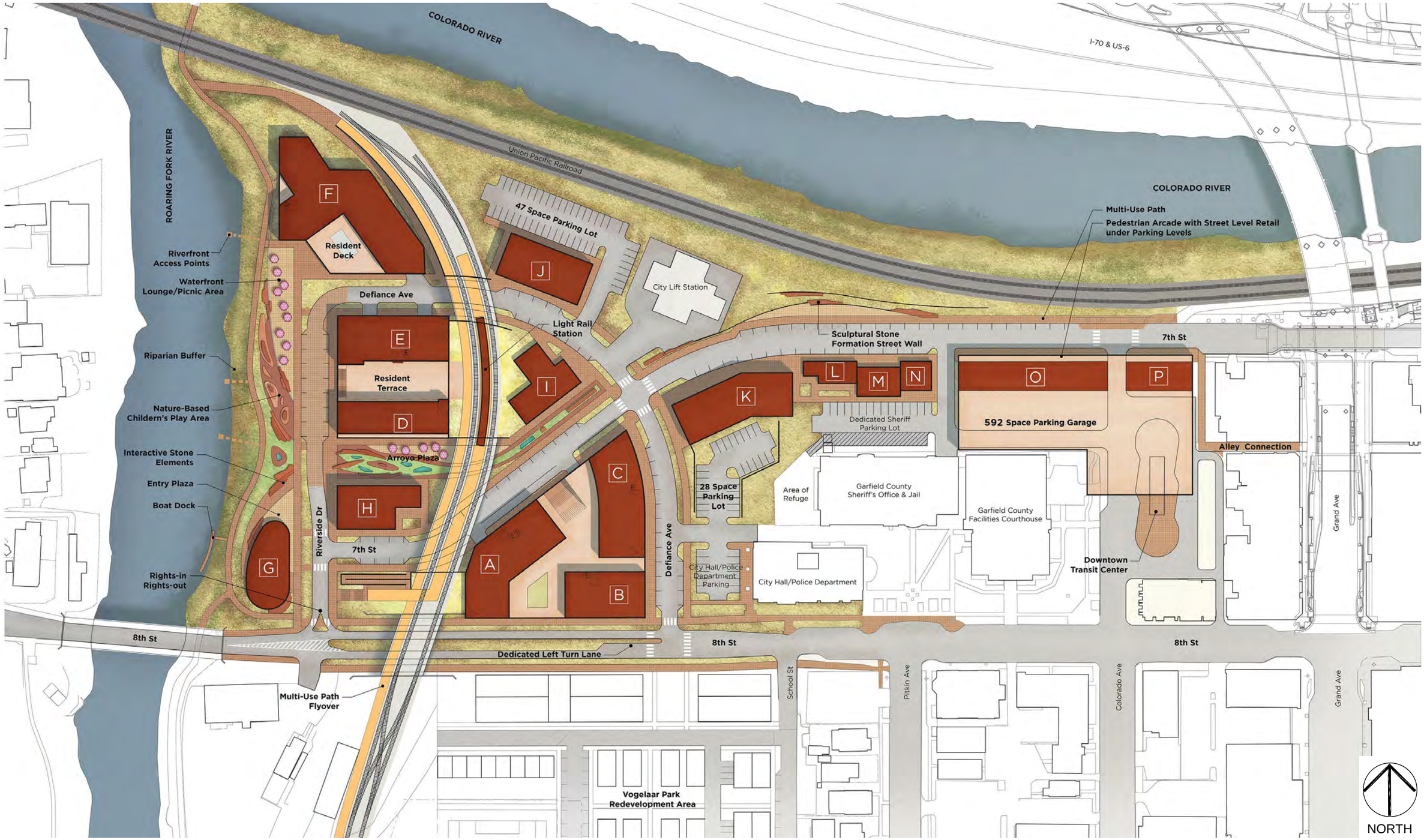
Alternative A - Block Structure Figure/Ground Diagram

Plan view of parking structure spaning Colorado Avenue and incorporating a potential RFTA Transit Center



Oblique view of parking structure spaning Colorado Avenue and incorporating a proposed RFTA Transit Center.

Alternative A - Site Reuse Plan



Alternative A - Potential Development Parcels Diagram

Lot #	Ownership	Acreage
1	City of Glenwood Springs	1.07
2	City of Glenwood Springs	0.72
3	City of Glenwood Springs	0.87
4	City of Glenwood Springs	0.25
5	City of Glenwood Springs	0.83
6	City of Glenwood Springs	0.67
7	Currently Privately-Owned	0.31
8	Partially Publicly and Privately--Owned	0.44
Subtotal		5.16
9	Garfield County	0.25
Subtotal		0.25
Totals		5.41

ALTERNATIVE B

This alternative considers the potential future elimination of the RFTA ROW, i.e. removal of the berm entirely from 8th Street to the UPRR ROW. The elimination of this major physical impediment, especially due to its central location and awkward shape, allows for a dramatically different development in terms of character, efficiency, and density, all of which are improved in this plan alternative.

Key Design Parameters

- **RFTA ROW – This alternative explores the potential value of eliminating the RFTA ROW north of 8th Street and the berm within it.**
- **Structured Parking - A parking structure is located adjacent to the City Building, at Defiance Avenue and 7th Street. A percentage of the parking within this structure could be dedicated to the Vogelaar Park redevelopment south of 8th Street as well as serving the City and County Complex.**
- **Street Pattern/Vehicular Circulation – A street pattern that extends and replicates the typical block dimensions and pattern of the downtown is utilized as the basis of the street grid and the urban block form.**
- **Rail Transit - This alternative is based on a future rail transit line and station terminating at 8th Street and the RFTA ROW.**
- **Utilities – This alternative assumes that significant utility relocation would be possible and therefore, not a limiting constraint.**

Plan Benefits

1. **Overall Urban Form & Street Pattern** – What the community expressed that they desired is the creation of a neighborhood that evokes a consistent character of Glenwood Springs' downtown, yet also takes advantage of unique aspects of the Confluence Area. In essence, this means - unique yet complimentary. Once the berm and its related impacts are removed from the equation, a geometry that follows the traditional form and pattern of the downtown can be easily extended into the area. A major opportunity that opens up in this alternative is the ability to relocate Defiance Avenue to the west, aligning it with the proposed north-south street on the Vogelaar Park site and making blocks along 8th Street that are closer to the typical 250' east-west length. At the point that 7th Street intersects with Defiance Avenue; a central cobblestone courtyard can be created as a defining urban design entrance feature. From this point, a triangular public space expands towards the riverfront. This central public space could be lined with mixed-use buildings creating a well-organized development plan focused on a logical progression of public spaces. This approach provides for abundant and flexible opportunities for special events and daily use by local residents. In essence the space would function as a formal central square and then transitions into a naturalized park experience as it progresses to the river's edge.

   Another benefit of the elimination of the berm is the ability to fully engage 8th Street with active and vibrant ground floor frontage. Due to the grade implications of the berm, it would be very difficult to create an activated retail and pedestrian realm along this frontage in other scenarios. In this case, the 8th Street frontage could be a "complete street" from an urban design perspective with ground floor retail storefronts. In this scenario a central median along 8th Street is less desirable in order to reduce the width of the street to promote the relationship of development on both sides of the street.

   Finally, the resultant street layout creates numerous rectilinear development lots (see Alternative B Development Parcel Diagram) that form efficient development parcels of varying sizes.

2. **Development Yield** – This plan alternative provides the greatest potential development yield compared to alternatives A and C, for both housing units and commercial/retail square footage.

3. **RFTA ROW** – With the elimination of the RFTA ROW and the berm within it, the most ideal location and configuration of streets and circulation through the area can be achieved. Not only does this plan create a highly functional street pattern for traffic flow, it provides for highly efficient block dimensions. This results in a denser development in a manner that does not feel out of proportion or scale with its context. The cost per foot to construct many of the buildings would also likely be lower because larger footplates with simple geometries can be achieved. It also allows for substantial buildings to be located as bookends in a highly valuable location near the riverfront, yet provides the opportunity for an expansive stretch of public open space to extend back from the riverfront into the core of the development, along the 7th Street axis.

4. **County Complex** – All of the criteria provided from the County related to its complex are accommodated. As a result of shifting Defiance Avenue to the west, a highly efficient parking structure is to be provided adjacent to City Hall. The garage can be located to provide surface parking for the police department and also provide additional buffer for the area of exterior emergency refuge for the jail.

5. **Major Centralized Downtown Transit Hubs** – This alternative depicts a regional commuter rail facility terminating at a station on the south side of 8th Street. This station would be within a 1/4-mile walking radius of most of the downtown.

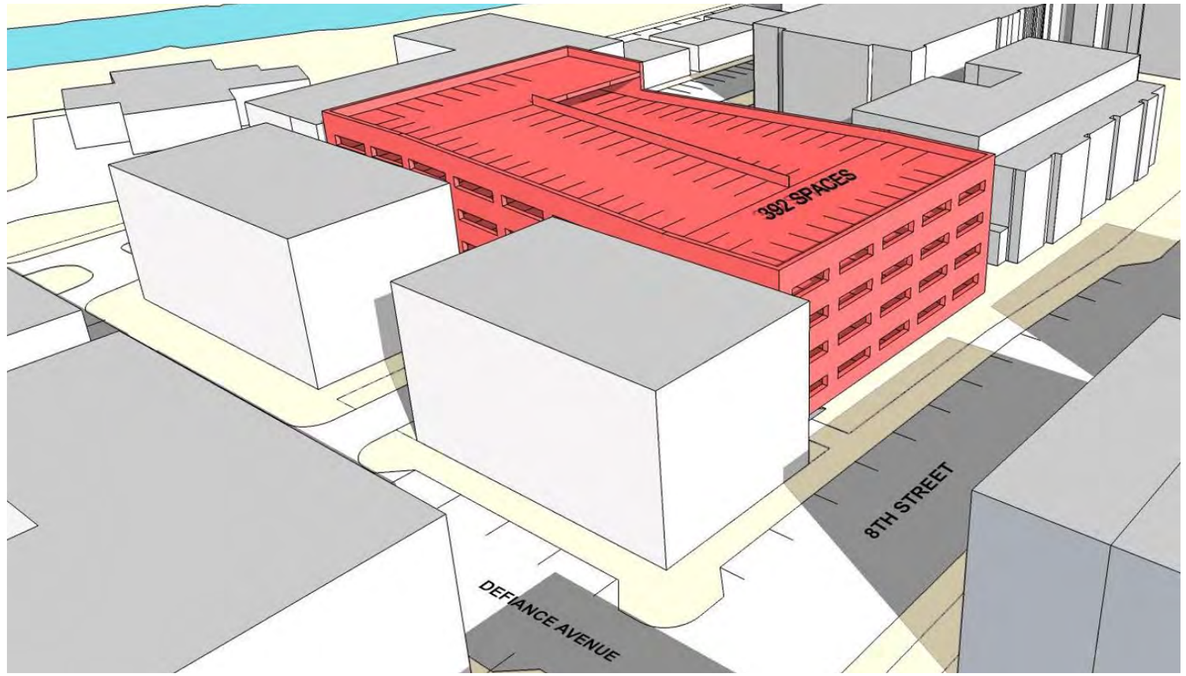
6. **Parking Supply and Service** – Two parking structures are provided in this plan alternative. They are located in areas that are least desirable for higher valued land uses. The first is located on lot 4 adjacent to the police department entrance to City Hall, creating a physical buffer between that use/activity and new mixed-use development. The second is located on lot 7, adjacent to the active UPRR ROW. In both cases, the structures can be configured in standard garage modular depths to create cost-effective and efficient layouts for each facility. The structures also provides ample parking for both the new development and the existing downtown. The structure on lot 4 could serve the adjacent housing, the government complex, and provide commercial/retail parking. The structure on lot 7 could be primarily for residential parking and also provide overflow commercial/retail parking. It is also located close enough to the Rio Grande Trail it could provide off-site parking for events in Two Rivers Park. Both structures could be wrapped with development on their primary sides.

7. **Costs and Time** – This alternative potentially yields an additional 100,000 SF of development yield and 50 to 60 additional residential units. However, the likely costs to achieve this additional development yield will be substantial. In addition to the direct acquisition costs of the RFTA ROW in this area, the value of the time it takes to achieve and the value of the lost return from development that could occur sooner, will need to be taken into account.

Alternative B Yield Table

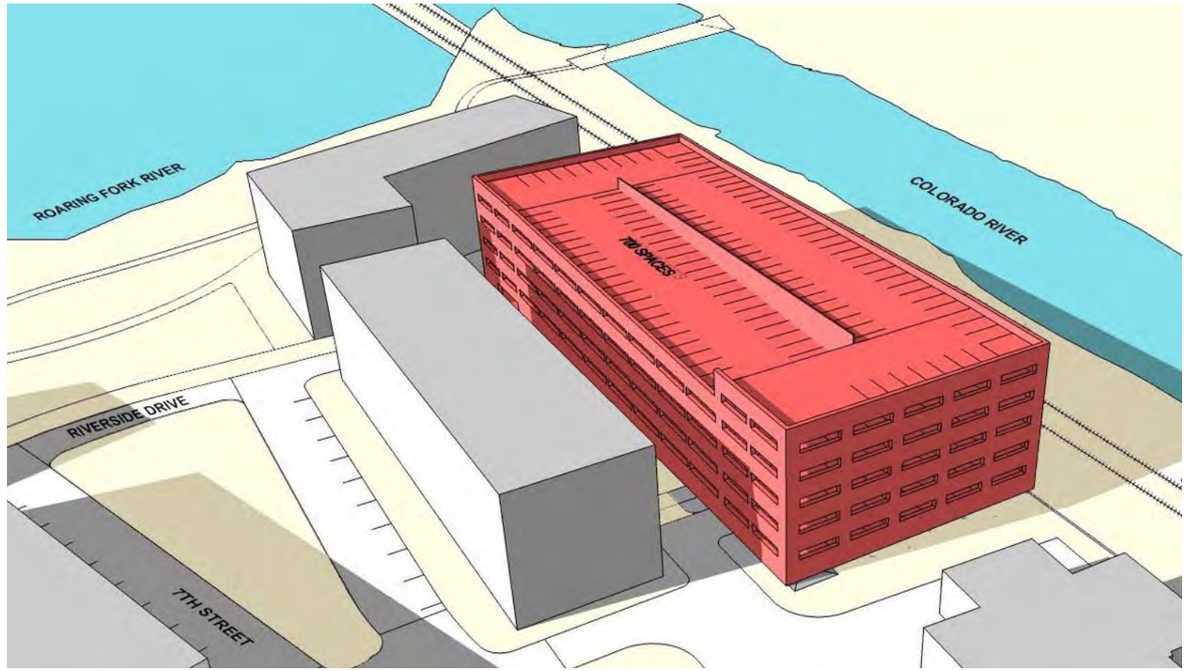
Map Key	Uses	Building Footprint S.F.	Stories/ Levels	Commercial S.F.	Total S.F.	Dwelling Units	Notes
A	Mixed-Use: Multi-Family Housing & Commercial/Restaurant	13,550	5	6,000	67,750	40	Ground Floor retail with building ammenities for the remainder. Total Building Height 52'.
B	Mixed-Use: Multi-Family Housing & Limited Commercial/Retail	13,200	5	11,200	66,000	40	Ground Floor retail with building ammenities for the remainder. Total Building Height 52'
C	Mixed-Use: Multi-Family Housing & Commercial/Restaurant	14,400	5	12,600	72,000	48	Ground Floor signature riverfront dining with dock and building ammenities for the remainder. Total Building Height 52'.
D	Mixed-Use: Multi-Family Housing & Commercial/Retail	16,545	5	12,000	79,725	56	Ground Floor retail with building ammenities for the remainder. Could have retail on 2nd floor facing courtyard. Total Building Height 52'.
E	Boutique Hotel & Commercial/Restaurant	7,690	5	1,500	38,450		35 - 40 Room Hotel with Ground Floor Lobby and Retail. Total Buidling Height 52'.
F	Mixed-Use: Multi-Family Housing & Commercial/Retail	9,200	4	7,000	36,800	24	Ground Floor retail with building ammenities for the remainder. Could have retail facing courtyard. Total Building Height 42'.
G	Mixed-Use: Multi-Family Housing & Commercial/Retail	6,600	4	3,000	26,400	24	Ground Floor retail with building ammenities for the remainder. Could been affordable units which would increase unit yield. Total Building Height 42'.
H	Mixed-Use: Multi-Family Housing & Commercial/Retail	6,000	4	2,800	24,000	21	Ground Floor retail with building ammenities for the remainder. Could been affordable units which would increase unit yield. Total Building Height 42'.
I	Mixed-Use: Affordable Housing & Commercial/Retail	11,110	4	9,000	44,440	27	Ground Floor retail with building ammenities for the remainder. Total Building Height 42'
J	Commercial/Retail	4,000	1	4,000	4,000		
K	Commercial/Retail	2,400	1	2,400	2,400		
L	Commercial/Retail	1,700	1	1,700	1,700		
M	Commercial/Retail	2,400	1	2,400	2,400		
N	Commercial/Retail/Office	7,500	3	22,500	22,500		Ground floor retail with office space on two floors above. Could provide office space for County Complex. Total Building Height 32'.
O	Commercial/Retail/Office	5,000	3	15,000	15,000		Ground floor retail with office space on two floors above. Could provide office space for County Complex. Total Building Height 32'.
Totals		**121,295**		**113,100**	**503,565**	**280**	

Alternative B - Building Footprint Figure/Ground Diagram



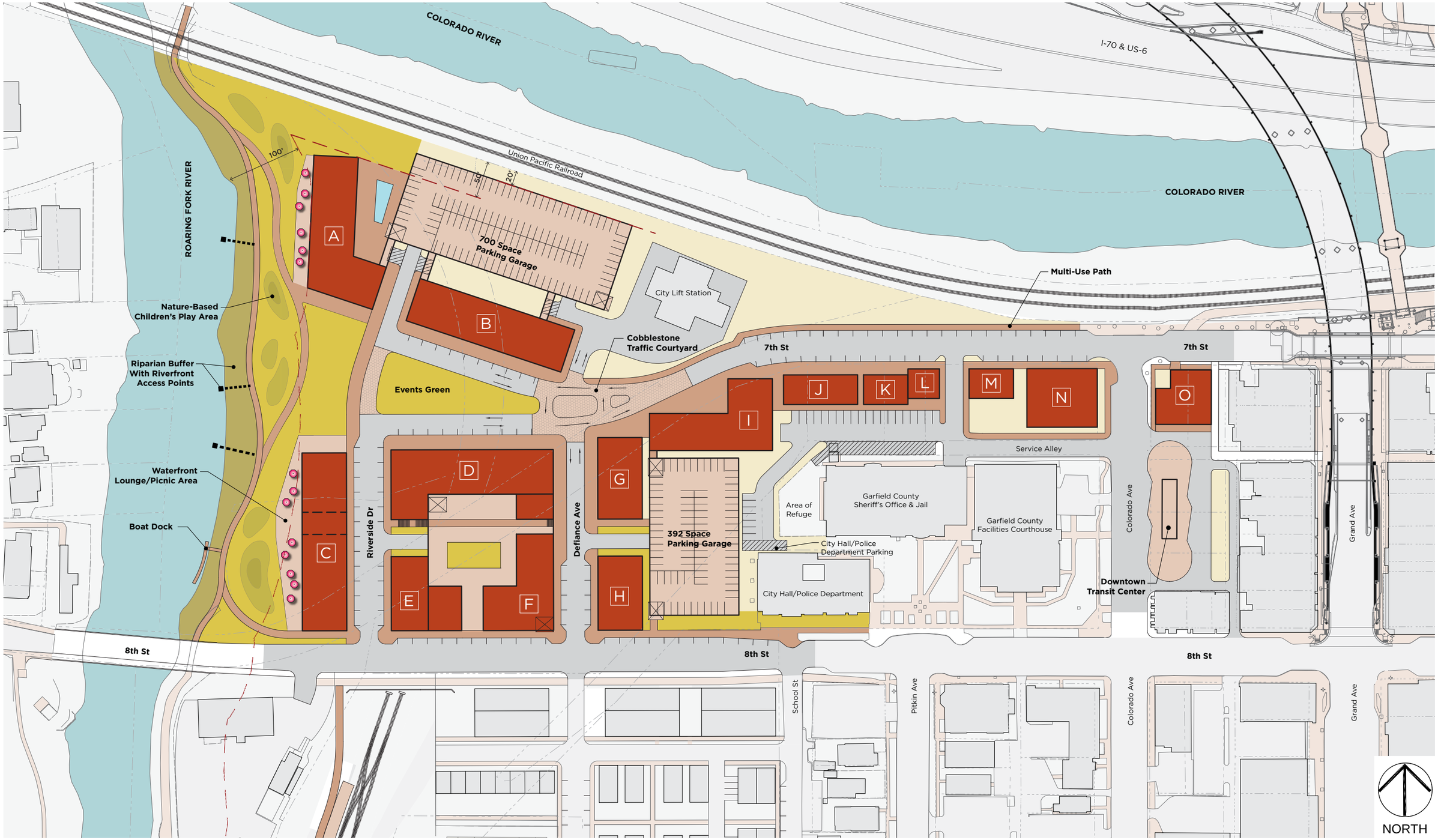
Oblique view of parking structures on lot 1 showing City Hall and new housing fronting a relocated Defiance Avenue.

Alternative B - Block Structure Figure/Ground Diagram



Oblique view of parking structure on Lot 7 showing buildings wrapping the facility.

Alternative B - Site Reuse Plan



Alternative B - Potential Development Parcels Diagram

Lot #	Ownership	Acreage
1	City of Glenwood Springs	1.23
2	City of Glenwood Springs	0.18
3	City of Glenwood Springs	0.20
4	City of Glenwood Springs	0.64
5	City of Glenwood Springs	0.35
6	City of Glenwood Springs	0.56
7	City of Glenwood Springs	0.85
8	City of Glenwood Springs	1.02
9	Partially Publicly and Privately--Owned	0.83
Subtotal		5.86
10	Garfield County	0.23
11	Garfield County	0.37
12	Garfield County	0.13
Subtotal		0.73
Totals		6.59

ALTERNATIVE C

This alternative shows what could be achieved if the current 100' RFTA ROW is maintained and the existing 7th Street underpass of the rail is upgraded but not widened. It also assumes that the relocation of underground utilities is avoided as much as possible. The suggestion to have a series of buildings fronting on the riverfront that are serviced by access drive on the berm side of the development is incorporated. This alternative represents what might be able to occur with the least amount of upfront actions on the part of the City or a developer.

Key Parameters

- **Overall Urban Design Approach – Since the berm is left essentially intact as it exists today, the area is significantly divided by this major landform element. As a result, instead of trying to create one cohesive design approach each area is made to be very distinctive with the hopes that these aspects make them destinations worth "seeking out." Emphasis is placed on two areas: the river frontage (as an elevated promenade with terraces) and the intersection of 7th Street and Defiance Avenue.**
- **RFTA ROW – With the exception of minor functional, safety, and aesthetic modifications, and the inclusion of a multi-use path, the RFTA ROW berm is left intact.**
- **Structured Parking – These alternative focuses on creating a single, large structured parking facility on lot 1 at Defiance Avenue between 7th and 8th Streets. Minimal ground floor retail options for the structure are considered in order to maximize the parking yield within the structure.**
- **Street Pattern/Vehicular Circulation – The notion of a gridded street layout is abandoned and Defiance Avenue terminates at a surface parking lot on lot 3. 7th Street follows its current alignment terminating at a "rights-in, rights-out" intersection with 8th Street. Development between the RFTA ROW and the river's edge is accessed via a service drive that parallels the RFTA ROW line.**

Plan Benefits

1. **Overall Urban Form & Street Pattern** – This alternative creates a very strong emphasis directly onto the riverfront. Three of the largest buildings line the river's edge. This alternative relies heavily on creating a seamless transition between the character and design of the riverfront public park and the elevated promenade and terraces that would be part of the private development. If successful, this area would be very intensely utilized with high concentration events, etc. so great care would be needed to balance the desire of the community to see the river's edge be naturalized while providing ample hardscaping to support intense use.

2. **RFTA ROW** – No major actions are required to implement this plan alternative. The alternative depicts the potential restoration of freight rail along with a multi-use path on the top of the berm, creating a rail-and-trail condition.

3. **Relationship of Development to the Riverfront** – The "front" of the development actually faces the riverfront with an elevated promenade fronted with commercial/ retail uses overlooking the river.

4. **Parking Supply and Service** – The proposed parking structure on lot 1 allows for the creation of a large parking supply that can service the commercial/retail riverfront demand from the development on lot 4, as well as the other mixed-use development along 7th Street. It could also provide supplemental parking for the development south of 8th Street at Vogelaar Park and the City and County Complex. Parking for buildings A, B, and C on lot 4 is provided in one interconnected at-grade parking area below the promenade and is supplemented with a surface lot on the RFTA ROW side of the building complex. An additional surface lot, primarily to serve the housing in building D on lot 3, is provided adjacent to the UPRR active rail line.

   It is possible to integrate the structured parking garage scenario from Alternative C with the remainder of the Alternative A reuse plan. This determination could be an outcome of the RFTA Corridor Service Study.

Alternative C Yield Table

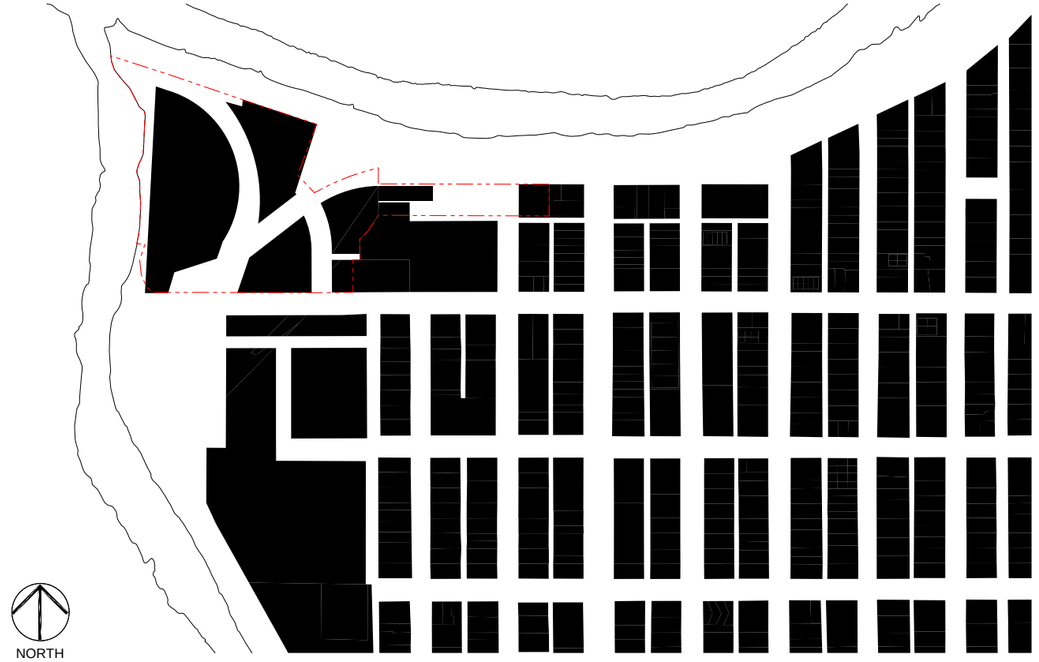
Map Key	Uses	Building Footprint S.F.	Stories/ Levels	Commercial S.F.	Total S.F.	Dwelling Units	Notes
A	Mixed-Use: Multi-Family Housing & Commercial/Restaurant	9,000	5	5,000	45,000	28	Buildings A, B, & C would sit on top one interconnected parking level pedestal with a public promendade overlooking the river as the "Ground Floor" for the buidlings. Total building Height 52'.
B	Mixed-Use: Multi-Family Housing & Limited Commercial/Retail	7,200	5	5,000	36,000	24	
C	Mixed-Use: Multi-Family Housing & Commercial/Restaurant	7,200	5	6,500	36,000	24	
D	Boutique Hotel & Commercial/Restaurant	12,060	4	3,000	48,240		40 - 50 Room Hotel with Ground Floor Lobby and Retail. Total Buidling Height 42'.
E	Commercial/Retail	4,900	1	4,900	4,900		One-story Commercial/Retail wrapping parking structure.
F	Mixed-Use: Affordable Housing & Commercial/Retail	11,360	4	8,000	45,440	27	Affordable Housing on upperf floor. Total building Height: 42'
G	Commercial/Retail	2,400	1	2,400	2,400		
H	Commercial/Retail	1,700	1	1,700	1,700		
I	Commercial/Retail	5,400	1	5,400	5,400		
J	Commercial/Retail	2,000	1	2,000	2,000		
K	Commercial/Retail	7,500	3	22,500	22,500		
L	Commercial/Retail	5,000	2	10,000	10,000		
Totals		**75,720**		**76,400**	**259,580**	**103**	

5. **Downtown Transit Center** – This plan alternative also shows a RFTA bus transit center in conjunction with the large parking structure on lot 1. Bus pick-up and drop-off would occur along Defiance Avenue. The ability to provide efficient operations and routing back onto 8th Street in each direction will need to be evaluated since the only signalized intersection is at 8th Street and Colorado Avenue. Direct BRT transit stop service could also be provided on both sides of 8th Street in conjunction with the garage, to facilitate express bus routing

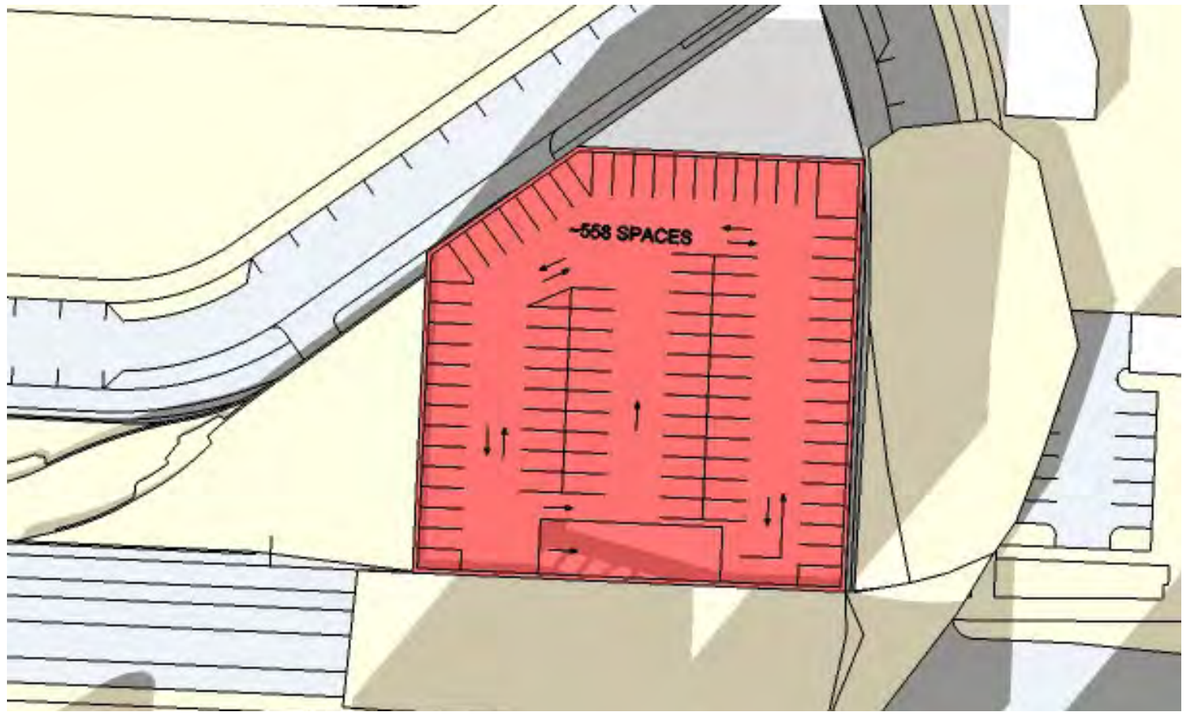
6. **Utilities** – This plan alternative doesn't anticipate the need to make any major modifications to underground utilities.

7. **Costs, Time, and Phasing** – A significant amount of this development could advance in the near-term. With the exception of the need to acquire additional private property at the intersection of 7th and 8th Streets and the riverfront, the development on lot 4 could proceed. Phasing of development could occur and correspond to the development of Vogelaar Park and the parking structure on lot 1. Lot 3 could also be developed entirely as a surface parking lot as an interim use until the parking structure is constructed on lot 1.

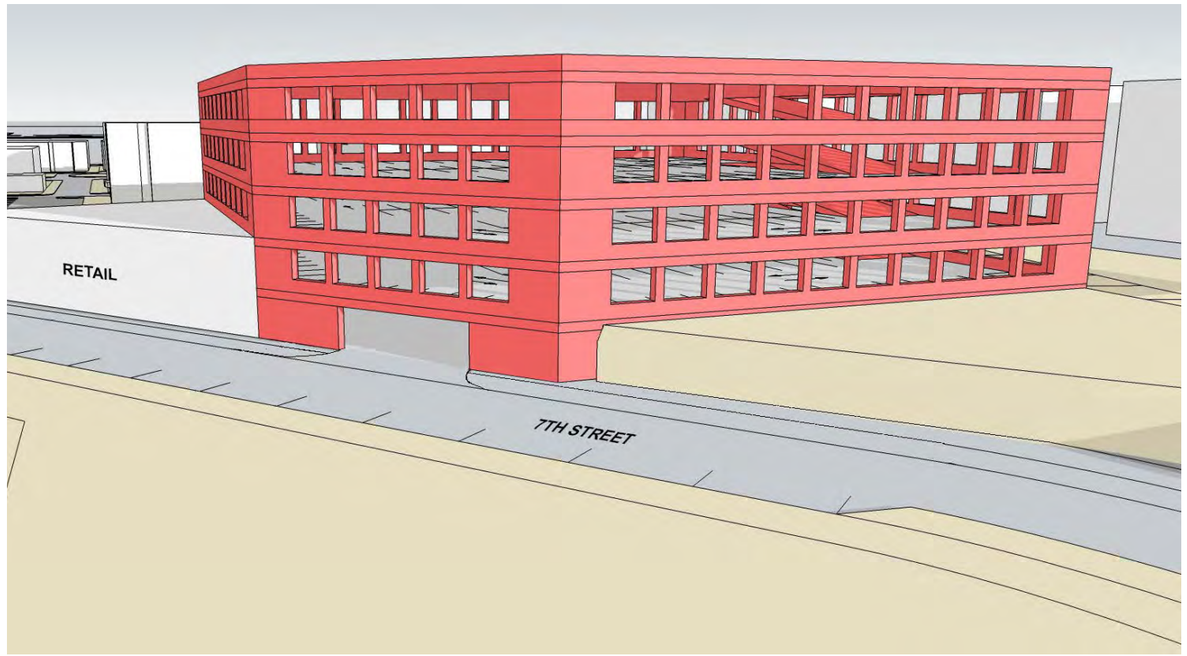
Alternative C - Building Footprint Figure/Ground Diagram



Alternative C - Block Structure Figure/Ground Diagram

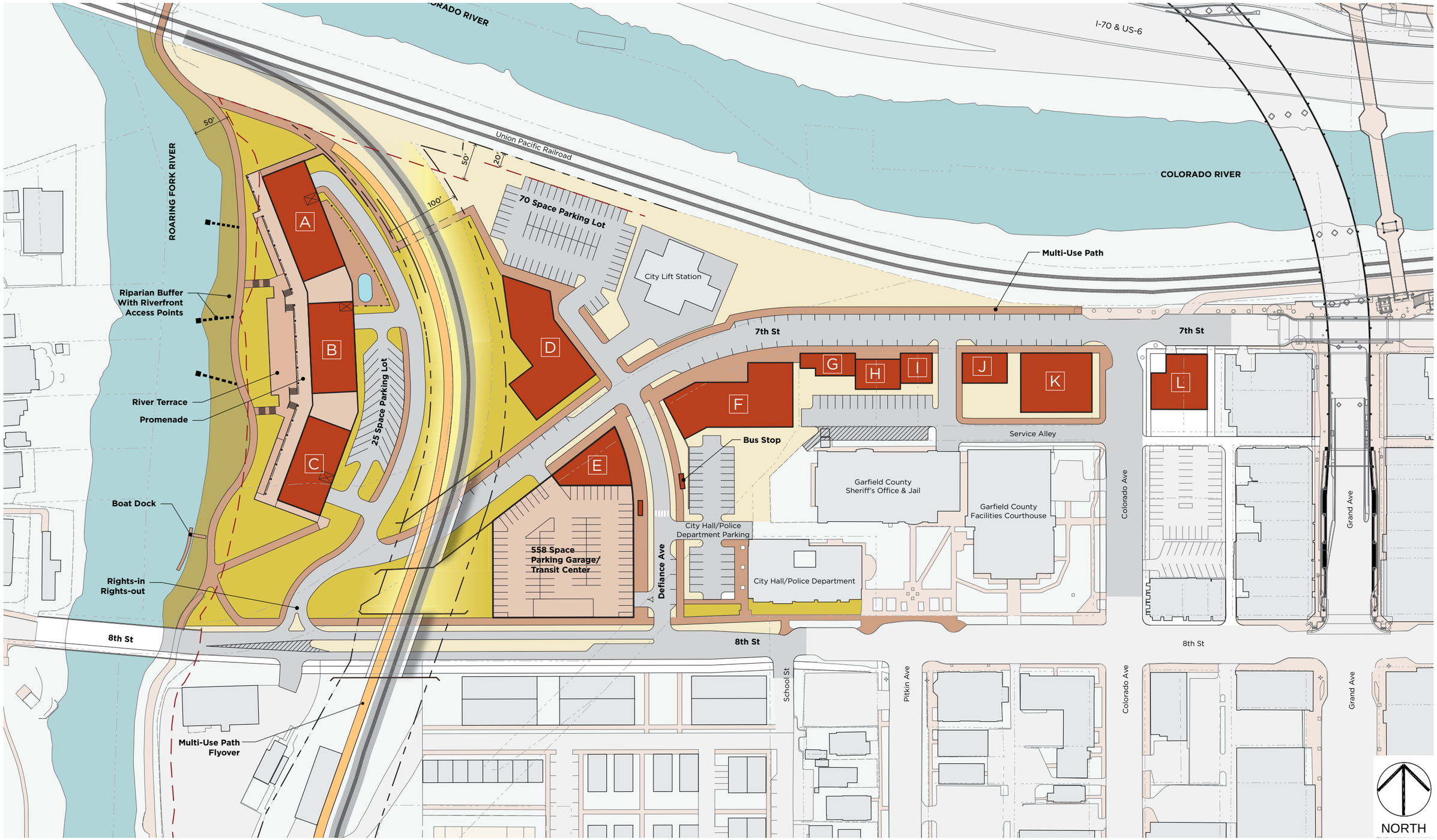


Plan view of the parking structure on lot 1.

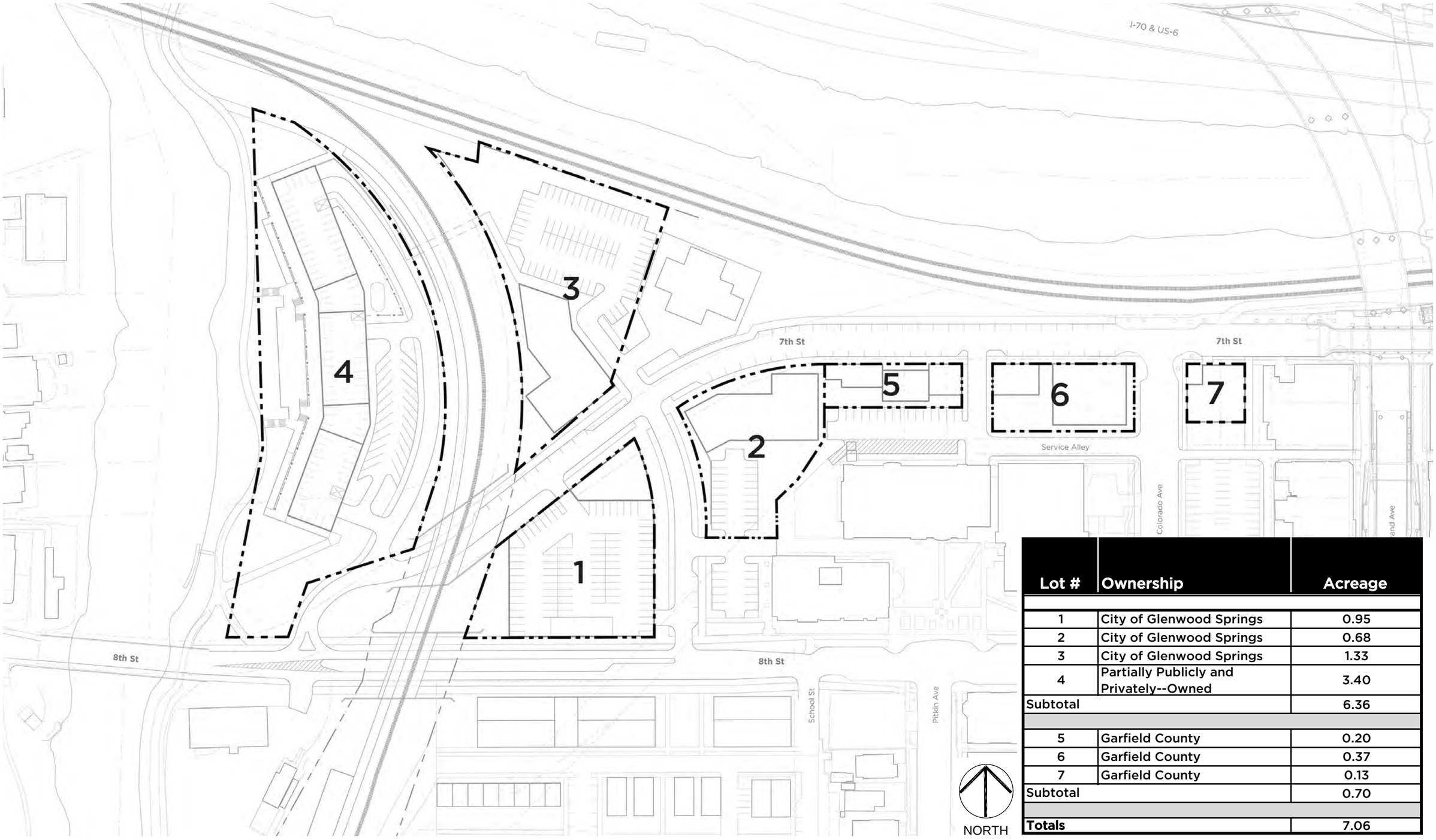


Oblique view of parking structure on lot 1 showing 7th Street frontage and lower level access.
Note: RFTA ROW and berm are excluded for visualization purposes

Alternative C - Site Reuse Plan



Alternative C - Potential Development Parcels Diagram



Lot #	Ownership	Acreage
1	City of Glenwood Springs	0.95
2	City of Glenwood Springs	0.68
3	City of Glenwood Springs	1.33
4	Partially Publicly and Privately--Owned	3.40
Subtotal		6.36
5	Garfield County	0.20
6	Garfield County	0.37
7	Garfield County	0.13
Subtotal		0.70
Totals		7.06

2.3 THE WEST 6TH STREET AREA

This area was originally evaluated because of its value for redevelopment in relationship to the CDOT site as one the three catalyst brownfield sites. It was thought that in order to determine the ultimate reuse value for the CDOT site, it was important to look at how it connects more directly to North Glenwood Springs and the downtown. This meant that the West 6th Area, and what that area's potential could be, became as crucial as what occurs on the CDOT site itself. The West 6th Street Area was evaluated starting with the recommendations from the 2017 6th Street Corridor Master Plan as a basis. In addition, it is believed that based on some of the historical uses in this area, a few of the properties maybe brownfields, although no actual environmental assessment data was available to substantiate this possibility.

The 2017 6th Street Corridor Master Plan report focused heavily on the area of the 6th Street east of Laurel Street. It especially advocates creating a more traditional urban development pattern in the two blocks from Laurel Street to Pine Street, connecting to the pedestrian bridge north "landing" area. For the area west of Laurel Street, the plan mostly focuses on ways to improve the multi-modal transportation aspects of West 6th Street with an emphasis of introducing intersecting streets to form more typical street blocks, in order to reduce the highway-like suburban condition that current exists. This would also create a new traditional downtown block framework to shape new infill development that is oriented towards a pedestrian streetscape.

With the goal of promoting greater infill development in a denser, more walkable pattern, this project looked in more detail at the recommendations of the 2017 6th Street Master Plan to determine if new public streets and facilities could be introduced into the area to begin to foster a transformation of the area, especially for some of the parcels that have a history of auto-related uses and other potential brownfields aspects.

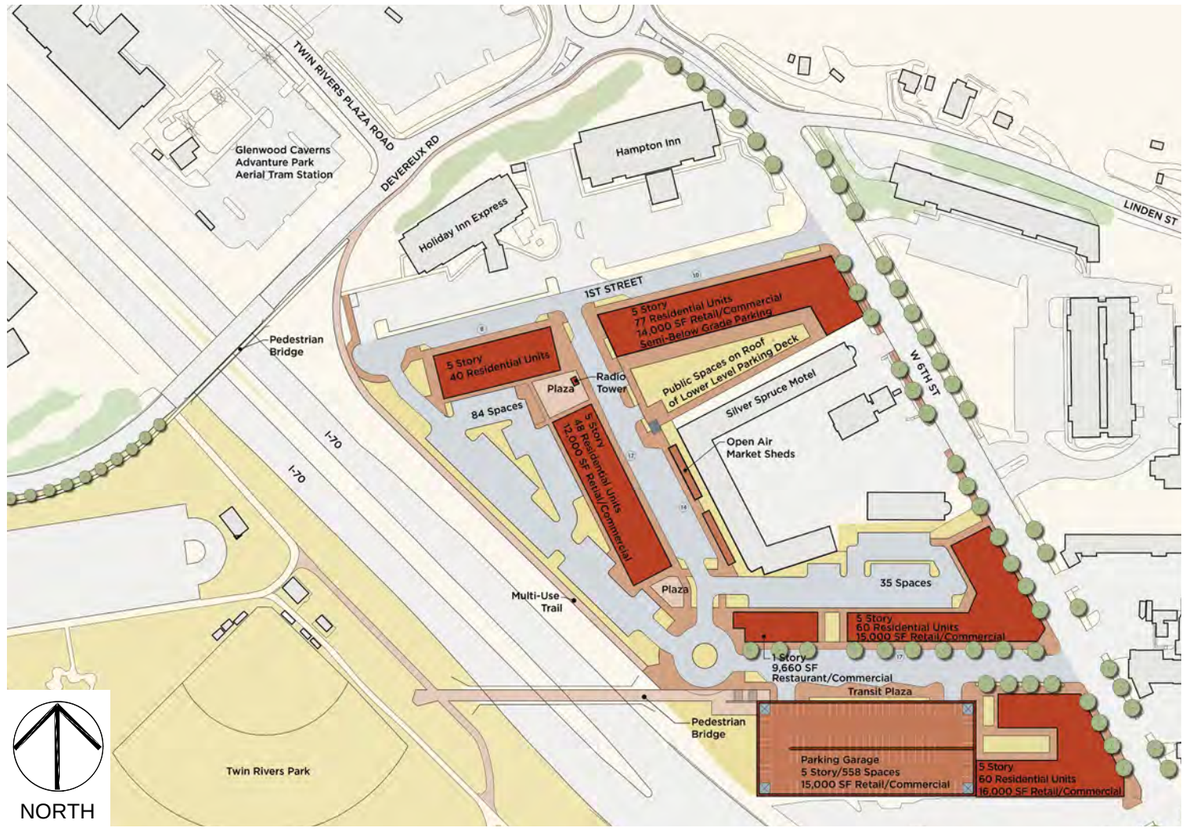
The proposed AWP reuse scheme for this area evaluates how a new local street network could be introduced. The proposed layout of the local streets works around the existing uses that are anticipated to remain and are active businesses. The concept is based on creating traditional complete streets with two-way traffic, on-street parking, few if any curb cuts, and sidewalks and streetscaping. New infill development would front onto these streets with zero setbacks and in some cases mixed-use development with ground floor commercial uses and upper floor residential. Since this area already has a concentration of lodging uses and the market analysis performed as a part of the AWP showed that there may be demand for additional hotels, a potential hotel could certainly fit within the proposed reuse framework, most likely fronting onto West 6th Street, at a newly created corner.

Throughout the AWP planning process there were discussions regarding the possible placement of a larger parking structure to function as a park-and-ride connected to RFTA transit service, somewhere within the AWP study area. In addition to the various alternatives for structured parking explored within the Confluence Area, the possibility of locating a large structured facility in this area was also considered. The reuse plan shows the placement of an approximately 558 space, five-story garage, with ground floor retail and transit facilities. A facility of this type in this location would have the benefit of being directly accessible for vehicular traffic exiting in both directions from I-70, as well as being easily served by existing RFTA transit routes. As a part of the RFTA pending Corridor Service Study, additional service may be considered for the 6th Street Corridor now that the Grand Avenue Bridge Replacement Project is complete. The presence of a parking structure of this scale in this location would also support the ability to build much denser infill in this area. This could transform it from a land use pattern mostly focused upon automobiles using off-street surface parking lots, to one that is more multi-modal and pedestrian, bicycle, and transit friendly.

The AWP reuse scheme also shows how a potential pedestrian/bicycle bridge over I-70 directly from the garage, could serve Two Rivers Park with greatly expanded parking supply. This would alleviate the undersupply of parking in the City's signature destination park, especially during major events.

View of the West 6th Street Area from the Holly Quarry.

West 6th Street Area Reuse Plan



2.4 THE FORMER HOLLY QUARRY

This site was included as part of the AWP study area as a result of its post-industrial mining operation condition. It was not known if environmental conditions currently existed as a result of the historic activities that occurred on the site, and what impacts those might have on its reuse. Based on information provide by the current property owners not responsible for any of the mining activities that occurred previously, it is believe that there are no environmental conditions that exist that would require specific permitting or other related site remediation activities. Due to its location and the large-scale earth disturbance activities that occurred, the site has challenges that impact its ability to be developed for non-mining activities.

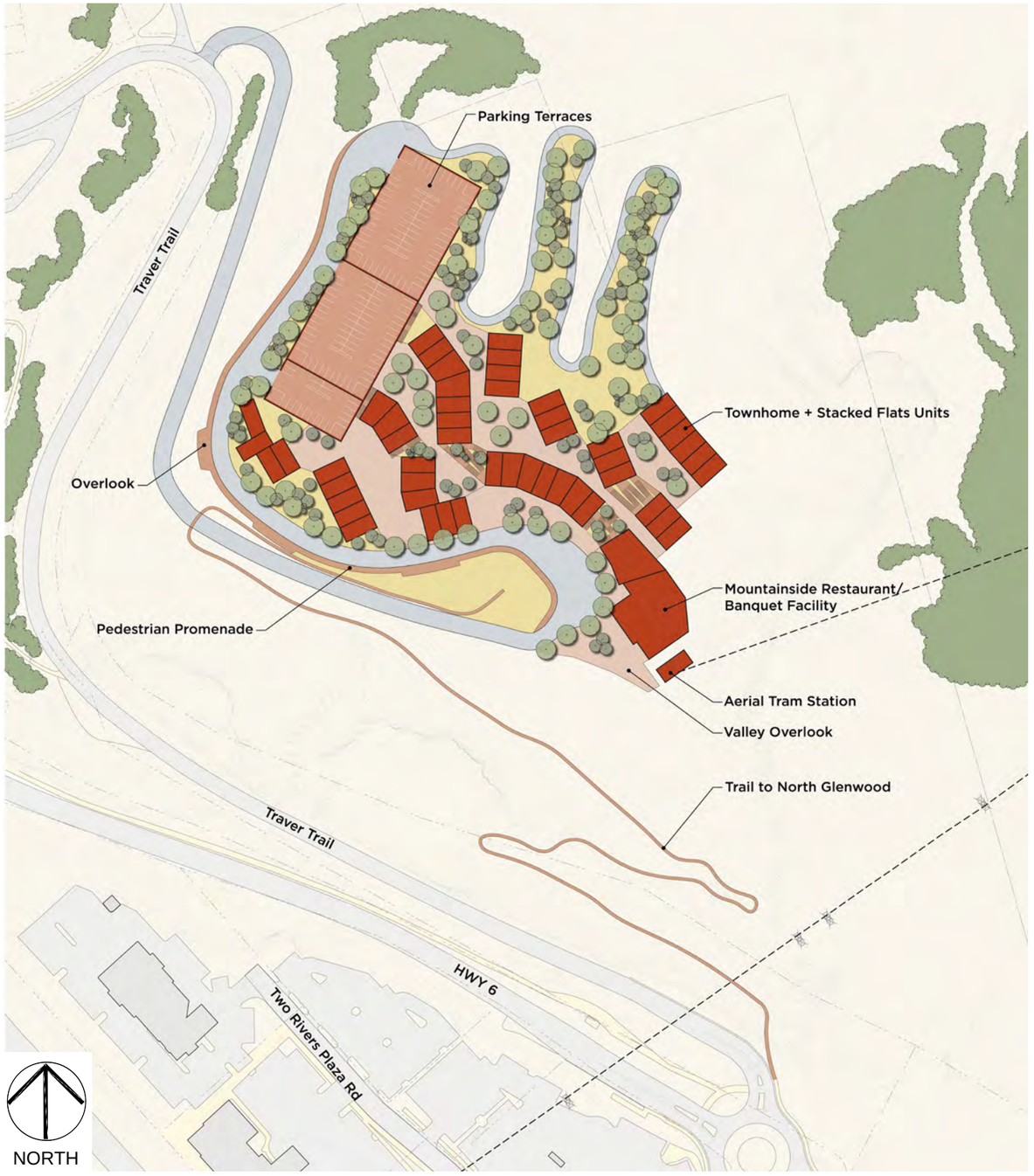
After discussions with the property owners and findings from the market analysis, one potential reuse scenario that was considered was residential. Again, due to its location and topographic conditions, any development that might occur on the site would need to work with, and ideally try to take advantage of, the unique mountainside condition and location. The views afforded from the site into downtown, for example, are an excellent attribute that could provide immense value for a residential development.

Historically models for how mountainside or mountain-top residential could be constructed were researched. The town of Sassi di Matera in southern Italy (see www.sassidimatera.net for images) was one location that provided an interesting case study for the type of unique character that could be achieved by a new residential development on the quarry site. Large areas of the town are designated as a World Heritage Site by UNESCO, an organization of the United Nations. The intention of the proposed reuse plan for the quarry site is not to create a fake historic town, but instead to look at how new buildings could relate to a site with similar topography and create a very interesting pedestrian-oriented community.

The reuse plan for the site shows how clusters of residential dwellings might be stacked up the sloping site to create interesting spaces and courtyards, while affording scenic views from the units. The bulk of the site would be pedestrian-only, which would make it a unique place to live, and likely not the place for everyone, but the unique aspects would make it so attractive that demand for units would exist. The plan shows what appears to be a large blocky parking structure to accommodate vehicles of residents and visitors. In fact, this facility would be a series of parking terraces stacked one on top of another in a staged manner to use the grade of the site to provide access to each level. Ideally, the facility would have a landscaped roof to minimize its visual impact on the site and from a distance, since the site would be visible from across the valley.

Access to the site is provided by a ring-road with a mountainside pedestrian promenade. This public space, including several projecting overlooks, would become a destination for visitors, so it is possible that some limited commercial, most likely restaurants, could occur along the lowest terrace of units. Again, the views from these European café-like venues would be spectacular.

Vista up and down the Colorado River valley would be unmatched for any development that might occur on the Holly Quarry site.



03

I Executive Summary
01 The Area-Wide Plan
02 Site Reuse Planning
03 Public Facilities and Implementation Strategies
- 3.1 Brownfield Environment Site Assessment Activities
- 3.2 Multi-Modal Transportation Connectivity
- 3.3 Public Parks and Open Spaces
- 3.4 Stormwater and Resiliency
- 3.5 Public Projects and Implementation
- 3.6 Potential Implementation Funding Sources

Appendix A Background Report
Appendix B Business Development Opportunities Report

PUBLIC FACILITIES AND IMPLEMENTATION STRATEGIES

In addition to the site reuse plans described in the prior chapter, a major focus of the overall AWP planning effort will be placed on the broader public site preparation actions and infrastructure work needed to support the site reuse recommendations. The following information summarizes the key strategies for advancing projects by topic area.

3.1 BROWNFIELD ENVIRONMENTAL SITE ASSESSMENT ACTIVITIES

Although extensive environmental site assessment (ESA) work has been performed on the former wastewater treatment plant site, there are other parcels where a Phase I ESA will be required or is recommended. The east leg of the former railroad right-of-way that was acquired by the City from RFTA will need to be evaluated. Based on the site's historical railroad use and associated activities, a Phases I ESA and likely a Phase II ESA will need to be performed. Since a Phase I ESA was not performed prior to the transfer of ownership to the City, the site is not eligible for U.S. EPA brownfields assessment funding, however other potential funding sources for these activities are described later in this chapter. The reuse of most of this property includes the construction of parking underneath buildings, therefore significant soil excavation will be required. In order for this work to be performed, depending on the results of soil sampling under a Phase II ESA, Soil Management and Remedial Action Plans will likely be required.

Because of the prevalence of railroad activities within this area and the former conditions at the wastewater treatment plant, the City should also consider performing Phase I ESAs prior to acquiring any additional properties. Soil sampling is also advisable along the riverfront prior to any major earth disturbance as a part of any park construction or shoreline restoration activities.

3.2 MULTI-MODAL TRANSPORTATION CONNECTIVITY

The focus of the AWP transportation framework is to improve mobility for people and goods moving throughout the AWP study area, especially in relation to the north and south sides of the downtown. Through the establishment of new connections, increased consideration for promoting multi-modal transportation, and the upgrading of existing roads and intersections, it is possible to improve upon current transportation conditions. This includes providing increased traffic volumes associated with infill development while makeing the town increasingly more attractive for walking, bicycling, and transit use.

With regards to the Confluence Area and the West 6th Street Areas the establishment of a sense of true neighborhoods, including those that consist of a vibrant mix of uses, depends upon a consistently good pedestrian experience. Complete neighborhoods require a mix of land uses (residential, retail, office, civic uses, etc.) and a mix of housing types and household income levels arranged to provide a variety of living and working options, all within walking distance of each other. The value of high-quality multi-modal streets in supporting the redevelopment efforts of this plan cannot be understated. The prime determinant of the pedestrian experience is the quality of the streetscape; "complete" walkable streets are visually stimulating, while environments that are hostile or uninteresting immediately turn pedestrians away. Specifically, the most important element of a good streetscape is the quality of street frontage – the manner in which the public realm of the street and sidewalk meet the private line of building facades. Streets and other thoroughfares are public spaces balanced for function and character. Streets shape blocks. Larger voids in the block structure should generally only exist as public spaces such as plazas, playgrounds, and parks, not as pedestrian "dead zones." Promoting a safe and quality pedestrian experience, however, does not mean that efficient vehicular traffic circulation must suffer. Instead, it advocates the desire of a high-quality pedestrian environment not be immediately sacrificed for the sake of the automobile. Transportation design decision-making must be made using a balanced approach between all modes, considering that a minimum base-line of pedestrian services be achieved that are above the typical norm. This multi-modal approach is the fundamental basis for all transportation recommendations in the AWP and can be used to inform future schematic designs and engineered plans.

Through the AWP planning effort specific transportation improvements were explored for critical connector streets and intersections within the study area. Specifically, in and around West 6th Street, 7th Street, 8th Street, and Defiance Avenue. The key steps needed to advance the priority transportation improvements, specifically within the Confluence Area are described on the Implementation Action and Public Infrastructure CIP Project Table later in this chapter.

There was a strong desire to enhance connectivity of the existing Rio Grande Trail through the Confluence Area and provide improved multi-use path connections into the core of downtown. The various alternatives show how a "flyover" multi-use path could be achieved via the RFTA ROW while also accommodating future rail operations. In essence this would create a rail-and-trail configuration and provide for a very unique pedestrian and bicycle experience through the area. It would also reduce bicycle and pedestrian conflicts on the existing Rio Grande Trail as it travels underneath the 8th Street bridge, along the riverfront. An expanded sidewalk, formally designated as a multi-use side path, is possible along Defiance Avenue, north of 7th Street, and on the north side of 7th Street between Defiance and Colorado Avenues, to provide a dedicated bicycle supportive facility as close to Grand Avenue, as possible. If the structured parking garage alternative that would have a structure built at Colorado Avenue and 7th Street were constructed, special bicycle parking within the garage should be explored. Less useable space, such as space underneath the ground level ramp to the second level could be a bicycle parking or bicycle corral as a way to promote safe parking for bicycles.

Transit and parking facilities

All of the reuse plan alternatives consider the opportunities to increase transit service, facilities, and ridership. In essence all of the alternatives consider the Confluence Area redevelopment as a model Transit Oriented Development (TOD). All of the urban design scenarios promote density that supports transit ridership and utilization and all of the street infrastructure would provide complete pedestrian facilities facilitating direct connections to transit service.

There are various opportunities to locate a transit center, of varying scales and service levels, including a potential park-and-ride parking structure. Based on the numerous discussions with RFTA representatives, there is an interest in exploring the viability of the various alternatives. RFTA has suggested to incorporate an evaluation of the various options into its pending Corridor Service Study planned for later in 2019. It is important for the City to play an active role in developing the parameters of the various alternatives considered and reviewing findings as they are evaluated. RFTA will need to consider a wide range of factors, especially their ability to provide efficient and effective service. Of course, the City's desire to create a parking structure that primarily serves existing and proposed development will inform the decision-making as to the ultimate location of a large parking facility and/or a transit center are co-located. They may be one conjoined facility or two independent elements that locate based on their individual performance criteria, to be determined.

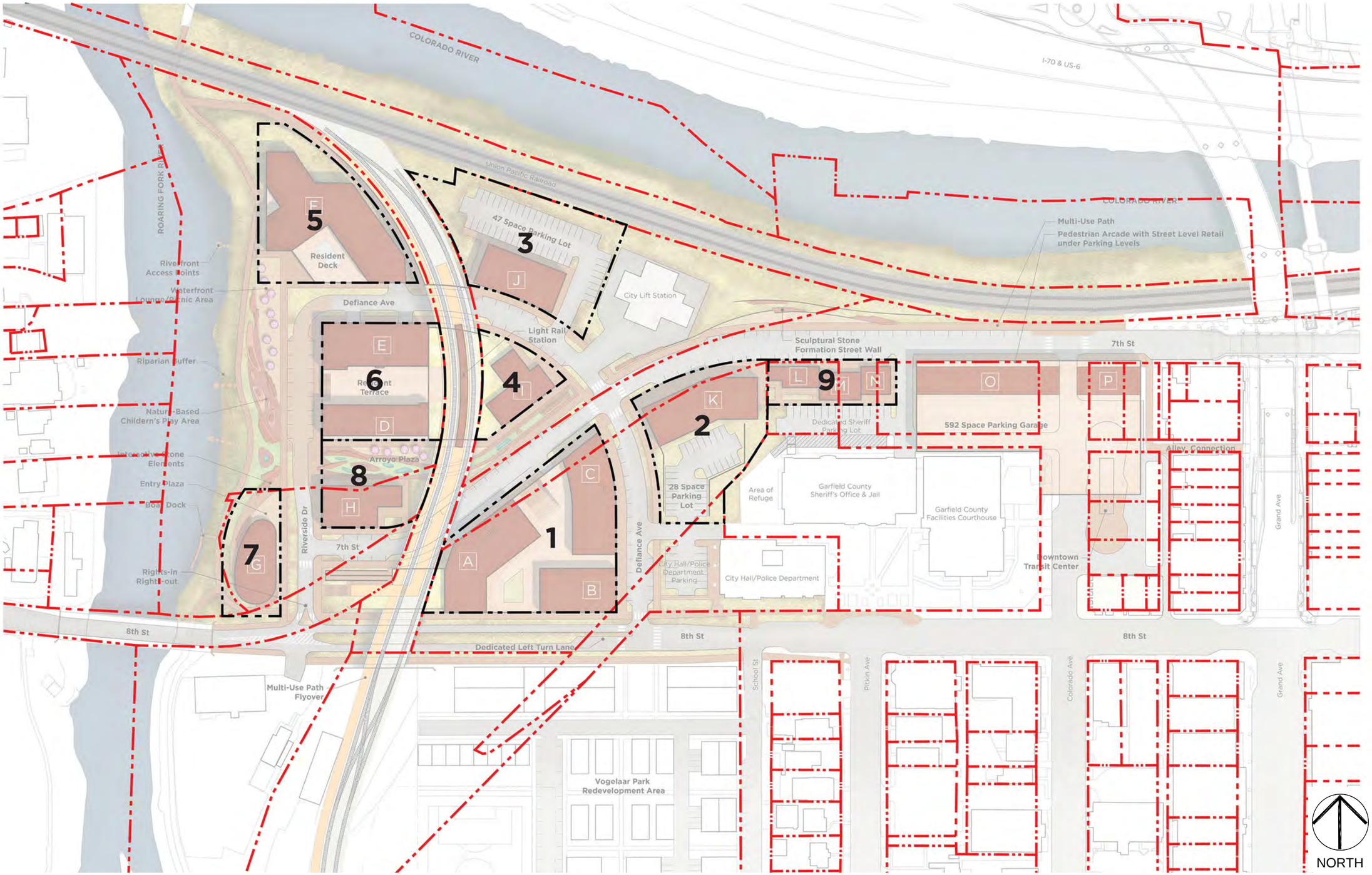
3.3 PUBLIC PARKS AND OPEN SPACES

Public open space is an important aspect of the overall urban design organization of all of the proposed reuse scenarios within the AWP study area. This is especially true in the Confluence Area, with each reuse alternative providing a publicly-owned riverfront park and various forms of public or privately-owned public spaces within the development. The key aspect of all of these approaches is the idea that the overall developments are formed as much as possible around a cohesive network of public spaces. The riverfront park should remain as City-owned and form the starting point of an interconnected public space network throughout the Confluence Area, linking the riverfront to downtown and vice-versa.

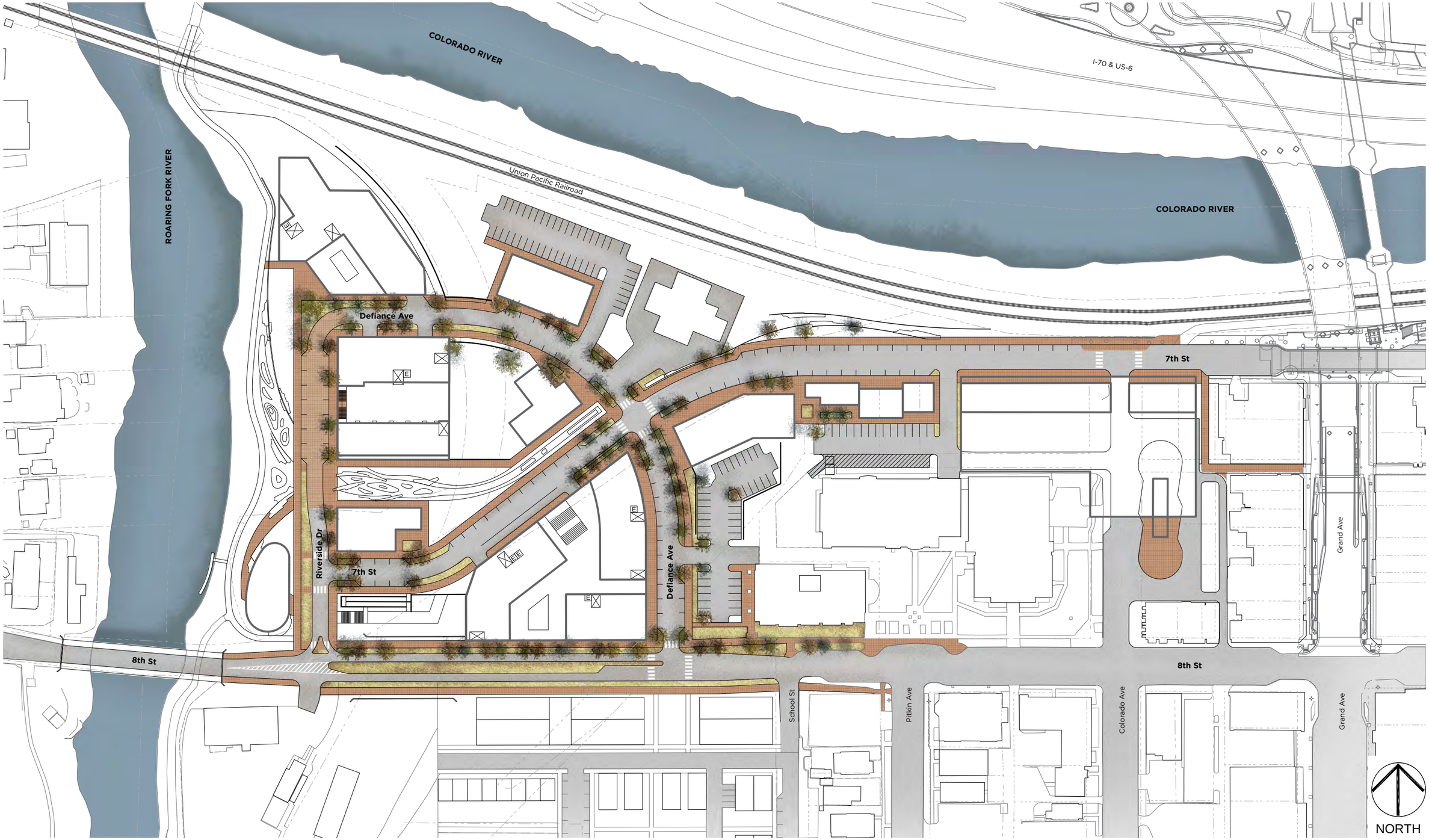
With the creation of a true park along the downtown side of the Roaring Fork River, Glenwood Springs has the opportunity to create a signature riverfront park within the reach of the core of its downtown. An asset that will further distinguish Glenwood Springs within the region. In addition, thanks to the greenway along the riverfront and the direct pedestrian and bicycle bridge connection to Two Rivers Park, the new park would provide the ability to extend Two Rivers Park to the doorstep of downtown, which should greatly expand the programming potential for all of the parks in and around the Confluence. The form of the proposed riverfront park should be one that responds to the flooding dynamics of the river's edge and appear very natural and somewhat "wild."

Creating a high-quality and flexible central gathering space within the development will provide the connectivity thread that weaves everything together. This notion is further augmented by the opportunity to create a unique linear park-like streetscape along both sides of 7th Street to Colorado Avenue, especially on the north side, as a way to also buffer the active railroad line from the new development.

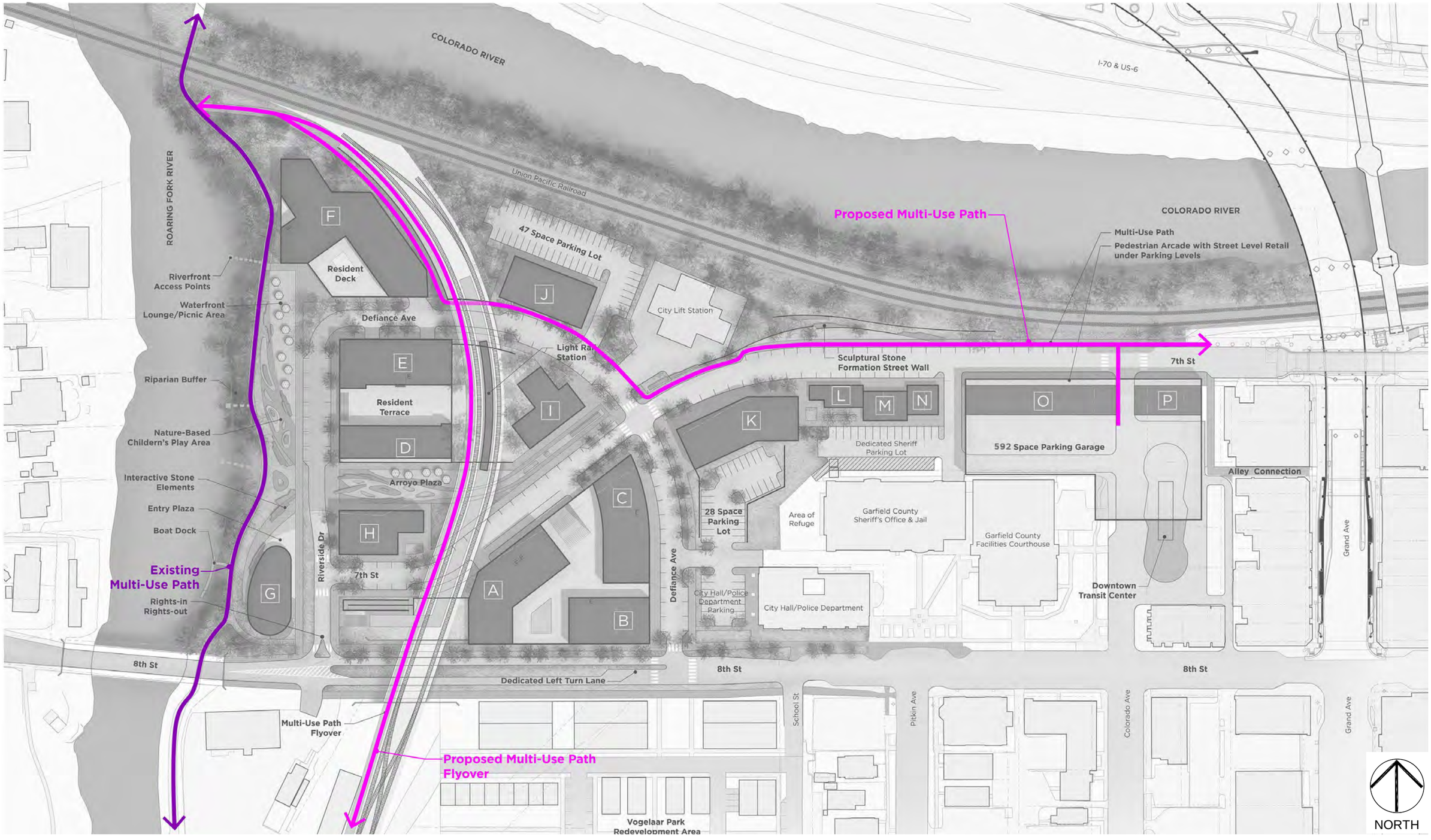
Confluence Area Existing Parcel Overlay



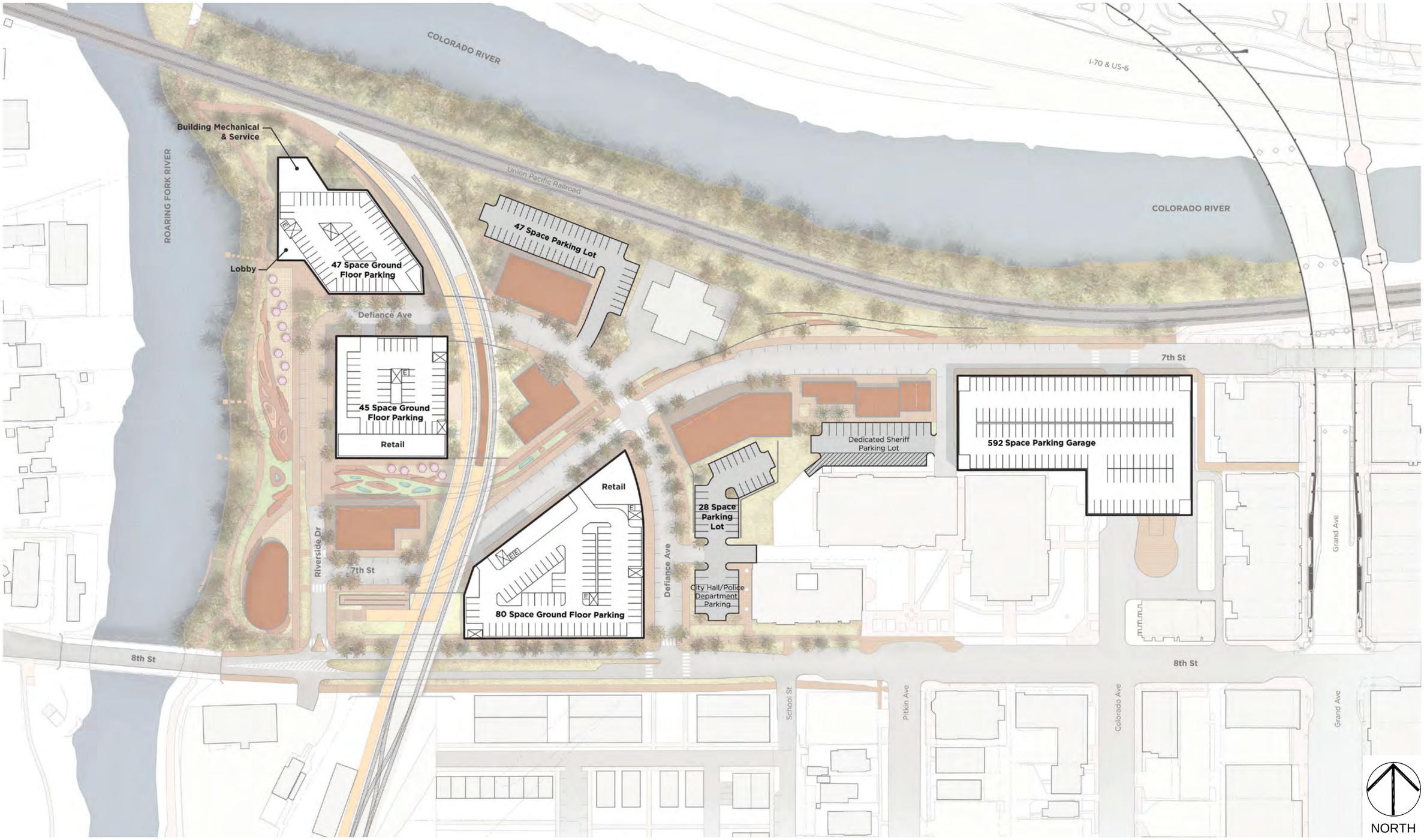
Complete Streets Diagram



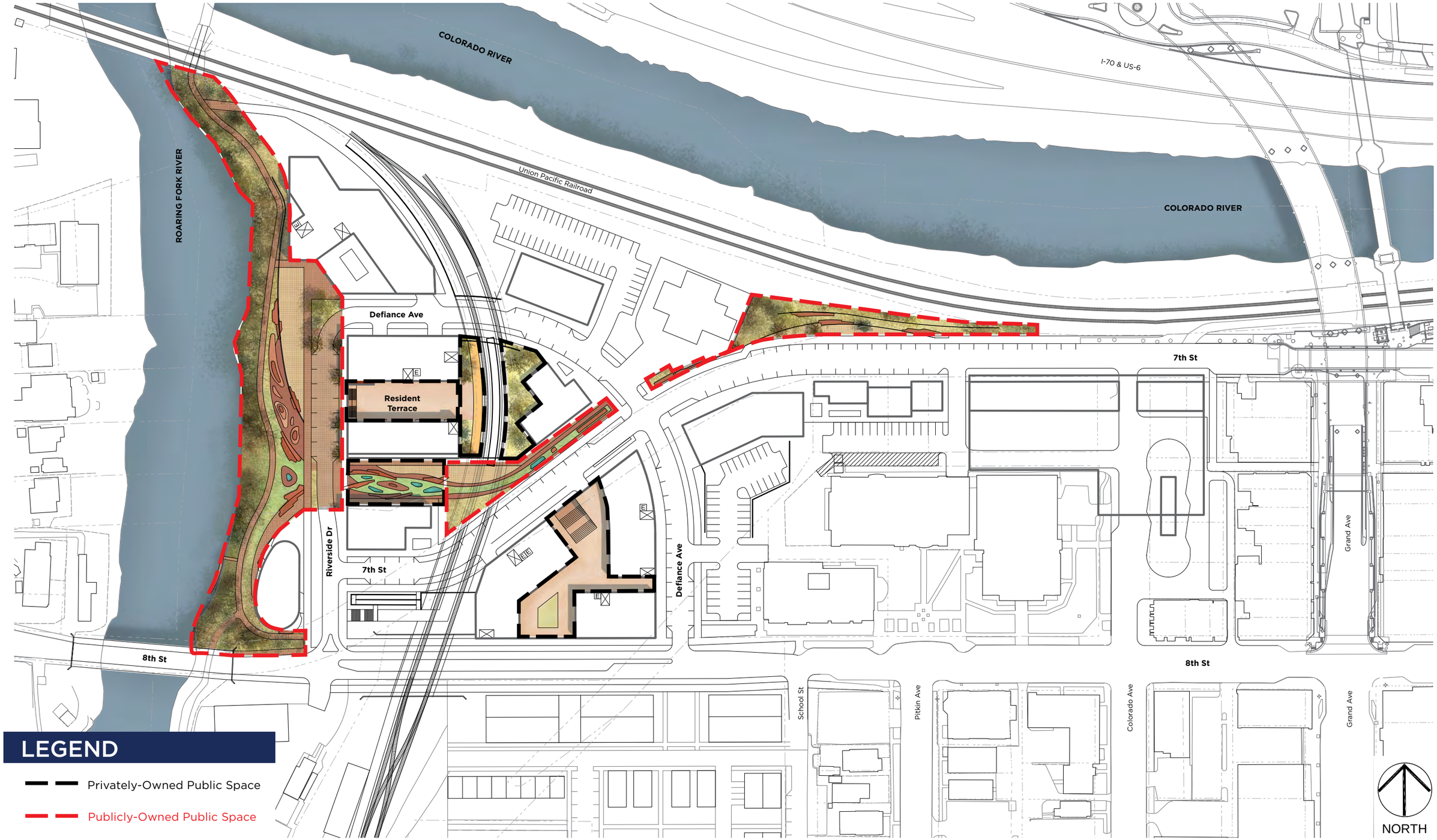
Multi-Use Path Diagram



Parking Facilities Diagram



Public Open Spaces Diagram



3.4 STORMWATER AND RESILIENCY

The AWP reuse alternatives promote the integration of blue/green infrastructure elements into the ultimate design and execution of projects, especially within public spaces. Based on the local and regional conditions there are several factors that should be considered when designing public infrastructure and private site development projects throughout the City and especially within the AWP study area. These elements are also especially important to support funding strategies, since many state and federal agencies place emphasis on projects which include such green infrastructure measures.

An important consideration when utilizing numerous smaller stormwater elements as a part of a system-wide approach is the fact that stormwater and drainage are inherently part of networks. Water flows downhill into continually larger, more concentrated conveyance systems. If stormwater management systems are treated as an area-wide network of interconnected components, it ensures effectiveness while providing the benefit of overlaying other uses that also want to interconnect. This is especially true for parks, public spaces, trails, and greenways that may connect from a public space function as well as serve as an inter-connected chain of stormwater management facilities if they are designed to function in that manner. In the case of the Confluence Area, the ability to engage stormwater at the most local level, will improve overall environmental quality. This will require special cares, since the seasonal rainfall dynamic make it more challenging to create natural vegetative systems that can tolerate both the urbanized conditions and the significant seasonal moisture gradients.

Stormwater is often considered a liability that must be "mitigated," but it can also be viewed as a vital asset. The creative storage and reuse of stormwater runoff from buildings and paved surfaces to irrigate civic landscapes, streetscape, and urban beautification plantings, parks, and community gardens can offer cost-savings and should be encouraged.

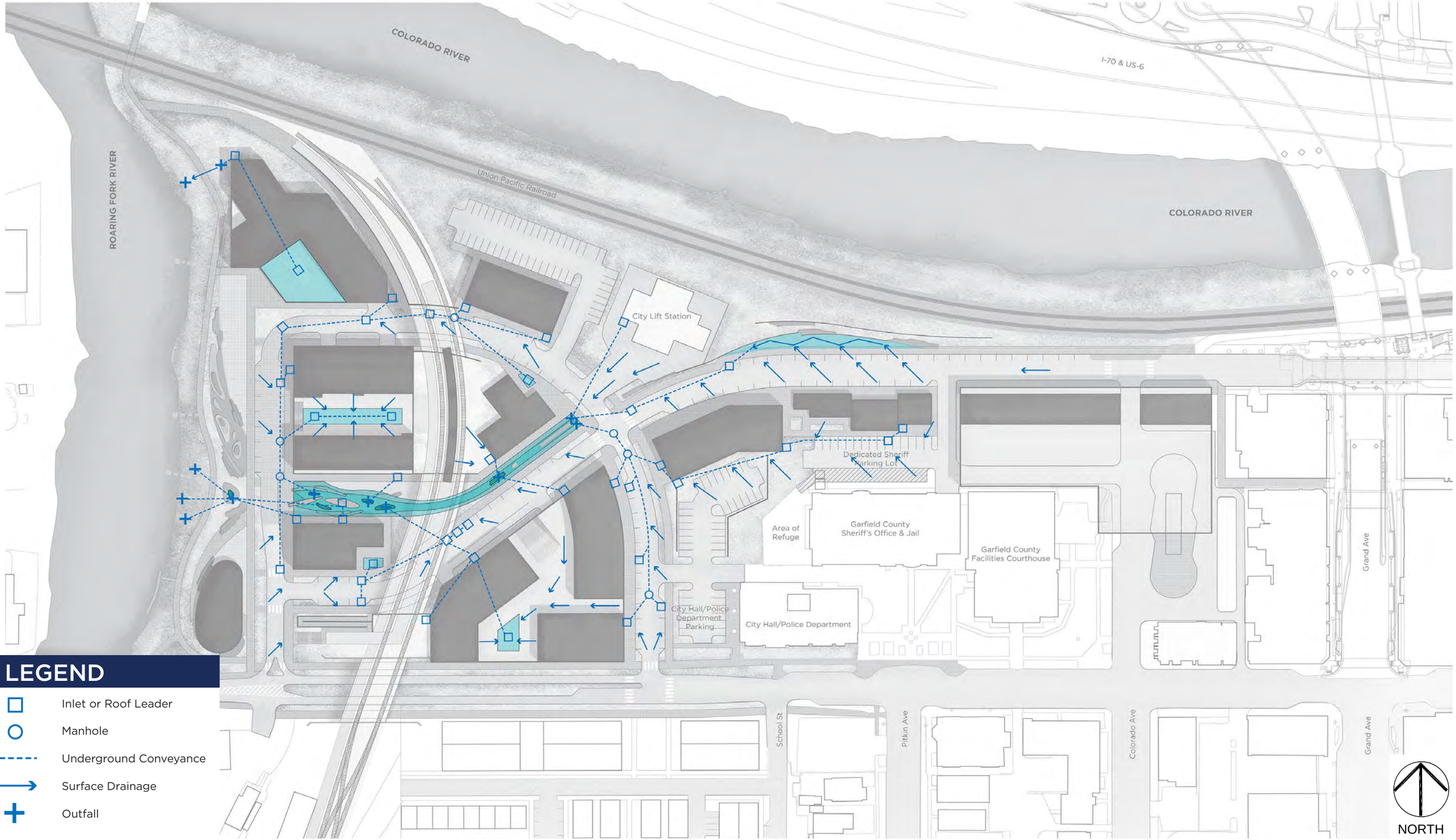
Beyond stormwater, there are other sustainable principles that the City and developers can implement during the redevelopment of areas. Street trees utilized as a beneficial feature for stormwater management are also helpful for improving air quality and reducing heat island effect by providing shade. The City can also consider the use of technologies such as LED lighting to reduce energy consumption. On the private-sector side, developers should be encouraged to strive for LEED or Sustainable Sites accreditation or at least employ some principles of sustainable design to reduce energy usage and conserve resources.

With regards to resiliency, the AWP reuse alternatives consider ways to locate buildings within flood zone. These buildings will need to be elevated as much as possible in response to the actual flood elevation, which is also ultimately tied to the elevation of the new streets. In addition, all of the buildings proposed that are within this flood zone would either have parking underneath residential floors, or have limited commercial uses that could be designed to accommodate and respond to potential flood conditions. All new buildings should be resilient to known flood conditions.

Key Stormwater Elements to Consider:

- **Filtration BMPs which improve water quality of runoff by removing sediment and nutrients should be employed where there are opportunities since this aspect is especially relevant based on the local conditions within the AWP study area. The goal should be to remove sediment and pollutants in runoff before these negative elements end up in surface water bodies.**
- **Stormwater planters and detention areas do not have to be underlined, but can include underdrains to return portions of the water to the drainage system after treatment.**
- **Filtration BMPs can also provide storage/detention for the purposes of reducing local flooding in large storm events.**
- **Runoff from roads and sidewalks is particularly important to capture as de-icing materials and other runoff from roadways can be harmful to water quality, especially considering the close proximity of the Roaring Fork and Colorado Rivers, if direct discharge were to occur. Systems and flow should foster natural drainage patterns as much as possible and prevent runoff from directly entering the river(s) from road to pipes to outfall.**
- **Water can be captured for reuse but should ultimately be used in a way that returns it to the ground/surface waters of the region; replenishing the source of potable water.**
- **Vegetated swales with micro-pools, flow-through planters, and other similar facilities should be integrated into transportation facilities where possible. Flow-through planters can be placed along street edges with underdrain connections back to conveyance system or for landscape irrigation storage devices.**
- **Protection and and improvement of the river riparian buffers at the Confluence will improve the health and habitat along the rivers and prevent erosion of riverbanks during flooding events.**
- **Incorporating other structural technologies such as green roofs or grey water capture within buildings will maximize local utilization and detention capacity during major storm events.**

Stormwater Flow Diagram



3.5 PUBLIC PROJECTS AND IMPLEMENTATION

The following table outlines the key projects and elements needed to advance development activities within the Confluence Area and to some extent broader projects which will impact the entire study area, such as improved transit services, traffic management, and parking supply and facilities.

Project Key #	Description	Design/Eng. Projection	LOM CIP Projection	Total	Notes
Limits TBD	Environmental Assessment & Remedial Plan -Conduct supplemental hazardous/environmental assessment work to ensure proper due diligence and the development of a preliminary Remedial Action Plan strategy for the relevant Confluence Area parcels.	$140,000.00	$-	$140,000.00	The Environmental Assessments and Remedial Action Plans will establish the remedial approach necessary to achieve redevelopment end-use as well determine what if any remediation needs to occur prior to acquisition or conveyance of properties. Based on the 2 Phase I ESAs, 2 Phase II ESA and additional Sampling & Analysis, and Remedial Action Plans for former RR ROW.
Limits TBD	Perform a Downtown Parking Study Update to ensure parking supply needs are accommodated for existing businesses in the downtown, serve potential transit ridership, and to incrementally accommodate proposed Confluence Area redevelopment.	$100,000.00	$-	$100,000.00	The parking study should be coordinated with RFTA's Corridor Service Study that could in a transit center in the downtown. Needs to include parking generation based on full occupancy of existing and proposed development projects downtown with the goal of not creating an oversupply of parking. Should include identifying size and location of preferred structured facility and cover fee structure and O&M.
Limits TBD	Undertake a Downtown Traffic Study that models the impacts to existing traffic patterns and increased traffic generation from the proposed Confluence Area redevelopment.	$180,000.00	$-	$180,000.00	The traffic study should include modelling key intersections along Grand Avenue, 8th Street, and Midland Avenue. Final limits should be worked out with CDOT input recommended from Bennett Avenue to Midland Avenue and south to at least 14th Street.
AP-3/AP-6	Undertake Riverfront and 7th St. central public space Schematic Programming & Master Plan Design (30% Design)(See note G below).	$75,000.00	$-	$75,000.00	The Master Plan should include a community workshop to determine waterfront programming. The plan should include preliminary level-of-Magnitude CIP costs to develop a funding and financing campaign for the riverfront master plan
Limits TBD	Perform Comprehensive Survey (topographic, photometric, boundary, and bathymetric) and assemble a composite master survey for Confluence Area redevelopment.	$150,000.00	$-	$150,000.00	The composite master survey should include all projects undergoing engineering and construction as well as recently completed as-builts. Should include incorporating existing 8th Street project survey.
Limits TBD	Perform a Comprehensive Utility Survey to be incorporated into the composite master survey for the Confluence Area redevelopment.	$50,000.00	$-	$50,000.00	Should include Vogelaar Park Area and School District property utility information.
Limits TBD	Undertake the development of Utility Master Plan for the Confluence Area.	$100,000.00	$-	$100,000.00	Determine the most efficient and cost-effective long term strategies for utilities with the overall redevelopment area and it surrounding service area.
AP-1	Undertake Preliminary Engineering (60% Design) of confluence redevelopment area public infrastructure multi-modal transportation, riverfront park, multi-use trail, utility, resiliency/ sustainability design elements, etc.	$2,135,200.00	$-	$2,135,200.00	It is recommended the preliminary engineering of the public infrastructure is a single project undertaking. This will ensure project horizontal and vertical design is properly coordinated; NPDES permitting structure is established; utility realignments, access agreements, and easements are identified, rights-of-way and setbacks are delineated; and boundaries for proper subdivision are delineated.
AP-2	Advance the construction of 8th Street Transportation Improvement Project.	$40,000.00	$2,180,447.85	$2,220,447.85	Ensure traffic study, parking study, utility master plan and Confluence Area roadway preliminary engineering are completed and the public ROW are delineated prior to advancing 8th Street to construction.
Limits TBD	The flyover multi-use path preliminary engineering to finalize costs for capital programming.	$75,000.00	$-	$75,000.00	Define limits of project, length of trail and number of flyover bridges needed after 60% preliminary engineering of Confluence Area transportation network. Construction cost count vary widely dependent on length of dedicated spans and need for retaining walls so a construction number not included.

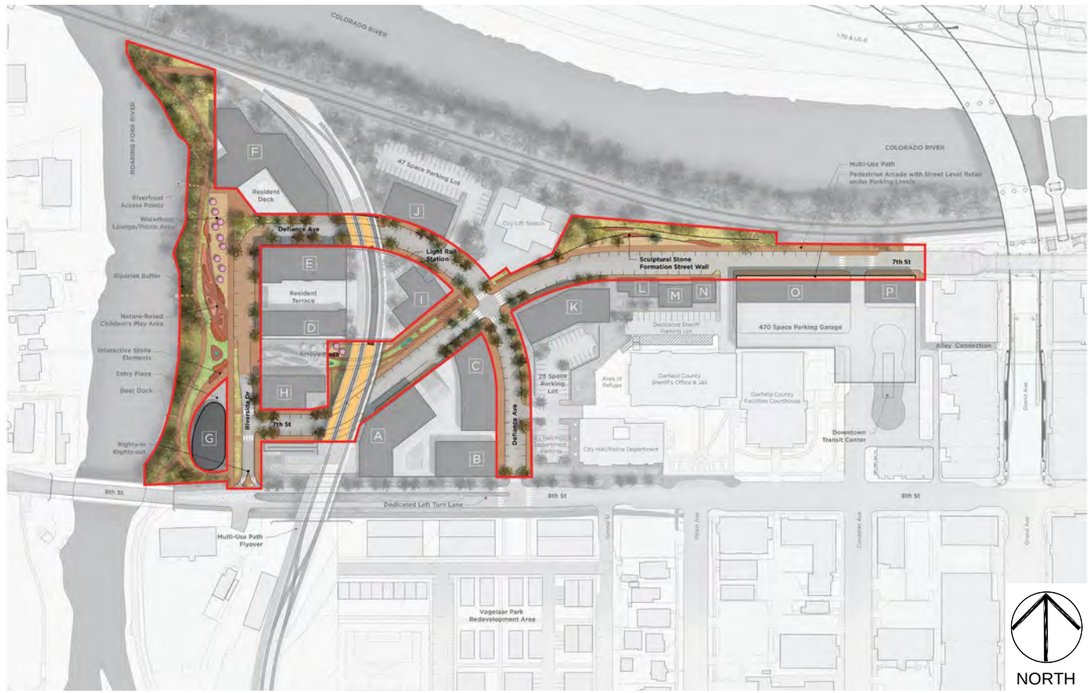
Project Key #	Description	Design/Eng. Projection	LOM CIP Projection	Total	Notes
N/A	Perform a Geotechnical Study for Confluence Area to inform the design engineering of public infrastructure and amenities.	$80,000.00	$-	$80,000.00	The characterization should include the site specific soil and bedrock conditions as well as rail ROW berm conditions (will requires RFTA access agreement).
AP-3	Perform Geophysical Soil Characterization and Analysis along Roaring Fork River and associated floodplain areas.	$40,000.00	$-	$40,000.00	Geophysical Soil Characterization should follow agency requirements and procedures for floodplain regions and along rivers.
AP-1	Capital Improvement Programming Plan - Refine and determine multi-project capital improvement phasing and implementation strategy that establishes packaged projects with preliminary cost estimates, project ordering, implementation schedule, and funding and financing tracking.	$-	$-	$-	Performed by in-house staff and contract funding specialist. Cost for funding specialist covered under annual services contract.
	Undertake Land assemblage, establish access agreements with RFTA, delineate utility easements, and preform legal subdivision for conveyance/sale of property.	$-	$-	$-	Performed by in-house staff and legal counsel.
AP-1	Advance utility coordination with utility companies and authorities. Complete final design (100%), permitting, and construction.	$1,026,000.00	$8,550,000.00	$9,576,000.00	Responsibilities for engineering and constructions costs for utility infrastructure and service upgrade improvements will need to be determined based on utility ownership, especially dry utilities.
AP-3	Final design (100%), permitting and construction of Riverfront Park.	$960,000.00	$8,000,000.00	$8,960,000.00	
AP-4	Final design (100%), permitting and construction 7th St. from Colorado Ave. to the west side of the RFTA ROW underpass, as well as Defiance Ave. from 8th St. intersection to the entrance of the City pump station.	$636,000.00	$5,300,000.00	$5,936,000.00	
AP-5	Final design (100%), permitting and construction of Riverside Dr. from 8th St. intersection to extension of Defiance Ave.; the realignment and extension of 7th St. from the west side of the RFTA Berm to Riverside Dr.; and the extension Defiance from the entrance of the City sanitary lift station entrance to Riverside Dr.	$390,000.00	$3,250,000.00	$3,640,000.00	
AP-6	Final design (100%), permitting and construction of civic pubic spaces along 7th St.	$190,800.00	$1,590,000.00	$1,780,800.00	
	TOTALS	**$5,948,000.00**	**$28,870,447.85**	**$34,818,447.85**	

Clarifications:

A. This level-of-magnitude cost breakdown is intended to inform the client, design team, and other involved parties of the potential costs associated with this project. Opinions of probable costs provided are based on preliminary design efforts and historical cost data. Quantities, unit prices, and specific line items are all subject to change as the design becomes more refined. This cost evaluation represents the judgement of the design professional, who does not guarantee that proposals, bids, or actual construction costs will not vary from their original opinion of the probably project costs.
B. This cost breakdown does not include costs for property acquisition and land assemblage.
C. Utility relocation allowances are based on relocation activities which would occur within the study area only. Changes necessitated by the work within the study area to utilities and utility support structures/facilities outside of the study area have not been accounted for.
D. Design and engineering costs do not include fees and other costs associated with permitting requirements.
E. Costs are likely to be incurred with environmental mitigation and cleanup but are difficult to predict at this level of design. Therefore, the design team has listed this item as a cost item for consideration but has not assigned a cost value.
F. Costs are based on 2019 estimates and an escalation rate of 3% to 5% annually should be used to project future costs.
G. Ideally would occur prior to the preparation of actual land development plans by developer but could happen simultanously.
H. Assumes that a NEPA process will be required for federally funded transportation projects.
I. Does not include costs to design and construct a structured parking garage which is highly dependent upon type, size, and location based on various projects included on this list.
J. Some of the projects identified on this list could be divided into sub projects but depending on the project will likely increase desing and construction costs and potentially complicate permitting.

Action Plan Key Project Elements

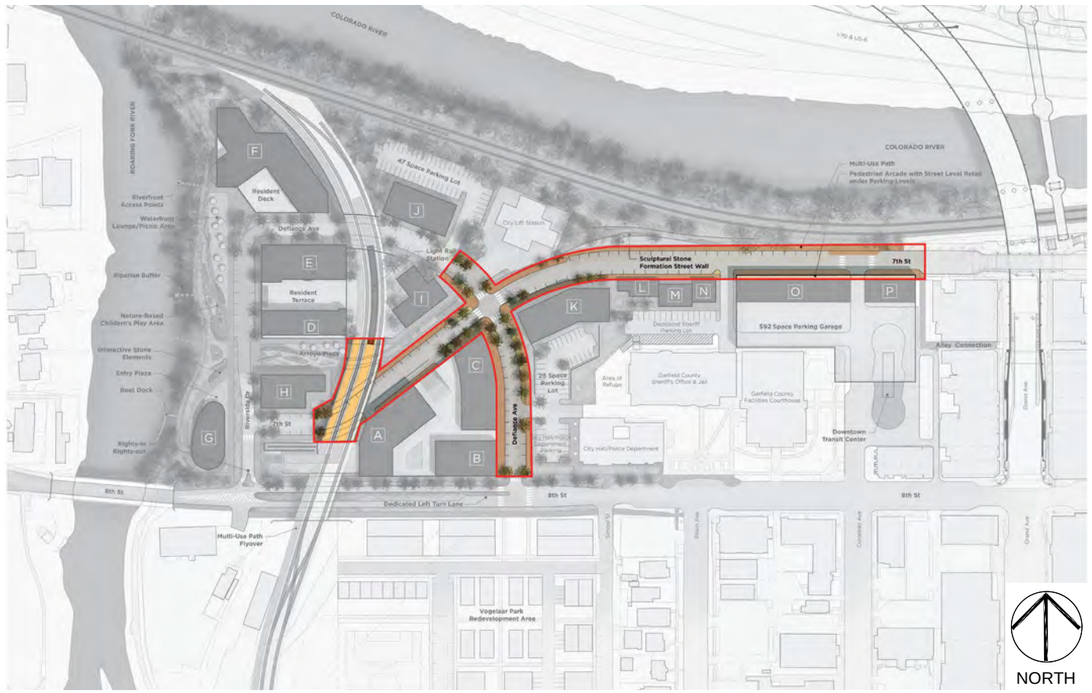
The following diagrams represent potential project elements as defined in the Implementation Action Plan and Infrastructure CIP Projects Table. They are not presented following a specific phasing but instead are provided to show approximate boundaries for packages of projects, at key steps. The ultimate phasing and project limits and components can only be determined after preliminary engineering is performed. After that progress milestone is archived, exact project definitions and phasing will still evolve based on budgets, priorities, and developer timelines.



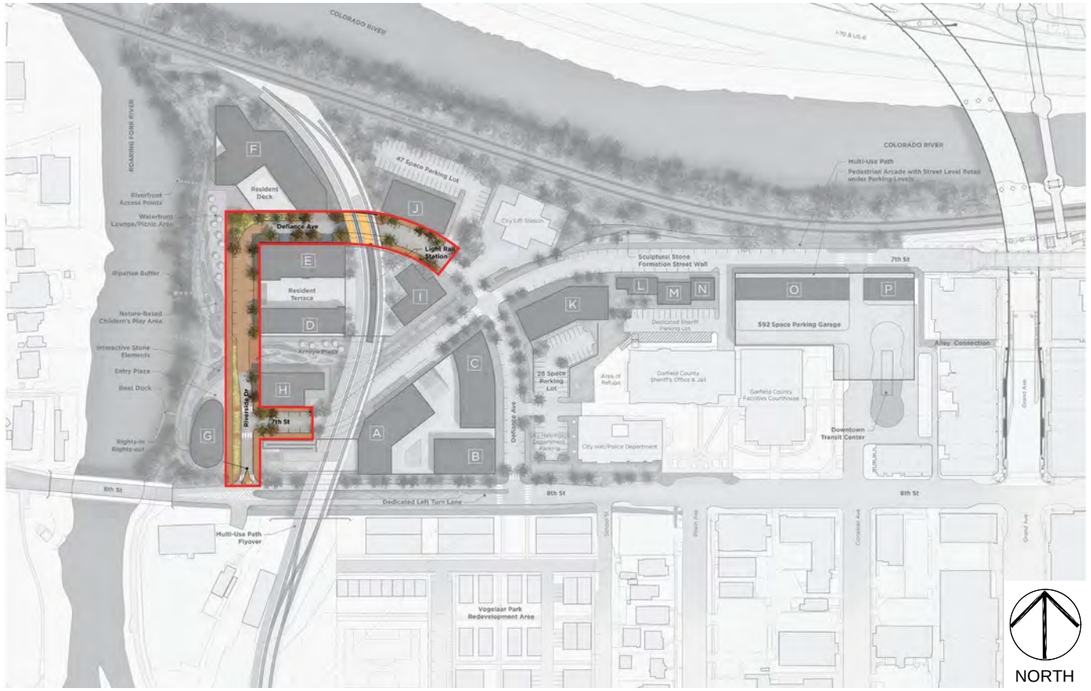
AP-1 - Comprehensive Street Network and Public Space 60% Engineering Design

AP-2 - 8th Street Improvement Project Construction

AP-3/AP-6 - Riverfront Park Master Plan Design, Design, and Construction



AP-5 - Riverside Drive and Defiance Avenue Extension Final Engineering and Construction



AP-4 - 7th Street Final Design, Engineering, and Construction

AP-6 - 7th Street Civic Space Public Improvements

3.6 POTENTIAL IMPLEMENTATOIN FUNDING SOURCES

This funding matrix outlines potential funding sources to support next steps for advancing the activities and project shown in the Implementation Action Plan and Public Infrastructure CIP Projects. The resources below can be layered and leveraged to help fund activities recommended in the AWP and should be used as a starting point for the preparation of a formal Capital Improvement Programming Plan.

Funding Opportunity	Amount, Match, & Deadline	Program Description	Potential Projects
Studies & Plans			
US EDA Local Technical Assistance	Average size – approximately $75,000 Accepted on rolling basis 50:50 matching requirement	While Glenwood Springs has not traditionally been eligible to receive **US Economic Development Agency (EDA)** funding because its census tracts fail to meet the distress criteria (<80% of US per capita income or unemployment rate of at least one percentage point higher than US unemployment), federally designated **Opportunity Zones are now considered eligible for EDA funding.** This means that for portions of the Confluence redevelopment that fall within the designated Opportunity Zone, EDA is now a viable source of funding for pre-development costs, market and feasibility studies, and public works projects associated with job growth. The **EDA Local Technical Assistance** helps analyze the feasibility of potential economic development projects through projects such as **feasibility studies** and **impact analyses** in areas with economic distress. **Confluence Area OZs: Yellow-shaded areas qualify as OZ**	▪ **Traffic Study (must connect project area/impacts to OZ)** ▪ **Comprehensive Utility Study (must connect project area/impacts to OZ)** ▪ **Parking Study**

Funding Opportunity	Amount, Match, & Deadline	Program Description	Potential Projects
DOLA REDI Local Government Economic Planning Grants	Up to $100,000; no match required Deadline is March 15, 2019	Colorado Department of Local Affairs (DOLA) Rural Economic Devleopment Initiative (REDI) Local Government Economic Planning grants support planning efforts to help diversify local economies in communities with fewer than 20,000 residents. Examples include: strategic plans, engineering plans, land use feasibility, and/or marketing studies. Consulting services for specific project implementation are also eligible.	▪ **Comprehensive Utility Study** ▪ **Parking study**
DOLA EIAF Administrative Planning grants	Up to $25,000; 50:50 match; total project cost cannot exceed $100,000 Accepted year-round	**The DOLA Energy & Energy and Mineral Impact Assistance (EIAF) Administrative Planning** grant program accepts applications year-round for administrative approval, as long as funds are available. Project types include preliminary design, engineering, or feasibility studies. Projects are reviewed and approved by DOLA staff.	▪ **Riverfront Schematic & Programming Design** ▪ **Traffic Study** ▪ **Comprehensive Utility Study** ▪ **Parking Study**
CDPHE Brownfields Assistance	Assessment performed by CDPHE at no cost to City	**The Colorado Department of Public Health & Environment (CDPHE)** provides Targeted Brownfield Assessments at no cost to the applicant. The DDA has formerly served as an applicant for a TBA at the City-owned wastewater treatment plant site. A similar arrangment should be considered for applying for a targeted assessment at for lot 1. Because the City had to accept the site without doing All Appropriate Inquiries, the City is not eligible for federal Environmental Protection Agency (EPA) funds for the site. But ample state resources are available. The City should also consider entering the site into the voluntary cleanup program.	▪ **Environmental Assessment & Remedial Plan**
GOCO Planning Grants	Up to $75,000; 25% match requirement	**The Great Outdoors Colorado (GOCO)** Planning grants program provides grants to help local governments execute a wide range of planning efforts, including site-specific plans, department master plans, and strategic plans. The City of Glenwood Springs would need to determine how the planning of a riverfront park in the Confluence would stack up against other planning needs for a GOCO request.	▪ **Riverfront Schematic & Programming Design**

Funding Opportunity	Amount, Match, & Deadline	Program Description	Potential Projects
Smart Growth Technical Assistance	No cost assistance with transit planning	T**he U.S. EPA Smart Growth Technical Assitance** program offfers no-cost technical assistance to communities on specific topics related to smart growth development. This source of assistance could potnetially be tapped to help integrate RFTA's Corridor Service Study with economic development plans for the Confluence, ensuring that transti improvements effectively support the area. **The EPA Building Blocks for Sustainable Communities Program** has a category of assistance called "Sustainable Strategies for Small Cities and Ruraul Areas" that could potentially be used to guide the riverfront schematic and programming, as well as transit-related planning.	▪ **Transit Improvements** ▪ **Riverfront Schematic & Programming Design**
Implementation			
US EDA Public Works & Economic Adjustment Assistance Grants	Average size – approximately $1.4 million; 50:50 match Two-phase review process with no submission deadlines. Proposals will be reviewed by EDA within 30 days of receipt; and following the proposal review, full applications will be reviewed within 60 days of receipt.	**The US EDA Public Works** program provides catalytic investments to help distressed communities build, design, or engineer critical infrastructure and facilities that will advance bottom-up economic development goals to promote regional prosperity. Potential projects include projects supporting water and sewer system improvements, industrial parks, high-tech shipping and logistics facilities, workforce training facilities, business incubators and accelerators, brownfield redevelopment, technology-based facilities, multi-tenant manufacturing facilities, science and research parks, and telecommunications infrastructure and development facilities. **The US EDA Economic Adjustment Assistance Program** provides investments that support a wide range of construction and non-construction activities (including infrastructure, design/engineering, technical assistance, economic recovery strategies, and capitalization or re-capitalization of Revolving Loan Funds (RLF)) in economically distressed areas. For example, EDA might provide funding to a city to support the construction of a publicly-owned, multi-tenant business and industrial facility to house early-stage businesses.	▪ **Studies, design & engineering, or infrastructure and utility upgrades on sites slated for economic development**

A

Physcial/Built Environment Conditions

Glenwood Springs Moving Forward Together
U.S. EPA Brownfields Area-Wide Plan

THE CATALYST SITES

The basis of study for the U.S. EPA Brownfields Area-Wide Plan (AWP) are three brownfield catalyst sites that have former or active uses that qualify them as potential brownfields and likely subjects for redevelopment planning for higher and better uses.

THE FORMER WASTEWATER TREATMENT PLANT

Location: 405 and 101 West 7th Street

Target Reuse Area: The Confluence Area

Site Acreage: 5-acres over three parcels

Historical and Current Use: The site was utilized as a wastewater treatment plant from 1968 until 2012. Many of the previous structures and facilities associated with the former plant are still standing although not operational. The site is split by a large elevated berm that supported a former railroad line.

Environmental Status: The City intends to proceed, in phases, in demolishing the existing structures on the site. No additional environmental assessment is recommended at this time and no remedial activities have been identified as necessary to facilitate redevelopment of the property.

THE ACTIVE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) ENGINEERING & MAINTENANCE CENTER

Location: CDOT Target Site – 202 Centennial Street

Target Reuse Area: The West 6th Street Area

Site Acreage: 5-acres

Historical and Current Use: The site has been used by CDOT since the 1970s. Prior to that time the site is believed to have had limited use, although activity could have been associated with the former quarry operation and associated rail yards.

Environmental Status: The site has underground storage tanks. No data exists related to the current environmental status of the site.

THE FORMER HOLLY QUARRY

Location: The site is located along Traver Trail Road (exact address unknown)

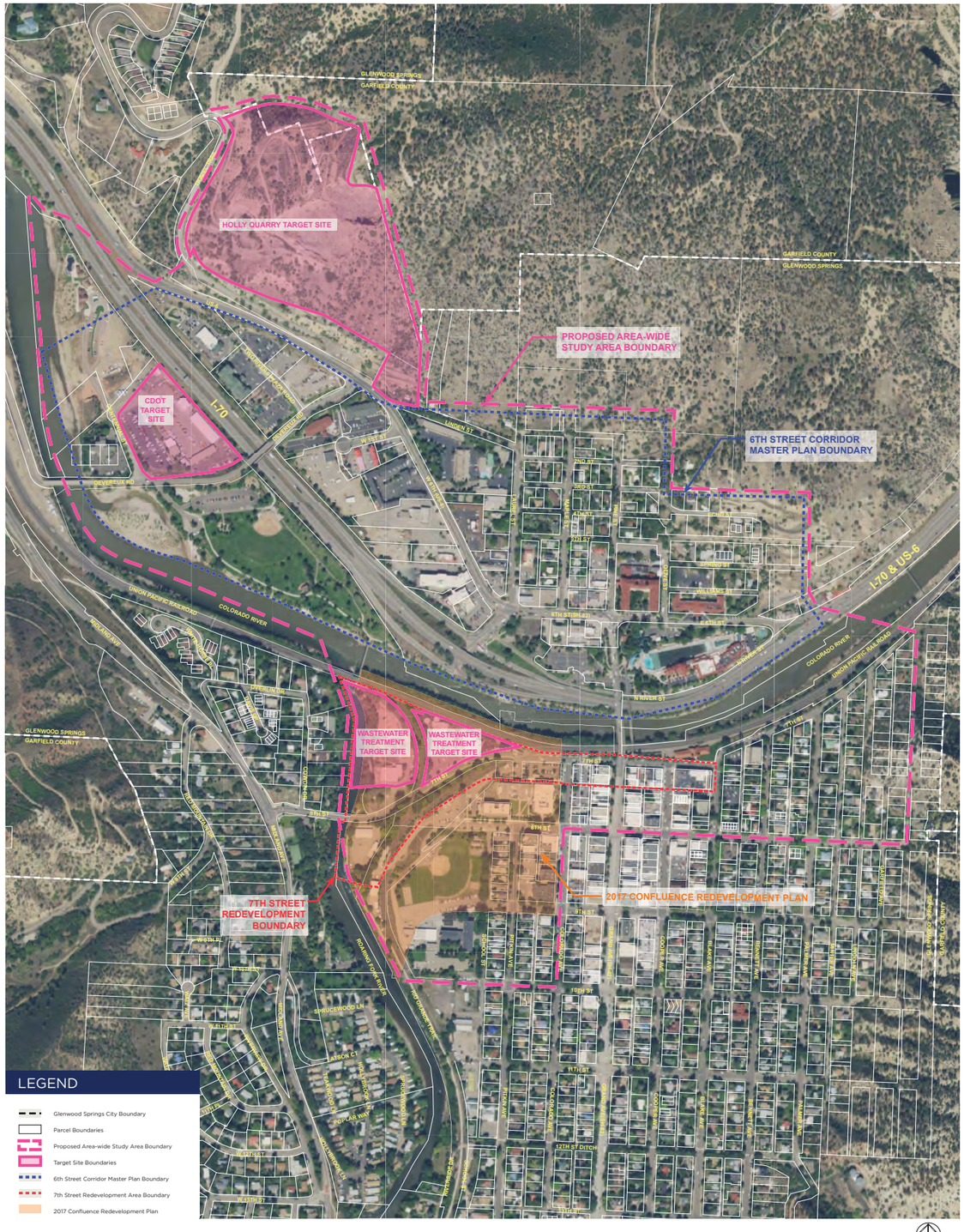
Target Reuse Area: Quarry Area

Site Acreage: Two parcels totaling 27-acres

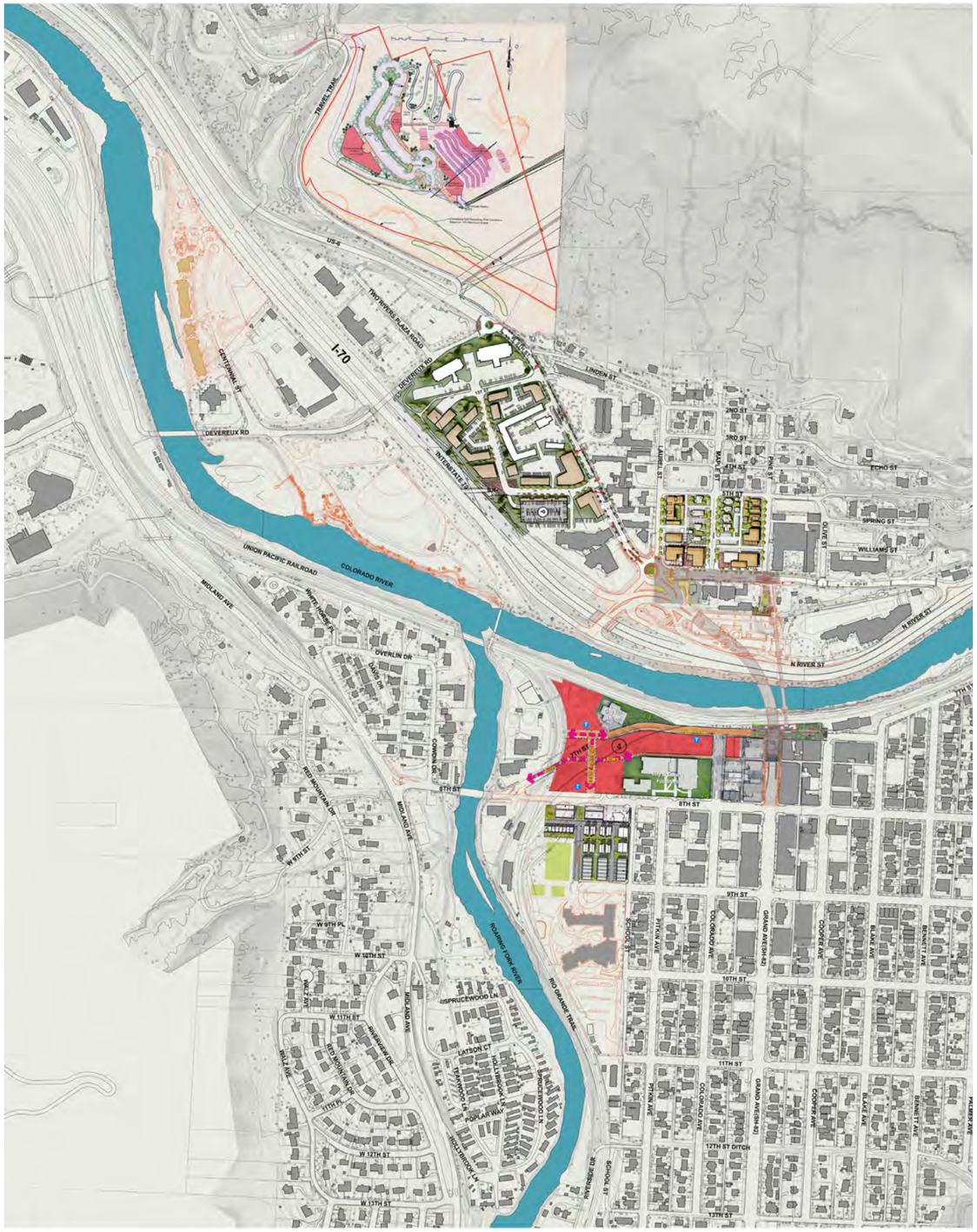
Historical and Current Use: The site was formerly the Pitkin Iron Corporation and more recently the Mid-Continent's limestone quarry to support the coal mining industry. The site closed in 1991 and has remained vacant since that time.

Environmental Status: The site has no known environmental conditions beyond those associated with the concentrations and exposure of a large area of limestone. These include impacts on groundwater from leaching water through the limestone and runoff, the potential for sink holes, and limestone dust from the site (which due to the years of inactivity at the operation is not likely to still persist).

Portions of the Former Wastewater Treatment Plan are being demolished.



DEVELOPMENT AND STUDY AREA BOUNDARIES AERIAL SHOWING THREE CATALYST SITES



COMPOSITE PLAN

PLANNING CONTEXT

RECENT HISTORY OF PLANNING IN GLENWOOD SPRINGS - PLACEMAKING AND BROWNFIELDS REDEVELOPMENT

An initial step in the Area-Wide Planning process is to document the intentions and probable outcomes of planning and development activities. An important of the process is establishing what work has been performed to-date with the goal of building upon the outcomes as much as possible. This includes reviewing:

- Recent public planning/design initiatives (summarized on the following pages);
- Planned infrastructure improvements and capital projects; and
- Pending and anticipated private development projects.

The Composite Plan is the result of this exercise of merging the relevant plans together into one visual image. Though the Composite Plan is more of a patchwork collage than a plan for the future, it does define the likely boundaries and the relationships to each other for the areas where reinvestment and change is likely to occur over the next several years, if each of these initiatives were realized.

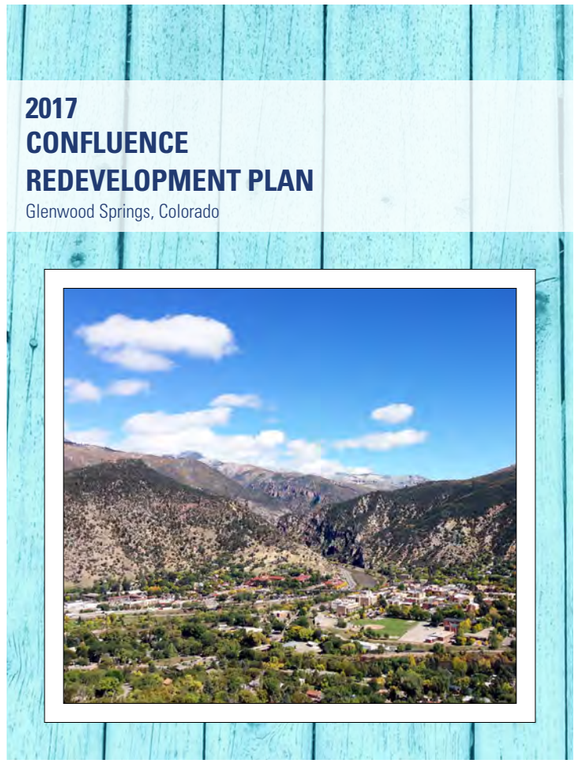
As an inventory of future actions and investment it provides a framework for the Area-Wide Plan and recommendations for the catalyst sites. Seeing the big picture also reveals potential partnerships, synergies, and phasing considerations.

This assessment of the physical/built environment considers how present and planned land use, environmental conditions, zoning policy, transportation and utility infrastructure, and public open spaces are likely to be shaped by this pattern of investment. Additionally, for each topic key findings for “moving ahead” are listed to provide direction for the planning design solutions of the Area-Wide Plan in terms of incrementally improving efficiencies, connectivity, and design.

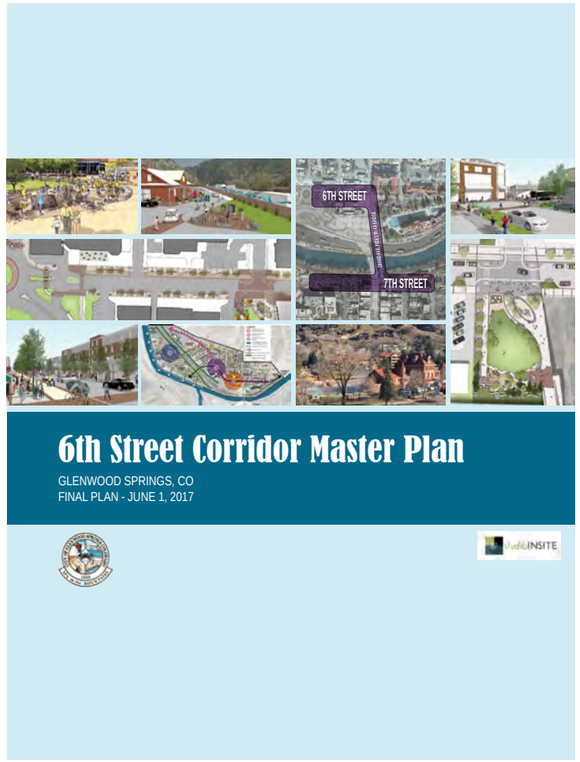
The opening of the new Grand Avenue Bridge is a project on November 7th, 2017, was years in the making and a major catalyst for change in the downtown and Glenwood Springs as a whole.

PLANNING RESOURCES

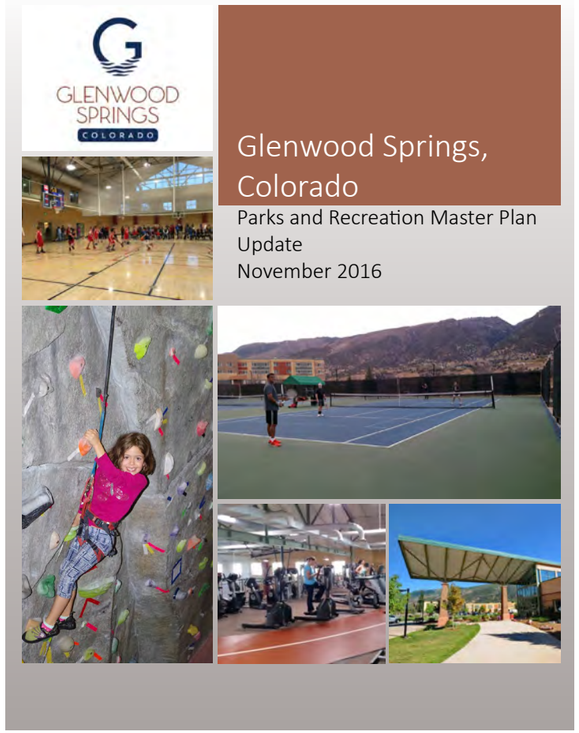
The City of Glenwood Springs is undertaking a process to bring together all of its development planning and includes several of its major undeveloped and under-utilized "brownfields" properties. The Area-Wide Plan is focused on pulling together the proposed redevelopment visions and planned infrastructure improvements developed from numerous planning documents. The focus of the effort is creating a great community where transportation, housing, tourism destinations, and commercial development investments are coordinated so that people have access to adequate, affordable, and environmentally sustainable living. This project is the next phase of ongoing economic development and community-wide planning in Glenwood Springs and focuses on bringing together all of the previous and ongoing planning efforts into one cohesive strategy for implementation. The determination of specific reuse strategies for these sites must consider the larger context, and area that includes the downtown, North Glenwood Springs, and surround context.



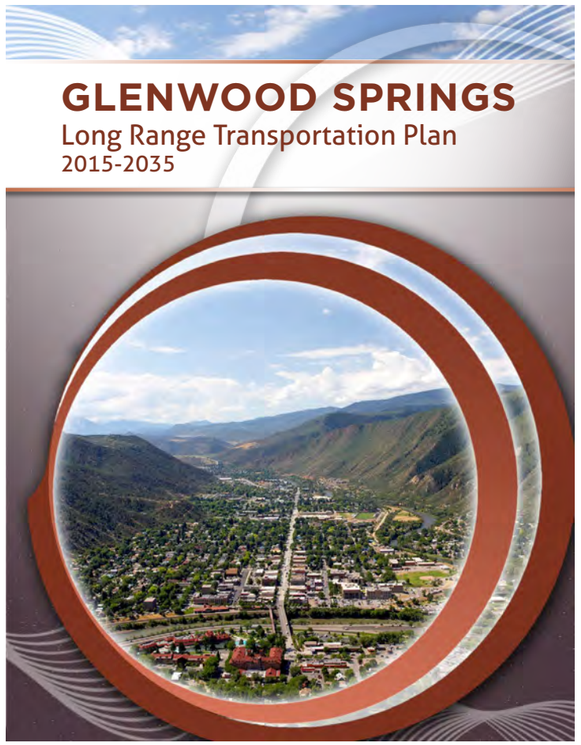
2017 Confluence Development Plan. This plan presents a redevelopment vision for the area at the junction of the Roaring Fork and Colorado rivers. Initiated in part by the decommissioning of the city's wastewater treatment facility, the City of Glenwood Springs and Downtown Development Authority (DDA) partnered with Community Builders in 2013 to update the concepts for the Confluence. The Confluence is generally defined as the area bordered by the Colorado River to the north, Colorado Avenue to the east, 9th Street to the south, and the Roaring Fork River to the west. This document aims to provide realistic and actionable strategies for achieving higher and better use within the Confluence area that complements and adds vitality. The Confluence Plan includes examples of how Vogelaar Park could be re-purposed, recommending a mix of housing while retaining some parkland and open space on the site.



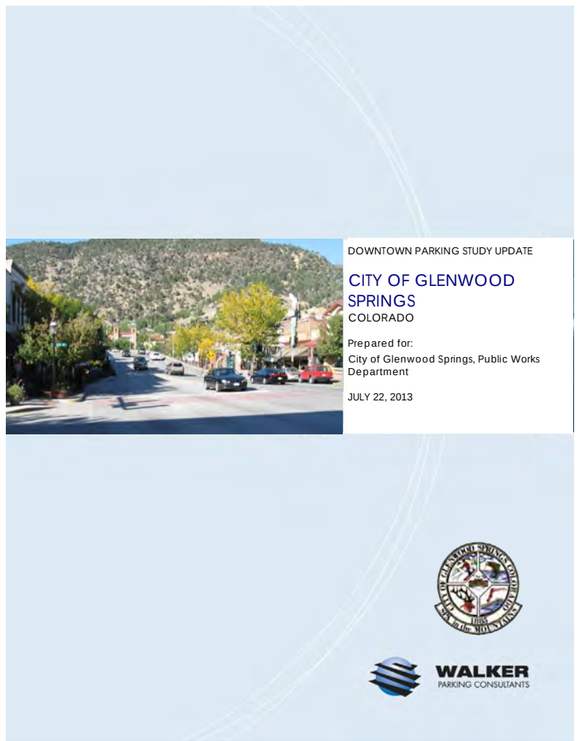
6th Street Corridor Master Plan. Over the next two years, 6th Street is expected to change dramatically as a result of the multi-million dollar Colorado Department of Transportation (CDOT) project to demolish and realign the Grand Avenue-State Highway 82 Bridge over the Colorado River. The goal of the planning effort, which kicked off in January 2016, is to anticipate public improvements that the Grand Avenue Bridge project will set in motion such as streetscape improvements, bike facilities, public parking, and neighborhood gathering areas. Based on input from public & stakeholder meetings, studioINSITE finalized a master plan that creates a blueprint for future North Glenwood development and redevelopment.



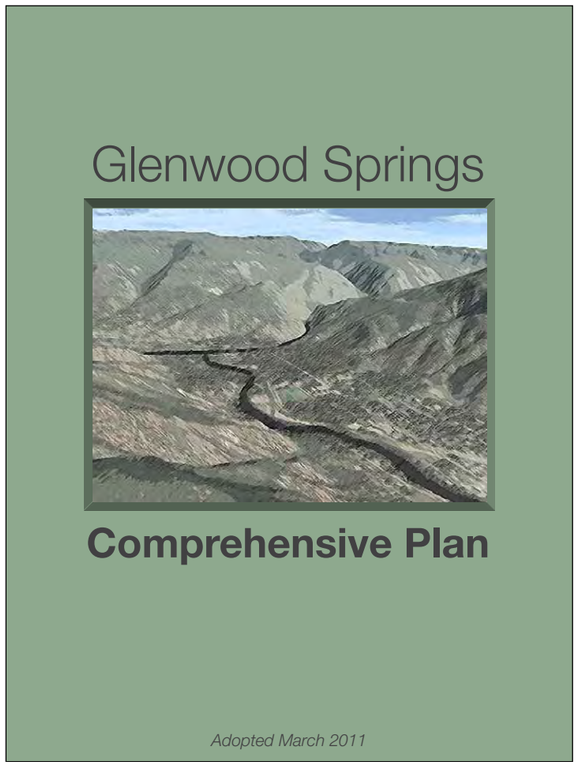
The Parks and Recreation Master Plan, and the November 2016 Update is structured around a citizen-driven community process, defining a broad mission and a strategic approach for implementation over time. Projects identified as high priority include new and existing trails, a skatepark, performing arts, an indoor ice arena, and a sports complex as well as a Capital Improvements Plan informed by improved cost recovery and management. A major focus on this effort was maintaining the focus on trail connectivity and the improvement of existing park facilities. Improvements to Two Rivers Park are being planned using the concepts of improving the quality of existing facilities and expanding their revenue potential to support parks overall. Finally, the Strategic Business Plan lays out specific recommendations to manage the program to maximize service to the community. From this plan, a budget outlining necessary revenues to sustain the program is developed.



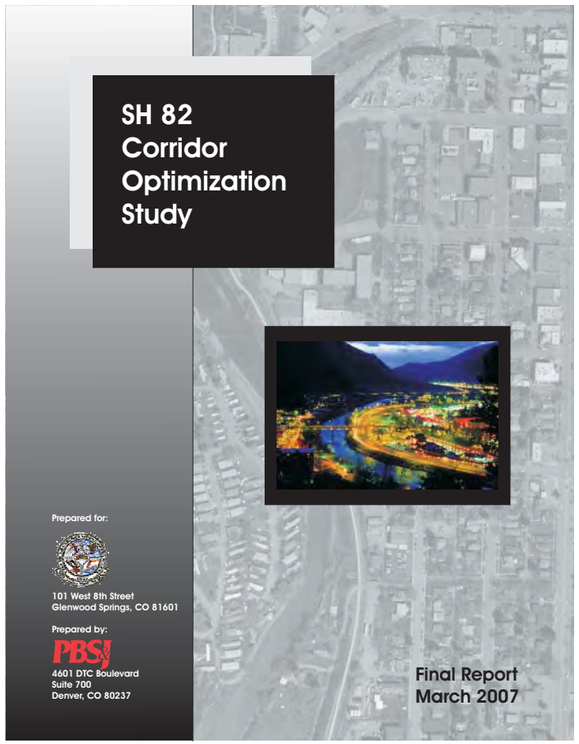
The Long Range Transportation Plan 2015 – 2035 outlines recommendations to establish the city multi-modal transportation network and strengthen connections between different modes, making travel more convenient for users at all levels of service. Based on a detailed efficiency analysis of vehicular, bicycle and pedestrian circulation; the plan recommends twenty on and off-street priority projects at a projected cost of over $75m. The list includes shared-use paths, bicycle facilities, sidewalk connections, wayfinding signs, intersection improvements and new bridge connections. Potential federal state and local resources are identified. The Appendix is replete with essential data and technical references.



The 2012-13 Downtown Parking Study assessed parking supply and demand, evaluated future parking needs, and recommend possible parking management strategies to maximize the use of available resources. The document reported that existing supply is sufficient to adequately address parking needs, and concluded that the parking system can support additional development without adding weekday parking resources. The study does recommend that the City evaluate options for a second public parking garage and suggests possible locations.



Glenwood Springs Comprehensive Plan, adopted in 2011, is the community's guide for making land use decisions and is based on the community's values and vision for the future. The Comprehensive Plan sets the stage for other City plans including neighborhood or special district plans, capital improvement plans, street and transportation plans, and utility plans. In short, it is the central manuscript that coordinates and sets priorities for the City's current and future planning endeavors.



The SH 82 Corridor Optimization Study, Focuses on the SH 82 corridor as the primary east-west regional transportation facility serving the Roaring Fork Valley. Within the City, SH 82 is known as Grand Avenue. The corridor optimization process identifies a range of operational problems; leading to the selection of priority issues/locations and a corridor strategy in anticipation of the National environmental Policy Act (NEPA) process. This planning identifies needed intersection improvements, interchange enhancements, capacity issues, as well as how parallel arterial roads operate and convey traffic under different conditions.

LAND USE

Due to the size of the study area, land uses varying greatly. The range from traditional downtown retail, suburban format retail and lodging, to historic tourism destinations, government center, civic uses, and parkland. Recent planning studies have begun to revise the land use types for the study area, but more important the mixing of uses and their format, i.e. in terms of promoting a greater sense of a traditional downtown. This is especially important for the areas orbiting the core of what the community typical perceives as the downtown.

The City's Comprehensive Plan contemplates the topic of "Growth versus No Growth", and concludes that growth needs to be focused on increasing the utilization of land within and around the downtown, i.e. the study area of this project.

Although this planning effort is contemplating opportunities that exist broadly within the study area, it is primarily focused on three catalyst brownfields sites, and the study area includes three very distinct Targeted Reuse Areas, each organized around one key brownfield sites. The areas are:

- The Confluence Area (the Former Wastewater Treatment Plant);
- The West 6th Street Area (the Active CDOT Engineering & Maintenance Center);
- The Former Holly Quarry.

THE CONFLUENCE AREA

Existing uses in the Confluence Area include the decommissioned wastewater treatment plant, an active City-owned utility pumping plant, two inactive railroad spurs (referred to as the "Wye"), the active Union Pacific Railroad mainline and related facilities, the Rio Grande Trail along the Roaring Fork River, storage buildings, a funeral home, a household equipment rental shop, and surface parking for the adjacent government complex. This includes City Hall, the Garfield County Courthouse, and a county office complex. In the vicinity just south of the Confluence Area are Vogelaar Park and the Glenwood Elementary School.

- **The Wastewater Treatment Plant —** Decommissioned in 2012, the facility includes several structures slated to be demolished and removed in 2018, including a brick building housing the rotating biological contactor facility and several round sedimentation/filtration tanks. The City intends to complete demolition and clean-up of the site over the next few years to open the site for reuse.
- **The Wye Inactive Railroad Spurs —** Though not currently in use, the west spur of the wye is currently required to remain intact to a level to support future potential reactivation, per agreements between the City and RFTA. Due to their location and configuration especially for the west spur, this use creates significant land use challenges for reuse planning in the area.
- **Vogelaar Park and Environs —** This area will be reconfigured as the land exchange agreements and the 2017 redevelopment plan are implemented. Additional park land will be added to the west and south of the current park allowing a portion of the area where the baseball diamond currently is located to be developed as new mixed-use focused on downtown residences with a limited amount of commercial/retail space.

The City's 2003 Confluence Plan and the 2017 Confluence Redevelopment Plan acknowledge that achieving an ideal balance of civic uses and commercial development activity is complicated by challenges of topography, access, subsurface utilities, and complex property agreements. All of these factors will influence the viability of future land uses as well as their configuration in this area.

THE WEST 6TH STREET AREA

The West 6th Street Area is host to several of the City's key tourism-related businesses, as well as many of Glenwood Springs' hotels and motels. West of Laurel Street especially, most of the businesses front onto 6th Street in the familiar pattern of highway commercial operations, each situated behind its parking field.

- **Popular destinations —** These include Glenwood Hot Springs, Yampah Spa & Vapor Caves, Glenwood Caverns Adventure Park, and Iron Mountain Hot Springs. 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 and motels, most of these businesses front onto 6th Street and are situated on their sites behind deep setbacks and in many cases off-street parking.
- **North Glenwood —** This a compact residential neighborhood sits on the south-facing hill above 6th Street, primarily east of Laurel Street. The neighborhood consists of mostly single- family homes, some dating from the late 1800s and early 1900s. The streets in North Glenwood are aligned on a traditional compact north-south, east-west grid.
- **Former Bighorn Toyota site —** This 2.8-acre property is worth noting because it is a relatively large vacant site within the overall W. 6th Street Corridor. It is currently functioning as temporary parking for the Glenwood Hot Springs and for river rafting customer pick-up and drop-off.
- **CDOT Site —** The Colorado Department of Transportation's keep 3 offices and yard are located on a 6-acre parcel between I-70 and the Colorado River along Devereux Road, adjacent to Iron Mountain Hot Springs. The majority of the facility includes maintenance operations and with numerous buildings associated with maintenance and fleet operations, as well as engineering offices for the region, and the State Police.
- **CenturyLink –** This property is located at the terminus of 1st Street, adjacent to I-70 and serves as a regional hub for CenturyLink maintenance operations and the small buildings on the property are used mainly for storage.
- **Two Rivers Park —** Glenwood Springs' largest regional park is located within the study area across from 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, amphitheater, sheltered picnic areas, restrooms, a playground, and a skate park.

THE FORMER HOLLY QUARRY

There is ongoing interest in repurposing the 27-acre of the former limestone quarry to create a remarkable "hillside village" residential community and resort facility. The site is located on the southeast-facing slope of Iron Mountain, adjacent to the intersection of Traver Trail and 6th Street/ Highway 6. A preliminary plan, submitted in 2013 as a PUD, was approved and then extended to June 20, 2019. The program as submitted includes a multi-level Cliff Lodge building, 260 space parking spaces, a funicular to transport guests to the top of Iron Mountain, and a small museum themed around mining and local mining history. The proposal would re-purpose mine-scarred land, while building on previous investments by the same owner, establishing successful tourist destination businesses at the base and at the top of the mountain (Iron Mountain Hot Springs and Glenwood Caverns Adventure Park).

Former Waste Water Treatment Plant

6th Street under construction

Holly Quarry Site

Land Use: Moving Forward

The Confluence area

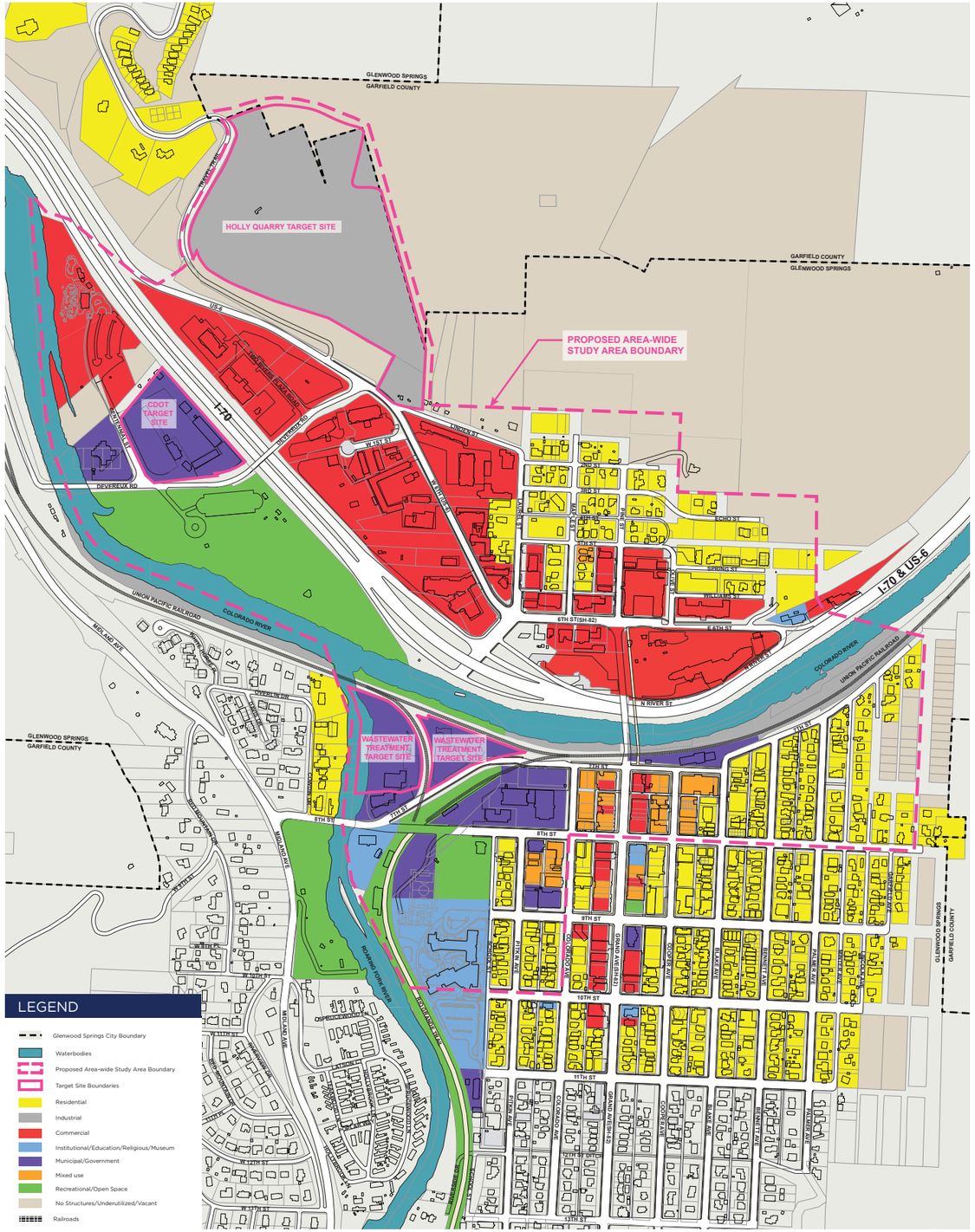
- The former Wastewater Treatment Plant and dormant associated infrastructure will be removed to allow for new uses.
- The active Wastewater Treatment Pump Station is fixed and cannot be moved. Any new development in the area will need to accommodate the access and service needs of this new facility.
- Negotiations with RFTA regarding the wye have been ongoing. Although subject to change, it appears that east spur of the wye can be removed and the west spur will need to be accommodated to allow for future possible rail utilization.
- There are current private uses, such as the funeral home, which may impede the ability to maximize the redevelopment potential of the area.
- The former rail freight shed will be able to be razed but such an action may require special permitting.
- The government center is fixed and has several requirements that surrounding it include parking and access for the Police Department and service access to the rear of the buildings.
- There are numerous parking areas that are potentially available for infill development.
- The active Union Pacific Railroad will have impact on the placement of new uses due to noise and dust impacts.
- Per the 2017 Confluence Redevelopment Plan, the Vogelaar Park redevelopment area will likely advance first as a primarily residential project with limited commercial development.

6th Street Corridor

- The 6th Street Corridor Plan Master Plan, completed in April of 2017, anticipates future private redevelopment of existing properties that will incrementally infill following a mixed-use pattern of land uses. This is anticipated to start on underutilized parcels buildout to occupy street frontages. Public improvements such as new streetscapes, bike facilities, public parking, and neighborhood gathering areas are planned as the district evolves. This fundamental approach will result a potential dramatic shift long term in the mix of uses in this area, as it transitions from large parcels with single uses, to a more densely grouping of buildings and a diverse mix of commercial/retail, lodging, tourism, and residential uses.
- This area represents the largest potential area to attract growth within the downtown, as discussed first in the Comprehensive Plan and then refined through the 6th Street Corridor Plan. It also strategically located within close proximity of downtown, to expanse and development pattern and mix of land uses that expands the overall impact of the City's downtown as a whole. This includes accommodating the increasing regional demand for commercial space in a manner that compliments the character and mix of uses in the downtown and not compete with it.
- The desire for new buildings and expansions to existing buildings will bring new residents living in this part of town. Land uses that have been considered include recruiting convenience and fresh food retailers as well as entertainment and service providers to what should become a new Glenwood Springs neighborhood, as well as a more attractive, and fun, version of the regional destination it is today.
- The CDOT Engineering & Maintenance Center, a commercial office building, and the Iron Mountain Hot Springs occupy 17+ acres between the Colorado River and the southbound lane of I-70, west of Devereux Road. Opportunities to better integrate and buffer the CDOT facility to allow further redevelopment around it will be important. This includes reducing potential conflicts between activities on the site and the new uses focused on tourism and residential that are occurring around it. Moving forward, there may be opportunities for the property owners to work collaboratively within this geographically constrained area to explore mutually agreeable ways to accommodate additional compatible economic activity. This includes improved public river access while improving public access, and without diminishing the capability of the CDOT to perform its public safety operations in a reliable, and efficient way.

The Former Holly Quarry

- It is in the best interest of all parties to return this parcel to an economically productive use. The proposed PUD development program for the site includes a mix of tourism, lodging, and residential uses. The current property owner is still exploring options for the highest and best uses for the site, especially since there are infrastructure challenges to meet the requirements of almost any likely land use combination. Based on current factors, residential uses that take advantage of the excellent valley views may be the most likely best use for the site.



EXISTING LAND USE

ENVIRONMENTAL AND HUMAN HEALTH RISK CONDITIONS

A key goal of the U.S. EPA Brownfields Area-Wide Planning Program is to help communities create strategies for the reuse of brownfields that are protective of public health. The Environmental and Human Health and Risk Assessment section of this analysis focuses on identifying potential site constraints the may impact redevelopment and public health impacts posed by the current site conditions and summarizing those conditions in a manner that can be easily communicated to the residents that may be impacted.

Human health aspects evaluated include:

- Cleanup efforts at the three catalyst sites and impacts to soil and groundwater quality;
- Existing Air Quality issues and efforts to improve air quality;
- Surface Water quality and public access to the waterfronts; and
- Environmental Justice issues per the U.S. EPA's Plan EJ 2020 parameters.

FORMER WASTEWATER TREATMENT PLANT

The Former (City of Glenwood Springs) Wastewater Treatment Plant is a 5-acre property located at 401 West 7th Street was decommissioned in 2012. The City owns the property and is considering the site for future redevelopment opportunities. The property is one of the catalyst brownfield sites of the Area-Wide Planning effort.

The 5-acre decommissioned wastewater treatment site, ideally situated on a triangular parcel

wedged into the confluence of the rivers, was identified by a public engagement process as a high priority for redevelopment in the 2003 Confluence Plan. First a trickling filter plant completed in 1968 and then a rotating biological contactor plant built in 1979, all wastewater facilities, with the exception of a new lift station, were relocated to the outskirts of town in 2012.

The plant was decommissioned in part due to potent chemicals such as sulfuric acid created during the treatment process corroding its brick structure over time. The plant also had recurrent struggles with removing ammonia from wastewater before it was discharged into the Colorado River. Additional potential contaminants of concern include chlorine leachates from the treatment process; asbestos; potential hazardous waste from drying beds on the north side of the side where sludge was stored; and arsenic, creosote, and other toxins from the former Union Pacific-owned railroad wye that bisects the parcel.

Following assessment, city officials plan to demolish the old plant, including several holding tanks and a major pipeline that brought most of the City's sewage into the old treatment facility.

As part of the Area-wide Planning effort, Gaito & Associates interviewed the City's Public Works Director, Mr. Robin Millyard and reviewed readily available environmental information including the following reports:

- Phase 1 Environmental Site Assessment, Waste Engineering, December 1998
- Phase 2 Environmental Site Assessment, Waste Engineering, March 1999
- Phase 1 Environmental Site Assessment, Weston, December 2016
- Phase 2 Environmental Site Assessment, Weston, February 2017.

Findings of 1999 Environmental Site Assessments

The 1999 Phase 2 Environmental Site Assessment (ESA) report identified minor BTEX soil contamination in the areas of former Drywells 2 and 3. The report recommended localized excavation and disposal of this soil. The recommendations indicated that the soil should be excavated, analyzed, and disposed of at the South Canyon Landfill after approval by the Colorado Department of Public Health and Environment. Through review of the City's records and contact with the contractor who conducted the 1999 Phase 2 ESA, it was determined that this contaminated soil was not remediated.

The 1999 Phase 2 ESA report also identified the presence of solid waste during the excavation of Test Pit No. 2. The solid waste included burned debris, cans, bottles, bones, and lumber. The extent of the solid waste was not determined at that time. While the presence of the solid waste did not result in a recommendation of remediation, there was a concern that the presence of the solid waste could complicate the construction of new building foundations or slabs. The report recommended that future contractors be made aware of the potential to encounter solid waste and that any waste that is encountered during construction be disposed of appropriately. Through review of the City's records and contact with the contractor who conducted the 1999 Phase 2 ESA, it was determined that this debris was not removed.

As part of the Existing Conditions evaluation, EPA's START Contractor, Weston Solutions, was contacted about the information presented in the 1999 Phase 2 ESA. The following information was provided by Weston:

General Notes

- The 1999 Phase II ESA Investigation tasks in the vicinity of the four of the buildings (M.O.C. Building, Old Shop Building, Old Truss Building, and Sign Shop) did not occur within the 2016 Technical Brownfields Assistance (TBA) Site Boundary.
- The four buildings (M.O.C. Building, Old Shop Building, Old Truss Building, and Sign Shop) had already been demolished and the land redevelopment with a new building and parking lots during the 2016 TBA.
- Regulatory standards in Colorado have changed since 1999. Soil and groundwater sample results were compared from the 1999 Phase 2 ESA investigation against current Colorado petroleum benchmarks and no Certificate of Completion (COC) exceedances were noted for BTEX or TPH analytes.

Three Drywells

- Drywell #1 – Drywell #1 was installed in 1983. This well had a solid base and no indication of gravel or perforations in the interior walls were observed. Material in the well was routinely pumped using a vacuum truck. Material did not come in contact with surrounding soils or have a completed pathway to groundwater. Once the buildings were torn down, the source of material entering the drywell no longer existed.
- Drywells #2 and 3 – The purpose of these wells were to collect surface runoff. It is likely petroleum constituents from vehicles in the parking lot were mobilized and diluted by rain water which collected in the drywells (these wells have gravel bottoms). A soil sample was collected from each drywell (DW-1 and DW-2). Extractable Petroleum Hydrocarbons (EPH) values in soil samples from Drywell #2 and Drywell #3 were 340 mg/kg and 300 mg/kg, respectively (VPH were non-detected). These concentrations are below the current TPH comparison benchmark of 500 mg/kg. BTEX concentrations reported in the samples are below Tier 1 RBSLs. Based on these two criteria, the localized impacts to soil do not exceed any standards and no further action should be necessary (unless requested by the state).

Six Soil Borings/Monitoring Wells (Soil Borings were converted to Monitoring Wells)

- Soil Samples: No petroleum constituents (VPH, EPH, or BTEX, as applicable) exceeding standards were noted in soil samples collected from the soil borings.
- Groundwater Samples: No exceedances were noted in ground water samples collected from the monitoring wells.

Two Test Pits (Test Pit #1 and Test Pit #2)

- Soil Samples: A soil sample was collected from each test pit (TP-1 and TP-2). EPH values in soil samples from Test Pit #1 and Test Pit #2 were 64 mg/kg and 160 mg/kg, respectively (VPH were non-detect). These concentrations are below the current TPH comparison benchmark of 500 mg/kg. BTEX concentrations reported in the samples are below Tier 1 RBSLs. Based on these two criteria, the localized impacts to soil do not exceed any standards and no further action should be necessary (unless requested by the state).

Solid Waste

- It was reported that buried trash and debris was observed during installation of the three (3) drywells at the site. Materials primarily consistent of bottles and debris from burned trash. During the 1999 Phase II ESA, the side-wall of Test Pit #2 consisted predominantly of trash fill such as burned debris, cans, bottles, bones, and lumber. These materials by themselves are not considered to pose a substantial environmental risk.

Findings of 2016/17 Environmental Site Assessments

The more recent Phase 1 and Phase 2 ESAs were prepared by Weston after the decommissioning of the Wastewater Treatment Plant in order to assist the City in their preparations for redevelopment of the property. The Phase 1 ESA report identified two Potential Recognized Environmental Conditions:

- The operations associated with the wastewater treatment system, including the sandfilter drying beds, indicate the potential for organics and heavy metals contamination at the subject property.
- Due to the operations associated with the active railroad adjacent to the subject property and the inactive railroad spurs ("the wye") bisecting the subject property, there is the potential for petroleum hydrocarbons, semi-volatile compounds, and heavy metals contamination in soils.

Two additional concerns were also identified:

- The operations at the former Wastewater Treatment Plant may have resulted in contamination from the activities performed at the subject property. The processes at the treatment plant were not designed for the treatment of ammonia in the influent.
- Due to the age of the buildings, there is the potential for asbestos-containing materials (ACM), lead-based paint (LBP), mercury-containing thermostat switches, and/or light ballasts containing polychlorinated biphenyls (PCBs), and mold to be present at the subject property.

A Phase 2 ESA was recommended and consequently conducted by Weston to investigate the identified Recognized Environmental Conditions (RECs) and concerns. The Phase 2 ESA had the following recommendations:

- Preparation and use of a Materials Management Plan during redevelopment is recommended to address localized areas of surface soil impacts identified and in case impacts are encountered during building removal.
- Based on the ACM identified at the Site and demolition plans, START recommends contracting an accredited asbestos remediation company to determine appropriate remedial actions to address the ACM at the Site during the cleanup phase of redevelopment. The non-friable ACM identified is classified as Category I or II non-friable.
- Due to planned demolition of the buildings, remediation of LBP may not be necessary and no additional sampling may be needed unless required by the disposal facility. It is recommended that the disposal facility be contacted to determine if Toxicity Characteristic Leaching Procedure sample(s) are required.
- PCB-containing equipment (e.g., light ballasts) should be properly removed and disposed.
- Mercury-containing thermostat switches should be properly removed and disposed.

Former Wastewater Plant: Moving Forward

- Based on available information no additional environmental site assessments are likely to be necessary at this time to support reuse.
- Additional health and safety precautions and soil management protocols during demolition and future construction should be implemented. A materials management plan is recommended during redevelopment for construction worker awareness, including excavation contractors, in case adverse environmental conditions are encountered (e.g., potentially impacted soils and/or unexpected buried solid wastes).
- If unexpected contamination is discovered during redevelopment, it would be an opportune time to excavate then when the presence and extent can be seen.
- Management of Asbestos Containing Materials (ACM), Lead-Based Paint, PCB-Containing equipment and Mercury-containing thermostats must be addressed during building demolition.
- Management of these issues could impact the costs of demolition.
- Resources should be identified to assist the City in the management of concerns with building demolition including abatement of the ACMs.

View of the Former Wastewater Treatment Plant. Note building to the right is the new active pump station.

THE ACTIVE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) ENGINEERING & MAINTENANCE CENTER

The active Colorado Department of Transportation (CDOT) Engineering and Maintenance Center was identified as one of the catalyst brownfield sites due to the City's interest in establishing connectivity between downtown Glenwood Springs, Two Rivers Park, the Iron Mountain Hot Springs attraction and the redevelopment of the 6th and 7th Street Corridors. The 5-acre CDOT site is located at the extreme end of the W. 6th Street Area at the intersection of Devereux Road and Centennial Street. The property has been used for CDOT for Engineering and Maintenance Departments since the 1970's. The CDOT facility also houses Colorado State Police operations.

As a part of the Area-Wide Planning effort, Gaito & Associates reviewed historic aerial photographs and other information that documented the historical uses of the property to identify any potential environmental impacts to redevelopment. In short, according to historical photographs, the property was vacant until the CDOT facility was built in the 1970s. At that time, CDOT entered into an agreement that resulted in the construction of their facility in return for a 99-year lease for parking for an entity known as Redstone Corporation. Water testing conducted in support of the building construction recommended that if Underground Storage Tanks were to be installed, the metal tanks should not be used to the alkaline condition of the soils on site. No other environmental information was readily available for review.

In January 2018, the SGA team and the City met with CDOT representatives with the intent of identifying the availability of environmental information and to engage CDOT as a stakeholder of the Area-Wide Planning effort. During this stakeholder meeting, CDOT explained the critical nature of their location to both their operations as well as to the operations of the Colorado State Police. Due to the proximity and access to the Interstate, the current location of the CDOT facility is paramount to public service and safety. No other location has been identified that can provide the same levels of service and safety. As a result, CDOT representatives indicated that the feasibility of relocating these operations is not currently viable. CDOT representatives strongly expressed their desire to work with the City to explore other projects that could achieve the desired connectivity goals, especially around the perimeter and general environs of their facility. Other projects that were suggested included streetscaping, bike paths improvements, and additional and/or improved multi-modal sidewalks and pedestrian safety improvements.

CDOT Engineering and Maintenance Center Site: Moving Forward

- Based on the current status of the site no environmental site assessment activities are warranted at this time.
- Opportunities to engage CDOT on ways to improve the interface of this site with the overall redevelopment visions for the West 6th Street Area should be pursued.

West 6th Street Area

The CDOT Engineering & Maintenance Center

THE FORMER HOLLY QUARRY

The former Holly Quarry site was identified as one of the catalyst brownfield sites due to the City's desire to support a private sector partner's interest in redevelopment of this site. The Holly Quarry site is a 27-acre property that was formerly the Pitkin Iron Corporation limestone quarry.

The Holly Quarry site contains two abandoned limestone quarries located at the base of Iron Mountain, north of Interstate 70 and adjacent to Iron Mountain Hot Springs and the Glenwood Caverns Adventure Park. The Holly Quarry served Mid-Continent's Redstone coal mine operations, which produced more than 21 million tons of mid-volatile metallurgical coal thirty minutes outside of Glenwood Springs until a deadly underground fire ended operations in 1991.

For decades Mid-Continent's associated industrial activities were the economic foundation of Carbondale and surrounding areas. Limestone from the Holly Quarry was ground at a rock dust plant then sent to coal mines in the region to help reduce coal dust and prevent explosions. When Mid-Continent formally closed the entire business in 1991, much of this industrial base evaporated. While one of the three former limestone quarries on Iron Mountain reopened in 2009, the Holly Quarry site has remained closed and out of operation for over 30 years.

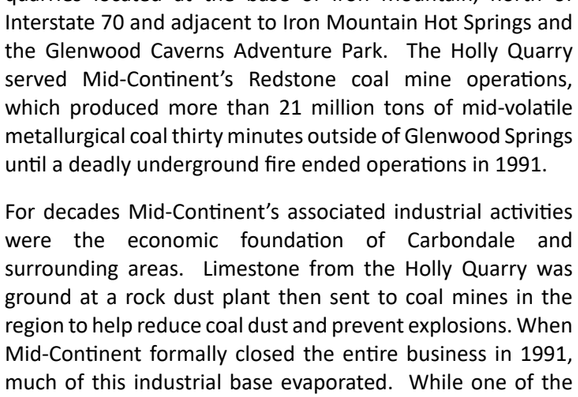
As part of the Area-Wide Planning effort, Gaito & Associates reviewed historic aerial photographs that documented the historical uses of the property to identify any potential environmental impacts to redevelopment. The aerial photographs confirmed that the site was undeveloped until the onset of the mining operations. No other environmental information was readily available for review.

Limestone, composed mostly of calcium carbonate, is used primarily to produce Portland cement for the building industry. Other products that use limestone include breakfast cereal, paint, calcium supplements, antacid tablets, paper, and white roofing materials. Typical environmental impacts from limestone mining include:

- Reduction in quality and quantity of groundwater;
- Potential for sink holes if the mining occurs in areas of karst geology; and
- Creation of dust during mining activities that could impact air quality.

Given that the mining operations ceased over 30 years ago, potential dust impacts no longer exist. The property owner is addressing any potential stabilization issues as part of the site development plan and construction specifications. Since it is the property owner's intention to provide a water supply to the redevelopment, groundwater quality would not be a concern.

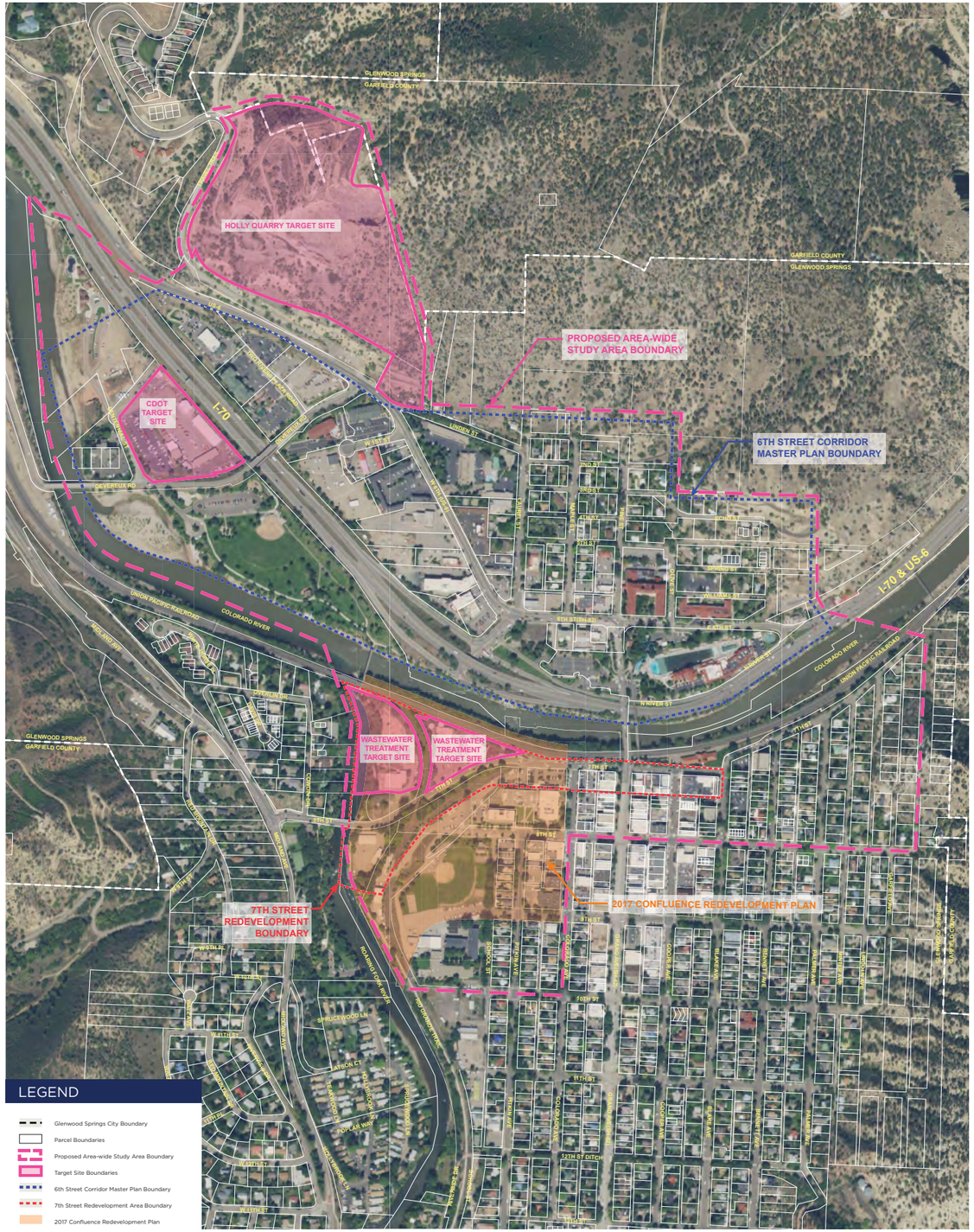
The SGA Team and the City met with the current owner of the site with the intent of identifying the availability of environmental information and discuss reuse opportunities. The current property owner stated that he is not aware of any traditional brownfield-type environmental issues at this property. He also was not able to identify any other legacy environmental issues that he believed would impact redevelopment of this site. The property owner did identify the need for resources to establish water, wastewater, and stormwater infrastructure to support site redevelopment.



Holly Quarry Site

The Former Holly Quarry: Moving Forward

- Based on the current status of the site no environmental site assessment activities are warranted at this time.
- Opportunities to obtain resources to support extension of water, wastewater and storm sewer infrastructure should be explored.
- Opportunities to obtain funding that supports the reuse and reclamation of mine-scarred lands should be considered.



DEVELOPMENT AND STUDY AREA BOUNDARIES AERIAL SHOWING THREE CATALYST SITES

ZONING

ZONING: GLENWOOD SPRINGS' DEVELOPMENT REGULATIONS

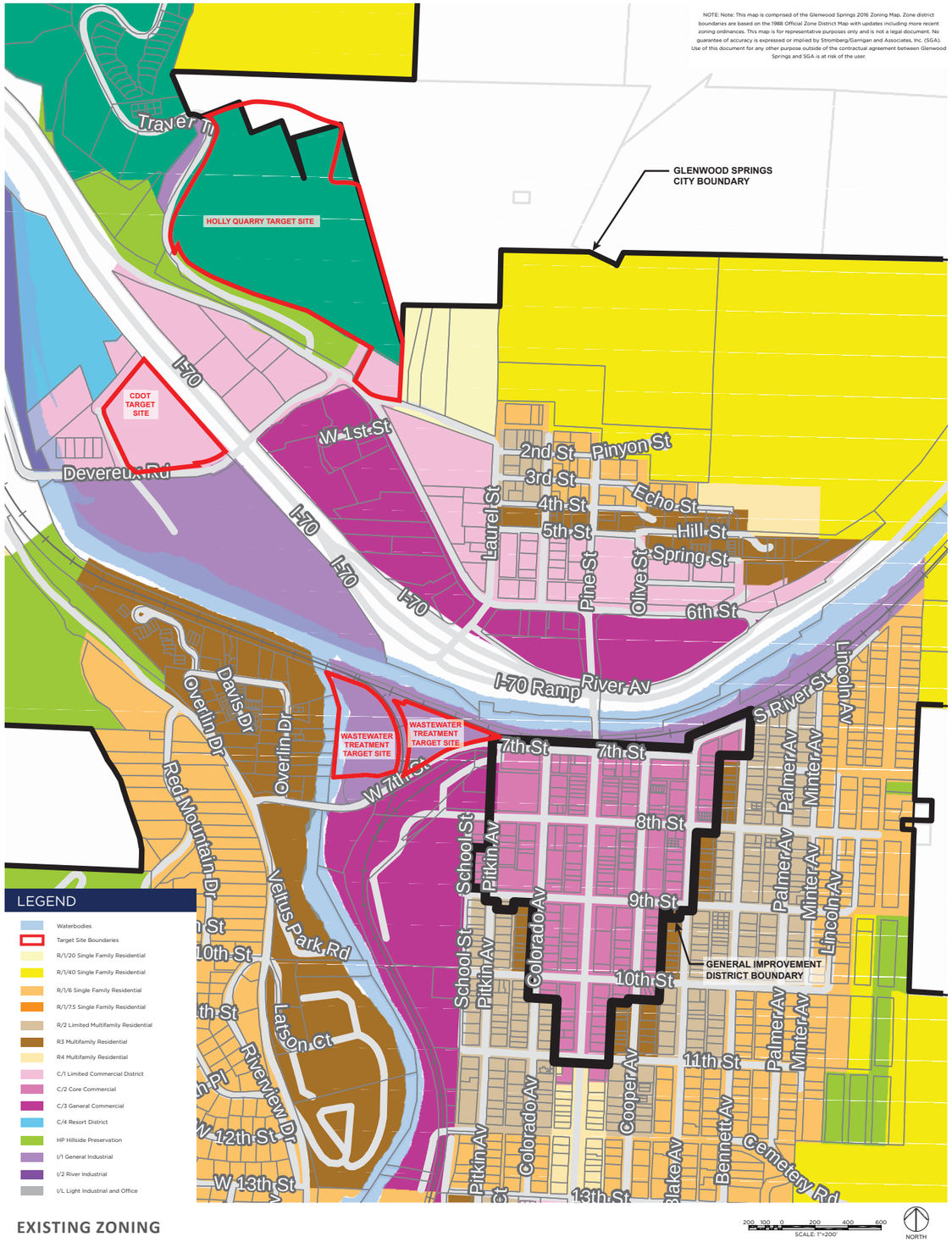
The City's 2011 Comprehensive Plan establishes the policy framework for the City's development regulations. The plan describes the preferred outcomes of future private property investment. These outcomes are succinctly summarized in the list of planning goals and policies and in the Future Land Use Map. The Future Land Use Map delineates the Confluence Area as a new, emerging mixed-use center. The plan also sets out actions that will support construction of new housing; emphasizing variety and affordability, and making special mention about the character of the future of the Confluence site…"Incorporate a prominent residential component in a mixed-use redevelopment plan".

Since 2015, the City has been engaged in an effort to substantially re-write Title 070, the Glenwood Springs Development Regulations. It is likely that this new regulatory framework will guide future development taking place in the study area. Transformative changes include:

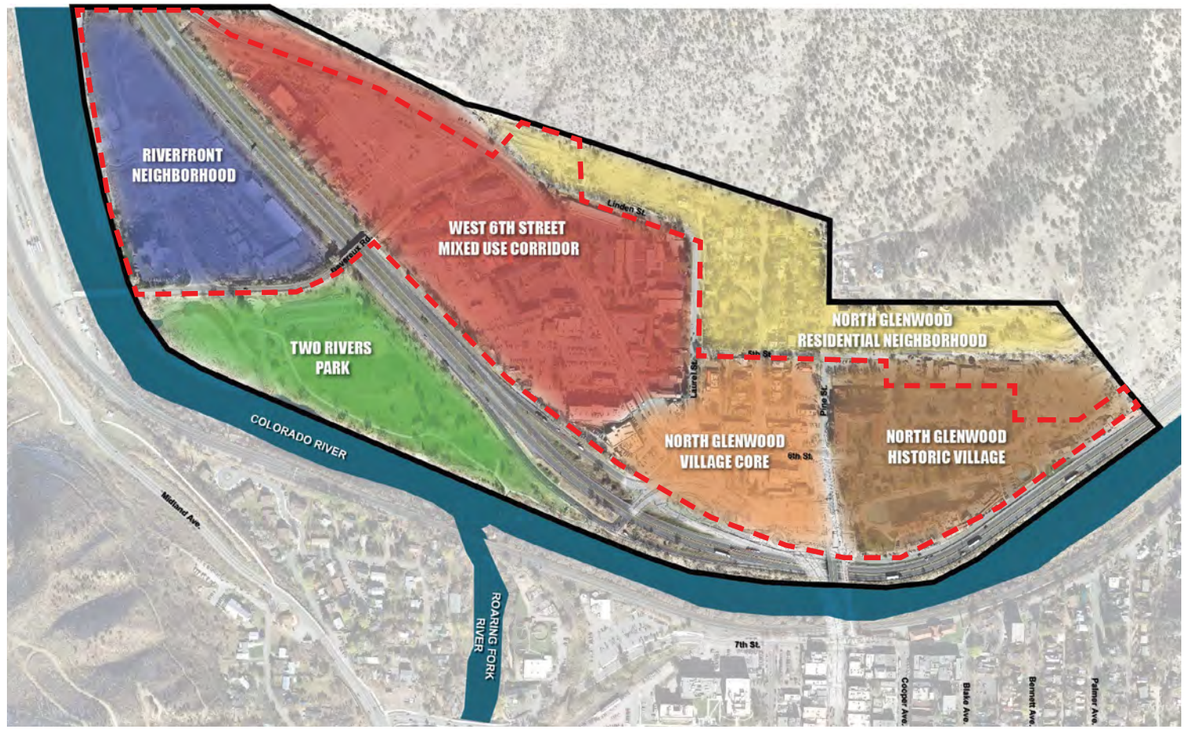
- Mixed-use welcomed. The current code lacks adequate provision for mixed use districts and mixed use buildings; a desired outcome of future investment and redevelopment in the study area.
- The PUD ordinance is recalibrated to include public purpose goals. Though the PUD provisions in the present code lay out the exhibits required for submittal and then describe the procedure for review and hearing of qualified applications, no criteria for approval/denial are offered in the ordinance. The new ordinance will describe specific community goals and desired outcomes to be accommodated if zoning requirements are to change as part of an approved PUD project
- The code is restructured to provide clear direction, vivid illustrations, and additional controls. The town is mostly "built out" in the valley floor and "boxed in" by steep canyon slopes near the outer boundaries, therefore, future development will be in the form of infill, expansion or redevelopment. Zoning regulations and review procedures must effectively steer reinvestment toward high-quality outcomes for these key sites.
- The proposed updates aim to simplify the process. The current development regulations require substantial commitment of front-end investment in fees, professional services and time before starting a very long review process guided by subjective criteria and lengthy hearings, often resulting in changes and essentially starting again.
- Recommended amendments specific to the study area will eliminate some zoning district designations, add at least one new one, and substantially restructure many of the other provisions guiding building placement and permitted uses.
- Recommendations also include eliminating I/1 General Industrial, the base zoning for much of the Confluence Area, including the City-owned 2-acre site occupied by the decommissioned wastewater treatment plant. The future zoning is likely to be M1 or M2; anticipating walkable and active neighborhood-scale places with a mix of residential and non-residential uses. Regarding the treatment plant site, since the parcel is City-owned, the governing body may exert considerable influence over the outcome.
- C/3 General Commercial, to be renamed CO Commercial, is the current base zoning for the remainder of the Confluence area as well as most of the parcels fronting West 6th Street below Devereux Road. However, future mapping amendments are likely to re-zone these areas so that they are covered under the provisions of one of the new M (mixed-use) districts.
- C/1 Limited Commercial is the base zoning controlling most of North Glenwood above 6th Street as well as the properties across I-70, including the CDOT Engineering & Maintenance Center and the Iron Mountain Hot Springs resort. The proposed amendment will change the title of the district to M1, permitting and promoting an array of activities, inviting new residents, and setting expectations for less dominant parking lots, attractive shopfronts and great streets for a stroll.

Zoning: Moving Forward

- As mentioned previously, after the text amendments are adopted or largely accepted, public consideration of changes to the zoning map will include focus on the 6th Street, North Glenwood, and the Confluence Areas.
- Future redevelopment in the 6th Street and Confluence Areas will benefit if there is a mechanism to provide a higher level of design guidance and oversight than anticipated by the provisions of the updated M1, M2 PUD or the new M3 zoning district. The December 2016 Module 2 Public Draft suggests that this could require additional base zones, or an overlay district that applies unique design standards and guidelines.
- City policy to expand mobility options and encourage walking and biking should feature prominently in discussions about development ordinances, rezoning applications and subdivision reviews. Provision for public access to rivers, trails, bike parking, setting a maximum front setback (as proposed for the M districts) and the expectation that front entrances are to be convenient to a walkable public way are all components of development regulations that support, rather that stifle, walking and biking. Management of easements, as well as seeking dedication or acquisition to eliminate gaps in the network, should be part of an overall public access masterplan for the West 6th Street Area.
- The new zoning standards constrain/shape the future development potential of the 6th Street and Confluence areas. Development regulations set parking requirements by use. The update eased some requirements, and simplified allowances and procedures for shared parking and off-site parking. Nevertheless, the standards do constrain/shape the future development potential of the 6th Street and Confluence areas. Evaluation of car usage by future residents may indicate that further easing and cooperative management would be logical.
- Evaluate if additional building height is permitted (to incentivize private resources to support public policy goals) in some locations. As proposed, the M2 and M3 districts permit structures up to 60 feet tall by-right. The 6th Street Corridor Plan suggests that a height bonus may be an appropriate strategy to attract developer interest in providing income-qualified community housing as part of future residential buildings in some areas. This thesis should be further evaluated from an appearance perspective – to understand the how that building height would look and also to understand whether an analysis of building costs confirms that the additional return on an additional floor or two is not entirely consumed by the additional cost of building it, as the construction type will be different for the taller structure.



EXISTING ZONING



Proposed Land Use Character Areas from the 2017 6th Street Corridor Master Plan

NATURAL RESOURCES

The natural conditions surrounding the City of Glenwood Springs are some of its most defining features. Set within the Roaring Fork and Colorado River Valleys at the confluence of the two rivers, the hydrologic and geologic environments create the unique environment in which Glenwood Springs has been able to thrive.

Based on information from the Colorado Geological Survey, the City of Glenwood Springs proper is largely situated on the relatively flat or gentle-sloping alluvial terraces which surround the Colorado and Roaring Fork Rivers. These alluvial deposits feature a mixture of broken rock and gravel within a matrix of finer sands and silts. The soil profiles on these terraces are variable, but generally designated well-drained by the NRCS's soil survey, meaning they aren't prone to local ponding and flooding in an undeveloped condition.

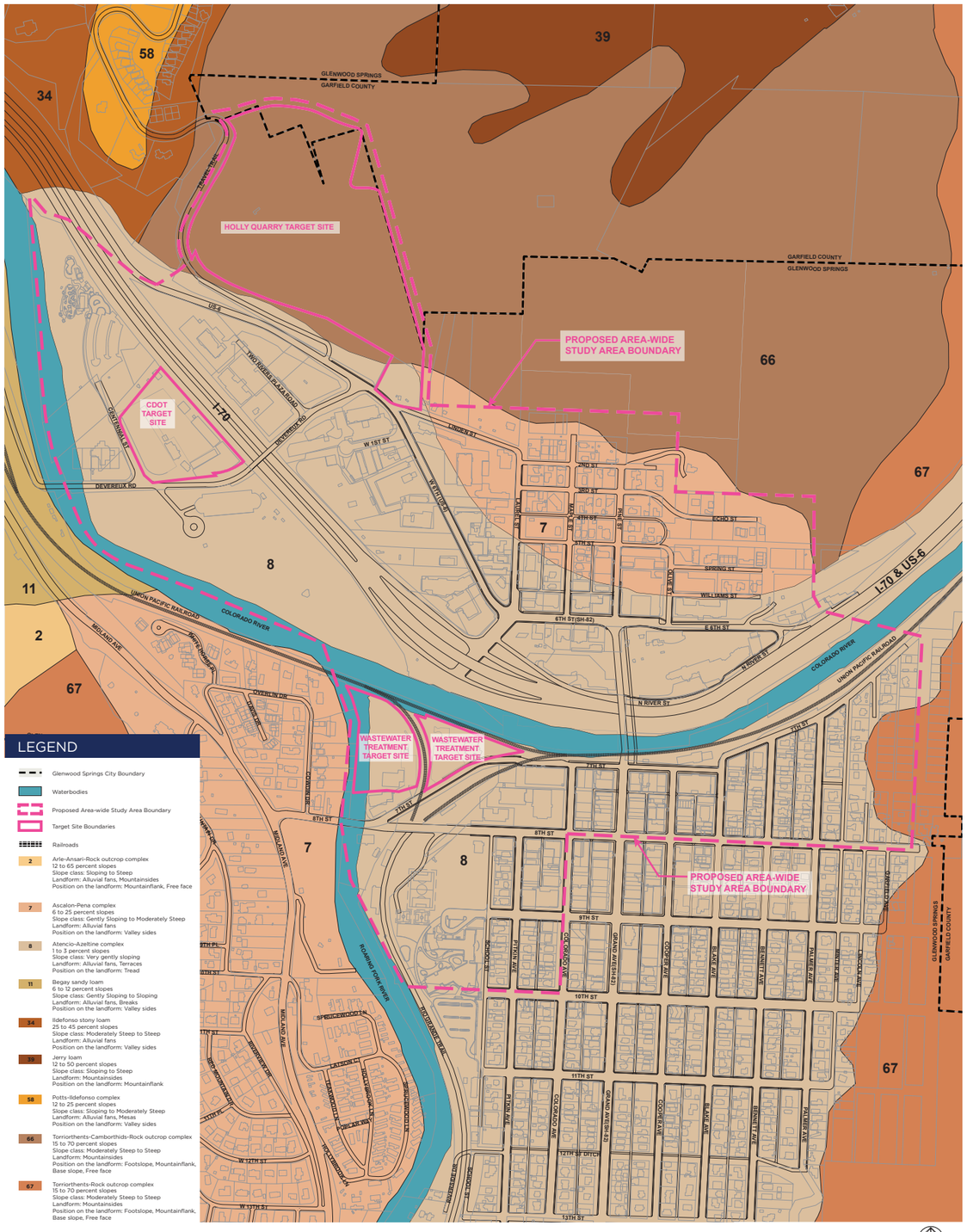
Rising out of the river valleys are steep mountainsides with the bedrock at or near the surface of the slope. These mountainside outcrops essentially frame the developed areas of Glenwood Springs, with the majority of existing buildings ending at the geologic barriers between the alluvium and the outcrops. On the south side of the Colorado River, these mountains consist of bedrock formations that include evaporative rock like gypsum and halite as well as sedimentary units like sandstone and shale. On the north side of the Colorado River in Glenwood Springs, the mountains consist mainly of a formation called the Leadville Limestone, a blue/gray limestone and dolomite rock outcropping. These steep slopes surrounding the City do provide some risk in the form of mudslides and debris flows, particularly where rainwaters are able to collect in gulches and similar topographies. This presents a hazard for some areas of the city but is also a natural geologic occurrence for an area such as Glenwood Springs.

Extraction of natural resource is not currently prevalent in the areas immediately within/surrounding the City of Glenwood Springs like it is in other portions of the western slope, although one of the sites at the northern edge of the City/study area was formerly a limestone quarry.

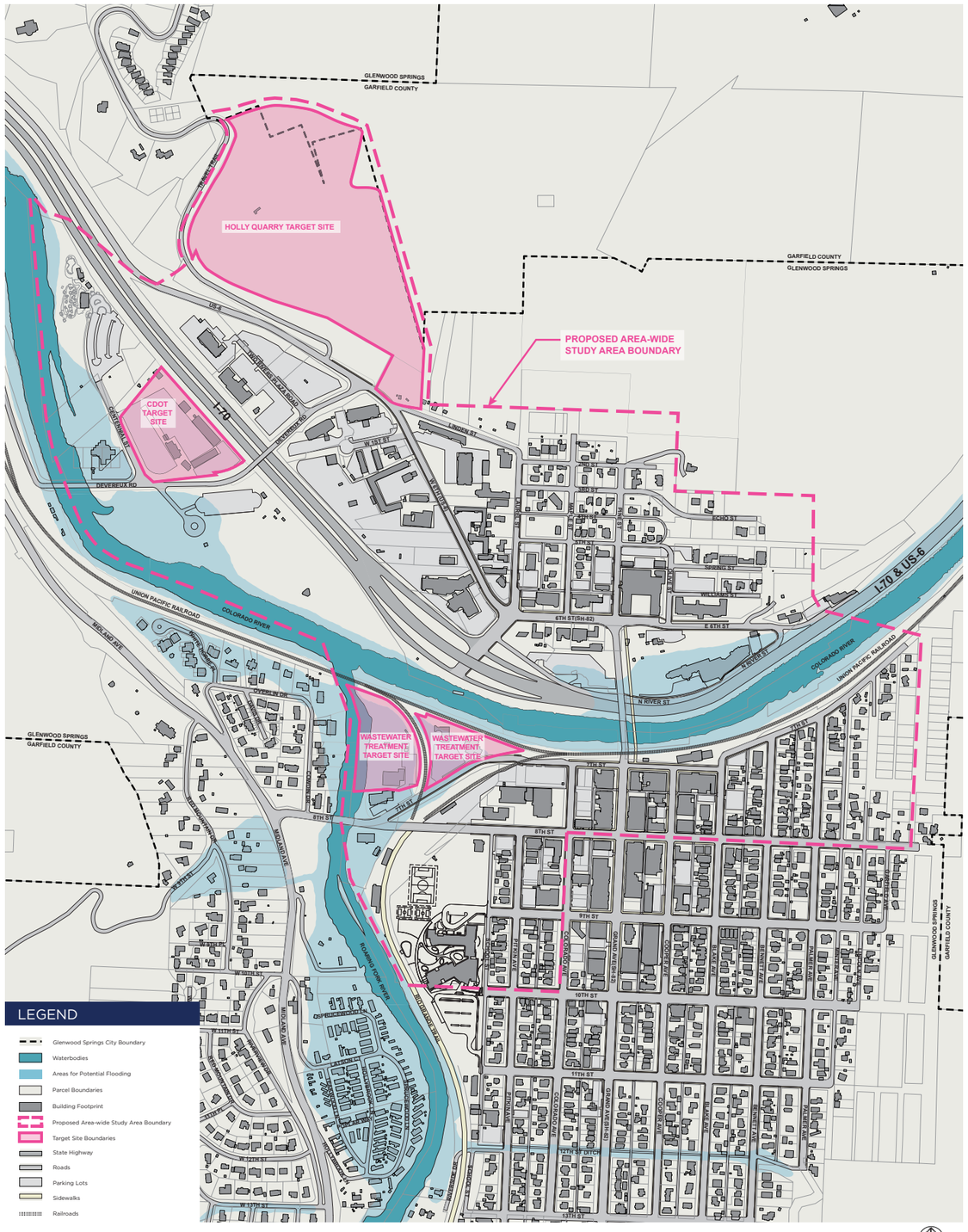
One resource that is relatively abundant within Glenwood Springs is geothermal energy. Much of this area of Colorado experiences geologic phenomena which result in higher-than-normal levels of heat in its bedrock. This energy has clear manifestations within the City and provides the basis for some of the more well know tourism destinations, such as the vapor caves and hot springs. It has practical applications beyond those features though. Geothermal energy can be (and is) harnessed to heat homes and water, and in this region is abundant enough that it can also be used as a resource to generate electricity. Geothermal power generation is an inherently renewable as it relies on the continuously generated heat from the earth's mantle to harness energy.

Natural Resource: Moving Forward

- Natural topography defines the area and provides recreation opportunities.
- City situated on alluvial terraces centered on the Roaring Fork and Colorado Rivers.
- City has been developed to its natural boundaries, thus re-use of land and smart urban design are necessary for growth.
- Rivers offer recreation opportunities and city should strive to increase public access to riverfront.
- Geothermal energy is a significant potential resource in the area for electricity and heating/cooling.
- The mountains that bookend the city, contain some relatively desirable materials like limestone and gypsum, but mineral and other resource extractions are largely absent.



SOIL CLASSIFICATION



HYDROLOGY

STORMWATER MANAGEMENT

Stormwater management is a concern for every city, although the specific issues each city must tackle are unique and require site-specific solutions. In Glenwood Springs, despite its location along two substantial rivers, widespread flooding beyond intense flash-flood-type events is not a major issue for the City at-large, although some lower areas within the study area near the confluence of the Roaring Fork and Colorado Rivers have overbank flood risk. Instead, the focus for a community like Glenwood Springs in a majority of rain events is more on water rights within the river watershed and treatment of pollutants in runoff before it returns to surface waterways.

Mudslides and debris flows, which in severe cases can cause major damage to areas in their path, are also a significant concern in the City and surrounding region, though the issue is related more to the topography and maintenance of upland areas. Given the factors that contribute to these events, only limited measures can be taken to mitigate their impact within the downtown setting of much of the study area.

Within the City, stormwater is handled through an independent drainage system that keeps rainwaters separate from all of its sanitary sewer flows. By having separate systems for stormwater and sewage, the City is protected from issues with combined sewer overflow, but that does not mean pollution within the rivers is not still a concern. The storm sewer system in many cases carries runoff directly from streets, parking lots, and other paved areas directly to the Colorado and Roaring Fork Rivers. This means that without the implementation of water quality best management practices, any pollutants carried within runoff, including sediment, salts, chemicals, petroleum, and nutrients that can negatively impact river water quality, will flow directly into the waters of the Colorado and Roaring Fork Rivers. In the 2014 City of Glenwood Springs Source Water Protection Plan, stormwater runoff from roads and other impervious surfaces in urban areas is identified as one of the primary potential pollution sources for waters contributing to the Lower Roaring Fork River, which serves as a secondary drinking water intake for the city. With this in mind, any new development or significant infrastructure work should include a focus on water quality protection for runoff as a component of its design and utilize proper best management practices (BMPs) as recommended in the Source Water Protection Plan as well as the 2003 Stormwater Assesment and Watershed Report produced for the Roaring Fork Conservancy.

The City sits relatively close to the upper reaches of the Colorado River, where water rights based on existing natural flow patterns are a major concern. Only recently has the State of Colorado legalized rainwater harvesting methods, mainly in the form of rain barrels and similar systems. Particularly as it relates to the arid climate of much of Colorado's Western Slope, scarcity of water within the various river watersheds is a significant concern.

With those water rights concerns in mind, any measure that potentially captures rainwater must be considered in the context of the greater drainage and water usage patterns. For instance, any capture/reuse BMPs should be considered as a means to replace existing potable water usage, rather than to remove any substantial amount of additional water from the surface waters flowing into the Colorado River. Replacing previously allocated potable water use will have a net-neutral effect on downstream water flows, satisfying water rights concerns, and will also reduce demand on drinking water treatment facilities. Many reuse BMPs can also have the effect of reducing pollutant loads, making them dually useful for a community like Glenwood Springs.

Stormwater Management: Moving Forward

- Glenwood Springs does not have significant overbank flooding concerns, despite being situated at the confluence of the Roaring Fork and Colorado River. The area of the Confluence would require elevating development 1' above the 100 year AE Flood Zone.
- The City requires a 30' feet (or 50' depending on the situation) setback from the normal highwater mark of the rivers. This does not apply to public space projects.
- Management of stormwater is focused on water quality protection for the river waters. The City is currently exploring the development of regulations that would focus on pre-treatment of runoff to reduce pollutant discharge into service waters.
- Glenwood Springs has separate storm and sanitary sewer systems, preventing any combined sewer overflow concerns.
- In Colorado, scarcity of water means downstream water rights should be considered for all stormwater planning, and particularly for capture/reuse BMPs.
- Reuse BMPs should be designed to replace existing potable water use to reduce demand for those sources within the overall system.
- The City is interested in promoting riparian zone expansion for flood control and ecological habitat restoration for environmental quality.
- Mudslides during major storm events present a risk to perimeter areas of the City near steep slopes and gulches.

New streetscapes such as this one on Cooper Street, are well suited for the integration of stormwater pretreatment landscape systems and plantings.

TRANSPORTATION & CIRCULATION

OVERALL CONNECTIVITY CONTEXT

One of the overarching concept and concern expressed throughout all of the community engagement, from the general public to elected officials, is the notion that "connectivity" is critical to the ongoing success of Glenwood Springs. Through previous planning efforts as well as this effort to established an overall unified development strategy within the study area, a few key aspects are re-occurring themes:

The existing street grid of the City provides the basis for a sound transportation network. Creating a connected network of street and thoroughfares that extends the City's existing street grid and block structure to and through redevelopment areas, including brownfield sites, can serve as a framework to link new development with surrounding neighborhoods and the overall transportation framework of the City.

Street and thoroughfare typologies have generally been established linking multi-modal transportation needs and urban design guidelines for the uses and buildings that front onto them. The City is advocating a "complete street" approach to the design of all streets and thoroughfares to provide the maximum opportunity of a balanced benefit to all modes. Ensuring that streets are constructed to include the appropriate number and limited widths of travel/parking lanes, bicycle and pedestrian facilities as well as supporting streetscaping and green infrastructure elements such as street trees, landscaping, street fixtures, flow-through stormwater planters, etc. will need to be incorporated into the redevelopment goals of this plan. The community clearly understands the relationship between great streets and great and vibrant places and those parameters must be deployed through appropriate redevelopment actions.

The completion of the Grand Avenue Bridge project is a potential game-changer in terms of re-thinking the circulation landscape. This project was years in the making and now that it is open to traffic and with its ultimate completion in June 2018, will its full impact just beginnng to be determined.

There are strategic corridors and intersections within the study area that have been identified or need special design consideration. Improving key intersections along major streets and thoroughfare corridors into the study area and especially downtown ensures that maximum transportation connectivity (for all modes) is achieved along with mitigating future impacts to the transportation network as new developments are constructed. Again, the urban design quality of key transportation nodes can also promote the livability of the city as well as effective devices to promotes its brand. Project such as the Grand Avenue and Laurel Street roundabout to the 7th Street events street plans, illustrate how functionality can also achieve other social values.

The City is advocating for greater transit service and utilization. Therefore, transportation infrastructure planning includes strategic decision-making of multi-modal needs, including current and future transit services. Maximizing interconnectivity and providing transit supportive elements from transit center/nodes to transit shelters and stop locations, or at a minimum adequate space for future facilities is high on residents' priorities. The community wants to see that full transit mobility is not precluded now or in the future. Reinforcing the potential for future transit service with support facilities, especially along Grand Avenue, 6th Street, and 8th Street further emphasize these corridors as key spines of the city and aid in attracting more users of all types and focus on short vehicular trip reduction. Transit can play an important role in placemaking as development occurs large areas of land will not need to be dedicated for surface parking.

Although the emphasis recently has been on the connectivity and capacity aspects of the downtown as a result of the Grand Avenue Bridge project, area-wide traffic safety and traffic calming strategies need to be considered for new and existing streets as they are (re)designed. While transportation efficiency is a goal, it should not be achieved at the cost of safety. Existing streets and thoroughfares should be carefully considered to determine the need to "calm" traffic to an appropriate speed. This is especially important at the intersection along the primary corridors of Grand Avenue, 6th Street, and 8th Street. Traffic calming devices such as curb bump-outs at corners and at mid-block crossings, chicanes, and traffic roundabouts should be considered as part of the palette of options to create a stronger sense of a balance environment between pedestrian, bicyclist, and motorists.

Pedestrian and bicycle trail connections should be constructed to provide dedicated interconnections between riverfronts, parks and commercial /neighborhood centers, tourism attractions, and the downtown. The City has been systematically building segments of trails and supporting pedestrian facilities to create what is now a fairly extensive network. The City's original trail plan still functions as a valid guidance document, along with the various follow-up focused area plans that identify several critical missing connections. Providing multi-use paths along new streets and through parks, public spaces and interconnected stormwater management greenways provides the opportunity to create an armature for neighborhoods and commercial areas to connect, via adjacent sidewalks, bike lanes, and sharrows.

VEHICULAR CIRCULATION

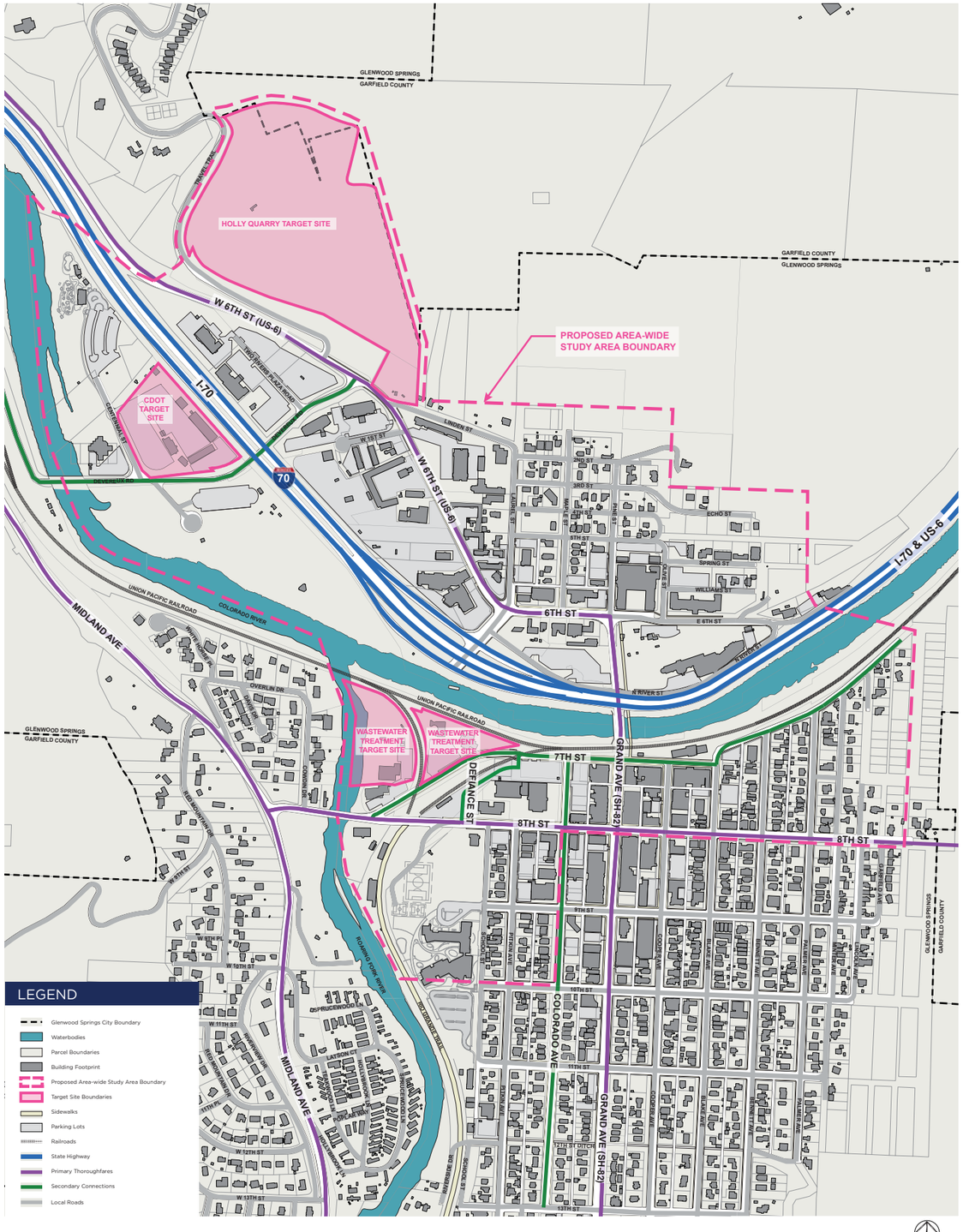
The main routes through the study area include:

Primary Thoroughfares:

- Grand Avenue (SH 82)
- 6th Street (Laurel Street to Devereaux Road and west) (US Route 6)
- 8th Street
- Midland Avenue

Secondary Connections:

- Devereaux Road
- 6th Street (River Street to Laurel Street)
- 7th Street
- Colorado Avenue
- Defiance Avenue



ROADWAY CLASSIFICATION

Vehicular Circulation: Moving Forward

- The impacts of the Grand Avenue Bridge completion on traffic circulation patterns and the overall transportation system is still being determined. Evaluating travel patterns and vehicular behavior will be required to fully understand future needs. Traffic projections in the SH82 Corridor Optimization Study anticipate 47,900 vehicles per day (vpd) across the bridge by 2030 (versus 29,200 vpd prior to construction).
- West 6th Street from Laurel Street to Devereux Road is a critically important corridor as a multi-modal connection to expand the reach of downtown into the 6th Street west redevelopment area including towards the CDOT and Holly Quarry catalyst sites. West 6th Street currently suffers from a suburban approach with limited multi-modal amenities and long block lengths.
- Due to the dramatic reduction in traffic as a result of the Grand Avenue Bridge project, 6th Street east of Laurel Street is now a much lower trafficked street and is slated for “devolution” by CDOT which would allow the City greater flexibility in creating a complete street with a strong urban design and pedestrian presence connected to the pedestrian bridge to downtown.
- 8th Street has become a vital street connection between Grand Avenue and Midland Avenue. Although constructed to provide temporary connectivity during the Grand Avenue Bridge reconstruction period, it is now undergoing further design and engineering to make a permanent complete street connection. This entails addressing the issues associated with the RFTA rail corridor continuity as it crosses 8th Street.
- Previous planning efforts emphasize the desired to extend the street grid pattern into the Confluence Area to “mesh” future redevelopment into the established functional transportation and the visual development pattern of the downtown. Creating a full connection of Defiance Avenue aids in this endeavor by establishing a block structure along 8th Street and creating a direct connection between 7th and 8th Streets.
- 7th Street has been identified as a slow speed “events street” which acts as an east-west spine to convey people from the pedestrian bridge over the river to various destinations in the downtown. This is especially important as a spine that could be extended into the Confluence Area. It is important that a high-quality and continuous pedestrian realm be created along the entire stretch of 7th Street from Grand Avenue to the Roaring Fork River area, at least along the south side of the street.
- Per the legal agreement with RFTA, the 7th Street Connection must be maintained from Roaring Fork River Bridge to Colorado Avenue.
- The ability to create a connection between Devereux Road and Midland Avenue has been determined to be desirable since it would create greater connectivity across the Colorado River and establish a closer-in loop route to downtown. The City is current exploring, at a very conceptual level, the feasibility of bridge connection in this area. Elevation changes, railroad rights-of-way, the location of existing facilities including buildings and park elements, and the river, add complexity to the overall physical and financial feasibility considerations.

TRANSIT

ABOUT THE SYSTEM AND RIDERSHIP

Transit service is provided to Glenwood Springs by the Roaring Fork Transportation Authority (RFTA). RFTA is relatively young, but highly successfully rural transit system, dating back to the 1980s and being formed into its current structure since 2000. Having a reliable funding sources, in this case through a 2004 voter approved sales tax has resulted in the ability to provide high-quality and reliable service. According to the 2004 Local and Regional Travel Patterns Study, bus mode share in the SH82 corridor was about five to ten times what would normally be expected in a rural/small town region in the U.S. It was also two to three times the rate of major rail transit cities like the Portland- Salem Metropolitan Area.

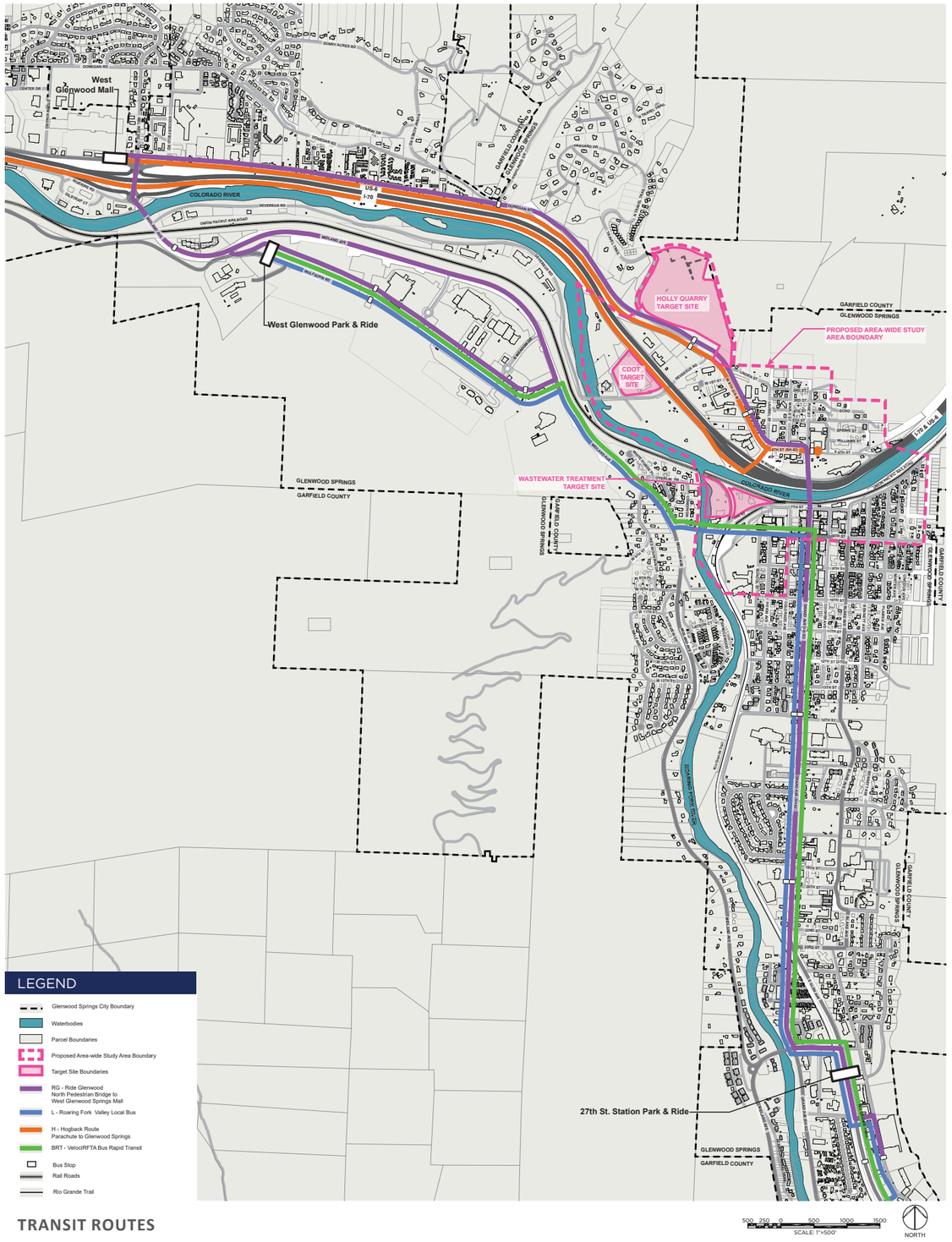
RFTA is currently undergoing the creation of the regional Integrated Transportation Service Plan (ITSP) which when complete will comprehensively address the mobility issues, opportunities, and challenges that face RFTA and its constituents in the near and long term. The ITSP work performed so far affirms that the one of the two most heavy commuting route occurs between Parachute and Glenwood Springs emphasizing Glenwood Springs as a transit commuting hub within the region. RFTA is exploring the ability to provide improved feeder bus systems to and from Glenwood Springs and improve Park-and-Ride conditions along the I-70 and SH82 corridors. In 2017 RFTA estimates that it provided 5.27 million (est.) system-wide passenger trips.

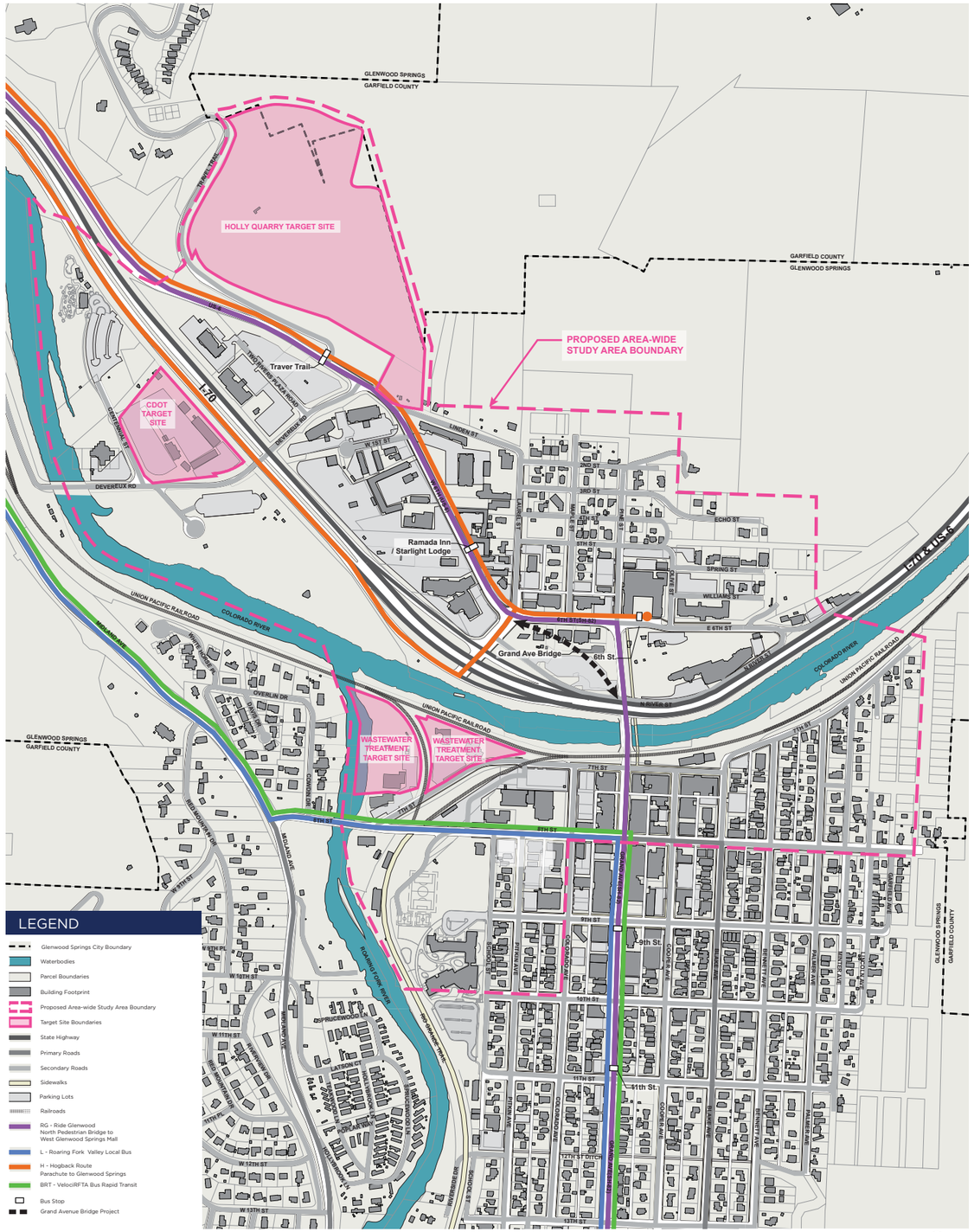
BUS ROUTES

The study area is served by multiple RFTA bus routes, most of which travel north along Grand Avenue and then turn onto 8th Street to reach Midland Avenue and travel to West Glenwood Springs. The Hogback Route originates in front of the Hotel Colorado and travels via 6th Street and I-70 to the west. This route it is supported by Garfield County and may be in jeopardy of losing funding. The City's funds the Ride Glenwood which serves downtown and the cities neighborhoods. The City contracts with RFTA to operate the service.

BUS RAPID TRANSIT (BRT)

On September 3, 2013, on time and on budget, RFTA began operation of the VelociRFTA BRT service, the nation's first rural BRT system. This was four years ahead of the 2017 goal established by the RFTA Board of Directors in 2006. VelociRFTA BRT operates along the 40-mile SH82 corridor from Glenwood Springs to Aspen, serving nine major BRT stations. Supported by transit signal priority in key locations and roughly 18 miles of bus-only or Bus/HOV lanes, BRT provides travel times that are competitive with the private automobile. The current BRT line terminates at the 24th Street station in Glenwood Springs.





TRANSIT ROUTES

RAIL CORRIDORS

Rail operations in the Roaring Fork Valley decreased in phases between the 1960s and the mid-1990s. In 1997, the Roaring Fork Railroad Holding Authority (RFRHA), a public entity created in 1994 by the towns and counties within the Roaring Fork Valley, purchased the Aspen Branch of the Denver & Rio Grande Western Railroad right-of-way (33.3 miles from Woody Creek to Glenwood Springs) from the Southern Pacific Transportation Company for $8.5 million. The purchase was funded by a consortium of state and local interests, including the Counties of Garfield, the City of Glenwood Springs, other regional communities, the Colorado Department of Transportation, and the Great Outdoors Colorado Trust Fund (GOCO).

As discussed early, the Rio Grande Rail-Trail Corridor is primarily owned by RFTA and co-managed by regional partners, such as Pitkin County, Basalt, Eagle County, Carbondale, and Glenwood Springs. The Corridor has been preserved for trail use and future rail/transportation services pursuant to the federal rail banking provision of the National Trails System Act. Railbanking status protects the transportation corridor for future transportation/transit uses, thus limiting activities that might preclude re-introduction of rail or other mass transportation systems in the Roaring Fork Valley. Maintaining the continuity in conformance with federal rail banking provisions to the active Union Pacific railroad corridor at the Confluence Area is important for the protection of the overall corridor for future utilization.

Transit: Moving Forward

- RFTA is considering opportunities to extend BRT into the downtown and possibly to their facility in West Glenwood. This extension would necessitate a station stop in the downtown.
- RFTA has identified capitalizing on BRT station/park and ride ownership for public/private partnerships (P3s), including for potential transit-oriented development (TOD) projects which could be an effective approach to TOD redevelopment within the study area.
- The RFTA 5-year plan proposes to design and construct a transit center in the Glenwood Spring downtown area. Discussions with RFTA highlighted the potential of having a major transit center on one side of the river that is primarily an interchange of routes and a secondary transit "hub" that would serve as local TOD hub and a regional park-and-ride.

Amtrak Passenger Station on 7th Street

PARKING - EXISTING PARKING SUPPLY, POLICIES, AND ISSUES

The introduction of new uses and activities with the study area, of almost any kind, will likely generate some level of additional demand for parking. Achieving a perfect balance of parking supply that meets parking demand is goal that communities strive for, but rarely achieve with perfection. Adequately meeting parking needs is also a function of physical supply and effective policies, since needs are not uniform geographically nor over the course of a day, week, or time of year. In the end this study cannot tackle all aspects of parking within the study area or even downtown. It can, however, make recommendations that are consistent with the City's current parking strategies from its 2013 Downtown Parking Study Update (2013 Parking Study), as the related to the proposes end uses for the redevelopment areas that are the focus of this effort.

The 2013 Parking Study assessed current downtown parking supply and demand conditions, evaluated potential future parking needs, and recommended possible parking management strategies to maximize the use of available resources. In addition, to this study, the 2017 6th Street Corridor Plan and the 2017 Confluence Redevelopment Plan, both provide localized recommendations for parking as they related to the physical redevelopment recommendations. All of these recommendations are being considered in conjunction with additional observations derived during this study along with community comments on the topic as redevelopment opportunities are considered.

Parking data since 2002

		August 2012 Results (Walker)			September 2010 Results (Walker)		
Area	Type	Inventory	Peak Occupancy	Peak %	Inventory	Peak Occupancy	Peak %
South Area	Off-Street Public	207	144	70%	233	182	78%
	Off-Street Private	766	362	47%	699	388	56%
	On-Street	593	427	72%	563	343	61%
		1,566	933	60%	1,495	913	61%
North Area	Off-Street	1,690	803	48%	na	na	na
	On-Street	-	-	-	-	-	-
TOTALS		3,256	1,736	53%	1,495	913	61%

		October 2006 Results (LSC)			August 2002 Results (Task Force)		
Area	Type	Inventory	Peak Occupancy	Peak %	Inventory	Peak Occupancy	Peak %
South Area	All	1,167	617	53%	1,960	1,605	82%
North Area	(east of Maple only)	318	207	65%	na	na	na
TOTALS		1,485	824	55%	1,960	1,605	82%

Source: Walker Parking Consultants, 2013

Off-street parking lot at Colorado and 7th Street

Parallel and diagonal on-street parking conditions on Cooper Street

Parking: Moving Forward

- Since the City's overall philosophy for the downtown and surrounding environs is to create a highly-walkable and multi-modal friendly place, there is a "Park Once" mantra being developed. The goal is to create a context where it is truly realistic to expected that visitors to downtown, if they arrive via automobile, will choose to park once and use other modes of travel to reach all of the desired downtown destinations. This mindset is proposed for any beyond what is currently thought of as the downtown, to include the Confluence Area on the south side and the entire area on the north side of the river, including the West 6th Street Area to at least Devereux Road. Based on the survey responses received as a result of work performed in late 2017 as a part of this study, most people stated that drove to downtown and parked on the street, so a successful parking system that relies more heavily on structured parking, will require a change in community mindset combined with the support facilities needed to make it both convenient and attractive.
- Although there may situations where the parking supply is limited, overall the 2013 Parking Study confirmed that there is currently sufficient supply to adequately address the needs of all user groups (employees, visitors, and residents), although some parkers may need to walk up to two blocks to find an available space in relation to their intended destination, at certain times.
- The CMC/library garage came online since the 2013 Parking Study, further expanded the parking supply in the downtown.
- There is no City-owned public parking facilities located on the north side of the river. The 2013 Parking Study and the 2017 6th Street Corridor Study both recommend exploring the development of a parking structure along W. 6th Street, potentially including a park and ride aspect with an adjoin transit facility. This areas is extremely convenient for access to and from I-70 and if it can be support with greater multi-modal improvements, it could serve as an excellent facility to promote a park once strategy. RFTA's current planning also support the potential for such a facility in this location.
- The introduction of denser forms of residential housing in the downtown will require a parking strategy to support these additional downtown dwellers. This could be a combination of on-site parking, ideally not on surface lots, and nearby neighborhood serving facilities in the form of structured parking. Depending on the location, the 2013 Parking Study determined that the current parking supply was adequate to support some additional parking demand, which could aid in getting shorter-phased infill development under construction, while longer-term parking facilities, such as structured parking, are constructed.
- The 2013 Parking Study recommended that the City consider the feasibility of a parking structure on the publicly-owned land at 7th and Colorado Streets that could support both the established downtown development along the Grand Avenue and the new development at the Confluence Area.
- The City utilizes some limited free parking for downtown visitors to support downtown business. The 2013 Parking Study makes a series of recommendations of how to gradually institute policies, including the fee structure, that maintains a visitor-friendly aspect to downtown parking, while creating a structure that support the ability to create a financially sustainable, structured parking system that also foster the best utilization of parking for its intended purposes, i.e. longer-term, employees versus visitor, etc. This includes promoting curbside turnover so that 20% of spaces are available and 80% are full most of the time.
- The current arrangement between the DDA, Downtown Partnership, and the City should be further evaluated to determine how policies and revenue streams can be established to achieve greater financial sustainability for long-term maintenance cost of expanding facilities.

Inventory of existing parking resources
Source: 2013 Downtown Parking Boundary Update, Walker Parking Consultants

BICYCLE/PEDESTRIAN CIRCULATION

Glenwood Springs has a vast network of multi-use, hiking, and biking trail networks including various trail conditions from narrow single tracks and steep mountain hikes to leisurely riverside walks due to its location, history, and geographic surroundings. Mountain ranges and elevation changes provide abundant options for alternative transportation and recreation opportunities for all users and skill levels.

MULTI-USE TRAILS

The Rio Grande Trail network is comprised of ten segments totaling over 42 consecutive miles between Glenwood Springs to Aspen, Colorado. This intercity trail network starts in Two Rivers Park in Glenwood Springs where the trail crosses over the Colorado River and is built within the rail corridor of the Denver and Rio Grande Wester Railroad Aspen Branch. Trail operations along this line ceased in phases between the 1960s and the mid-1990's and was acquired with the help of Great Outdoors Colorado, the Colorado Department of Transportation, and Pitkin County Open Space and Trails to create an opportunity to explore transportation alternatives to State Highway 82. The first segment of the trail meanders along the Roaring Fork River utilizing the concrete-paved City of Glenwood Springs River Trail System down to 23rd Street where it changes to asphalt where it diverges and continues up the valley along South Glen Avenue (State Highway 82). This 6.9 mile segment ends at the Colorado Mountain College Park & Ride station passing through protected agricultural and open space lands along its route.

A number of spur trails exist along the Rio Grande Trail corridor and lead to services within the towns including restaurants which are great resources for the trail. These include ways into downtown on Devereux Road, 6th Street, 7th Street, 8th Street, 10th Street, and the greenway on 12th street. All of these spurs access various parts from the downtown to residential parts of Glenwood Springs and offer a wide range of alternative transportation options.

This extensive trail network also connects the major parks within Glenwood Springs and the study area including Veltus Park, Vogelaar Park, and Two Rivers Park which provide users a wide range of other recreational activities.

BICYCLE TRANSPORTATION

There are several opportunities for bicycle transportation within Glenwood Springs. Paved trails are available along the Colorado and Roaring Fork Rivers offering users access to scenery along smooth surfaces with minor elevation changes. The three main trails are the Atkinson Trail, Glenwood Canyon Recreation Trail, and the Rio Grande Trail. These make up roughly 26 miles of paved trails within Glenwood Springs. There are also plenty of off road rides that climb into the mountains above Glenwood Springs.

Many bike shops within Glenwood Springs offer bicycle rentals for all ages abilities providing an excellent way to promote alternative transportation networks.

HIKING/MOUNTAIN BIKING

Prominent hiking and mountain biking areas can be found all over the state but Glenwood Springs prides itself in its trail network on either side of the Colorado and Roaring Fork Rivers. One of the more active hiking and mountain biking areas are within the Wulfsohn Mountain Park Areas west of downtown and located adjacent to the Glenwood Springs Community Center and Glenwood Meadows Shopping Center. Many of the trails are combined offering the same usage on diverse terrain, single-track style of trail not only for mountain bikers but for runners and hikers alike. There are several trail routes in this area alone that make up more than 7 miles of combined single-track trail network ranging from an easy network to intermediate/difficult levels. These individual trails can be combined to create longer loops for extended lengths by the individual user.

Many of the hiking and mountain biking trails within Glenwood Springs are rated in the top 1,000 in Colorado according to the MTB Project, a crowd-sourced trail guide and mapping resource built by outdoor enthusiasts. This alone is a great resource for Glenwood Springs to be able to cater to the diverse activities Colorado has to offer in Glenwood Springs.

There are other opportunities for hikers in the area including trails following several tributary streams that feed into the Colorado and Roaring Fork Rivers, as well as trails to the Glenwood Canyon and other vantage points encompassing over 130 miles of trail network.

PEDESTRIAN CIRCULATION

Glenwood Springs provides a very robust pedestrian network through wide sidewalks and corridors within downtown including access to restaurants, natural hot springs, and vantage points of the Colorado River along Grand Avenue.

Bicycle & Pedestrian Circulation: Moving Forward

- The City has been following an overall schematic trails plan that dates back to the 1980s; however, this plan has served the City well in terms of incrementally building a truly interconnected trail system.
- 7th Street pedestrian connections between Grand Avenue and the Confluence Area will be especially important to achieve greater connectivity and to ensure that redevelopment is truly linked to downtown.
- Trail connections underway between Two Rivers Park that travel under I-70 and link to the North Glenwood will greatly enhance the trail loop network in this area.
- The 6th Street Plan proposes a new trail connection over I-70 from Two Rivers Park and the West 6th Street Area. This connection would provide a very direct and valuable connection to the park, especially if structured parking and mixed-use development occur. Parking is especially needed to support large events in the Glenwood Springs signature public riverfront park.
- Pedestrian and bicycle connections along Devereux Road need to be improved. They are circuitous and have missing gaps making it especially difficult to connect key destinations in this area.
- The ability to create opportunities for trail connections to the upper areas of the Holly Quarry from 6th Street and Devereux Road will provide greater opportunities to link redevelopment on the quarry site with the downtown.
- If a bridge connection can be created between Devereux Road and Midland Avenue, it would provide a larger loop network and greatly increase the accessibility of the Community Center into the overall park and trail system along the two rivers, especially at Two Rivers Park.
- Promoting an overall bicycle friendly environment through small scale improvements such as places for bicycle parking in the downtown and redevelopment areas is important to continue to foster a biking culture in the City.

PARKS, PUBLIC SPACES, AND RECREATION FACILITIES

Existing or previously planned parks and public spaces within the study are functioning in one of two primary capacities. They are either major city and regional destination-oriented places, such as Two Rivers Park, or they are more intimately scaled areas that still function in a similar fashion, even if they also provide a day-to-day function for their surrounding context. In all cases they are different from neighborhood parks that primarily serve a residential audience

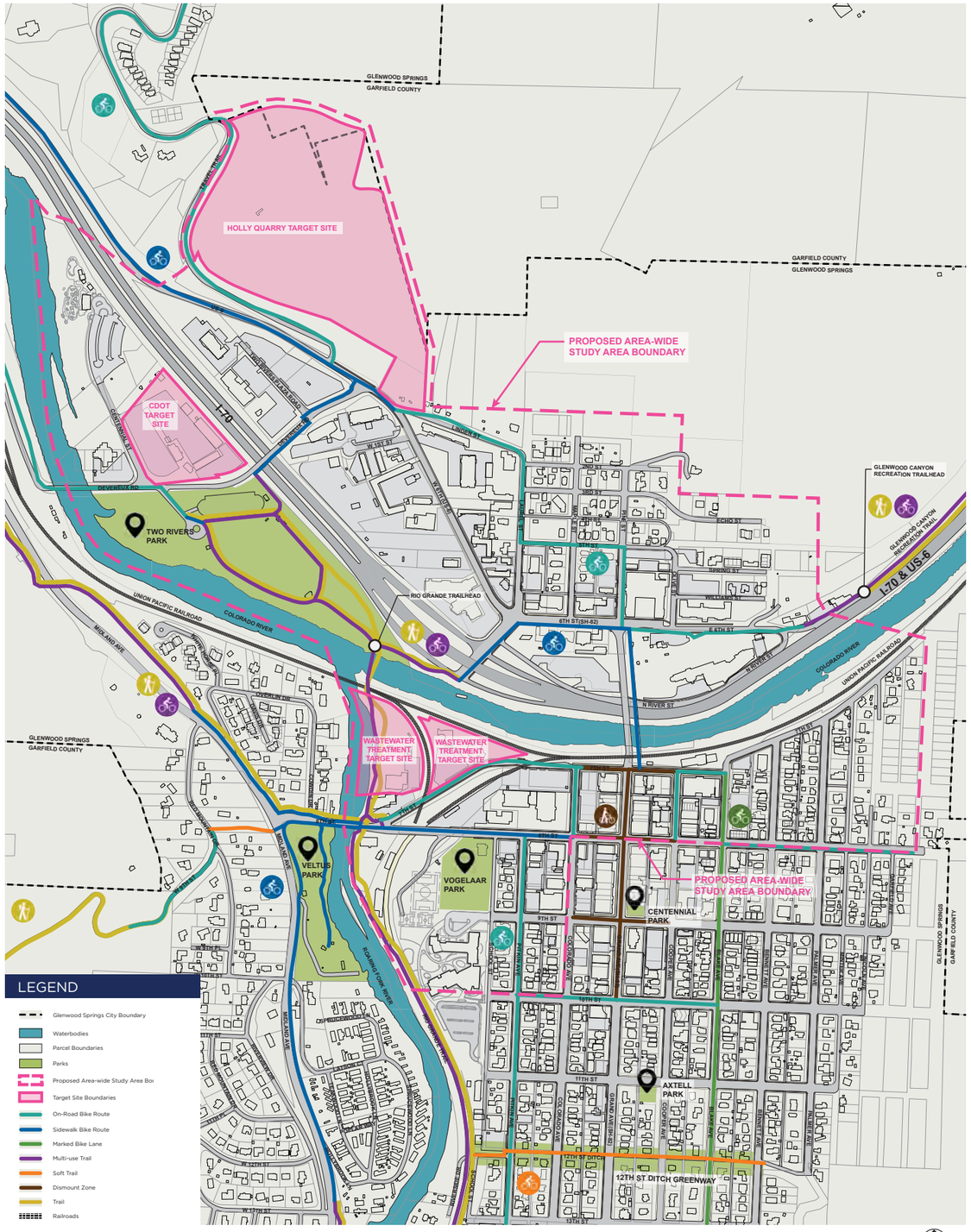
For a city the size of Glenwood Springs, the City's Parks and Recreation Department provides an incredibly diverse and extremely high-caliber level of recreational opportunities for residents and visitors. A key aspect of the City's approach to providing parks and recreation services as the notion that the parks can serve multiple purposes and are not only a public service but also economic development resource. As the Department's Vision Statement states, "…We take Fun…. Seriously!"

Based on the City's 2016 Parks and Recreation Master Plan Update there are several trends, projections, and findings that have specific relevance to the study area:

- The population growth projections through 2021 is a very modest 1%. This growth of approximately 485 people could primarily occur within the study area.
- The City's population is relatively young with nearly 64% of the population under the are of 45 years.
- Convenient access to parks and recreation facilities is extremely important to the City's population.
- Public water access, venues for events, trail connectivity, and high-quality facilities are community priorities.

Park, Public Spaces, and Recreational Facilities: Moving Forward

- Two Rivers Park is located in the center of the study area and serves as the City's premiere park. It provides significant Colorado River frontage and access. It is the venue for many of the City's largest events. The Parks and Recreation Department is currently undergoing design of significant improvements to the park, especially focused on enhancing the utilization potential and quality of experience of the parks riverfront edge.
- The City is in need of more and upgraded play areas for children all age groups. As new residents are added in and around the downtown, opportunities for quality inter-generational play are important to serve those population.
- The potential exists to link venues for events such as music festivals that support Two Rivers Park as the primary venue and expands the City's overall ability to host larger events. In many respects, with good pedestrian and bicycle trail connections between them, all of the parks within the study area could be thought of as one functional park or at least inter-connected extensions of each other. This would provide the greatest leverage benefit and make the overall value of the parks greater than the sum of the parts.
- Indoor Ice hockey and soccer are important generators of visitation in the shoulder seasons. The four seasons aspect of parks and public spaces is an important consideration of their design and full utilization.
- The City's is currently advocating a policy of "parks and development" as way to leverage to the two, on City-owned land identified for economic development activities. This approach includes an application for the Vogelaar Park/ Confluence Area and the Landing on E. 6th Street, among others.
- The creation of an enlarge park space at the Confluence Area could be a hybrid of public and privately-owned public spaces, with the band of river's edge remaining in City's ownership. Potential programmatic opportunities for this area include pavilions, level lawn areas for gatherings, seating elements, a beach, pier to tie up boats, adult swings, site-inspired play area, and season recreational elements. Environmental habitat educational play areas are especially desired.
- 7th Street is envisioned as an "events street" which blends aspects of transportation connectivity and function with the ability to support events and social activities in one overlapping facility. The first and most intense phase of this approach is focused on the area underneath the Grand Avenue Bridge to Cooper Avenue.
- As the West 6th Street Area redevelops in a more compact mixed-use form, there will be a need to provide public space to serve potential residents and businesses, especially tourism and entertainment related uses within this area. This area can also serve a vital role in supporting Two Rivers Park, especially if trail connections can be created and enhanced over I-70.
- There are several missing link trail connections that are desired, especially in the Devereux Road and Centennial Street/ W. 6th Street area.
- The possibility of creating additional river edge access is always desirable. This includes along the City's narrow strip of land located along the south side of Colorado River, just east of the Confluence of the Roaring Fork River. This would represent a special opportunity to have public presence on both side of the river in the same location.
- Operation and management of public spaces, including more urban spaces than what the City has traditional owned and operated, will be under the purview of the Parks and Recreation Department. Specialized maintenance may require outside contractor maintenance.



PARK, TRAIL, AND RECREATION FACILITIES

UTILITIES

ELECTRICAL AND TELECOMMUNICATIONS

The electrical and telecom utilities within the City of Glenwood Springs are primarily situated on above-ground infrastructure throughout the city. There are challenges related to electrical and other transmission services in a mountainous region such as Glenwood Springs as routes for transmission lines are limited to mountain passes, where things like mudslides and debris flows pose a risk to service.

Within the City, there have been recent indications that upgrades to the broadband internet service are desired. The City would like to expand access to fiberoptic technology but are limited right now by costs and regulatory hurdles with the state.

There is growing interest in expanding access to broadband internet service. The City would like to expand access to fiberoptic technology to homeowners and residential buildings. At the present time that effort is challenged by costs and by regulatory hurdles with the state.

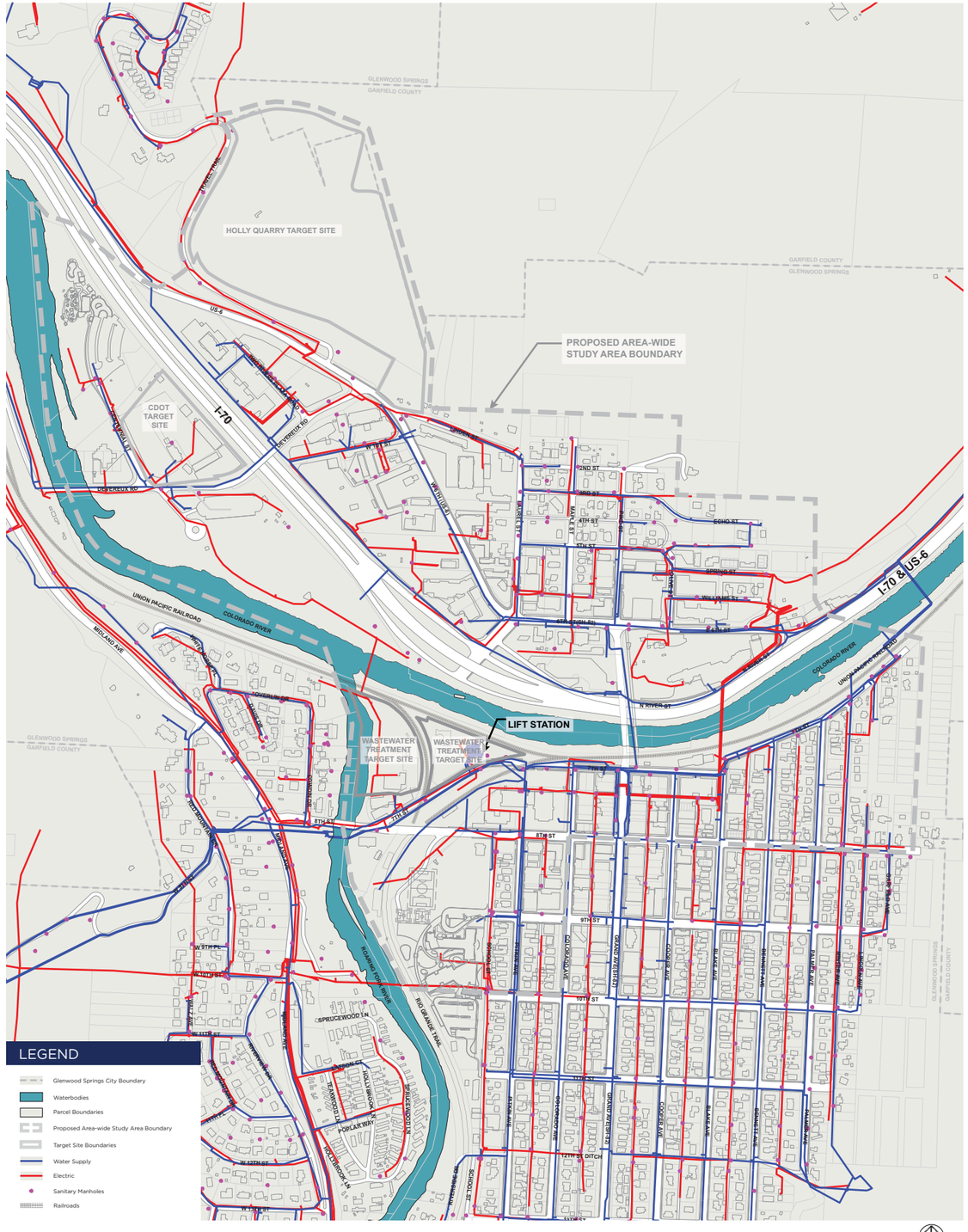
WATER SUPPLY

Potable water supply in the Upper Colorado River watershed has limits due to the climate in the area. Water rights for each city are strictly monitored.

Within the downtown area there are a few concerns centered around water supply lines. At the City pump station, which provides water pressure for much of the city, there are concerns because it is only connected to the network via one pipe. This lack of redundancy puts the City at risk for failures that could leave residents without water.

SANITARY SEWER

The sanitary sewer system for the City has seen a major recent upgrade with the commissioning of the new wastewater treatment plant in 2012. This new plant has allowed for the abandonment of the former treatment plant which was located at the confluence of the Roaring Fork and Colorado Rivers and is now a target for redevelopment.



UTILITIES

Business Development Opportunities in Glenwood Springs, CO

Real Estate Opportunities and Market Performance

July 2018

Prepared for:

City of Glenwood Springs, Colorado

Prepared By:

Development Research Partners

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SUMMARY **20**

PURPOSE

This study has been prepared in collaboration with Stromberg/Garrigan & Associates and is part of the overall Brownfields Area-Wide Plan (AWP) being completed by Stromberg/Garrigan & Associates under a USEPA Brownfields Grant to the City of Glenwood Springs. A high-level market analysis in the overall study area is conducted to evaluate three market sectors: (1) housing; (2) commercial (specifically, retail goods and household services); and (3) lodging for business growth and real estate development opportunities. This analysis is intended to assess real estate demand and absorption for each market sector. Findings are then analyzed to assess opportunities in the AWP boundaries with particular focus on the highest priority site, the "Confluence" site where the Roaring Fork River joins the Colorado River.

METHODOLOGY

Developing this high-level market analysis entailed:

- Researching current baseline market conditions;
- Identifying market drivers;
- Measuring market demand and supply, including current unmet demand; and
- Estimating future market trends and identifying opportunities for retail, commercial, lodging, and residential development.

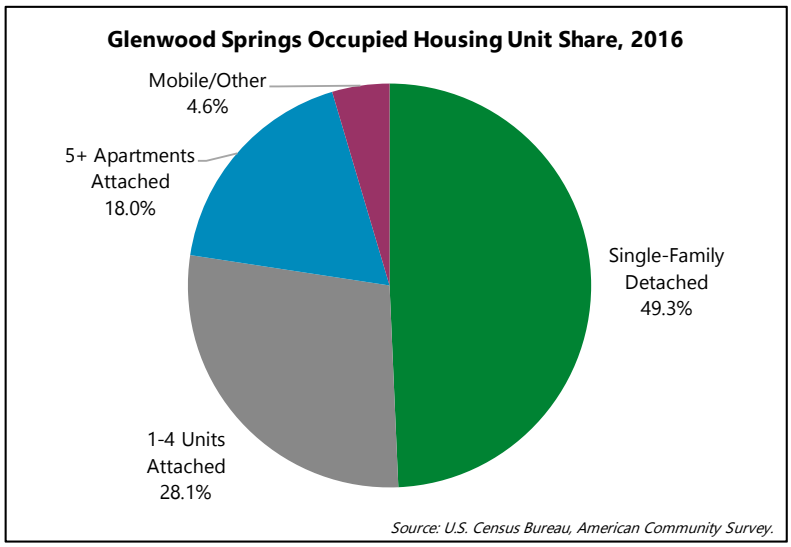
HOUSING MARKET CONTEXT

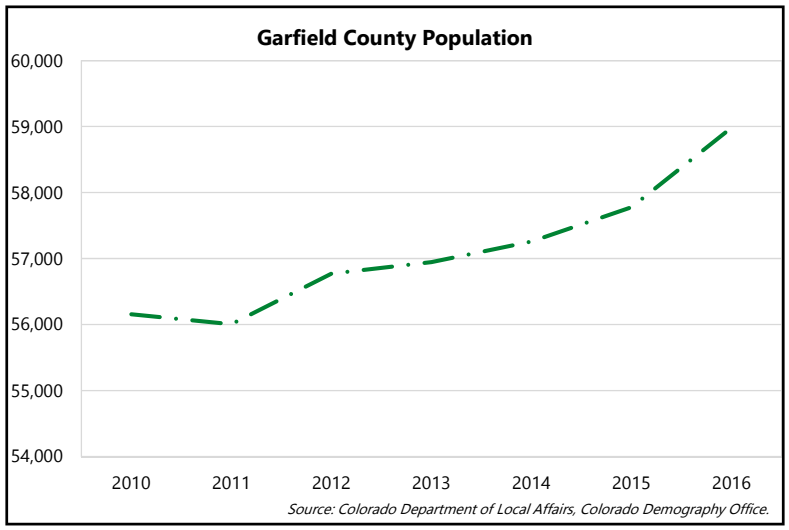
The City of Glenwood Springs is the largest population center in Garfield County and is located at the crossroads of Interstate 70 and CO Highway 82, providing access to Aspen and U.S. Highway 24. Garfield County population is anticipated to grow by about 5% to 6% annually, representing approximately 500 more households and 1,200 additional persons per year. Glenwood Springs is anticipated to capture around 70 to 100 households per year, although pent up demand may drive much more in-migration in the short term. Total population growth in Glenwood Springs is anticipated to be sourced equally by natural increase and net-migration.

Glenwood Springs' housing vacancy has been below 4% since 2014 and below 3% since 2015. Detached single-family housing has seen a steady price increase and virtually zero vacancy. Attached ownership housing has seen steady demand with rising prices and low vacancy. Similarly, multi-family rentals have also been experiencing rising rental rates and low vacancy.

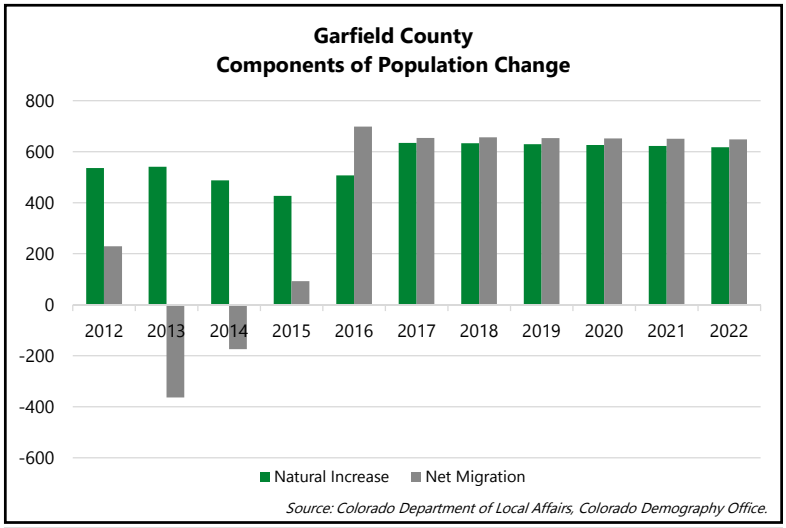
This indicates not only a residential undersupply, but pent up demand for new units. Housing demand by residents is augmented by demand from second-home owners and those seeking vacation rent-by-owner investment opportunities. The Glenwood Springs housing market is experiencing strong demand in all property types and, with continued population growth, is expected to support new resident housing development into the foreseeable future.

Population change is comprised of natural increase (births minus deaths) plus net migration (people moving in less people moving out). From 2010 (post Great Recession) to 2016, Garfield County has grown by almost 3,000 people. That represents an annual growth rate of about 0.8%, or 470 persons per year.

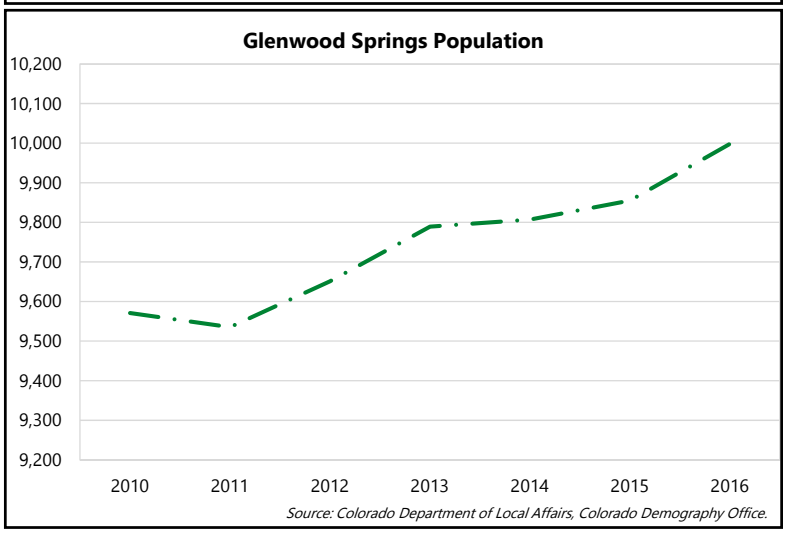




Population growth is anticipated to increase to about 1,200 persons per year into the foreseeable future. As can be seen in the chart, natural increase has remained positive, floating between about 400 and 600 persons annually. Net migration dipped in the 2012 through 2014 period as oil and gas markets become volatile and people followed jobs leaving the County. The oil and gas industry stabilized since, followed by relatively high levels of in-migration, which exceeded natural growth in 2016. According to State Demography projections, in-migration and natural increase are expected to continue at about the same levels into the future.



Glenwood Springs is the largest municipality in Garfield County with 17% of the County's population. Assuming that Glenwood Springs continues to capture about 17% of the County's population, it can be estimated that Glenwood Springs will grow by about 200 to 250 persons annually.



However, Glenwood Springs' housing inventory is greatly constrained with extremely low vacancy and waiting lists of tenants and buyers. The projected growth rate is at risk due to a lack of housing units to accommodate new households. The tight housing market puts upward pressure on rental rates and leads housing developers to focus on higher profit and more expensive housing units and less on affordable work force housing. Housing market conditions in 2016 persisted throughout 2017.

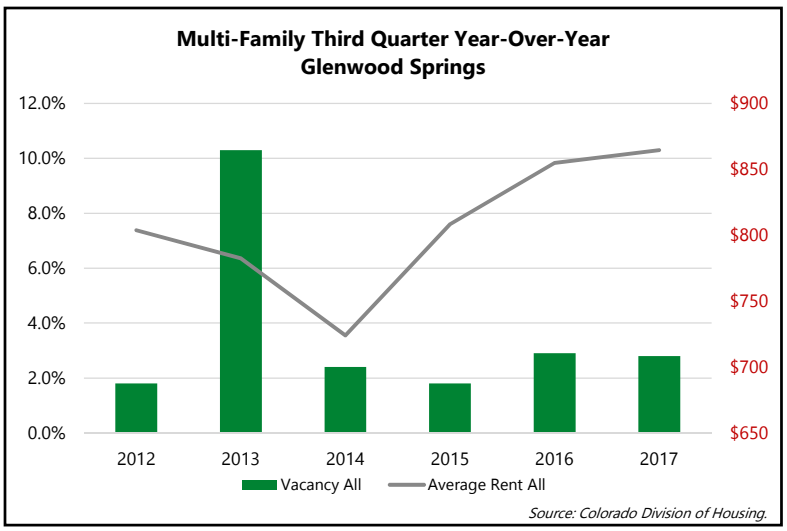
Glenwood Springs Housing Market, 2016

Total Housing Units	4,171
Persons Per Household	2.5
Homeowner Vacancy Rate	0.0%
Rental Vacancy Rate	2.3%

Sources: U.S. Census Bureau, American Community Survey; Colorado Department of Local Affairs, Colorado Demography Office.

MULTI-FAMILY RENTAL MARKET

Glenwood Springs' multi-family rental housing market is experiencing low vacancy and rising rental rates and is considered a landlord's market where renters have little room to negotiate lower rates. There is an undersupply particularly of studio, 1-bedroom, and two-bedroom units that would meet the demands of singles, couples, young families, and roommates. The higher vacancy rate noted for 2-bed/2-bath units is an anomaly and can reflect an important price point change and/or a temporary condition at this particular point in time.



A vacancy of 4%-5% is considered full occupancy and at equilibrium, considering normal tenant churn. The below equilibrium average vacancy indicates a tight rental market with rental rates being bid up without a matching increase in construction.

Multi-Family Rental Rates
Glenwood Springs, 3Q17

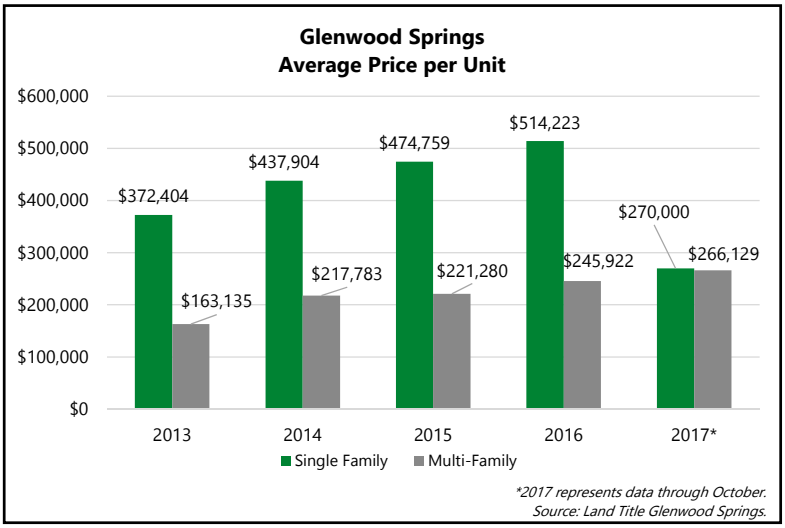
Type	Average Rent	Avg Rent/SF	Vacancy Rate
Efficiency	$675	$1.23	0.0%
1-bed	$783	$1.26	0.0%
2-bed 1-bath	$807	$0.84	0.0%
2-bed 2-bath	$857	$0.93	6.1%
3-bed	$935	$0.91	2.0%
All	**$864**	**$0.95**	**2.8%**

Source: Colorado Division of Housing

HOME OWNERSHIP MARKET

The ownership market is similarly tight and increasingly becoming unaffordable for many would-be Glenwood Springs residents. Condominium and townhome prices (collectively referred to as multi-family) are edging upward at a steady pace. The local economy softened in 2014, began stabilizing in 2015, with recovery in 2016. The most recent trends between 2016 and 2017 illustrate the most likely scenario for attached multi-family housing prices. Prices rose over 20% between 2015 and 2017, and over 8% from 2016 to 2017. A price increase between 5% and 10% annually is anticipated for multi-family units in Glenwood Springs in the near term.

The single-family home market has little available inventory. Relatively low inventory on the market along with few sales causes this market statistic to reflect particular units sold rather than overall market pricing. However, the fact that there is little inventory along with an expected increase in population supports the assumption that single-family home prices will continue to increase without a notable increase in construction.



HOUSING UNIT DEMAND

As previously noted, Garfield County is expected to grow by more than 1,200 persons annually. Assuming that Glenwood Springs continues to capture about 17% of the County's population, it can be assumed that Glenwood Springs will grow by about 200 to 250 persons annually. Assuming a continued 2.5 persons per household, including related and unrelated household members, this translates into demand for 80 to 100 units annually. Pent up demand is expected to bring absorption 25% to 50% higher than the average demand in a normalized market. Glenwood Springs could absorb an estimated 120 residential units annually for the next five years, and then settle into about 80 units annually in the long-term.

It is difficult to project where new households will actually locate, except to note that they can only go wherever there are units available. Currently, housing choices are very limited and it can be assumed that new households equal demand for new units. Generally, the market expects a 12-month lease-up for a 50-unit phase; 12 to 24 months lease up for a 100-unit phase. There are at least 100 units currently under development in the Meadows targeted to higher-income households; however, there is notable demand for mid-price and workforce-affordable units.

Projected Residential Absorption in Glenwood Springs (units)

Time Period	Years 1 to 5	Years 6+ (annually)
Phase	Housing demand from natural increase, in-migration, and pent up demand.	Expected pace for housing demand due to annual population demand growth.
Total Housing Demand	600 Total Units 120 Units Annually	80 Units Annually

COMMERCIAL MARKET CONTEXT

The City of Glenwood Springs serves as a commercial and retail hub for Garfield and Eagle Counties. As such, the City commands market power in identity and regional location and has opportunities to grow:

- businesses and add square feet for business categories where consumer dollars are leaving the region,
- the entire market through population growth and increased destination tourism, and
- businesses through diversifying goods and services available.

Glenwood Springs is a lifestyle and tourist destination for experience seekers. Businesses that provide shopping, recreational, and entertainment experiences will complement Glenwood Springs' character. Identifying opportunities for retail and commercial services desirable to both residents and visitors is evaluated herein.

Glenwood Springs has various commercial and retail submarkets that are generally located as indicated on the image below:

1. 6th Street Corridor
2. Meadows
3. West 6th Street
4. Downtown
5. South Glenwood
6. Confluence

The Confluence site is strategically located between the Downtown and Meadows submarkets, with easy access to/from the 6th Street Corridor. Lease rates and property sales prices vary widely depending on location and quality. A survey was conducted to better ascertain assumptions regarding lease rates in Glenwood Springs.

Commercial Lease Rates

Asking rents can often be higher than signed leases and data was collected on both asking lease rates as well as recently signed leases, where available. Rent quotes varied by condition and space configuration but there appears to be no distinction in rental rates for office versus retail spaces. The exception is in the Meadows, which is home to national retailers and a "power center." Based on this high-level survey, it is estimated that the Confluence can achieve a $20 to $25 gross rental rate for commercial space. The rental rate is likely to be at the lower end during the early lease-up as a pioneering location. The summary results are illustrated below:

Commercial Lease Rate Summary*

Submarket	Asking Rental Rates	Actual Rental Rates
Downtown	$20 to $26	$20 to $25
Meadows	--	$27
South Glenwood	$16 to $20	$14

* reported on a "gross" rent basis which includes property expenses; total occupancy cost to tenant

Sources: Development Research Partners, Inc.; LoopNet, local brokerage listings.

Commercial Property Values

A survey of commercial property sales was conducted. There were several properties asking less than $150 per square foot. However, these properties were under seller duress (i.e. bankruptcy) and priced for quick liquidation or were special purpose buildings with limited buyers. Asking prices for commercial property in the South Glenwood submarket ranged from about $105 to $400 per square foot; rather ambiguous, and very location and property condition dependent. Generally, Downtown building sales ranged from about $205 to $315 per square foot.

Commercial property prices for the Confluence area are estimated at $225 to $275 per square feet.

Commercial Land Values

A high-level land price analysis was conducted using a combination of actual sales and Garfield County Assessor's actual value estimates for Downtown parcels. The data shows an expected premium for smaller sites per square foot with prices ranging from about $4.50 for a 10-acre parcel to $94 for a 0.09-acre city lot. The predominant value range for land in the vicinity of the Confluence ranged from about $20 per square foot to $50 per square foot depending on location.

It is estimated that vacant land at the Confluence would be priced around $30 per square foot.

BUSINESS GROWTH DEMAND

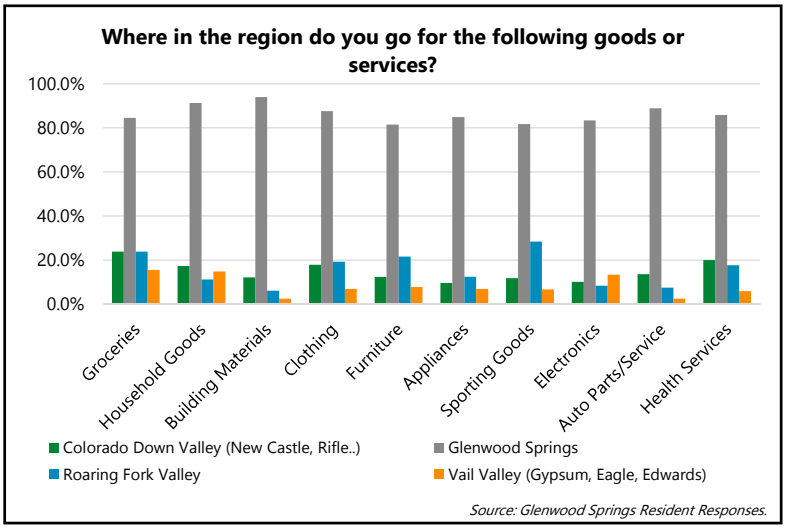
In this section, sources for retail and household services demand are evaluated and business development opportunities are translated into demand for real estate space. Real estate types evaluated include storefront retail and office businesses.

Retail Market Opportunities

Data related to retail market opportunities was gathered in several ways ranging from anecdotal to quantitative, which are reported and integrated in the following sections.

Glenwood Springs Local Market Community Survey

A community survey was conducted by the AWP team. Glenwood Springs' residents were asked where in the region they shop for certain goods. The chart below highlights the results. Categories sum to more than 100% because residents shop in multiple places. The responses indicate Glenwood Springs' residents will tend to shop local as availability allows. However, these responses also reflect that retail dollars leave Glenwood Springs. After Glenwood Springs, local consumers tend to shop in the Roaring Fork Valley and Down Valley, with some spending also occurring in Vail Valley.



Another, contrasting survey question asked residents about how well served Glenwood Springs is in retail categories. This question invited open-ended responses, which intuitively frames the City's retail market.

Community Survey Responses: Needed Goods & Services

From Specific …

"Sporting Goods, electronics…"

"Fabric, sewing supplies…"

"Movie theater"

"Movies, Bowling"

"Pottery classes for kids…"

"Clothing, household items, health services…"

"Sporting goods (baseball, basketball, golf, etc.)"

" … there are no clothing, electronics in GWS!"

" … more craft supplies"

To Universal …

"We have all of this but not enough variety and price point"

"More restaurants and coffee shops Downtown and on the 6th Street Corridor, more open spaces used for community events like farmers markets"

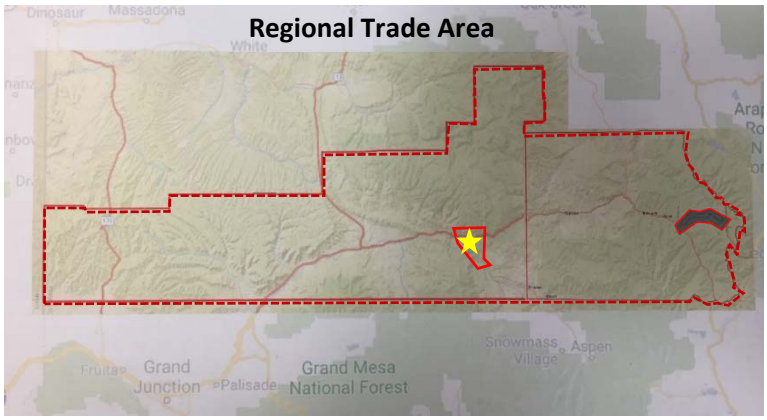
"Movie theatre, co-working space, art/creative classes, upscale bars, dance clubs"

The survey responses point to some very specific goods, services, and experiences that anecdotally are absent. Perhaps the most significant response is *"We have all of this but not enough variety and price point."* With population expected to increase in the coming years, there is an opportunity to grow new businesses offering more diversified and competing products and experiential offerings.

Retail Capture – Leakage Analysis

Consumer demand in Glenwood Springs arises from sources including local residents, regional residents, and visitors. For this analysis, a market Regional Trade Area was identified based primarily on mutually shared retail markets, where resident consumers freely travel back and forth between towns or other shopping destinations. Towns within the market area that primarily generate one directional consumer traffic are considered outside of the Regional Trade Area with their purchases representing part of overall visitor spending. The market is defined:

- Regional Trade Area is Garfield County plus Eagle County, less Aspen and Vail
- Local Market is Glenwood Springs only
- Visitors are consumers from outside the Local Market and Regional Trade Area that spend money in the Local Market and Regional Trade Area



Local residents and regional shoppers seek both necessities and lifestyle-oriented discretionary purchases. Visitors spending can arise from overnight tourists, pass-by convenience stops, emergency stops, or destination shoppers from outside the region or from resort communities. For each demand source this study has conducted a capture-leakage analysis which entailed estimating household demand for goods and services using ESRI data and comparing potential household demand to sales of goods and services by the following four-digit North American Industrial Classification System (NAICS) code business categories:

Special Food Services
General Merchandise Stores
Florists
Specialty Food Stores
Lawn & Garden Equip & Supply Stores
Electronics & Appliance Stores
Drinking Places - Alcoholic Beverages
Miscellaneous Store Retailers
Office Supplies, Stationery & Gift Stores
Clothing Stores
Used Merchandise Stores
Furniture Stores
Health & Personal Care Stores
Building Material & Supplies Dealers
Beer, Wine & Liquor Stores
Sporting Goods/Hobby/Music Instrument Stores
Book, Periodical & Music Stores
Restaurants/Other Eating Places
Gasoline Stations
Auto Parts, Accessories & Tire Stores
Grocery Stores
Department Stores
Shoe Stores
Jewelry, Luggage & Leather Goods Stores
Automobile Dealers
Home Furnishings Stores

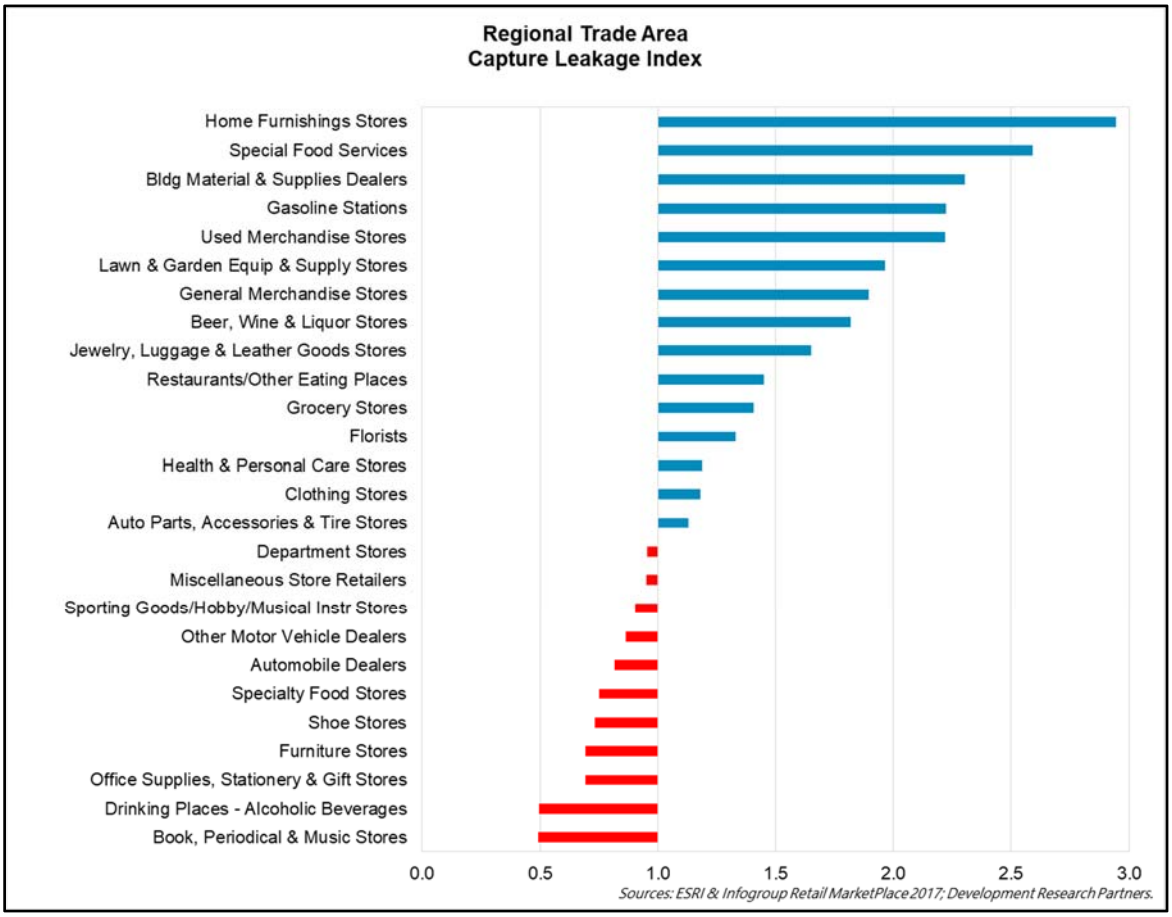
If area sales are less than local demand, it is assumed that resident purchases are made outside of the area and retail "leakage" is occurring wherein dollars are leaving the market. If area sales are more than local demand, it is assumed that outside consumers are making purchases in the local market and retail dollar "capture" is occurring. Leakage further represents market segments that are under-served and are immediate opportunities for business growth.

An index has been developed from local market data wherein local sales are divided by local demand: if the index is less than one the market is in a leakage position for that consumer good and local dollars are being spent outside the local market. If the index is greater than one it indicates the market is capturing a net amount of outside dollars for that consumer good.

Regional Trade Area Capture - Leakage

A Capture-Leakage analysis simply compares estimated local demand for a product compared to local sales of that product. It is a methodology to organize and report data; however, there are several ways the results can be interpreted. The community meetings and anecdotal data captured in the community survey create a perspective with which to interpret the data.

In the diagram below the red bars indicate retail categories where residents are buying more goods from outside the Regional Trade Area. These represent opportunities to grow businesses or add diversity to serve unmet local demand by growing local businesses and jobs. Because these are unmet consumer demands, they represent immediate opportunities.



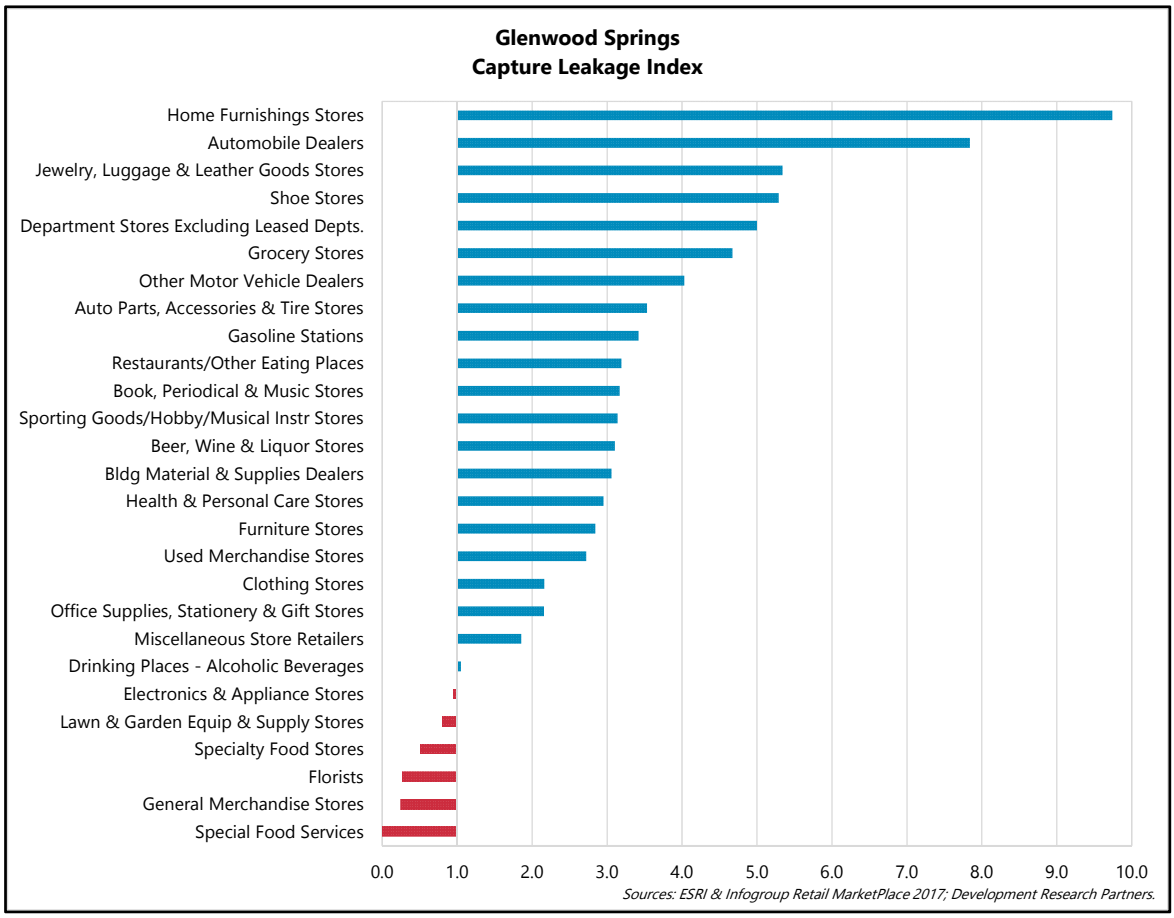
The blue bars represent retail categories where sales exceed the estimated needs of the local community indicating visitors (Aspen, Vail, tourists, travelers, and others) are making these types of purchases, and hence the Regional Trade Area is capturing consumer dollars. While it is easy to make the statement that the Regional Trade Area is over-served in these categories, this data also represents an opportunity to diversify products and price points, thus pulling additional consumer dollars into the local economy. Categories with a Capture-Leakage Index of 1.5 or less represent a next opportunity for business expansion after unmet demand categories.

Overall, Regional Trade Area business opportunities for growth encompass the following retail categories:

- Book, Periodical & Music Stores
- Drinking Places - Alcoholic Beverages
- Office Supplies, Stationery & Gift Stores
- Furniture Stores
- Shoe Stores
- Specialty Food Stores
- Automobile Dealers
- Other Motor Vehicle Dealers
- Sporting Goods/Hobby/Musical Instr Stores
- Miscellaneous Store Retailers
- Auto Parts, Accessories & Tire Stores
- Clothing Stores
- Health & Personal Care Stores
- Florists
- Grocery Stores
- Restaurants/Other Eating Places

Local Market Area Capture-Leakage

Capture-Leakage data was also indexed for the Local Market, which consists of just the City of Glenwood Springs, and is illustrated below. Overall, the City appears to serve its residents' needs relatively well. As expected with its tourism-based economy, its retailers also capture a significant level of consumer dollars from the rest of the Regional Trade Area and from visitors, as shown by the blue bars.



Underserved retail categories, the red bars, include:

- Drinking Places – Alcoholic Beverages
- Electronics and appliance stores
- Lawn and garden equipment
- Specialty food stores and services
- General merchandise stores
- Florists

Needed goods and services stated by various residents in the Community Survey match closely with what the Capture-Leakage analysis shows to be under-served in the City, validating both methodologies. It should be noted that diversity and healthy market competition can be also be achieved by bringing in new businesses to offer a selection to local consumers.

Glenwood Springs is well suited for experiential retailers such as:

Food & Beverage	**Destinations**	**Entertainment**
Specialty Food	Books	Sports & Crafts
Butcher Shops	Music	Performing Arts
Bakeries	Culinary Arts	Evenings Out
Fish and Seafood	Attractions	
Spice Shops		
Craft		

Potential Retail Concepts

European Style Indoor Market

An Evening Out

Independent Storefronts, open patio seating

Estimated Retail Space Needed

Retail demand and market need should open opportunities to expand the retail market in Glenwood Springs. This section summarizes analysis to estimate the additional square feet needed to accommodate these opportunities and the timeframe over which this expansion is expected to happen.

The analysis examines absorption from three different drivers:

- Current unmet (latent) local demand
- Capture from all visitors from outside the City
- Local population growth

Assumptions behind this analysis include:

- Glenwood Springs comprises about 16% of all retail sales in the overall Regional Trade Area;
- Local Glenwood Springs households spend an estimated $28,000 each in the City annually;
- $100 in retail spending in Glenwood Springs supports about 4.1 square feet of retail space;
- Visitor spending from all sources supports about 54,000 square feet of retail in the City;
- Visitor spending is estimated to grow by 4% annually.

Summary of Retail Growth Findings
Single Year Potential

	Regional Trade Area	Glenwood Springs Local Market		
	Current Retail Spending	**Current Retail Spending**	**Current Retail Space Needs**	**Annual Growth Space Needs**
Current Local Leakage	$86.1M	$13.8M	57,000 sf	--
Retail Capture from Visitors	$612.3M	$98.0M	11,000 sf	11,000 sf
Local Population Growth Demand	--	--	17,000 sf	8,000 sf
TOTAL RETAIL POTENTIAL			85,000 sf	19,000 sf

Source: Development Research Partners analysis.

Local Household Services Opportunities

In this section, sources for household services demand are evaluated and business development opportunities are inferred and translated into demand for real estate types. Local household-serving business categories are evaluated based on U.S. Economic Census data. Real estate types used by these service providers include storefront offices and traditional office space. Business types considered are limited to:

Nursing and Residential Care Facilities
Computer Systems Design
Consulting
Seniors'/Disabled Day Care and Services
Chiropractors
Dentists
Optometrists
Therapists - physical, occupational, speech, other
Lawyers
Doctors
Personal Household Services
Credit Intermediation - banks
Day Care

Assumptions behind this analysis include:

- Glenwood Springs is home to around 23% of household service providers in the Regional Trade Area;
- Based on anticipated population growth, demand for commercial space for household services is expected to grow by 15,000 square feet annually;
- Each household supports approximately 17.5 square feet of household services space.

COMMERCIAL REAL ESTATE ABSORPTION

The amount of property square footage that will be leased up (absorbed) by new and growing businesses is estimated in this section. The absorption analysis considers demand for both retail goods and household services previously identified.

Household counts will grow throughout Garfield County at an estimated rate of 2% annually with Glenwood Springs capturing an estimated 17% of that growth. Glenwood Springs captures an estimated 16% of regional household consumption spent within the region. This capture is used to estimate retail sales share and associated demand for retail square feet.

Visitor spending is estimated to increase 4% annually using lodging tax collection trends as an indicator of overall visitor activity; a conservative estimate of this indicator is used to account for visitors that may be from Aspen, Basalt, Vail, and other destination shoppers, in addition to overnight stays or pass-through travelers.

The table on the following page summarizes estimated retail demand and absorption, estimated household services demand and absorption, and total projected commercial absorption.

Projected Commercial Absorption in Glenwood Springs (SF)

Time Period	Years 1 to 5	Years 6+ (annually)
Phase:	Absorption of existing yet unserved (latent) local demand; and meeting demand of additional households to Glenwood Springs.	Established market equilibrium meeting local demands and keeping pace with annual demand growth.
Description:	Latent (under-served) demand from existing City of Glenwood Springs residents and regional residents that shop in the City. This incorporates destination shopping from Vail, Aspen area, and visitors.	Annual household growth estimated at 2% annually for the region; Glenwood Springs assumed to capture 16% of all regional household spending, and visitor spending estimated to increase 4% annually.
Regional Retail Demand in Glenwood Springs **Real Estate Product Type: Retail Storefront**		
Estimated Absorption (sf):	Over 5 years	Annually starting year 6
Latent Local Demand:	57,000 sf	na
Household Growth:	84,000 sf	8,000 sf
Visitors:	54,000 sf	11,000 sf
Total Retail Absorption:	**195,000 sf**	**19,000 sf**
Business Examples:	Motor Vehicle & Parts Dealers, Furniture & Home Furnishings Stores, Electronics & Appliance Stores, Bldg Materials, Garden Equip. & Supply Stores, Food & Beverage Stores, Health & Personal Care Stores, Gasoline Stations, Clothing & Clothing Accessories Stores, Sporting Goods, Hobby, Book & Music Stores, Sporting Goods/Hobby/Musical Instrument Stores, General Merchandise Stores, Food Services & Drinking Places, Restaurants/Other Eating Places	
Regional Household Services Demand in Glenwood Springs **Real Estate Product Type: Office Space and/or Office-Storefront**		
Estimated Absorption (sf):	Over 5 years	Annually starting year 6
Latent Local Demand:	61,000 sf	na
Household Growth:	28,000 sf	6,000 sf
Visitors:	na	na
Total Household Services Absorption:	**89,000 sf**	**6,000 sf**
Business Examples:	Nursing and Residential Care Facilities, Computer Systems Design, Household Consultants, Seniors'/Disabled Day Care and Services, Chiropractors, Dentists, Optometrists	
Total Projected Commercial Absorption in Glenwood Springs (SF)		
Absorption (SF):	**284,000 sf**	**25,000 sf**

Some of this absorption may occur in existing buildings in Glenwood Springs, such as in Downtown or outlying commercial areas. The current amount of vacant square footage is unknown but is likely to be offset by possibly greater than projected visitor driven demand for household services, stronger than anticipated housing development and population growth, stronger than projected visitor demand as projects strengthen Glenwood Springs' image as a tourist destination.

With regard to the location for retail and growth to occur, the nature of demand is evaluated as to the primary markets served. Based on a subjective analysis, the distribution of new business growth is anticipated to be concentrated as indicated:

5-Year Development Horizon

District	Projected Absorption
6th Street Corridor	41,000 sf
Meadows	91,000 sf
West 6th Street	7,000 sf
Downtown	64,000 sf
South Glenwood	45,000 sf
Confluence	36,000 sf

LODGING MARKET CONTEXT

The following steps were undertaken to evaluate Glenwood Springs' lodging market and opportunities:

- Research existing accommodations for amenities and market segmentation
- Identify recent lodging market performance regarding occupancy, rates, and seasonality
- Identify hotel overnight visitor categories to Glenwood Springs
- Evaluate the role that lodging properties play in Glenwood Springs
- Explore ways that lodging properties may better integrate with the community's vision

A survey of hotel and motel properties in Glenwood Springs was conducted for this analysis. Without consideration for quality or condition, the survey revealed the following:

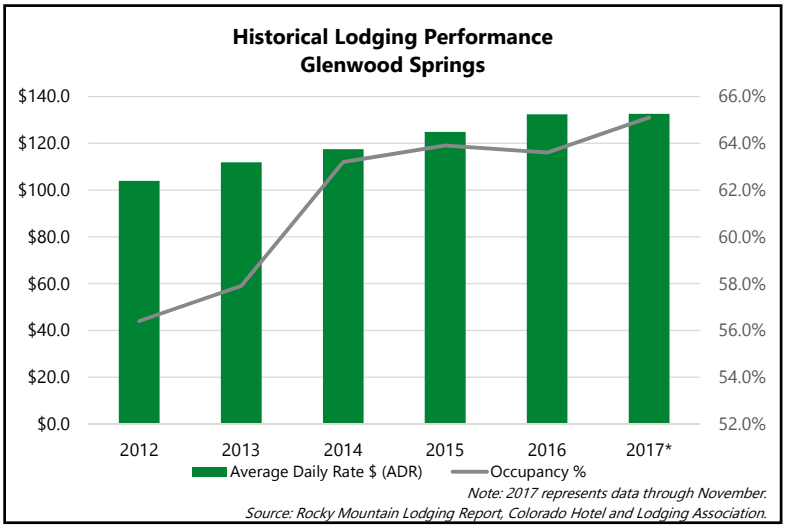
Glenwood Springs Lodging Market Profile

- 22 Properties
- 1,659 Rooms
- 5 with Bars and/or Restaurants
- 10 with meeting space
- 2 with banquet space
- 7 with a "fitness center"
- Most with pools and/or hot tubs

Source: Development Research Partners.

The lodging market has been slowly gaining strength over the past five years with both rental rates and occupancy trending higher each year. Overall occupancy is around 65%, similar to the national average, but still leaving notable capacity to fill rooms. Average daily rates are now hovering around $112 per room night, which is also in line with the national average.

Glenwood Springs has established itself as a rest stop and destination serving travelers, outdoor recreation enthusiasts, and wilderness explorers. Key lodging clients include:

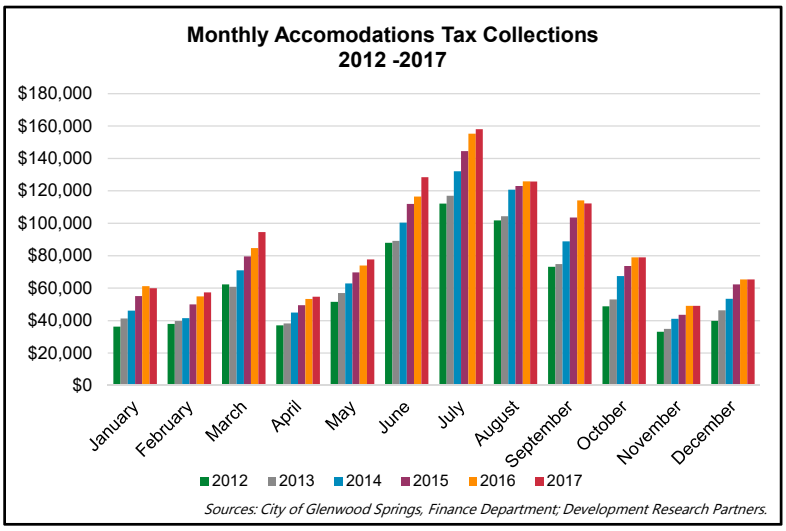


Key Lodging Clients

- Destination business travelers seeking a home-base
- Budget vacation travelers seeking outdoor recreation and area attractions
- Spontaneous pass-through travelers seeking shelter
- Pass-through travelers with pre-determined stops for recreation, dining, and/or entertainment
- Tourists seeking historic towns and accommodations

LODGING MARKET OPPORTUNITIES

Given Aspen Mountain and Snowmass Ski areas' proximity, and short distance to Vail, Glenwood Springs is often associated with winter sports destinations. Reviewing monthly accommodations tax receipts highlights the City's position as more of a summer and fall destination, similar to many other Colorado mountain town destinations lacking a ski resort. The high season months are March, June, July, August, and September. The low season months are January, February, April, November, and December. There is an opportunity to grow winter non-skiing outdoor recreation businesses to fill vacancies during the low and shoulder seasons.



Glenwood Springs has accommodations for business, historical-stay, and budget travelers. As Glenwood Springs' population grows, so will demand for friends and family hotel nights. These established markets should continue to be served. However, while the occupancy rates indicate surplus capacity, the research survey shows many aging low-budget motels and expensive historic hotels. There are limited service business-style hotels in the Meadows area; however, they are not walkable to the commercial core. There are several aging limited-service hotels on the 6th Street Corridor, but these are aging and missing the curb appeal of a modern mid-priced hotel. This notion is supported by hotel review services such as Trip Advisor that describes Glenwood Springs as having an aging hotel inventory. Providing grant or loan funding for existing hotel and motel upgrades and/or upgraded grounds and facilities may enable independent operators and others the ability to improve the traveler experience.

There is a lack of lodging diversity that easily integrates with Downtown and 6th Street attractions. Glenwood Springs should retain its independent and historic hotels and budget-minded accommodations. However, adding modern mid-priced lodging options, walkable from Downtown and 6th Street, would fill a market niche missing in the market. Perhaps even diversifying this market niche would support multiple properties over time. The City may be more attractive for a wider variety of visitors and would bring visitor dollars right to the core commercial district. National reservation systems, which complement existing hotels, will provide additional exposure for Glenwood Springs to more travel market segments.

There is opportunity to develop mixed-use hotel projects that may include an experiential business on a first floor with a mid-level service hotel on upper floors. Priced to a mid-priced market, and perhaps located in Downtown or the 6th Street Corridor, would provide a new type and location to the lodging market and perhaps attract a different visitor type. Adding more conference or banquet space my also attract small business conferences and destination wedding business to the City.

A collaboration with arts and entertainment industries may yield a new "Glenwood Springs Experience." This is especially true with the expansion of local attractions. Lodging is a component of the larger "Leisure and Hospitality" economic sector that includes arts, entertainment, recreation, and food services, all retail categories noted as under-served in the market. The expansion of arts and entertainment businesses will further bolster the attraction of destination travelers and bring additional lifestyle components to the City.

More focused market analysis is required to estimate an exact number of new lodging rooms that are feasible. Based on accessibility to the City's destinations, it seems likely that a mid-priced boutique hotel could be supported in the 6th Street Corridor, and that new development in the Confluence would support a boutique hotel as part of that project.

This study presented a high-level market analysis to evaluate three market sectors: (1) housing; (2) commercial (specifically, retail goods and household services); and (3) lodging for business growth and real estate development opportunities in Glenwood Springs, CO. The analysis assessed real estate demand and absorption for each market sector.

Housing Market

The City of Glenwood Springs is the largest population center in Garfield County and is located at the crossroads of Interstate 70 and CO Highway 82, providing access to Aspen and U.S. Highway 24. Garfield County population is anticipated to grow by about 5% to 6% annually, representing approximately 500 more households and 1,200 additional persons per year. Glenwood Springs is anticipated to capture about 17% of the growth in the County.

Glenwood Springs' housing vacancy has been below 4% since 2014 and below 3% since 2015. Detached single-family housing has seen a steady price increase and virtually zero vacancy. Attached ownership housing has seen steady demand with rising prices and low vacancy. Similarly, multi-family rentals have also been experiencing rising rental rates and low vacancy.

This indicates not only a residential undersupply, but pent up demand for new units. Housing demand by residents is augmented by demand from second-home owners and those seeking vacation rent-by-owner investment opportunities. This translates into demand for 80 to 100 units annually. Pent up demand is expected to bring absorption 25% to 50% higher than the average demand in a normalized market. Glenwood Springs could absorb an estimated 120 residential units annually for the next five years, and then settle into about 80 units annually in the long-term.

Commercial Market

Glenwood Springs serves as a commercial and retail hub for Garfield and Eagle Counties, and is a lifestyle and tourist destination for experience seekers. Businesses that provide shopping, recreational, and entertainment experiences will complement Glenwood Springs' character.

Data related to retail market opportunities was gathered in several ways, ranging from anecdotal to quantitative. Needed goods and services stated by various residents in the Community Survey match closely with what the Capture-Leakage analysis showed to be under-served in the City, validating both methodologies. Glenwood Springs is well suited for experiential retailers such as:

Food & Beverage	**Destinations**	**Entertainment**
Specialty Food	Books	Sports & Crafts
Butcher Shops	Music	Performing Arts
Bakeries	Culinary Arts	Evenings Out
Fish and Seafood	Attractions	
Spice Shops		
Craft		

Local household-serving business categories were also evaluated, such as doctors, dentists, optometrists, lawyers, banks, and computer systems design. Sources for retail goods and household services demand were evaluated and business development opportunities were translated into demand for real estate space.

The analysis concluded that Glenwood Springs could absorb 284,000 square feet of commercial space during the next five years, and then an additional 25,000 square feet per year in year 6 and beyond, as indicated in the following table.

Projected Commercial Absorption in Glenwood Springs (SF)

Time Period	Years 1 to 5	Years 6+ (annually)
Regional Retail Demand in Glenwood Springs Real Estate Product Type: Retail Storefront		
Estimated Absorption (sf):	Over 5 years	Annually starting year 6
Latent Local Demand:	57,000 sf	na
Household Growth:	84,000 sf	8,000 sf
Visitors:	54,000 sf	11,000 sf
Total Retail Absorption:	**195,000 sf**	**19,000 sf**
Regional Household Services Demand in Glenwood Springs Real Estate Product Type: Office Space and/or Office-Storefront		
Estimated Absorption (sf):	Over 5 years	Annually starting year 6
Latent Local Demand:	61,000 sf	na
Household Growth:	28,000 sf	6,000 sf
Visitors:	na	na
Total Household Services Absorption:	**89,000 sf**	**6,000 sf**
Total Projected Commercial Absorption in Glenwood Springs (SF)		
Absorption (SF):	**284,000 sf**	**25,000 sf**

Lodging Market

The lodging market has been slowly gaining strength over the past five years with both rental rates and occupancy trending higher each year. Overall occupancy is around 65%, similar to the national average, but still leaving notable capacity to fill rooms. Average daily rates are now hovering around $112 per room night, which is also in line with the national average.

Glenwood Springs has accommodations for business, historical-stay, and budget travelers. However, while the occupancy rates indicate surplus capacity, the research survey shows many aging low-budget motels and expensive historic hotels. There is a lack of lodging diversity that easily integrates with Downtown and 6th Street attractions. Glenwood Springs should retain its independent and historic hotels and budget-minded accommodations. However, adding modern mid-priced lodging options, walkable from Downtown and 6th Street, would fill a market niche missing in the market. Perhaps even diversifying this market niche would support multiple properties over time. The City may be more attractive for a wider variety of visitors and would bring visitor dollars right to the core commercial district.

More focused market analysis is required to estimate an exact number of new lodging rooms that are feasible. Based on accessibility to the City's destinations, it seems likely that a mid-priced boutique hotel could be supported in the 6th Street Corridor, and that new development in the Confluence would support a boutique hotel as part of that project.

Economic and Demographic Research

Industry Studies

Fiscal and Economic Impact Analysis

Real Estate Economics

10184 West Belleview Avenue

Suite 100

Littleton, Colorado 80127

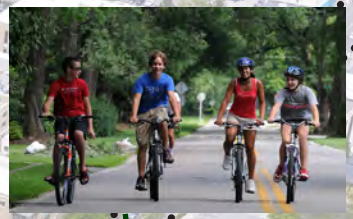
www.DevelopmentResearch.net

303.991.0070

Development
Research Partners

COMMUNITY-VETTED MASTER PLAN CONCEPTS

SCENARIO 1



Continue 7th Street Commercial Success

VITALITY DISTRICT

Park Connection to Downtown

Hotel/ Conference

Commercial/ Mixed-Use

Residential: Affordable, Senior, Market

Destination River Park

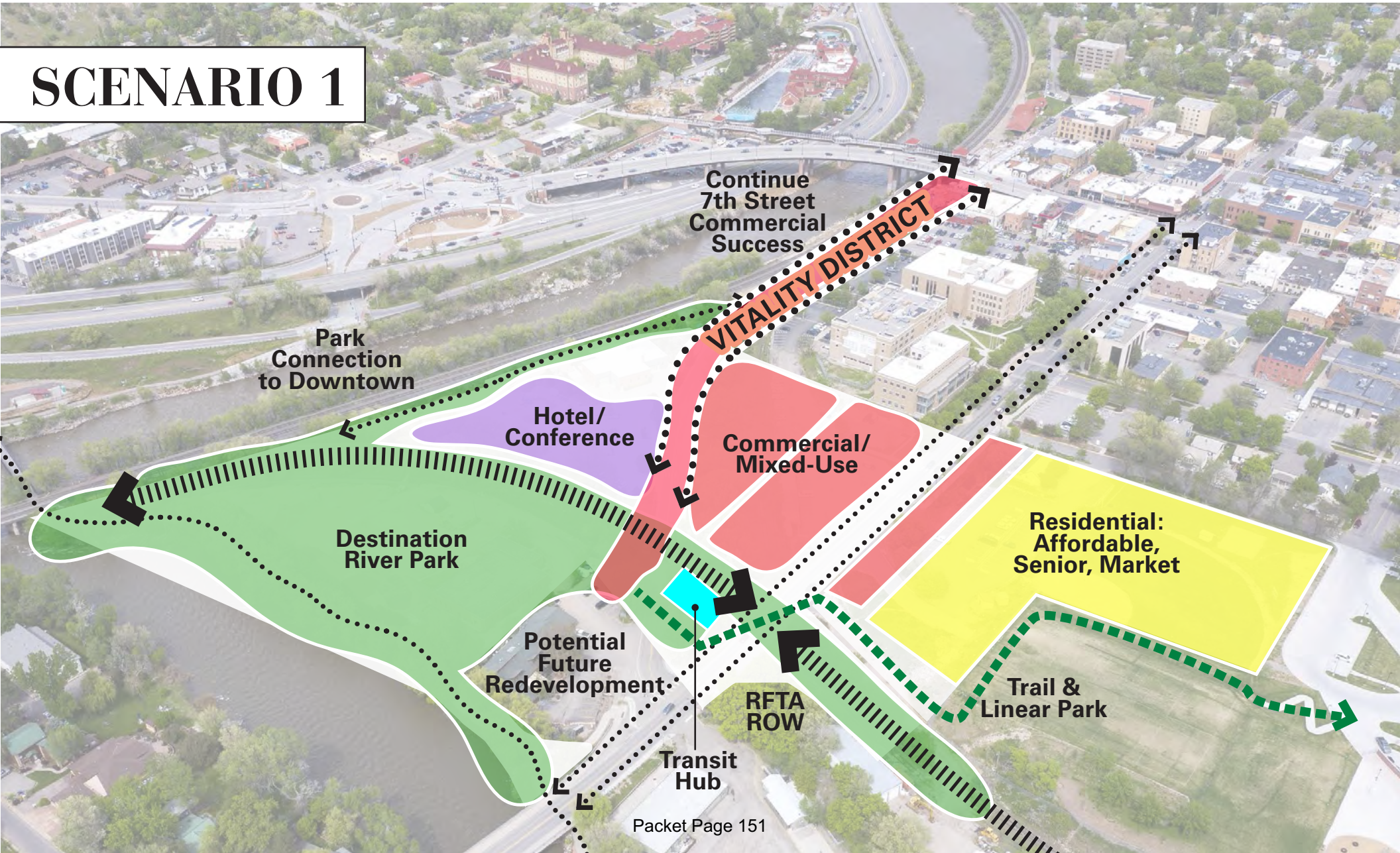
Potential Future Redevelopment

RFTA ROW

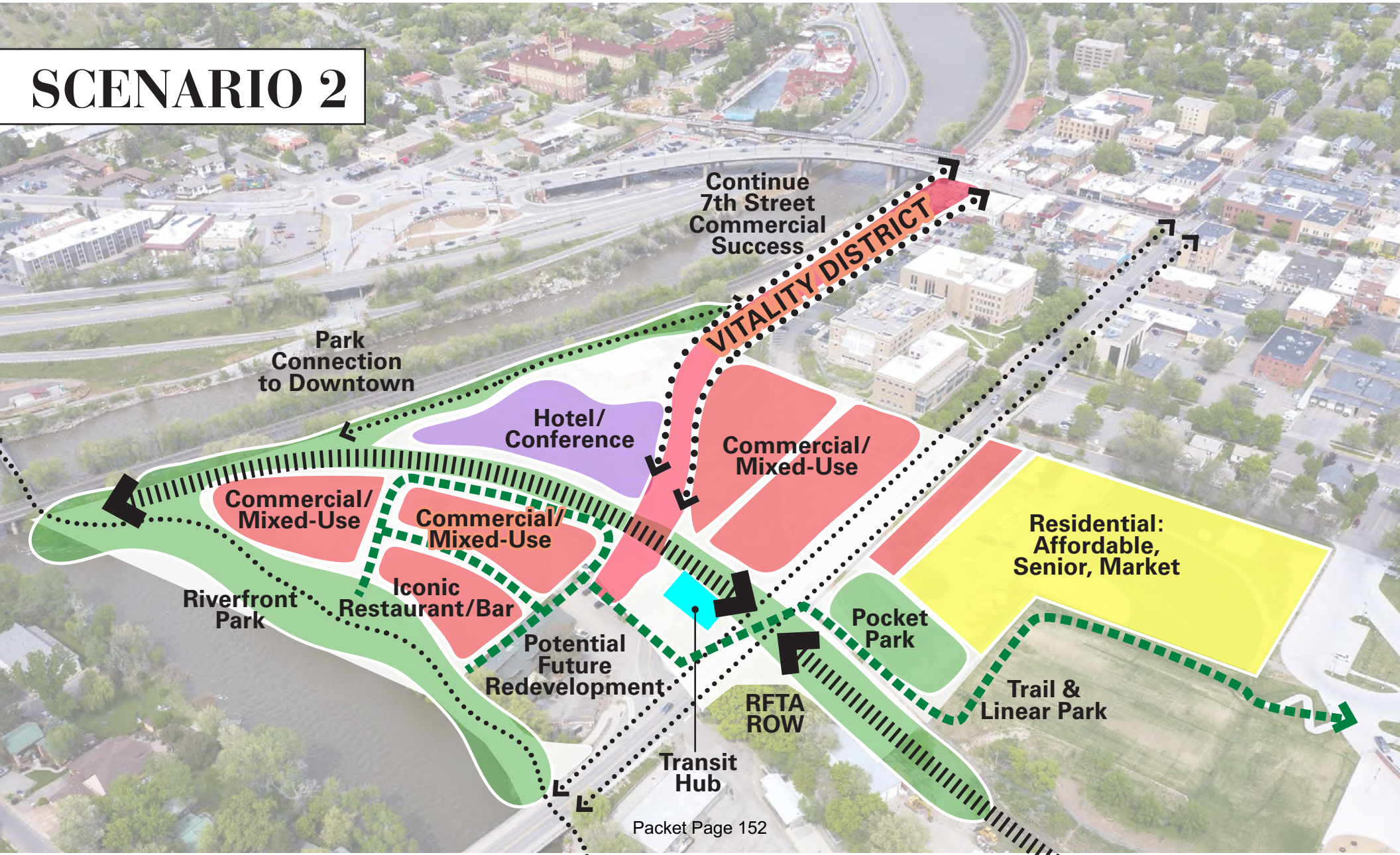
Trail & Linear Park

Transit Hub

COMMUNITY-VETTED MASTER PLAN CONCEPTS



COMMUNITY-VETTED MASTER PLAN CONCEPTS



July 29, 2019

Mayor & City Council
City of Glenwood Springs
Glenwood Springs, CO 80162

RE: Confluence RFQ – Additional Information

Greetings:

Thank you for the opportunity to provide additional information to our response to the City's Request for Qualifications (RFQ). During our call last week with City staff they suggested that we summarize our discussion in writing and share additional detail on master plan concepts. Questions that we discussed are as follows.

How can we get to a win-win business agreement with the City?

As we presented to City Council earlier this month, based on our team's qualifications, local successes, and track record for delivering on promises, we would hope to be selected by Council and enter into a Development Agreement where we would activate the community planning for the site and return to Council with a development plan that encompasses a balanced, vibrancy-creating, mixed use and multi-phased plan that embraces a park on the river. During this work the outside consultants would be paid a fee and the land owner - the City - would support the work at a budgeted cost that is shared with the developer. We like the idea of pursuing the Vogelaar site as the initial phase while allowing the river frontage and mixed-use areas to get additional community and development attention.

Ultimately the development plan would include a sale by the City of the land for development along with the forthcoming land use entitlements in place. The property would be appraised with its entitlements in order to assure a fair value for the City. We believe that the City needs to have a development team whose members understand the local scale of Glenwood Springs and its economic realities. We believe there will be added value for the City with a team who is truly "on the ground." We bring a reality-based perspective with the understanding of the local and regional markets. Every one of our development team members lives in the valley and has a personal stake in success here. If the community engagement is not successful and the community is unwilling to rally around a plan, it could lead to controversies and set back ***any*** action plan for some time.

How do we expect to finance the project?

The eventual mix of capital sources will depend on the land uses which are ultimately approved at the Confluence. We have experience with a broad range of financing mechanisms for neighborhood scale and mixed-use projects. Depending on the final cost of infrastructure we and the City may consider a Metro District in which revenue (not general obligation) bonds would fund much of the qualified infrastructure and would be repaid from assessments similar to

415 East Hyman Avenue Aspen, CO 81611
970 948 7729

projected additional property taxes. Tax Increment Financing (TIF) may be appropriate if the development includes enough sales-generating uses and property taxes. Three of our past projects (Willits, Basalt River Park, and the Roaring Fork Club) have real estate transfer assessments (RETAs) that fund specific programs - the Willits Art Center, The Art Base, and the Roaring Fork Conservancy, respectively. A RETA could be used at the Confluence to provide ongoing support for vitality-enhancing programs.

As we mentioned in our initial submittal we have relationships with many private and institutional capital sources and have toured the Confluence area with several of them, including Tim's partner on the hotel in Willits and two Opportunity Zone-focused investment groups.

In addition, there are tax credit incentive programs for affordable housing and we have discussed such programs with the Colorado Housing Finance Agency (CHFA). Additionally, the new Opportunity Zone incentives for the area provide incentives for the development as well.

Can you provide additional detail on your master plan concepts?

We have attached two illustrations of our land use ideas with at least one important alternative — the size of the Confluence Park — which we anticipate to be a key decision. Based on our understanding of the City's RFQ, we had previously focused primarily on our professional backgrounds in the Roaring Fork Valley, the public and private experiences of Roaring Fork Engineering, as well as the Colorado and national experiences of Design Workshop, which we invite you to review again. We did not try to show a detailed block-by-block plan for two reasons. First, we strongly believe that the correct Vision and ultimate land use plan will be the result of an open and effective process with the City officials and staff and with the citizens of Glenwood Springs including the immediate neighbors. Second, we feel that virtually any land use plan which is too specific too soon could become an unnecessary lightning rod and stress point for community members who may have objections to one or more of the specific lands uses (that weren't vetted adequately with the public). By starting with a somewhat more general plan, we would attempt to gain the community's confidence in the plan and their continuing support as the preliminary master plans evolve.

Our attached illustrations include the following alternatives.

Scenario 1, a large **Destination River Park** which could consume most or virtually all of the land west of the "Y". We consider this scenario less likely but it illustrates our view that the size and location of the park might become the driver of other land uses. A park of this size would reduce the size of the remaining development.

Scenario 2, a smaller **Community Riverfront Park**, illustrates a more linear park which would connect to the entire new system of parks including the rail beds and would be bike friendly and pet friendly. Ideas include a chain of fountains and water features, a safe train viewing area, places for non-profits to promote themselves, displays of the history of Glenwood Springs, and waterfront connections with the Roaring Fork River. An iconic restaurant and bar would offer an attractive place for residents and families to gather. The adjacent mixed uses could complement and extend the vibrancy of the current downtown and connect it to the Roaring Fork River.

Similar to the recent riverfront park development by the Town of Basalt, there would be opportunities for environmental education. A smaller but well-designed park may well be adequate for the City's goals and serve as a successful complement to other parks in the City.

It is important to note that most of the area west of the "Y" is within the floodplain which will be a critical factor in setting the building floor elevations. We note that the City should be aware of this constraint when evaluating any proposal which includes an extension of the 7th street with vehicular connection under the RFTA "Y" and right of way.

Hotel and Conference Facilities. Scenario 1 includes a Hotel with conference facilities near the existing pump station on 7th Street. Scenario 2 shows some options referred to as "Mixed Use" adjacent to the "Community Riverfront Park". While not illustrated, there would be adequate land for a larger Conference Hotel or more Residential.

Vitality Zone/ Retail, Office and special gathering places. In order to connect the Confluence to the existing 7th Street both Scenarios 1 and 2 include a Vitality Zone, which would include space for events. Since demand for retail is currently changing across the nation, the users are likely to include service businesses and offices, including space specifically for non-profit groups and shared co-work environments, which can survive the seasonality of retail demand. Pop ups and food trucks may be added for special events.

Residential. As mentioned in our first presentation, we think that residential can be started on the Vogelaar parcel and mixed throughout the entire plan. If a hotel is not feasible, residential can be included with the Downtown Park. We propose to include Senior housing and to mix different income levels.

Affordable Housing. We would include locations for affordable housing throughout the new neighborhood. We anticipate that at least one parcel could be developed with low income housing tax credits.

Water Features. We would promote the idea of having water amenities, such as fountains and streams, within the project and have included some photos to illustrate the ideas.

Thank you very much for your consideration, and please contact us with any questions.

Sincerely,

Andrew, Tim and Jim

DEVELOPMENT PARTNERS

February 19, 2020

Mayor & City Council
City of Glenwood Springs
Glenwood Springs, CO 80162

RE: Confluence Property

Greetings:

I am writing to bring you up to date on Development Partners, our locally-based project team.

First, we remain very committed to working with the City of Glenwood Springs on an overall joint development program for the Confluence property. We are open to discussing different legal structures (e.g. from simple land sales to joint ventures) to ensure that the City will be able to achieve its goals.

Second, we would like to call to the attention of the City Council that moving forward sooner than later is essential if the City wishes to take advantage of the "Opportunity Zone" designation. Under the terms of this 2017 Federal legislation, certain tax incentives will go away quickly as time passes.

Finally, we remind you and the City Council of our earlier proposal in which we would acquire the Vogelaar Parcel as soon as the City is prepared to move forward. One key benefit for the City is that proceeds of the sale can be used by the City to fund a variety of pre-development and development costs on the remainder of the site. See the attached GWS Confluence "Master Plan Concepts." In both Scenario 1 and 2, the Vogelaar Parcel is highlighted in yellow.

As an update, members of Development Partners are completing a mixed-use project on a block in Willits Town Center. Tim is also working on final approval by the Town of Basalt of a mixed-use development - which will include a new art center - on the very sensitive River Park parcel. This co-operative process is an example of how a private developer can work with the municipality as well as an important non-profit to create a land-use of long-term benefit to the overall community. We would be glad to brief you and the City Council on this development.

Thanks,

Andrew Light, Partner

CC: Tim Belinski, Darla Callaway, Richard Goulding, Jim Light, Becky Zimmerman

415 East Hyman Avenue Aspen, CO 81611

970 948 7729

Moving the Confluence Opportunity Forward

Selecting a Project Developer & Designing the Riverfront Park

Sustainable Strategies DC

Development Research Partners

Stromberg/Garrigan Associates

February 20, 2020

Joint Consultant Presentation to City Council of Glenwood Springs

Purpose of Workshop

- After decades of having the downtown confluence of the rivers sitting idled as a brownfield with a closed sewer and underutilized lots, COGS has now spent 5 years creating a community-based vision for revitalization, and has adopted the "Moving Forward" action plan
- Implementation will require a public-private partnership (P3) approach: locality helps prepare the site to be development-ready and deploys public infrastructure to support location; private sector brings the development experience & financial investment to make it happen
- COGS issued RFQ for qualified developers, the market responded, and your team is ready to recommend which developer teams could be the best to select to implement the vision
- City Council requested staff to gather key info about options & outcomes
- COGS seeks to ensure that community/public values & goals are infused into the development plan, and that public resources are used wisely in this project
- Today is a Council Workshop to talk about how "Moving Forward" in order to best take advantage of resources, incentives, and Opportunities at the project, and consider how to select a developer to negotiate a path forward, and move the riverfront park project closer to reality

Introduction of Team

- Ashley Badesch & Matt Ward, Sustainable Strategies DC
  - Revitalization strategies, resource advocacy
- Sean Garrigan, Stromberg/Garrigan Associates
  - Revitalization planning, infrastructure analysis
- Jesse Silverstein, Development Research Partners
  - Economic, development, and finance consulting

Overview of Workshop Presentation

* **How a public-private partnership for the Confluence can create tremendous opportunities. Examples:**
  - Casper, WY "Yellowstone District"
  - Castle Rock, CO "Riverwalk" development
  - Charles Town/Ranson, WV "Commerce Corridor"
* **Strike while the iron is hot & before opportunities are lost**
* **What to expect in developer selection & negotiation process**
* **Requests for Action –** Select a developer & commence negotiation process, and complete park design
* **Q&A / Discussion**

The Confluence / "8th Street Crossing"

- Focus initial development plans around 8th Street, east of the rail line berm
- West of rail berm, focus on Riverfront Park, activation of public space & potential interim uses
- ***"8th Street XYZ"***
  - 8th Street Crossing – ***X***
  - Development within the **Y**
  - **Z**ero development that fails to meet Glenwood Springs community values

Glenwood Springs Values

* Meets standards of quality that reflect best of Glenwood Springs
* Connected & complementary to downtown & the river
* Built with private sector investment spurred by wise public sector support
* The kind of future investment that Glenwood Springs wants in its Opportunity Zones

Key Questions

* How to be smart about deploying public resources in pre-development phases & for public infrastructure upgrades?
* How to attract financial & funding resources?
* How to ensure development mix meets community goals?
* How to ensure that riverfront is best used for the community & best connects to development?
* How to ensure that development negotiation process protects COGS?

Opportunity for Public-Private Partnership – Casper WY's "Old Yellowstone District"

* Brownfield area adjacent to core downtown
* "David Street Station" sparks revitalization
* Commercial, retail, arts & culture follows

Opportunity for Public-Private Partnership – Charles Town WV's "Commerce Corridor"

* 75-acre corridor of brownfields & blight between downtown and Evitts Run Creek
* EPA Area-Wide Plan creates community vision & action plan
* Private sector development partner creates $100+ million "Commerce Corridor" & activates downtown
* Waterfront park, trail & recreation
* Wins national "Phoenix Award" for sustainable redevelopment

Riverwalk Case Study in Castle Rock, CO

According to Tony De Simone with developer Confluence Cos., vibrancy is currently lacking in Castle Rock.

“Castle Rock needed a catalytic project of critical mass to make a difference,” he added.

The Castle Rock Town Council unanimously approved the development.

Riverwalk – Castle Rock, CO

Riverwalk – Castle Rock, CO

2.4 Acres
5- & 6-Story Buildings
Concrete Podium & Wood-Frame
Below-Grade Parking
230 Total Apartment Units
14,000 SF Ground-Floor Retail
30,000 SF Office

Developer Proposal - 2016
Phase I - December 2018
Phase II - March 2019

Development Cost: $64M

Feasibility Gap: 23% of Cost

Challenges:

- Demolition/Asbestos
- Flood Plain/High Water Table
- Utility Relocation and Upgrades
- Upgraded Exterior materials/finishes required
- Public Parking Requirements
- Pioneering Location

Riverwalk – Castle Rock, CO

Feasibility Gap: 23% of Development Cost

Collaborative Solution:

- Ongoing Open Door between Developer and City
- Tax Increment Financing - TIF (60% of Increment)
- Public Improvement Fee - PIF
- Use Tax Waiver on Construction Materials
- Discounted Water Tap Fee
- Creative Financing by Developer
- Expedited Construction Phasing

Strike While the Iron is Hot

Opportunity now:

* Federal and state agencies are keen for your success
* Opportunity Zone financial incentives are on a statutory clock (7-year step up benefit now expired)
* $80 billion in OZ capital now looking for projects
* Federal government has targeted 180 grants and other resources for Opportunity Zone support
* Developers at the ready

Developer Selection & Negotiation Process

* COGS ability to confirm size, shape, mix & phasing of project requires P3 developer negotiation process
* COGS ability to confirm mix of public finance incentives & public co-investments requires master developer agreement
* COGS ability to determine economic, tax revenue, jobs & community benefits requires P3 agreement process
* The process will have milestones, decision-points, municipal and public input & consultation, and off-ramps
* **Key decision – commencing developer selection, negotiation & agreement process**

Making It Happen

Jesse Silverstein
Director, Real Estate Economics

Development Research Partners

Stakeholders

Developers

- Private return on investment
- Contributing to the local community

Local Government

- Fiscal Health
- Economic Growth
- Public return on investment

Community

- Jobs
- Housing
- Improved local business-mix
- Amenities and lifestyle

Business, Resident Tenants

- Easy occupancy
- Functionality
- Mobility and access

Development Research Partners ©

Developer Dynamics:
Deal Considerations

- Market Studies & Due Diligence
- Equity
- Financing Costs
- Capital Improvements
- Property acquisition price
- **Risk**
- **Time & Coordination**

Development Research Partners ©

Developer Dynamics:
Due Diligence = Sunk Costs

- Appraisal
- Market Studies
- Survey
- Property Inspection
- Americans with Disabilities Act Compliance
- Water/Mineral Rights
- Utility Corridors
- Tax Certificates
- Title search
- Clouds on Title
- Flood maps
- Deed restrictions
- Zoning/Code Compliance
- Environmental Assessments

Developer Dynamics:
+ Brownfields Investment Hurdles

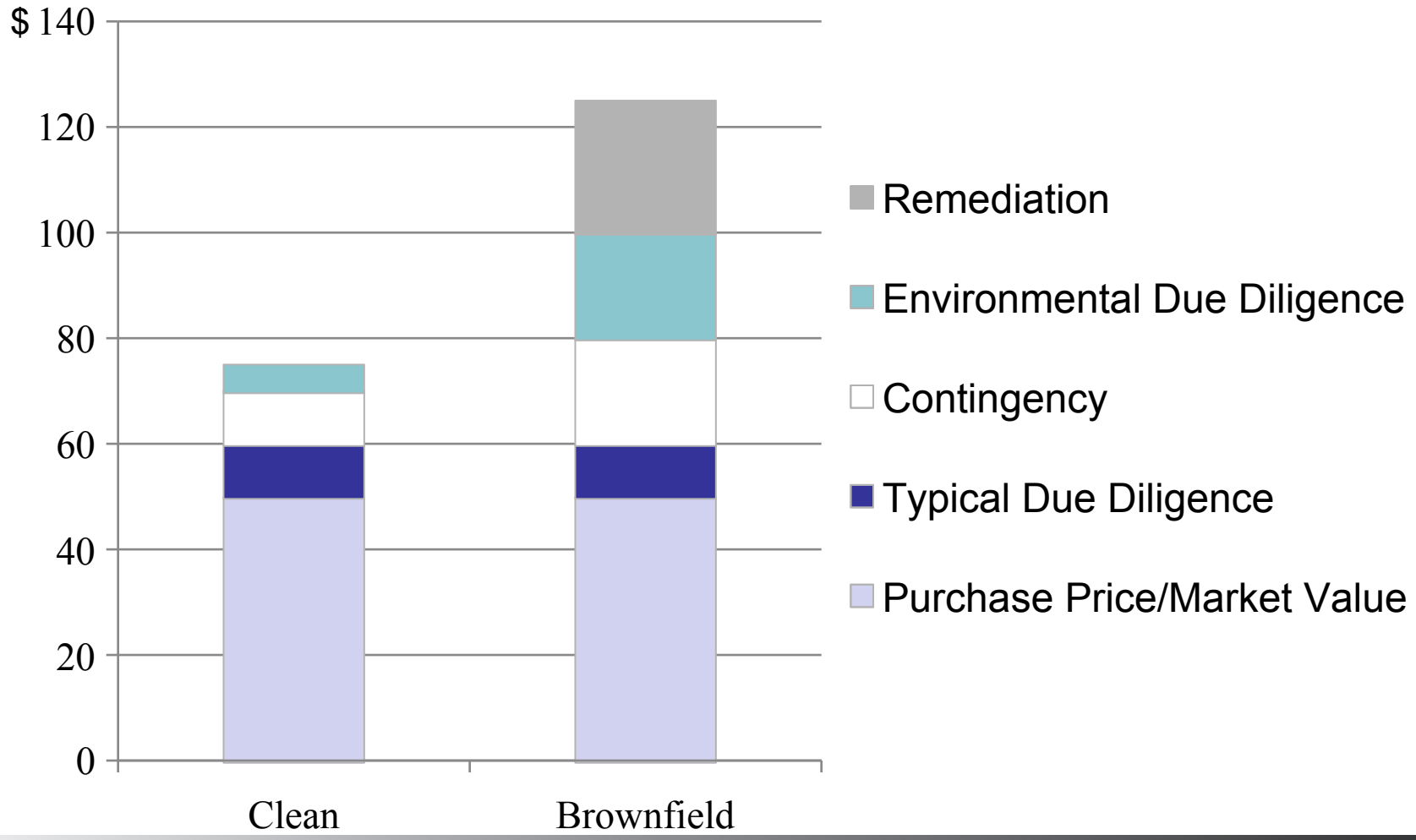
- Environmental Assessment/Engineering Studies
- Cleanup Costs (upfront & ongoing)
- Added Capital Costs
- Liability Management
- Limited Developer Interest
- Extended timelines

Impact on Buyers & Developers

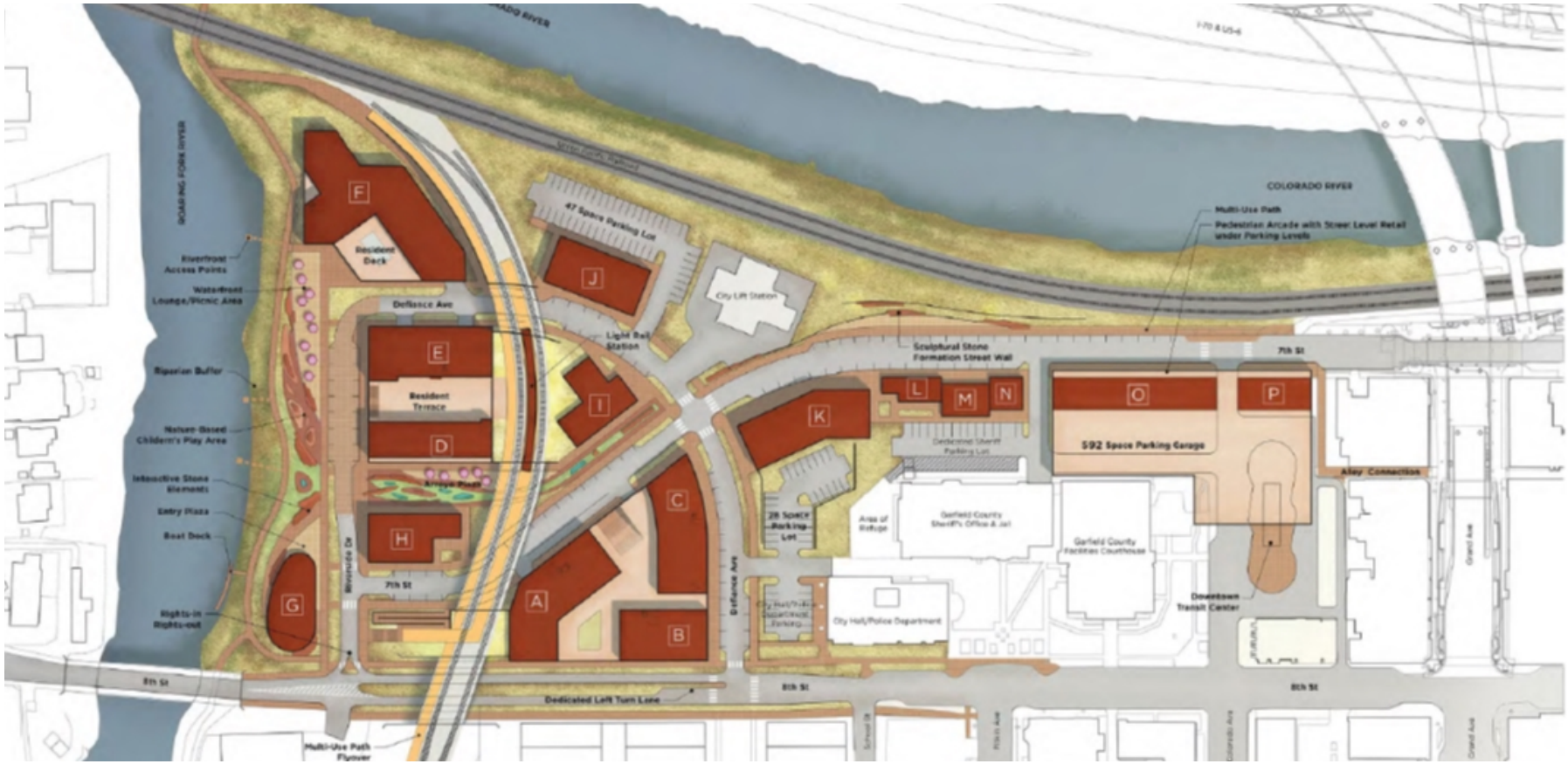
- **27% to 49%** of potential buyers **drop out**
- Required **internal rate of return +550 basis points**

Development Research Partners ©

Impact on Investment



7th Street at Confluence



Proposed Buildings I, J, K, L, M, N, O

7th Street at Confluence

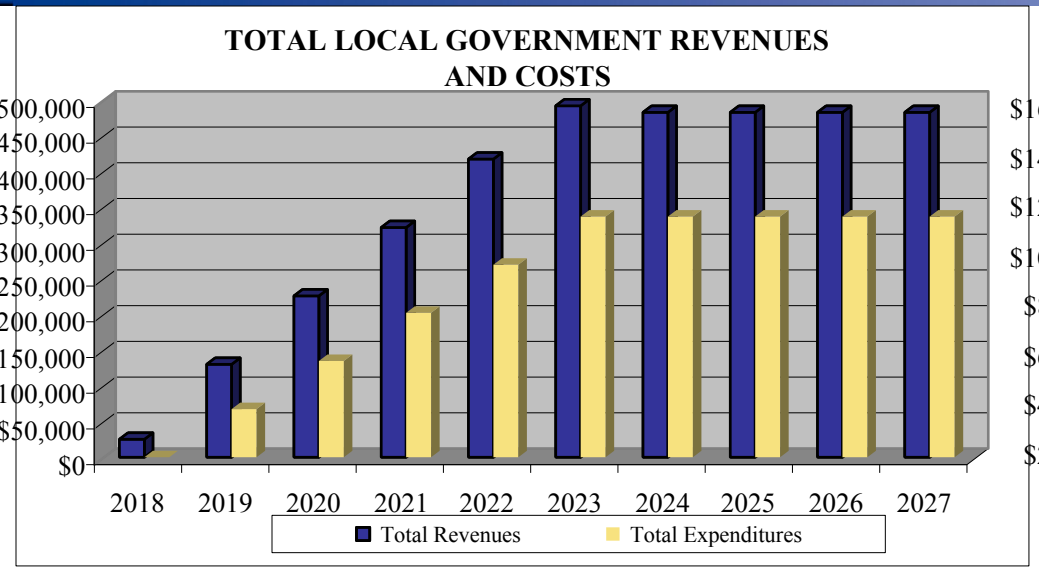
- Commercial/Retail Storefront and Office
- Total SF: 52,160 sf
    - 25,650 Office
    - 26,510 retail
- 5-Year Build-out
- Retail Sales per SF = $250

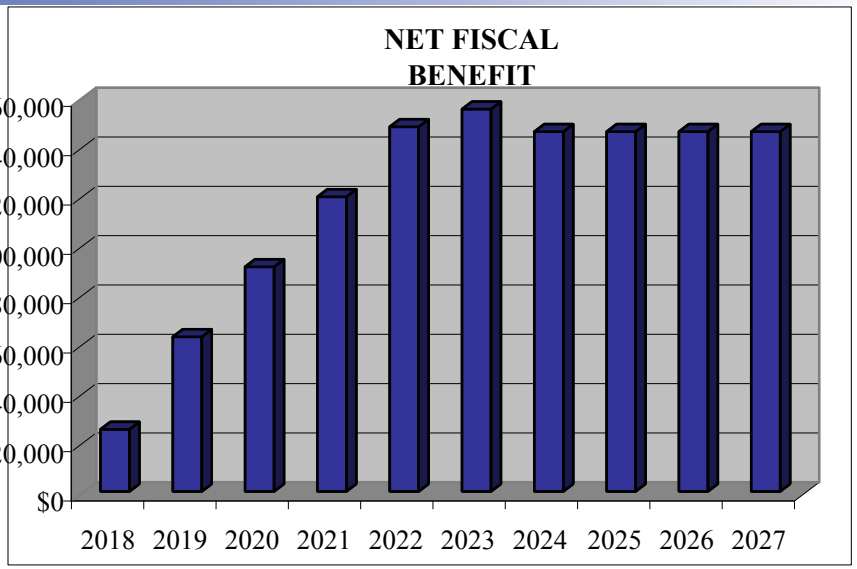
Economic & Fiscal Impacts

- **Initial Investment**
- **Business Operations**
- **Employee Spending**
- **Resident Spending**
- **Visitor Spending**

Economic Impacts
Benefits and Costs Imposed by a Project Upon the Local Economy

Economic/Fiscal Impacts





Annual Net Fiscal Impacts $146,000

Annual Economic Benefits

New FTE Jobs:	166
Wages:	$7.9 million
Business-to-Business	$417,000

Public-Private Partnering

- **Can be direct investment:**
  - Fee waivers
  - Capital investment
  - Tax Increment Financing (TIF)
  - Public Improvement Fees (PIF)

- **Can be indirect investment:**
  - Stakeholder contributions
  - Tax Credit Incentives
  - Local Government Co-Investment

Co-Investment Contributions

Land

- Land purchase
- Land donation and/or equity partner
- Land assembly and relocation costs
- Demolition and remediation

Infrastructure

- Roads and ROW
- Utilities and drainage
- Parks, plazas and open space
- Public Parking

Development Research Partners ©

Community Benefits

- Business growth and job creation
- Increased tax base
- Economic stability
- Increase overall property values
- Encourage infill: Fill the Donut Hole
- Create walkable connections

AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
MARCH 5, 2020
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	
	1.	Review of Regular Session Agenda	Information/Discussion
	2.	Council Comments / Future Agendas	Information/Discussion
		WORK SESSIONS	Information/Discussion
	A.	Land Owned by City of Glenwood Springs	Information/Discussion
	B.	27th Street Bridge Renaming	
5:00 pm	C.	City Council Norms and Protocols	Information/Discussion
5:30pm	D.	CC4CA Membership Consideration	Information/Discussion

Meeting Set-up

REGULAR SESSION

1. Roll Call
2. Pledge of Allegiance
3. Agenda Changes & Conflicts
4. Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes)
5. Council Comments
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 unless a Councilmember or Audience Member so requests.

ACTIONS AND/OR PRESENTATIONS

7. RFTA IGA related to MOC
8. Colorado Division of Reclamation, Mining, and Safety update on South Canyon Coal Seam Project
9. Report from City Administration
   A. City Manager
   B. City Attorney
   C. Correspondence Incoming/Outgoing

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 — Information/Discussion
11. Adjournment

AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
MARCH 19, 2020
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	
	1.	Review of Regular Session Agenda	Information/Discussion
	2.	Council Comments / Future Agendas	Information/Discussion
		WORK SESSIONS	Information/Discussion
		A. City Rental Contracts	
		B. Davis Drive Parking	
		Meeting Set-up	
		REGULAR SESSION	
	1.	Roll Call	
	2.	Pledge of Allegiance	
	3.	Agenda Changes & Conflicts	
	4.	Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes)	
	5.	Council Comments	
	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 unless a Councilmember or Audience Member so requests.	
		ACTIONS AND/OR PRESENTATIONS	
	7.	Elk Calving Closure	
	8.	Planning Item 20-19 – Consideration of a Code Amendment to Section 070.040.020(d)(24) of the Glenwood Springs Municipal Code regarding riparian setbacks	Discussion and/or Action
	9.	Report from City Administration	
		A. City Manager	
		B. City Attorney	
		C. Correspondence Incoming/Outgoing	

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 — Information/Discussion
11. Adjournment
12. 2019 Highlights and Looking Ahead

CITY OF GLENWOOD SPRINGS CITY COUNCIL

Future Agenda Items
1/16/2020

General	Estimated Date	Ranking
City Owned Land	3/5/2020	
City Contracts on City Owned Land	3/19/2020	
City Owned Land for Affordable Housing	4/2/2019	
Bridge Renaming	3/5/2020	
Council Norms	TBD	
Joint Meeting with BOCC	TBD	

Revenue

Progressive Water and Electric Rates	TBD	
Electric Revenue	TBD	
Meadows PIF	TBD	
Code Enforcement	TBD	
Attractions/Accommodations Tax	TBD	

Engineering, Public Works, Transportation and Community Development

West Glenwood bus service & RFTA – Donegan Road Service	TBD	
Franchise of Trash Services to include Recycling	TBD	
Bicycle Improvements	TBD	
Cardiff Glen 1 Parking	TBD	
Blake Gate	TBD	
Housing Policy/Affordable Housing	On-going discussion with Affordable Housing Commission	
Iddings Property	To be included with City Owned Land Discussion	
Spring Cleanup	TBD	
Downtown Design Standards/Code Issues with DDA	TBD	
GID	TBD	
Zeroscaping Incentives	TBD	
Plastic Bags	TBD	
Confluence Redevelopment	2/20/2020	
6th Street Design	2/20/2020	
CC4CA Discussion of Policies	TBD	

Police and Fire

Ticketing on GA pedestrian bridge	TBD	
Graffiti	TBD	
Fire Risk (including camping in BLM land)	TBD	
Emergency Response to Natural Disasters	TBD	

Parks and Recreation/Cultural Resources

Future of the Cemetery	TBD	
Restoration of River Banks	TBD	
South Canyon Master Plan	TBD	
South Canyon RFQ	TBD	

Electric/Environmental

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

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item: Council Travel

Action Requested: NA

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: City Council requested a short work session to discuss Council travel priorities. The City Council budget has $10,000 for Professional Development and $5,000 for Miscellaneous Travel. To date Council has spent approximately $4,000 in 2020.

Issues: NA

Staff Recommendation: NA

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item:	Work Session - 6th Street Streetscape
Action Requested:	Direction regarding moving forward on 6th Street Master Plan recommendations
Presented By:	Jenn Ooton, Assistant City Manager Terri Partch, City Engineer Gretchen Ricehill, Assistant Economic and Community Development Director Laura Kirk, DDA Director
Background Info:	In November 2019, the Community Development Department provided Council with a quick review of the 6th Street Corridor Plan and its recommendations (see attached staff report). The purpose of the update was to confirm the Plan's vision specifically for streetscape improvements, and to discuss the development of engineering plans for those improvements. During the discussion, we asked Council to consider - **The design of the Laurel to Pine segment and gave following options:** 1. Design following 6th Street Plan recommendations. a. Construct only the North side b. Construct both sides of the street 2. Design the alternate plan (prepared by the City's Engineering Department) 3. Seek another option that does not involve removal of existing angled parking **The development of engineering plans and gave the following options**: 1. Should 100% plans be developed for phase 1 (Laurel to Pine) only? 2. Should 100% plans be developed for phase 1 – 3 (Devereux/Traver Trail to Vapor Caves)? 3. Should 100% plans be developed for phase 1 (Laurel to Pine) and 30% plans be developed for Phase 2 and 3? We also touched on the Plan's and other design recommendations of the North Landing but requested that Council set aside that discussion for a later date. We felt that the North Landing should be a workshop all on its own. At Council's request, members of the North Glenwood Coalition have been invited to the February 20th workshop to review and discuss these and perhaps other options for streetscape design and the development of engineering plans.

	For review, here is a dropbox link to the November 2019 staff report, powerpoint presentation and 6th Street corridor plan.
Action Alternatives:	None.
Staff Recommendation:	None.

FIRST AMENDMENT TO HANGING LAKE SHUTTLE SERVICES AGREEMENT

This First Amendment to Hanging Lake Shuttle Services Agreement is made and entered into this ___ day of February 2020, by and between the CITY OF GLENWOOD SPRINGS, a Colorado home-rule municipality (the "City"), and H2O Ventures, LLC, a Colorado limited liability company, DBA Hanging Lake Express (the "Contractor").

WHEREAS, on February 21, 2019, the Parties entered into the Hanging Lake Shuttle Services Agreement (the "Agreement"); and

WHEREAS, the Parties desire to enter into this First Amendment to the Agreement on the terms and conditions stated herein.

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Exhibit B referenced in Paragraph 1 of the Agreement shall be replaced with Amended Exhibit B attached hereto and incorporated herein.

2. Paragraph 4 of the Agreement shall be revised to state as follows:

> Compensation. Contractor will pay the City $30,000 each year for use of the ice rink as the Welcome Center along with 10% of any taxable sales of goods or services at the Welcome Center and 10% of advertising sold inside the shuttles. These payments will be made to the City at the end of each month during Peak Season. Contractor will also pay to the City/U.S. Forest Service partnership 5% of total ticket sales for the Peak Season at the end of each Peak Season and 5% of total ticket sales for the Off-Peak Season at the end of each Off-Peak Season. Contractor will retain all other proceeds as compensation.

3. Paragraph 35 of the Agreement shall be revised to state as follows:

> Administrative Use and Site Closures. The Forest Service reserves the right to close all or a portion of any area subject to this Agreement for repair; construction; floods, snow, extreme fire danger, or other natural events; wildlife protection; or risks to public health and safety. The Forest Service or the City shall not be liable to Contractor for lost revenue, operating costs, or any other losses resulting from these closures. In the event of a government lapse of spending (government shutdown), Contractor may continue to operate services. There is a potential for administrative closures of the Hanging Lake trail to perform necessary infrastructure and trail maintenance. To the extent possible, these administrative closures will be scheduled during Off-Peak Season, and timeframes will be kept to a minimum to achieve the necessary work. The Forest Service will provide at least 60 days' advance notice of scheduled administrative closures. If Forest Service or

other closures cause the Contractor's Services to be suspended for a Peak Season, the Agreement will be extended for a corresponding season.

4. Except as expressly amended herein, the Agreement shall remain unchanged and in full force and effect.

5. The Agreement, as amended by this First Amendment, constitutes the entire agreement between the parties with respect to the subject matter thereof and supersedes any previous agreements, written or oral, between the parties.

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

7. This First Amendment may be executed in counterparts, including any facsimile or electronic copies, each of which shall be deemed an original and all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties have executed this First Amendment to Hanging Lake Shuttle Services Agreement as of the date first above written.

CITY OF GLENWOOD SPRINGS

By: _____
Jonathan Godes, Mayor

ATTEST:

_____
Catherine Mythen-Fletcher, City Clerk

CONTRACTOR

By:_____

Title**:**_____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing HANGING LAKE SHUTTLE SERVICE AGREEMENT was acknowledged before me this ____ day of _____, 2020 by _____ as _____ of H2O Ventures, dba Hanging Lake Express.
Witness my hand and official seal.
My commission expires: _____.

_____
Notary Public

[***Seal***]

AMENDED EXHIBIT B – HANGING LAKE SHUTTLE SERVICES

1. **Shuttle Service**: Contractor will operate a shuttle service from the ice rink inside the Glenwood Springs Community Center, which shall serve as the Hanging Lake Welcome Center (the "Welcome Center"), to the Hanging Lake area during Peak Season (May 1 through October 31). Contractor will provide accessible transportation for passengers with disabilities on a 48 hour advance notice basis. The total number of visitors to the Hanging Lake area shall not exceed 615 per day. Each shuttle ticket holder will have a specific departure time from the Welcome Center and from the Hanging Lake Base. Before leaving the Welcome Center guests will check-in, receive their tickets, and watch a short informational video about Hanging Lake. Contractor may schedule special events relating to the shuttle as long as the daily visitor capacity does not exceed 615.

2. **Peak Season Ticket Sales**: During Peak Season Contractor will sell tickets to Hanging Lake in person at the Welcome Center, at Glenwood Adventure Company, via phone, and online through the reservation system. A select number of tickets will be released for daily time slots three months in advance, two months in advance, and within 30 days, including the day of the trip. There are two types of ticket options available during Peak Season: a ticket to access Hanging Lake via shuttle and ticket to access Hanging Lake by hiking or biking. Contractor shall charge $12 for a shuttle ticket. Contractor shall offer a minimum of 5% of total available tickets for the Peak Season (5,658 tickets) for hiking or biking access at a discounted rate of $9.50 per ticket from February 1 through April 30 ("Pre-Season"). Once the available discounted tickets are sold or at the end of the Pre-Season, whichever occurs first, Contractor will charge $12 for a ticket to access Hanging Lake by hiking or biking.

3. **Student Discount Tickets**: During May, September and October, Contractor will offer a discounted ticket rate of $3 per ticket for students and educators who are visiting as part of an organized and supervised school field trip for grades 1 through 12 and college. The trip must have an educational component to qualify for the discount. Tickets must be purchased through the school hosting the trip and may not be purchased online.

4. **Off-season Ticket Sales**: During off-season Contractor will offer a $10 self-drive access ticket that will be sold for a specific time similar to the shuttle schedule. Contractor will sell these off-season tickets in person at Glenwood Adventure Company, via phone, and online through the reservation system.

5. **Reservation System**: On or before April 1, 2019, Contractor will provide a browser-based reservation system with mobile abilities that will monitor and ensure the 615 daily visitor capacity is not exceeded. The system will allow a customer to purchase a ticket for a specific shuttle date and time, will send a confirmation email with a recommended gear list and details regarding the trail and hike, and will send automatic reminder and follow up emails and a short survey to help evaluate the guest visit. Online ticket sales will be limited to 20 per transaction to prevent scalping of tickets. Tickets in excess of 20 can be purchased by phone. The phone for Hanging Lake Shuttle Services will go live on March 1, 2019.

6. **Customer Service**: Contractor will be responsible for responding to any customers questions or complaints regarding the services provided.

7. **Staffing**: Contractor will provide all staff necessary to perform the foregoing services described herein, including a Transportation Logistics Coordinator to manage and oversee the shuttle at the Welcome Center; employees to check in guests, sell tickets and respond to questions from customers; bus drivers; a Hanging Lake Base Area Coordinator to meet and greet guests at the trail and ensure all shuttle guests have returned to the Welcome Center at the end of the day; and office staff to answer calls, questions and take reservations.

8. **Cleaning Hanging Lake Rest Area and Restrooms:** Contractor will be responsible for all aspects of cleaning the Hanging Lake rest area restrooms and restocking supplies, including toilet paper, soap, and cleaning supplies, during the Peak Season. Contractor or CDOT shall provide the foregoing supplies.

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item: Uptown Services Contract for Broadband Consulting

Action Requested: Approve agreement for Broadband Consulting

Department: Public Works

Presented By: Matthew Langhorst, Public Works Director

Background Info: Uptown Services was hired several years ago to produce a feasibility study on the build-out of service in residential and commercial areas. Since then they have helped us develop a financial pro-forma, operating plan and construction plan with an RFP. The firm is experienced and has been essential in helping us launch this project. This agreement updates the scope of work and extends it through 2020.

Issues: None

Staff Recommendation: Approve agreement with Uptown Services

Implementation Support Scope of Services

Uptown will provide the following services in support of the City of Glenwood Springs FTTP project:

Program Coordination

Uptown will work with the City's FTTP Project Manager to administer manage a weekly call with the applicable project leads for each function involved in the deployment effort. Uptown will maintain an action item register (AIR) that will be used to track project issues and jeopardies.

Vendor Selection

Uptown will assist the PM or City Representative with final edits and execution for the following RFPs (all are included in the Monthly Retainer):

- Outside Plant Construction
- Contract Installation
- Structured Wiring Contractor
- Operational Support System (OSS)
- Voice Wholesaler
- Outside Plant Materials

Vendor Management

Uptown will support and advise the PM or City Representative as required in their management of the following contractors (all are included in the Monthly Retainer):

- Construction Contractor
- Contract Installation Firm
- Structured Wiring Firm

Construction Management

Uptown will support the PM or City Representative by providing the following construction management and coordination functions:

Included in Monthly Retainer

- Administer weekly conference calls with construction contractor to monitor progress and address issues related to design, construction and technical services
- Coordinate with the PM on the release of service areas for construction and technical services
- Take part in joint pre-construction walkout with PM and construction contractor (2 days maximum on-site prior to project construction start)
- Provide final service area design maps that reflect the findings and decisions made as part of the joint pre-construction walkout
- Final service area design maps to be provided in the format (general scale and page layout) provided for the Cedar Crest Road Project (Cedar Crest Roads FTTP 120919.pdf)
- Design modifications related to major format, major design, and /or major construction strategy changes to be completed at the hourly rates listed in this proposal

- Support the City and contractor materials management processes with ongoing bill of materials and materials specifications
- Certify service areas for sales based on test results and red line documentation from the construction contractor
- Spend 16 hours assisting the City with the Completion of as-built mapping in the ArcFM Fiber Manager database based on red line documentation provided by the construction contractor. Additional hours billed at T&M rates defined below.

MDU Coordination

Uptown will support the PM or City Representative with the following tasks related to the multiple dwelling unit (MDU) portion of the FTTP deployment:

Included in Monthly Retainer

- Create and manage a master MDU property list to be used for tracking the status of each MDU in the City
- Assist with materials identification and sourcing for MDU structured wiring projects
- Support and advisement for local negotiation and execution of right of entry agreements for MDUs

Optional Hourly Services NOT Included in Monthly Retainer

- Take part in joint MDU site surveys
- Assist with the development of optimal design approaches for each MDU
- Assist with the development of the optimal outside plant entry approach
- Complete structured wiring designs as required for each MDU
- Inspect and certify MDUs following the completion of structured wiring installation

Marketing and Product Design

It is understood that the City intends to use a local marketing and advertising firm for all branding, creative design, collateral development and production. Uptown will assist and advise the City in the development and execution of direct marketing programs and direct sales tactics.

Financial Analysis

Uptown will assist the PM or City Representative with the following financial analysis tasks as part of this scope (all are included in the Monthly Retainer):

- Complete ongoing updates to the monthly budget
- Complete ongoing updates to the financial pro forma
- Complete case by case payback analyses for each MDU project

Methods, Process and Documentation

Uptown will assist the PM or City Representative with the following operational components of the FTTP project (all are included in the Monthly Retainer):

- Development of methods and procedures for new and/or modified processes required to support customer service, billing and repair for FTTP subscribers

- Development of methods and procedures for new and/or modified processes required to support customer service, billing and repair for FTTP subscribers
- Development of COGS specific right of entry agreement template to be used in MDU negotiations
- Development of COGS specific commercial contract template for use with new and existing commercial FTTP subscribers
- Development of COGS specific terms and conditions to be used with all new and existing FTTP subscribers
- Development of COGS specific voice services / 911 disclaimer to be used with all new and existing FTTP phone service subscribers
- Development of COGS specific work order acknowledgement language to be used for all new FTTP installations

Commercial Sales Support

Uptown will remotely advise and support the City's commercial sales efforts as required. This support and advice will be based on our previous FTTP implementation experience.

Cost

Uptown will complete the tasks listed in this scope of services per the fees listed in the table below. Travel expenses will be invoiced at cost.

Project Phase	Tasks	Fees
Year 1 – 2020	Implementation Support Monthly Retainer	$15,000
Year 2 – 2021 (If Appropriated)	Implementation Support Monthly Retainer	$10,000
Year 3 – 2022 (If Appropriated)	Implementation Support Monthly Retainer	$2,000
General Project	Neil Shaw – Hourly Support	$200 / Hour
	Junior Engineer – Hourly Support	$100 / Hour
	Travel Expenses	Actual Travel Costs

NON-APPROPRIATION: Pursuant to C.R.S. § 29-1-110, as amended, the financial obligations of the City Of Glenwood Springs as set forth herein after the current fiscal year are contingent upon funds for the purpose being appropriated, budgeted and otherwise available. This Agreement is automatically terminated on the first fiscal year for which funds are not appropriated. The City of Glenwood Springs shall give the Contractor written notice of such non-appropriation.

Proposed by: _____ Date: 11/12/2020

Neil Shaw, President

Uptown Services, LLC

Accepted by: _____ Date: _____

City of Glenwood Springs
Addendum to Professional Services Agreement

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

1. Contractor does not knowingly employ or contract with an illegal alien who will perform work under this agreement. Contractor shall not knowingly 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.

2. Contractor will participate in the electronic employment verification program created in Public Law 208, 104th Congress, as amended, and expanded in Public Law 156, 108th Congress, as amended, and jointly administered by the Department of Homeland Security and the Social Security Administration, or its successor program (hereinafter, "E-Verify Program") or will participate in the "Department Program" as established in §8-17.5-102(5)(c), C.R.S., as amended, in order to confirm the employment eligibility of all employees who are newly hired for employment to perform work under this Agreement.

3. 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 or the Department Program.

4. Contractor shall not use either the E-Verify Program or the Department Program procedures to undertake pre-employment screening of job applicants while this Agreement is being performed.

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.

6. If Contractor participates in the Department Program, Contractor shall provide a notarized written affirmation to City that Contractor has, as required by the Department Program, examined the legal work status of employees hired to perform work under this Agreement and shall

comply with all other requirements of the Department Program. (A sample contract affirmation may be obtained at: http://www.coworkforce.com/lab/pcs/default.asp)

7. 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 its legal authority.

8. Nothing in this Addendum shall be construed as requiring Contractor to violate any terms of participation in the E-Verify Program.

9. If Contractor violates this Addendum, 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.

Dated: 1/2/2020

Contractor

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item: Glenwood Springs Chamber Contract 2020 for Tourism Promotion Services

Action Requested: Approval of 2020 marketing agreement with the Chamber Resort Association

Department: Attorney

Presented By: Glenwood Springs Legal, Legal

Background Info: Accommodations Tax collected by the City is deposited into the Tourism Fund. The City outsources marketing services annually to the Chamber Resort Association. This agreement is executed with the Chamber each year for those services.

Issues: This was presented on the February 11th consent agenda. In Exhibit A the marketing plan included a page from the Tourism Board's August 2019 document titled "Tourism Promotion Board Position Statement" that is not relevant to this agreement and should not have been included in the contract. That page is deleted from this version of the contract document.

Staff Recommendation: Approve agreement.

AGREEMENT FOR PROFESSIONAL SERVICES

This AGREEMENT FOR PROFESSIONAL SERVICES between the CITY OF GLENWOOD SPRINGS, a municipality under the laws of the State of Colorado ("City") and GLENWOOD SPRINGS CHAMBER RESORT ASSOCIATION, a Colorado corporation ("Chamber"), is effective January 1, 2020 no matter the date on which it was signed.

WITNESSETH:

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

1. Scope of Agreement. Chamber agrees to perform for the City Tourism Promotion Services more particularly described in the Marketing Plan attached hereto as **Exhibit "A"** and incorporated herein ("Marketing Plan").

2. Consideration. The City agrees to pay the Chamber in accordance with the proposed budget attached hereto as **Exhibit "B"** and incorporated herein.

3. Term. This Agreement shall be effective from January 1, 2020 through December 31, 2020.

4. Independent Contractor. Chamber is providing services independently and is not an employee of the City. Chamber shall not be entitled to any benefits provided to City employees. Chamber understands the difference in status between an independent contractor and an employee and acknowledges and stipulates that Chamber 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 Chamber unemployment insurance, social security or any other withholdings. Chamber agrees to be responsible for all such payments required by law.

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

4.2 Chamber 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 Chamber will indemnify the City for any liability arising out of or caused by Chamber's business and/or persons engaged in operations covered by this Agreement.

4.3 In making and performing this contract, Chamber 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.

5. Definitions. For purposes of this Agreement the following definitions shall apply:

Ad Production Expense. Design and creative (photographs/videos) work for tourism-related ads or other print or electronic materials.

Associated Staff. Refers to any staff hired by the Chamber, who is expressly involved with the promotion of tourism, directed by the Director of Tourism Promotion, and paid through budgeted funds allocated through the Tourism Promotion Marketing budget.

Association Memberships. Memberships in tourism-related or industry specific organizations.

Billboard. Advertising on mass transit and billboards.

Bookkeeping Services. Covers costs of bookkeeping, for the tourism promotion fund, e.g., accounts payable/receivable; billing co-op advertising partners; providing detailed P&L statements; tracking reimbursable marketing expenses for postage and printing, any tourism promotion fund bills which have been paid by the Chamber.

Building Costs & Equipment. Includes office space for the Director of Tourism Promotion and any associated staff; telephone system, telephones and regular monthly long distance and local phone bills; desks and furniture; office equipment to include computers, fax machine, use of copier and any other equipment; ; software including database management software; virus protection; and all other software; high speed internet access; IT support on related equipment; equipment maintenance; use of common areas.

Cooperative Advertising. Joint advertising efforts between the tourism promotion department and various tourism-related businesses.

Direct Mail. Bulk direct mailing to individuals regarding specific advertising campaigns, including design, printing, postage and handling. These costs may include services provided by the Chamber or by a mail house.

Distribution. Distribution, storage and shipping of brochures to distribution outlets and costs of brochure distribution companies.

Financial Interest. Any undertaking or activity in which the Chamber will receive money from the City other than for payment of services pursuant to this Agreement.

Fulfillment. Postage costs incurred from responding to specific requests for tourism-related information.

Internet Listings, Website & Links. Infrastructure improvements, search engine optimization, marketing, promotion and sales of the Glenwood Springs visitor destination on visitglenwood.com and its' social channels.

Outside Consultants. Outside professionals retained to accomplish specific goals of the Marketing Plan.

Print Advertising. Advertising in news publications, and various industry and trade publications, such as travel guides, state guides, and travel magazines.

Promotional Items. Giveaway items such as Glenwood Springs branded merchandise.

Public Relations & Social Media. Public Relations initiatives include press releases, articles, Internet placements and media familiarization tours. Social Media initiatives include targeted online advertising and posts. Also, includes, payments to outside consultants providing public relations and social media services.

Research and Tracking. Research to gain adequate knowledge of our target audience and demographics for branding issues and determining how promotional initiatives can be best executed. Budget will also fund tracking measures of marketing, advertising, and public relations.

Special Events & Group Marketing. For events/tour groups/meetings/businesses coming to Glenwood Springs, the Chamber may provide support as appropriate and determined by the Director of Tourism Promotion.

Tourism Promotion Board. Nine member board as created and defined in the Glenwood Springs Municipal Code Article 020.020.

Trade Shows. Includes shows geared toward the travel industry. This area also includes marketing items for shows and promotional items purchased for giveaways at shows and for conventions and groups.

Travel. Covers travel expenses for the Director of Tourism Promotion and Associated Staff. Purpose is for attendance at trade shows or other out-of-town business meetings and functions. Includes transportation, lodging, meals and incidentals, does not include alcohol or personal entertainment.

TV/Radio. Television and radio advertising budget utilized for messages and promotions.

Visitor Center/Visitor Services. Includes staffing, space and furnishings, and all ancillary costs, for visitor information center, provided by the Chamber. Visitor Center shall be open year-round as follows:

Monday – Friday 8 a.m. to 5 p.m., Saturday 10 a.m. to 4 p.m.;
Special closures – the weekend of Strawberry Days
Christmas Eve - closed at noon;
Holiday closures--Thanksgiving Day, Christmas Day, New Year's Day.

6. Duties of Chamber.

6.1 Implement the Marketing Plan in cooperation with the Tourism Promotion Board and City Council.

6.2 Provide periodic updates with at least an annual presentation to the City Council regarding the status of the Marketing Plan.

6.3 Recommend and implement changes and amendments, as needed to the Marketing Plan approved by City Council or its designee.

7. Payment for Services. Invoices shall be paid within fourteen (14) days of receipt subject to the following:

7.1 Invoices shall be in a form approved by the Finance Director and shall have backup for all expenses listed thereon.

7.2 All expenditures shall be approved for payment by City Council or its designee.

7.3 Travel expenses for any persons other than the Director of Tourism Promotion and associated staff shall be pre-approved by the City

Council or its designee. Expenses incurred for meals and mileage shall be reimbursed at the current applicable I.R.S. rate

7.4 No credit card expenditures, other than the Director of Tourism Promotion and associated staff shall be reimbursed and such expenditures shall comply with the Chamber's written credit card policy adopted December 21, 2005 and attached hereto as **Exhibit "C."**

7.5 Separate Accounts. Any money received and disbursed pursuant to this Agreement shall be reflected in a separate account maintained by the Chamber, and shall be strictly segregated from all other monies received, handled, or disbursed by the Chamber pursuant to activities other than described herein. Such monies shall be accounted for in the same manner as used by the City for its own accounts.

7.6 Record Keeping and Inspections. The Chamber shall cooperate fully with the Tourism Promotion Board and City Council or its designee to maintain full and complete records of any and all activities performed pursuant to this Agreement and shall make such records available for inspection by the City upon request and during the Chamber's regular business hours. The City also reserves the right to inspect, review and audit any phase of the Chamber's performance hereunder either on a continuing or spot-check basis.

8. Disclosure of Financial Interest. Chamber shall disclose in writing to the City any Financial Interest it has in any transaction including without limitation special events, publications and activities for which City funds are used in whole or in part, including without limitation promotion, Printing, storage or Distribution.

9. City Representative; Work Product.

9.1 A City Council representative shall sit as an ad hoc non-voting member of both the Chamber Resort Association and the Tourism Promotion Board during the term of this Agreement.

9.2 All work product created pursuant to this Agreement paid for with Tourism Promotion Funds is and shall remain the property of the City, including but not limited to URL addresses, web content, contact lists and research information, printed materials, photographic and video assets, and all consultant work

products, except for the domain name glenwoodchamber.com that is registered and paid for by the Chamber.

10. Work By Illegal Aliens Prohibited. This paragraph shall apply to the extent that Chamber's performance of work under this Agreement does not involve the delivery of a specific end product other than reports that are merely incidental to the performance of said work, or information technology services or information technology products and services. Pursuant to Section 8-17.5-101, C.R.S., et. seq., Chamber warrants, represents, acknowledges, and agrees that:

10.1 Chamber does not knowingly employ or contract with an illegal alien.

10.1 Chamber shall not knowingly employ or contract with an illegal alien to perform works or enter into a contract with a subcontractor that fails to verify to Chamber that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this Agreement.

10.2 Chamber 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") in order to verify that Chamber does not employ illegal aliens. If Chamber is not accepted into E-Verify prior to entering into this Agreement, Chamber shall forthwith apply to participate in E-Verify and shall submit to the City written verification of such application within five (5) days of the date of this Agreement. Chamber shall continue to apply to participate in E-Verify, and shall certify such application to the City in writing, every three (3) months until Chamber is accepted or this Agreement is completed, whichever occurs first. This Section shall be null and void if E-Verify is discontinued.

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

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

10.4.1 notify the subcontractor and the City within three (3)

days that Chamber has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and

10.4.2 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 Chamber 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.

10.5 Chamber 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.

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

11. Indemnity, Insurance and Governmental Immunity Act.

11.1 Chamber 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 Chamber, its officers, employees, or agents in the performance or nonperformance of its obligations under this Agreement.

11.2 Chamber has provided proof of general liability insurance to the City upon execution of this Agreement. City may require increased coverage based on particular project requirements.

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

12. Termination. The City or the Chamber may terminate this Agreement at any time by providing a minimum thirty (30) calendar days' written notice to the other party. If the parties have mutually determined that the work has become infeasible, the parties agree to terminate the Agreement in accordance with this Section 12. In the event this Agreement is terminated, the Chamber shall be compensated for all work performed to date including a pro-rated amount for work items begun but not completed.

13. Agreement Administration and Notice. For purposes of administering this Agreement, the City Manager hereby appoints the City Finance Director to 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: Finance Director
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

Copies to: City Manager
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

To the Chamber: Lisa Langer, Director of Tourism Promotion and
Angela Anderson, President and CEO
Glenwood Springs Chamber Resort Association
P.O. Box 1238, 802 Grand Avenue
Glenwood Springs, CO 81602-1238

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

15. 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.

16. 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.

17. Attorneys' Fees. Should this Agreement become the subject of litigation between the City and Chamber, 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.

18. Counterparts. This Agreement may be executed in counterparts, including any facsimile copies, each of which shall be deemed an original and all of which together shall constitute one and the same instrument.

19. 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.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands this _____ day of January, 2020.

CITY OF GLENWOOD SPRINGS

ATTEST:

By: _____
Steve Boyd, Chief Operating Officer

Catherine Mythen Fletcher
Catherine Mythen-Fletcher, City Clerk

GLENWOOD SPRINGS CHAMBER
RESORT ASSOCIATION, INC.

By: _____
Angela Anderson, President and
Chief Executive Officer

By: _____
Ian Exelbert, Chairman

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing AGREEMENT FOR PROFESSIONAL SERVICES was acknowledged before me this 06 day of January, 2020 by Angela Anderson as President and Chief Executive Officer and Ian Exelbert as Chairman of Glenwood Springs Chamber Resort Association, Inc.

Witness ~~my hand and official seal.~~

My commission expires: _____

ROBERT ASA JONES
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #1987
My Commission Expires Dece

_____
Notary Public

GLENWOOD SPRINGS
COLORADO

2020 | TOURISM PROMOTION MARKETING PLAN AND BUDGET

2020 Tourism Promotion Marketing Plan
By Lisa Langer, Director of Tourism Promotion

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Note: Numbers in parenthesis correspond to related sections of the 2020 Budget

The 2020 Marketing Plan

The tourism promotion budget for 2020 has been set at **$1,148,795 (1)**. This is an increase of $129,553 over the base budget set for 2019. It is important to note that the tourism promotion budget is based on 92.5% of accommodations tax receipts collected from September 1 through August 31 of the year prior to budget.

Non-Marketing/Advertising Expenses include visitor services at the 802 Grand Avenue Visitor Center. In 2018, in response to a request from the Glenwood Springs Chamber Resort Association, the Tourism Promotion Board approved an increase in Visitor Center Funding from 2015's $100,000 to **$115,000 (2)**. This amount remains the same for 2020. It reflects current costs incurred by the GSCRA for visitor related services and includes the tourism promotion department's office space, overhead and supplies.

Support Costs include salaries, benefits and payroll taxes for both the Director of Tourism Promotion and Tourism Promotion Project Manager. Also included in the Support Costs section are bookkeeping services, which include bi-annual audits and annual budget reviews. Support Costs for 2020 are **$187,556 (3)**. Visitor Center, tourism department overhead and Support Costs combined, represent **26.3% (4)** of the total 2020 Tourism Promotion Budget.

The Working Tourism Marketing Budget for 2020 is $846,239 (5)
The marketing budget must be somewhat pliable within the parameters of the overall budgeted amount. If opportunities arise within the budget year, the tourism staff may request reallocations through the Tourism Promotion Board. The City Finance Department has indicated that if the overall budget is within the total budgeted amount, requests to shift dollars from one category to another is unnecessary. The following information summarizes each section of the budget and further explains proposed expenditures.

Advertising – includes: Print, Online, Out-of-Home, Radio & Television, PPC, Media Creative (Graphic Design, video production, Agency-Related Fees & Commissions), social media advertising, and co-ops. Budgeted at $663,284 (6)

Xuma Communications is contracted to manage, create and place advertising in close communication with the Director of Tourism Promotion. Xuma will manage all aspects of the allocated advertising budget including creative, production and media costs.

I. Agency Responsibilities, Creative Development and Production
Agency fees and production costs to be billed as a monthly retainer for $10,000 per month.

- Development of overall strategic and creative approach of 2020 marketing based on marketing goals and secondary research
- Development and presentation of strategy and creative
- Develop an overall strategy for media and final media plan
- Develop tactical creative components to support media plan

    - Production of all components (to be mutually agreed upon following approval of media plan), which may include but is not limited to:
        - Television
        - Out-of-Home
        - Online Video
        - Online Banners
        - Print
        - Radio
- Develop tactical creative components separate from paid media
    - Production of all components (to be mutually agreed upon following approval of plan), which may include but is not limited to:
        - Collateral (including but not limited to 2020 travel guide)
        - Videos (including 6-30 second videos for social media)
        - Photo & Video asset building (contract with photographers/videographers for updated assets)
        - Guerilla marketing efforts
- Ensure all materials are in-line with tourism standards and Glenwood Springs goals for 2020
- General support of account, including travel, planning sessions, meetings and additional support as required by Glenwood Springs tourism department.

II. Media Strategy. Planning, Buying, Execution, Maintenance and Reporting Media costs and planning fees not to exceed $400,000

- Development and presentation of media objectives, and strategies by target audience and seasonality**.** This includes a review of all media types leading to a recommended media mix and spend level recommendation to achieve agreed upon goals
- Ensure all media strategies are in line with goals
- Strategic development of media plan
- Revisions to media plan based on client input
- Presentation of final media plan
- Media negotiations of rates, positioning, placement and value-added promotional opportunities
- Develop and establish metrics and measurement goals
- Review and analyze media spend to establish success measurements and metrics
- Optimization of all media to maximize effectiveness
- Periodic reporting on all media to ensure effectiveness and make any necessary recommendations
- Ensure that all media and promotions run as ordered; all necessary make goods are received
- Update flowcharts and budget reflecting actual media, spending and achievement of goals against spend
- Media plan and mix to be mutually agreed upon by Glenwood Springs, Thayer and Xuma Communications.

III. Fee Structure

- All agency fees are payable monthly, due in full net 30 days, billed on the last day of each month.
- Agency fees will be billed at a rate of $160/hour.
- Contract period: January 1, 2020 through December 31, 2020
- **Total contract: $520,000**

BlizzardPress is contracted to provide marketing services to generate online traffic. Specific tasks are designed to increase ROI within the dictated monthly budget and with the BlizzardPress team, working with the staff of Visit Glenwood Springs, the tourism department of Glenwood Springs Chamber Resort Association (GSCRA).

Visit Glenwood Springs, on behalf of the City of Glenwood Springs, is contracted with BlizzardPress to pay monthly payments of $2,250 for a **total of $27,000** to market www.VisitGlenwood.com.

Paid Search Advertising in Google Ads and YouTube is managed by BlizzardPress Marketing with an agreed upon $2,500 monthly budget for a **total of $30,000**. This budget is separate from BlizzardPress fees and placed directly on the tourism promotion credit card. BlizzardPress will provide suggestions to maintain building quality links to the website and evaluate renewing and new online directories.

BlizzardPress researches and implements proven Search Engine Optimization & Marketing techniques. The owners work closely with partners to identify those services deemed as most critical to success and strategizes to develop services implementation. Please keep in mind that these services are based upon the availability of resources and budget and may be modified as we adapt to changes within the industry and budgetary constraints.

Service Definitions

- Consultation ~ Email/phone correspondence and training with Client, Webmaster and Vendors.
- Search Engine Optimization ~ SEO & Keyword research followed by website and content recommendations, on-page optimization, quarterly site audits including broken Link review/update, XML Sitemap review and submission to Google, Structured Data Review/Update.
- Local Search Citation monitoring with submission recommendations.
- Paid Advertising ~ Google Ads monthly maintenance including Ad copy, bid adjustments, ROI Reporting and performance analysis.
- Website Performance Analysis ~ Via Google Analytics, Search Console and Tag Manager will evaluate website traffic, behavior and conversions. Assessment of search engine appearance and performance of on-page optimization, website indexing and usability. Recommendations for increased performance will be provided.

Public Relations
Budgeted at $25,750 (7)

Scope of Work

- Visit Glenwood Springs works with an independent contractor to provide Media Pitching, Media hosting and Press Releases as needed.
- Contractor will work with GSCRA tourism promotion staff to meet the specifications of Glenwood Springs Public Relations' goals and objectives to complement the 2020 Tourism Marketing Plan.
- Primary goal is to encourage positive story placement about Glenwood Springs as a premier vacation destination.

Account Management: $10,000/year

- Pitch story ideas to key writers, editors and media who specialize in travel, tourism and hospitality industries and international news media journalists
- Target websites, blogs, magazines, newspapers, business publications, trade journals, tour/travel books/guides, television and radio
- Serve as liaison between media and the official Visit Glenwood Springs spokesperson
- Communicate with in-state tourism industry organizations (Colorado Tourism Office, Colorado Hotel & Lodging Association, Destination Colorado, Colorado Ski Country, etc.)
- Respond to media leads provided by the Colorado Tourism Office, if Tourism Promotion Department is unavailable.
- Assist and respond to individual media seeking onsite visits, if Tourism Promotion Department is unavailable.
- Create up to three press releases per year
- Determine appropriate topics as needed

Fee Structure

- Payable monthly, due in full net 30 days, billed on the first day of each month
- Contract period: January 1, 2020 through December 31, 2020
- Total contract: $10,000
- Time allocation based upon $100/hour. Additional time may be allocated depending upon the level of representation desired.
- Additional Expenses: Visit Glenwood Springs will assume cost of additional graphic design, production, printing, website modifications, travel if sent on assignment outside the Roaring Fork Valley, promotional gifts, media lodging and entertainment, CTO media reception costs, and cost of media platform subscription separately.

Meltwater Media Platform

Meltwater, an online media monitoring service has been purchased to follow story placements, access media value and pitch to top journalists. $15,750/year.

Vacation Planner Printing and Distribution
Budgeted at $36,600 (8)

Glenwood Springs' tourism promotion produces a 32-page full color vacation and group planner for distribution and direct mail. In 2020, Xuma Communications will produce the piece. The printed piece is shipped and distributed as follows:

- Brochure Express – Montrose, Delta, Grand Junction
- Colorado Activities Center – I-70, Hwys. 285 & 24, Summit County, N. & S. Front Range & DIA
- Certified Folder & Display – GJ, Durango, NE. CO Super Cities + web ads
- Vail Distribution – Eagle Airport plus 72 locations in Vail, Avon & Beaver Crk.
- Visit Denver – Distribution in Denver Visitor Center (this service is part of membership with Denver Metro Convention & Visitors Bureau).

Hosting (Website, Video, Photos, Domains, Email, Social Media Tools, etc.)
Budgeted at $24,100 (9)

- CrowdRiff social media photo aggregator, annual online hosting/management of photo and video library
- Website Hosting and support
- Website Monitoring monthly service
- Email for website leads through Sendgrid
- Domain Renewals & Hosting through GoDaddy.com
- Constant Contact online program for email marketing/e-newsletters
- Social Media Management Tools

Internet Management Budgeted at $25,000 (10)

In 2018, www.visitglenwood.com was redesigned and moved from the Drupal content management system to a "mobile-first" WordPress platform. Although, the content and continued enhancement of the new site is managed in-house, but in-depth design elements will continue to be updated through BlizzardPress. VisitGlenwood.com is a visitor-first, functional repository and planning website for Glenwood Springs visitor content. In 2020, we will continue to add content, blogs, video, and Google API's. We will also make the online booking ability more robust across all industry segments. BlizzardPress will continue to consult on website usability and search engine optimization through 2020. Resort Trends will continue to provide monthly blogs and content as directed.

Direct Mail and Fulfillment Budgeted at $9,500 (11)

Although there is an increase of vacation/group planning through internet and downloading of online brochures, many trip planners still like to have a hard copy of a destination's brochure before visiting. This area of the 2020 budget addresses the direct fulfillment of such visitor requests. Most of the individual mailing leads are forwarded to Bulk Mail Pros, but requests are also handled in-house by visitor center staff. Visit Glenwood staff ships cases of vacation and group planners to welcome centers across Colorado and to group tour operators both domestic and international. Brochures are also provided to many groups and meetings participants who visit Glenwood Springs.

Trade Shows / Industry Specific Organizations & Education
Budgeted at $7,450 (12) and $7,405 (13) respectively

Trade Show representation and supplies:

- International Sportsman's Expo (Denver – Colorado Convention Center)
- AAA Vacation Showcase (Denver - Mile High Stadium)
- Presentation and promotional items for shows, groups and media events

Industry Specific Organizations & Education:

- Rocky Mountain Lodging (RML) – monthly Colorado occupancy reports
- DMAWest – annual dues
- Colorado Association of Destination Marketing Organizations (CADMO)
- Colorado Tourism Conference – registration for two
- Denver Metro Convention and Visitors Bureau (DMCVB)
- Travel Industry Alliance of Colorado (TIAC) – dues + legislative reception sponsorship
- Training specific to digital/social marketing
- Other workshops or conferences specific to tourism promotion

Group and International Marketing / Miscellaneous
Budgeted at $26,100 (14) and $2,250 (15) respectively

Group and International Marketing:

- Go West Summit – attendance at the western states' marketplace for international tours/travelers
- CTO Familiarization Tours (FAMs) – hosting of tour operators and media
- IPW (International Sales Summit) – partner booth with Colorado Tourism Office - this is the largest international marketplace in the United States.
- Tour Colorado – co-op partnership for ABA and NTA (domestic group travel summits)
- Grand Circle Association – promotion of travel within the Four Corners region
- CTO Sales Missions/Brochure Distribution – there are multiple opportunities to promote Glenwood Springs through partnerships with CTO international promotions committee.

Miscellaneous costs include tourism marketing meetings and luncheons held by tourism department staff and office equipment/supplies not covered by GSCRA.

Travel for Shows / Conferences / Meetings
Budgeted at $18,800 (16)

Included in this area are the following expenses/reimbursements:

- Transportation - Air, Train, Bus
- Cell Phone reimbursement - partial monthly reimbursement for Director of Tourism Promotion and Tourism Promotion Project Manager
- Lodging – overnight stays for meetings, conferences, sales missions, etc.
- Meals – while on tourism business, meetings, conferences, sales missions
- Mileage – reimbursement for tourism-related travel
- Other Travel – related fees including parking, tips, shuttles, cabs, bag fees, etc.

The Partners and History of Glenwood Springs Tourism Promotion

Vision

Be the preferred regional tourism destination.

Mission

To promote regional activities, attractions & events to increase tourism spending in Glenwood Springs.

Vision & Mission Statements identified at Strategic Planning Retreat Nov. 2010

History of Glenwood Springs Tourism Promotion

Tourism Promotion Fund creation in 1985

The Tourism Promotion Fund was created by a Chamber-led initiative and approved by Glenwood Springs voters in 1985, to allow for an accommodations tax to be collected by lodges (and paid by consumers) to create a reliable, sustainable and appropriate funding mechanism for continued marketing of the primary industry in Glenwood Springs. Since that "bed tax" was instituted, the Chamber Resort Association has sought and gained voter approvals twice to not only renew the tax, but to increase it to its current level of 2.5% and to remove the sunsetting clause (approved 2000).

Initially this fund was administered through the City of Glenwood Springs government through a council appointed tourism commission. The commission hired an advertising agency, and the Chamber responded to visitor information requests and information, events for visitors, and public relations functions such as hosting travel writers. Another organization called Central Reservations dealt with hotel reservations. The process was fragmented and inefficient, and a more streamlined approach was undertaken in 1988.

Chamber Resort Association formed in 1988

The Glenwood Springs Chamber Resort Association (GSCRA) was incorporated in 1988 and formed by a merge with the City of Glenwood Springs tourism commission, Central Reservations and the Glenwood Springs Chamber. Since that time, the GSCRA has managed the accommodations tax-based tourism promotion fund and executed its annual tourism marketing plan and related budget. The GSCRA was formed with the input and vision of the mayor, city manager, chamber leadership, hotels, and activities businesses in the community as an economic development initiative. Community leaders recognized that tourism was the main industry in Glenwood Springs and that there should be continuous investment to sustain and grow annual tourism business.

The purpose of the Resort Association was to accomplish the following:

1. Organize area vacation products and services into one-stop-shopping for guests.
2. Combine community promotion and sales efforts for greater efficiency and more return on investment.
3. Create a broader funding base to generate more money for tourism promotion.
4. Insure the stability of funding through the creation of a mandatory funding structure.
5. Allocate these funds by a single budgetary process to maximize the return to area businesses.

Tourism Promotion Board Roles

The Glenwood Springs Tourism Promotion Board is a committee of the City of Glenwood Springs Municipal Government, tasked to govern the Tourism Promotion Fund (TPF). In accordance with Resolution 2012-28, the TPF is derived from a 92.5% portion of accommodations tax receipts from September 1 through August 31 of the year prior to budget. Under current city legislation, the total collected accommodations tax funds are to be appropriated with 92.5 percent toward destination marketing services and programs and 7.5 percent toward support of tourism-related events as determined by the city council. The resolution also requires a marketing reserve fund balance at a desired level of 15 percent of prior year's collections (September 1 through August 31). As a committee of the City of Glenwood Springs, the Tourism Promotion Board must follow open meetings laws in noticing meetings with more than two members in attendance.

The Tourism Promotion Board determines policy, reviews the budget and expenditures, sets goals and establishes the overall focus to maximize return on investments with Glenwood Springs' tourism marketing dollars. Accountability, oversight and override authority is provided by the Glenwood Springs City Council. The over-arching goal of the Glenwood Springs Tourism Promotion Board and its role in the stewardship of the Tourism Promotion Fund is to grow tourism business for Glenwood Springs.

The nine-member Glenwood Springs Tourism Promotion Board is comprised of community and tourism stakeholders, appointed by the City of Glenwood Springs Council. Each Board member serves a three-year term. The Board generally meets the second Thursday of each month from 2:00 PM to 3:00 PM at Glenwood Springs City Hall. As the selected organization for the destination marketing contract, GSCRA is required to have a presence at each monthly meeting and other meetings as necessary. In close collaboration with the Tourism Promotion Board, the GSCRA Tourism Department develops, executes and reports on the annual marketing plan and budget and is accountable to the Glenwood Springs Tourism Promotion Board and City Council.

2020 Tourism Promotion Board members/affiliations

- Trent Blizzard, Chair ~ Blizzard Press – *GSCRA Board Representative*
- Krissy Clary, Vice Chair ~ Colorado Ranch House – *Restaurant*
- Nancy Heard, Treasurer ~ Glenwood Caverns Adventure Park – *Tourism*
- Scott Dyer ~ Best Western Antlers – *Lodging*
- Jeremy Gilley ~ The Hotel Colorado – *Lodging*
- John Goss ~ Glenwood Vaudeville Revue – *Tourism*
- Suzanne Stewart ~ Retired – *Citizen/Resident*
- Patrick Drake ~ Blue Sky Adventures – *Citizen/Resident*
- Sharon Brady ~ Cooper Wine & Spirits – *Citizen/Resident*

Powers and Duties of the Tourism Promotion Board (GSMC 020.020.030[M]):

The powers and duties of the Tourism Promotion Board shall be:

(1) To investigate, study and report to the City Council: a. All matters concerning tourism marketing and promotion that pertain to the benefit of Glenwood Springs and the area within the 81601-postal zip code, and b. Other matters concerning the subject of tourism marketing and promotion which may be pertinent to the benefit of the City and the area within the 81601-postal zip code.

(2) To coordinate with City Staff, Community Organizations, Community Businesses, and other Boards and Commissions, when applicable to efficiently market and promote tourism to the benefit of Glenwood Springs and the area within the 81601-postal zip code.

(3) To, at its discretion, and in addition to initiatives that directly market and promote features and attractions within the City and the area within the 81601-postal zip code, market and promote the geographical proximity of Glenwood Springs to other features and attractions outside of the 81601-postal zip code in ways that could reasonably be expected to benefit the City.

(4) To establish rules of procedure and order for the Board to follow.

(5) To review tourism marketing plans; to set tourism marketing goals, to determine the methods to accomplish and measure success in accomplishing those goals; to determine the appropriate staff and marketing contractor(s)/vendor(s) resources needed; to recommend to the City Council an annual tourism marketing budget; to recommend, to the City Council, award of contract(s) for the best candidate for contract staff and marketing contractor(s)/vendor(s), deemed necessary, based upon an approved Request for Proposal, Request for Qualification or other process; and to provide oversight of performance of contract staff and marketing vendor(s)/contractor(s) contract terms to ensure the efficient and effective implementation of the marketing goals and to report performance to City Council.

(6) To meet with the City Council on an annual basis, or as often as requested by the City Council, to identify marketing priorities of the City.

Tourism Promotion Board: *Amended by City Council January 7, 2015*

a. Two (2) representatives from tourism-related businesses located within the city;
b. Two (2) representatives from lodging businesses located within the city;
c. One (1) representative from restaurant or retail businesses located within city;
d. One (1) representative from the Glenwood Springs Chamber Resort Association; and
e. Three (3) citizens, at least two (2) who are residents of the city and that shall not have a direct financial interest in a business referenced in (a), (b) or (c) above and one (1) who is a resident that may have a financial interest in a business referenced in (a), (b) or (c) above.

Tourism Promotion Staff Roles and Responsibilities:
The Director of Tourism Promotion serves on the staff of the Glenwood Springs Chamber Resort Association. Through a collaborative approach, he/she works closely with the Glenwood Springs Tourism Promotion Board to produce and execute an annual marketing plan and corresponding budget to implement the Visit Glenwood Springs' (tourism promotion department) and Board's strategies. Responsibilities include regular reporting on marketing initiatives, advertising placements and budget expenditures to provide transparency and board/community accountability.

The Director of Tourism Promotion:
Creates and manages the annual Tourism Promotion Fund budget and related marketing plan, with approval by the chamber and tourism promotion boards and the City Council. Manages monthly Tourism Promotion Board meetings and scheduling. Monthly payables are generated by the Director of Tourism Promotion with oversight by GSCRA's bookkeeper, tourism promotion board treasurer and the City Finance Director. Regular reporting to City Council is encouraged.

- Generates ideas for new marketing campaigns and collaborates with tourism partners to participate in promotional offerings.
- Works with contracted agencies/vendors to create ads and sales collateral, place media buys and provide digital marketing strategies and solutions.
- Speaks on behalf of Visit Glenwood Springs tourism community
- Oversees the duties of the Tourism Promotion Project Manager.
- Handles day-to-day operations and decision-making including managing public relations and overseeing website, social media and content creation; coordinating with professional group tour operators and meeting planners.
- Attends appropriate travel and tourism tradeshows, sales missions and conferences.
- Assists with management of the Glenwood Springs Visitor Center.

The Tourism Promotion Project Manager:
Serves on the staff of the Glenwood Springs Chamber Resort Association under the management of the Director of Tourism Promotion, duties include:

- Website development and content management of VisitGlenwood.com
- Social media management including Facebook, Twitter, Instagram, Google+, etc.
- Leads data management, culmination, dissemination for mail-house fulfillment
- Act as content curator for photo, video and branding assets
- Create Constant Contact template and maintain data base for email marketing
- Generate ideas/content for new e-news blasts, social and website marketing
- Monitor and report on Google Analytics & social media engagement
- Coordination of website marketing/SEO/Pay-per-click through contractor
- Attendance at monthly tourism promotion board meetings (transcribe minutes)
- Assistance for groups - responding to group and wedding leads
- Group tour and meetings follow-up (touching base after shows and/or meetings)
- Attendance at appropriate travel industry tradeshows, training and conferences

	2020 TPF BUDGET - CITY COUNCIL	2020	% ch over'19
1	2020 TPF REVENUE (92.5% of accommodations tax receipts 9/1/2018-8/31/2019)	1,148,795	12.7
2	NON-MARKETING/ADVERTISING EXPENSES (VC & TP Dept. Overhead)	115,000	0.0
3	2020 BUDGET FOR SUPPORT COSTS (Salaries, Taxes, Benefits, Accting)	187,556	4.7
4	2020 SUPPORT COSTS IN RELATION TO TOTAL TPF BUDGET	26.3%	-2.5
5	2020 WORKING TOURISM MARKETING BUDGET	846,239	16.7
6	Advertising - Includes Print, Online, Out-of-Home, Radio & Television,	663,284	19.9
	Media Creative, Graphic Design, photos, video production, agency-		
	related Fees/Commissions, discretionary social ad & content creation		
7	Public Relations	25,750	66.2
8	Vacation Planner Printing/Distribution	36,600	19.6
9	Hosting - Website, Video, Photos, Domains, Email, Social	24,100	-31.3
10	Internet Management	25,000	66.6
11	Direct Mail and Fulfillment	9,500	26.6
12	Trade Shows	7,450	-19.2
13	Industry Specific Organizations & Education	7,405	3.2
14	Group and International Marketing	26,100	4.6
15	Miscellaneous	2,250	0.0
16	Travel for Shows / Conferences / Meetings	18,800	2.7
17	Consultants	0.00	-100.0
18	2020 TOTAL TOURISM MARKETING EXPENSE	846,239	16.7
19	Interfund Cost of Service - City of Glenwood Springs	10,914	2.0

MINUTES
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
January 16, 2020
101 W. 8TH STREET
6:15 P.M.

9. 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, Shelley Kaup, Paula Stepp and Steve Davis.
Also present were Debra Figueroa; City Manager, Karl Hanlon; City Attorney, Steve Boyd, COO; Yvette Gustad; Finance Director, Terri Partch; City Engineer, Sarah Derrigan; Public Information Officer, Catherine Fletcher; City Clerk and Jenn Ooton; Assistant City Manager.

10. Pledge of Allegiance

Mayor Godes led in the Pledge of Allegiance.

11. Agenda Changes & Conflicts

Mayor Godes made note of item number 27, 27th Bridge Change Order, that was added last minute to the agenda.

Councilor Willman moved, seconded by Councilor Hershey to include item 27, 27th Bridge Change Order, on the January 16, 2020 Agenda.

Motion passed unanimously.

12. Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes)

Mayor Godes opened the item for public comment.

Frank Orosz- expressed his concerns with the new 27th Street roundabout.

Lisa Orosz- expressed her concerns with the City's "Slow Down in Town" campaign, odor coming from various marijuana establishments, and the development of Airport Road.

Mayor Godes closed the item for public comment.

13. Council Comments

Councilor Kaup- made note of the first Coffee with Council event and urged the public to attend. Coffee with Council will be taking place the 3rd Thursday of every month at 8:00am at various locations. The schedule can be found online.

14. 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 2020-1; A Resolution of the City Council of the City of Glenwood Springs, Colorado Designating a Posting Place for 2020

B. Resolution 2020-2; A Resolution of the City of Glenwood Springs, Colorado, Adopting the Colorado Municipal Election Code of 1965 and Delegating the Authority of Appointing Election Judges for the Glenwood

Springs April 14, 2020 Special Election

C. Resolution 2020-3, A Resolution of the City Council of the City of Glenwood Springs, Colorado, Adopting Community Broadband Network Rates for Residential and Commercial Services

D. Minutes of the December 19th, 2019 Regular Meeting

E. VueWorks Contract for Approval

F. Modular Office Lease-Purchase

Mayor Pro Tem Kaup moved, seconded by Councilor Hershey to approve the Consent Agenda.

Motion passed unanimously.

ACTIONS AND/OR PRESENTATIONS

15. Census 2020

Jenn Ooton, Assistant City Manager, and Brian J. Meinhart, Partnership Specialist with the US Census Bureau, presented regarding the ongoing work towards the 2020 Census. The Census is a constitutionally required ten-year count to produce statistics of all people living in the US regardless of citizenship.

For the past several months, a cross-sector coalition of leaders from Aspen to Parachute has been collaborating to address the barriers to achieving a complete Census count in the Roaring Fork Valley and Colorado River Valley. The strategy is to create trust among residents and motivate participation among residents to ensure a complete count of our areas in the 2020 Census.

A Steering Committee including members from Eagle County, Valley Settlement, the Aspen Community Foundation, Town of Carbondale, City of Glenwood Springs, Pitkin County, City of Aspen, Garfield County, Town of Snowmass Village and the Town of Basalt is currently working with Rachel Brenneman from Manifest Communications on an outreach campaign that will kick off at the end of the month.

Mayor Godes opened the item for public comment.

No comments were noted.

Mayor Godes closed the item for public comment.

16. Update on Homelessness Initiatives

Debbie Wilde was hired by the City to lead and promote strategies to reduce homelessness in the City of Glenwood Springs. As part of this effort, she has also been leading a regional discussion to create a detox center to help individuals with chemical dependency while also reducing the burden on our emergency service responders and local hospitals.

Mayor Godes opened the item for public comment.

No comments were noted.

Mayor Godes closed the item for public comment.

Mayor Pro Tem Kaup moved, seconded by Councilor Voorhees to approve a contract extension with Debra L. Wilde Consulting to continue to work towards a regional detox facility and programs to reduce homelessness.

Motion passed unanimously.

17. CC4CA Introduction-Coalition of Communities for Strong Climate Policy

Jacob Smith, Executive Director for Colorado Communities for Climate Action, presented a request that the City join and engage with CC4CA. the2019- 2020 CC4CA Policy Statement includes carbon pollution, GHG inventories, barriers to local programs, electric co-ops and renewables, energy efficiency, vehicle emissions and EVs, drilling emissions, and solid waste. The coalition moves to support its members as effectively as possible.

Mayor Godes opened the item for public comment.

Jim Yellico- cautioned council to consider the community while making their decision.

Mayor Godes closed the item for public comment

Council agreed to further consider joining the CC4CA in an upcoming work session (exact date to be determined).

18. Bus System Re-Branding – Studio Six Contract Extension *(tabled until February 6th, 2020)*

Mayor Pro Tem Kaup moved, seconded by Councilor Hershey to table item 18, Bus System Re-Branding – Studio Six Contract Extension.

Motion passed unanimously.

19. Sayre Park Phase One

Cassandra Irving and Brian Smith presented Sayre Park Phase One. In November 2019 the completed Sayre Park Master Plan was presented to Council for their feedback and discussion on next steps. Council indicated they would like to see the park improvements phased out with financial support from the community to be matched by the city for implementing each phase in turn.

Phase I of the Sayre Park Plan includes the following objectives:
- Demo of the old basketball court and gazebo
- Site prep and construction of 3 new sports courts
- Installation of ADA curb ramps and pathways
- Drinking fountain w/ bottle filler and water service
- Landscaping and park entry beautification
- Irrigation modifications
- Install court lighting
- Wayfinding signage
- Furnishings, benches and trash receptacles

Cost estimates for Phase I are projected at $246,422.

The City has partnered with Game on Camps and Hoop d'Ville as primary stakeholders in the project for fundraising efforts which has brought in $147,342.50- roughly 60% of the project cost for Phase I**.**

The project is being setup as an Enterprise Zone Contribution Project which adds additional tax credit for donors up to 25% of the donation value.

An application for a $25,000 FMLD Mini Grant will be submitted for portions of the project also.

Mayor Godes opened the item for public comment.

Commented in support of Sayre Park Phase One:

- Andy Muller
- Maddy Mosher
- Hadley Yellico

- Quinn Massey
- Rhonda Mosher

- Kyle Kappelli

Mayor Godes closed the item for public comment.

Councilor Davis moved, seconded by Mayor Pro Tem Kaup to approve a match of the Community's donations for up to 40% of the total project in the amount of $99,079.06 from the Parks Impact Fees Fund.

Motion passed unanimously.

Councilor Hershey moved, seconded by Councilor Willman to improve the Sayre Park stairway up to $15,000 from the Park Impact Fee Fund with the condition that the stairway be ADA compliant and if it is not the City cannot go forward.

Motion passed unanimously.

20. Appointments to Boards and Commissions
Arts and Culture Board

Mayor Pro Tem Kaup, the City Council Liaison for the Arts and Culture Board, mentioned that she recently interviewed Elizabeth Caris and recommended to Council that she be appointed to the Arts and Culture Board.

Councilor Kaup moved, seconded by Councilor Hershey to appoint Elizabeth Caris to the Arts and Culture Board.

Motion passed unanimously.

21. Contract to Purchase Western Petroleum

On January 29th, 2019 the City of Glenwood Springs sent a letter of interest to Pester Marketing, the Company that is liquidating the Western Petroleum property at 1300 Pitkin Avenue, intersection of 13th and School Street. The letter states that the City was interested in the property, for what use the letter does not state. Pester Marketing has completed the remediation/hazardous waste cleanup of the site to a level of cleanliness that CDPHE is providing them with a "No Further Action Letter" which certifies the site clear of all hazardous waste material in their view. The purchase agreement supplied by Pester Marketing also states that if any additional cleanup was needed on the site after the purchase that the seller would be responsible for that work, not the City.

The purchase amount would be $250,000 and would be paid out of the Landfill Fund.

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 Davis to approve purchase of the Western Petroleum Site located at 1300 Pitkin Avenue for $250,000 from the Landfill Fund.

Ayes: Willman, Davis, Voorhees, Kaup, Stepp
Nays: Hershey, Godes

Motion passed.

22. Ordinance No 1, Series of 2020; An Ordinance of the City Council of the City of Glenwood Springs, Colorado, Amending Section 100.040.020 and 120.020.100 of the Glenwood Springs Municipal Code (FIRST READING)

In August, Council adopted several ordinances regulating various activities in the Downtown Area, including outdoor smoking and camping. After several months of observation, staff has recommended some refinements of the Downtown Area prohibitions. Additionally, after discussion with staff, the conclusion was that the adoption of maps depicting these prohibition areas would work better in the Municipal Code than attempting to describe the areas.

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 Davis to approve Ordinance No 1, Series of 2020; An Ordinance of the City Council of the City of Glenwood Springs, Colorado, Amending Section 100.040.020 and 120.020.100 of the Glenwood Springs Municipal Code.

Motion passed unanimously.

23. Ordinance No 2, Series of 2020; An Ordinance of the City Council of the City of Glenwood Springs, Colorado, Amending Section 070.040.070 of the Glenwood Springs Municipal Code (FIRST READING)

Jenn Ooton presented the background relating to Ordinance No 2, Series of 2020; An Ordinance of the City Council of the City of Glenwood Springs, Colorado, Amending Section 070.040.070 of the Glenwood Springs Municipal Code. On January 22, 2019, the Planning and Zoning Commission voted to initiate a code text amendment to 070.040.070(a)(3)e.2 to earmark the fee in lieu for sidewalk construction and pedestrian improvements and to consider whether there are neighborhoods where the City would not require two sidewalks.

The current regulations require the installation of sidewalks on all streets for any development or redevelopment projects. Planning Commission in initiating the code text amendment process expressed an opinion that sidewalks should not be required in all neighborhoods. At the May and August Commission meetings, the Planning Commission held public hearings on the topic. At the August 27, 2019 Planning and Zoning meeting, the commission unanimously recommended changes to amending section 070.040.070 of the Glenwood Springs Municipal Code regarding Access and Circulation.

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 Stepp to approve Ordinance No 2, Series of 2020; An Ordinance of the City Council of the City of Glenwood Springs, Colorado, Amending Section 070.040.070 of the Glenwood Springs Municipal Code.

Motion passed unanimously.

24. Resolution 2020 - 4; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Setting Fees in lieu of Sidewalks Pursuant to Section 070.040.070 of the Glenwood Springs Municipal Code *(Moved until second reading of Ordinance No. 2 Series of 2020)*

Councilor Willman moved, seconded by Councilor Davis to table item number 24, Resolution 2020 - 4; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Setting Fees in lieu of Sidewalks Pursuant to Section 070.040.070 of the Glenwood Springs Municipal Code, until the second reading of Ordinance No. 2 Series 2020; An Ordinance of the City Council of the City of Glenwood Springs, Colorado, Amending Section 070.040.070 of the Glenwood Springs Municipal Code.

Motion passed unanimously.

25. Resolution 2020-5; A Resolution of the City of Glenwood Springs, Colorado, referring to the Registered Electors of the City of Glenwood Springs at the April 14, 2020 Special Election a Question Whether Section 2.6 of the City of Glenwood Springs Home Rule Charter Shall be Amended to Require that Candidates for Elected Office Receive a Majority of Votes and to Authorize Runoff Elections

Resolution 2020-5 was drafted at the direction of Council, to provide for runoff elections. Implicit in this request is a requirement that in order to prevail in an election, a candidate must receive a majority – or more than fifty percent – of the vote. The amendment proposed for this spring's special election would amend Section 2.6 of the City Charter to provide for a new requirement that elected officials receive more than fifty percent of the vote. It furthermore provides that in the event no candidate achieves the fifty percent threshold, the race will go to a runoff between the top two vote recipients in the race.

Councilor Hershey moved to approve Resolution 2020-5; A Resolution of the City of Glenwood Springs, Colorado, referring to the Registered Electors of the City of Glenwood Springs at the April 14, 2020 Special Election a Question Whether Section 2.6 of the City of Glenwood Springs Home Rule Charter Shall be Amended to Require that Candidates for Elected Office Receive a Majority of Votes and to Authorize Runoff Elections.

Motion died for lack of second.

26. Consideration of the Ross Settlement Agreement

Karl Hanlon presented the Consideration of the Ross Settlement Agreement. Urban Renewal Authority met to discuss the Ross Settlement Agreement in prior to the regular meeting. He noted that over the last several months he was in discussions with Ross to come up with a solution. An URA was created a year ago and was developed to redevelop a blighted property. Ross has negotiated a contract with the new purchaser for the mall and this contract should be approved by February 24. Ross will be dismissing the lawsuit against the city and the URA and the city will be withdrawing the motion for attorney fees.

Mayor Godes opened the item for public comment.

None were noted.

Mayor Godes closed the item for public comment.

Mayor Pro Tem Kaup moved, seconded by Councilor Voorhees to approve the settlement agreement with Ross that was approved by the URA

Motion passed unanimously.

27. 27th Bridge Change Order

The City and the Construction Management (CM) team, HDR, have spent time 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 by the end of January of 2020. Remaining items include:

- Masonry
- Retaining wall completion
- Landscaping (not a part of substantial completion, will need to wait until spring)
- Sidewalk completion
- Final Grading
- Ground Stabilization

Additional Construction Management hours are necessary for the documentation and completion of this project in compliance with our Federal Highway Administration's (FHWA) Off-System Bridge funding. These additional hours would cover the added oversight predicted by the contractor through January 2020, contract final documentation, additional hours for financial and document audit and the additional hours that have been necessary for the oversight of the night work requested by the contractor and additional slide dates. The requested contract cost increase is $99,905.75. HDR's Construction Management costs total $1,752,003.55, which is approximately 17.3% of the current construction contract value.

Mayor Godes opened the item for public comment.

None were noted.

Mayor Godes closed the item for public comment.

Councilor Willman moved, seconded by Mayor Pro Tem Kaup to approve the extra funds subject to the City's total reservation of rights to seek remedy as set forth under the various contract for this project.

Ayes:
Kaup, Willman, Stepp, Vorhees

Nays:
Hershey, Davis, Godes

28. Report from City Administration

A. City Manager
   i. Public Information Presentation given by Public Information Officer, Sarah Derrigan.
   ii. Council Norms- It was decided to have a work session on council norm at the next upcoming council meeting

B. City Attorney
   Mr. Hanlon noted that there were some legislative changes to mining on Federal lands

C. Correspondence Incoming/Outgoing

29. Adjournment

Meeting adjourned at 10:00pm.

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item: Resolution 2020-7, A Resolution of the City Council of the City of Glenwood Springs, Colorado, Authorizing and Supporting the Application for a Mini Grant from Garfield County Mineral Lease District for the Completion of Phase 1 of the Sayre Park Improvements Project

Action Requested: Approve Resolution 2020-7, a Resolution authorizing and supporting the application for a Mini Grant from Garfield County Mineral Lease District for the Completion of Phase 1 of the Sayre Park Improvement Project in the amount of $25,000.

Department: Parks & Recreation

Presented By: Brian Smith, Recreation Director

Background Info: City Council Approved the first phase of the Sayre Park Improvement Project at the January 16th, 2020. At that time, staff informed City Council that we intended to pursue this mini grant to help offset the total cost of the project.

Issues: NA

Staff Recommendation: Staff recommends that City Council approve Resolution 2020-7, a Resolution authorizing and supporting the application for a Mini Grant from Garfield County Mineral Lease District for the Completion of Phase 1 of the Sayre Park Improvement Project in the amount of $25,000.

RESOLUTION 2020-7

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AUTHORIZING AND SUPPORTING THE APPLICATION FOR A MINI GRANT FROM THE GARFIELD COUNTY FEDERAL MINERAL LEASE DISTRICT FOR THE COMPLETION OF PHASE 1 OF THE SAYRE PARK IMPROVEMENTS PROJECT

WHEREAS, the City of Glenwood Springs ("City") is a political subdivision of the State of Colorado, and therefore an eligible applicant for a grant awarded by the Garfield County Federal Mineral Lease District ("GCFMLD"); and

WHEREAS, the City will submit a Mini Grant Application for the completion of Phase 1 of the Sayre Park Improvements Project and is requesting a total award of $25,000.00; and

WHEREAS, Phase 1 of the Sayre Park Improvements Project includes improving ADA accessibility of the courts and lighting for evening programs; and

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

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

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

Section 2. The City strongly supports the Grant Application.

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

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

INTRODUCED, READ, AND PASSED THIS 20TH DAY OF FEBRUARY 2020.

CITY OF GLENWOOD SPRINGS, COLORADO

_____

Jonathan Godes, Mayor

ATTEST:

_____

Catherine Mythen Fletcher, City Clerk

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item: Planning Item 16-18 Major Development Permit Amendment for Iron Mountain Hot Springs to Extend a Parking Lot Paving Deadline.

Action Requested: Consideration of an Amendment of a Major Development Permit to extend the requirement to provide an impervious surface in the parking area and from permanently striping the parking spaces to June 2021.

Department: Economic and Community Development

Presented By: Hannah Klausman, Senior Planner

Background Info: City Council approved a Major Development Permit for Iron Mountain Hot Springs (IMHS) on October 16, 2014 for the construction of a new geothermal hot springs resort. The applicant received a design variance that extended the requirement to provide an impervious surface parking area to when the vacant adjacent parcels developed, or four (4) years from the date of approvals, whichever is less. Four years from the approval date was October 16, 2018. This is detailed in item 5(b) of the Development Agreement which is included as an attachment.

Section 070.040.060 of the Municipal Code outlines standards for Off-Street Parking and Loading. Included in these standards is the requirement that all parking and loading areas be paved with an impervious surface. This standard was in place at the time of the Major Development Permit requiring the applicant to seek a variance at that time and is still required today. Please see code excerpt below.

070.040.060(h)(4) Parking and Loading
Parking and Loading Area Surfacing. All parking and loading areas shall be paved with an impervious surface such as concrete or asphalt unless otherwise approved by the City Engineer. Permanent surfacing shall be installed prior to receiving a certificate of occupancy unless otherwise approved by the Director.

IMHS submitted a new planning application in October of 2018 to extend the parking lot paving deadline and the application was continued to the October 2019 regularly scheduled Planning and Zoning Commission meeting. Planning and Zoning Commission extended the application until December 31, 2019 or when a development application was submitted for Lot 1, whichever came first. Planning Item 45-19 Caverns Village Project was submitted for a new three-story mixed-use building in mid-December for consideration at the regularly scheduled January meeting. As such the applicant submitted additional materials for the extension request to be reviewed at the same time. The applicant narrative, original Major Development agreement, and supporting exhibits are attached for your review.

Planning and Zoning Commission reviewed the Major Development Amendment Request at their regularly scheduled January 28, 2020 meeting. The commission unanimously recommended approval of the amendment to City Council.

The full staff report from Planning and Zoning Commission, including staff analysis of Code review criteria for the proposal is attached as P&Z Staff Report.

Issues: MAJOR DEVELOPMENT PERMIT AMENDMENT

City Council may take one of the following actions on the major development permit:
1. Approve the permit with conditions necessary to ensure compliance with the City's code, goals and policies;
2. Deny the permit due to the fact that it does not meet the City's code, goals, and policies; or
3. Continue the hearing with a request for specific additional information.

Staff Recommendation: Staff Recommends APPROVAL of the amendment with the following suggested findings and recommended conditions which are also included on page 6 of the attached staff report.

Suggested Findings:
1. The site/architectural plan is consistent with the general purpose and intent of the Code;
2. The site/architectural plan is consistent with any previously approved plat, PUD, or any other precedent land use approval.

Suggested Conditions:
1. Applicant shall submit application for parking lot expansion areas not included in the original 90 spaces approved with the 2014 Major Development Permit by December 31, 2020. The application will be processed at the appropriate planning review step as determined by the director. Expanded parking areas will be subject to all code requirements at time of submittal.
2. No parking areas outside of the original 90 spaces shall be paved or otherwise altered until a parking lot expansion application is reviewed and approved per condition 1 above.

Planning Commission Report

Date: January 28, 2020
To: Planning and Zoning Commission
From: Hannah Klausman, Senior Planner
Subject: #16-18 –Request for a Major Development Amendment of a geothermal hot springs resort.

REQUEST	The applicant has requested an amendment to a Major Development Permit for the hot springs pool, which includes a request to extend the parking lot pavement requirement to 2021.
APPLICANT	Iron Mountain Hot Springs LLC
OWNER	Iron Mountain Hot Springs, LLC
LOCATION	281 Centennial St
ZONE	RE-Resort District
SURROUNDING LAND USES	North: Interstate & State Highway South: Commercial/Office; outside storage (CDOT); city park East: Interstate Highway; Commercial; Hotel West: River; Commercial; Industrial & Railroad
LOT SIZE	13.26 acres

ACTION ITEMS

Action 1 Major Development Permit Amendment:
Consideration of an Amendment of a Major Development Permit to extend the requirement to provide an impervious surface in the parking area and from permanently striping the parking spaces to June 2021.

Staff Recommends **APPROVAL** of request with suggested findings and conditions on Page 6 of this report.

Review Process
In the case of Major Development Permit Amendments, the Planning and Zoning Commission is a recommending body with final approval by City Council. This project requires consideration and review of both the Planning and Zoning Commission and City Council.

PROJECT SUMMARY

Background
City Council approved a Major Development Permit for Iron Mountain Hot Springs (IMHS) on October 16, 2014 for the construction of a new geothermal hot springs resort. The applicant received a design variance that extended the requirement to provide an impervious surface parking area to when the vacant adjacent parcels developed, or four (4) years from the date of approvals, whichever is less. Four years from the approval date was October 16, 2018. This is detailed in item 5(b) of the Development Agreement which is included as an attachment.

Section 070.040.060 of the Municipal Code outlines standards for Off-Street Parking and Loading. Included in these standards is the requirement that all parking and loading areas be paved with an impervious surface. This standard was in place at the time of the Major Development Permit requiring the applicant to seek a variance at that time and is still required today. Please see code excerpt below.

> 070.040.060(h)(4) Parking and Loading
>
> *(4) Parking and Loading Area Surfacing. All parking and loading areas shall be paved with an impervious surface such as concrete or asphalt unless otherwise approved by the City Engineer. Permanent surfacing shall be installed prior to receiving a certificate of occupancy unless otherwise approved by the Director.*

IMHS submitted a new planning application in October of 2018 to extend the parking lot paving deadline and the application was continued to the October 2019 regularly scheduled Planning and Zoning Commission meeting. Planning and Zoning Commission extended the application until December 31, 2019 or when a development application was submitted for Lot 1, whichever came first. Planning Item 45-19 Caverns Village Project was submitted for a new three-story mixed-use building in mid-December for consideration at the regularly scheduled January meeting. As such the applicant submitted additional materials for the extension request to be reviewed at the same time. The applicant narrative, original Major Development agreement, and supporting exhibits are attached for your review.

PROPOSED PROJECT

Background:

At the time of the Major Development Permit in 2014, the owner proposed that the access driveway and parking lots temporarily be allowed to have a gravel surface. According to the owners' narrative from 2014, in three years they planned to expand the parking to 250 spaces, to relocate it adjacent to the interstate, and to use it jointly with future uses on the remaining portions of the Iron Mountain property.

The current parking area consists of compacted gravel and roto millings surface which has been in place for the last five years. The applicant points out in the narrative that "*this surface has been maintained since inception. The asphalt milling has demonstrated to be a stable surface, comparable to asphalt paving throughout the years of operation, and allows for snow plowing, no loose gravel, and no mud or tracking of mud offsite."* The applicant is proposing to maintain the current state of the parking area until June 2021, at which point it would be paved and striped.

Staff conducted an analysis of the design variance request in 2014 in land use application #27-14, of which an excerpt is included below to demonstrate the purpose of the request at that time:

"The purpose of the deferment is to allow time for the owners to determine other uses on the property and time to decide the location of a permanent, larger parking area that would accommodate all of the uses. The intent is to eventually locate a 250 space parking lot adjacent to Interstate 70. With the temporary gravel surface, the owners state – and staff agrees – that it would be unreasonable to require permanent striping of the individual parking spaces. Instead, the owners propose identifying each space with a wheel stop."

The applicant notes that the Caverns Village Project is expected to start construction in Spring of 2020 with plans for completion by Spring of 2021. The applicant requests the ability to extend the parking lot paving requirement until after the completion of the Caverns Village project in June 2021.

Parking Plan

The approval of the Major Development Permit included 90 parking spaces in a site plan submittal from September of 2014, depicted in *Image 1. Approved Parking Site Plan*, below.

Since that time expanded areas of parking have been added to the site. The applicant submitted a site plan previously that estimated the parking area to contain approximately 128 parking spaces. The expanded sections of the parking lot have not been reviewed or approved as an application. In addition, variances granted for landscaping requirements were granted only to the original approved parking area, and specifically do not apply to any parking areas not indicated on the original site plan.

The two images on the following page illustrate the difference between the approved parking area and existing conditions. Staff has included a condition of approval requiring an official application submittal with any required variances, for the remainder of the parking lot areas prior to the completion of the Caverns Village Project and subsequent paving.

Image 1. Approved Parking Site Plan

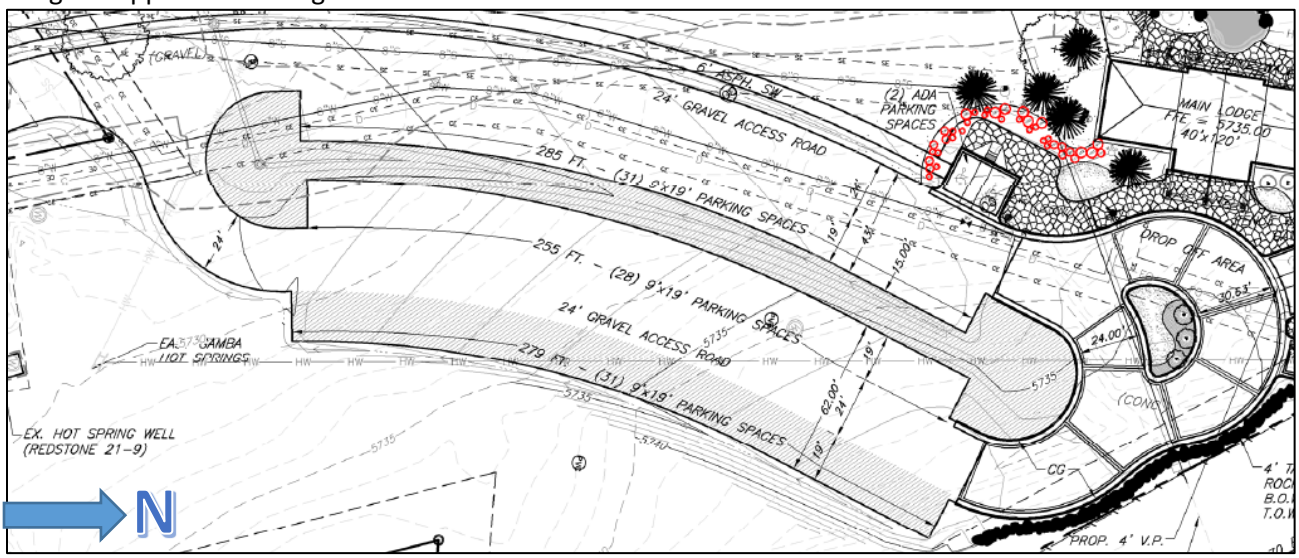


Image 2. Existing Parking Conditions

The original Major Development Permit parking approval is depicted in the red outlined area on top of the existing parking conditions. The additional spaces were not part of the required parking spaces for the development.

REVIEW CRITERIA AND STAFF ANALYSIS

Section 070.060.050(5) outlines the process and criteria for a Major Site/Architectural Plan, what was formerly known as a Major Development in the previous Code. In reviewing a proposed Major site/architectural plan application, or amendment thereof, the Director, Planning Commission, and City Council shall consider whether:

a. The site/architectural plan is consistent with the general purpose and intent of this Code;
b. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;
c. The site/architectural plan is consistent with any previously approved plat, PUD, or any other precedent land use approval; and
d. The site/architectural plan is consistent with the Comprehensive Plan and other adopted City policies and plans.

Staff analysis of each criteria is provided in bold.

a. The site/architectural plan is consistent with the general purpose and intent of this Code;
As provided in Code, the purpose of the Off Street and Loading standards in Section 070.040.060 that regulate design of parking areas is to ensure that safe and convenient parking areas are provided to:

(1) Respond to transportation and access demands of various land uses throughout the City;
(2) Avoid and mitigate traffic congestion;
(3) Avoid and mitigate the adverse visual impact of large concentrations of exposed parking and of separate garage or carport structures;
(4) Reduce stormwater runoff, reduce heat island effect from large expanses of pavement, and improve water quality;
(5) Provide necessary access for service and emergency vehicles; and
(6) ***Provide for safe and convenient interaction between vehicles and pedestrians.***

Staff does not believe that the current state of the IMHS parking lot significantly impacts these items.

b. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;
This request is an extension of a variance from the code granted in 2014. Variances are requests for relief from certain standards of the code. This criterion is not applicable in this case.

c. The site/architectural plan is consistent with any previously approved plat, PUD, or any other precedent land use approval; and
The proposed deferment of paving requirements is consistent with the previously approved Major Development Agreement intent of allowing the applicant time to coordinate future development in the area with the existing parking lot configuration.

d. The site/architectural plan is consistent with the Comprehensive Plan and other adopted City policies and plans.

The Comprehensive Plan does not specifically address impervious surface requirements.

ACTION ITEMS & STAFF RECOMMENDATIONS

This project requires that the Planning and Zoning Commission consider a Major Development Permit Amendment for the hot springs resort.

MAJOR DEVELOPMENT PERMIT AMENDMENT

The Planning and Zoning Commission may take one of the following actions on the major development permit:

1. Recommend approval of the permit with conditions necessary to ensure compliance with the City's code, goals and policies;
2. Recommend denial of the permit due to the fact that it does not meet the City's code, goals, and policies; or
3. Continue the hearing with a request for specific additional information.

Action 1: Amendment of a Major Development Permit to extend the requirement to provide an impervious surface in the parking area and from permanently striping the parking spaces to June 2021.

Staff Recommends **APPROVAL** of the amendment with the suggested findings and recommended conditions on page 6 of this report.

Suggested Findings:

1. The site/architectural plan is consistent with the general purpose and intent of the Code;
2. The site/architectural plan is consistent with any previously approved plat, PUD, or any other precedent land use approval.

Suggested Conditions:

1. Applicant shall submit application for parking lot expansion areas not included in the original 90 spaces approved with the 2014 Major Development Permit by December 31, 2020. The application will be processed at the appropriate planning review step as determined by the director. Expanded parking areas will be subject to all code requirements at time of submittal.

2. No parking areas outside of the original 90 spaces shall be paved or otherwise altered until a parking lot expansion application is reviewed and approved per condition 1 above.

THE LANDSTUDIO INC.
landscape architecture land planning community planning

365 River Bend Way • Glenwood Springs, CO 81601 • Tel 970 927 3690 • landstudio2@comcast.net

January 13, 2020

Hannah Klausman, AICP
Senior Planner
City of Glenwood Springs
101 W. Eighth Street
Glenwood Springs, CO 81601

Re: Iron Mountain Hot Springs Paving Extension Request

Dear Hannah:

Per your email last week on January 8, 2020 to Mogli Cooper the following is a response to Planning and Zoning Commission discussion regarding the Iron Mountain Hot Springs paving extension request. Also please note that new public notice is being provided for the January 28, 2020 Planning and Zoning Commission Hearing to consider this extension request.

In 2015 Iron Mountain Hot Springs, LLC received approval to build the Hot Springs facility. One design variance requested was to allow an unpaved parking lot for four years from approval or if a new application is submitted. This request was made to accommodate the many future expansions at the Hot Springs facility without requiring that the asphalt surface be removed and replaced when the new expansions were built. In the summer of 2015, immediately following construction completion of the Hot Springs facility, the parking lot was surfaced with compacted asphalt milling and this surface has been maintained since inception. The asphalt milling has demonstrated to be a stable surface, comparable to asphalt paving throughout the years of operation, and allows for snow plowing, no loose gravel, and no mud or tracking of mud offsite.

Since its initial construction, Iron Mountain Hot Springs has taken several steps for future expansion of the facility. Some of the issues surrounding the project have taken more time than expected. The list of issues currently being addressed include:

1. Resolving easement issues on the Centennial Extension between the City and CDOT;
2. Resolving Lift station legal agreements with the City (cost sharing);
3. Preparing and submitting new lift station requirements to the State;

4. Negotiating with CDOT on the expansion of the Caverns Village project which includes employee housing;
5. Working with the city to finalize trail easements through the Hot Springs property
6. Completing a City staff requested traffic study at Highway 6 & 24/Devereaux Street and Devereaux Street/Centennial Street.

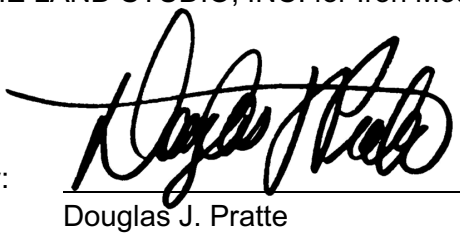
With the applications for the Caverns Village and the installation of the new lift station being submitted to the City, the Iron Mountain Hot Springs project will finalize the parking layouts and eventually pave the parking lot. Before the parking lot can be paved the following items have to be completed in the next 18 months:

1. Re-Align Centennial Street Extension;
2. Re-Align the entire parking lot at Iron Mountain Hot Springs with the main entrance moving to the center parking lot;
3. Installing the new lift station and replacing a large amount of sewer lines;
4. Install public walkways that allow pedestrians access to and through the project;
5. Install all new utilities to the new Caverns Village project;
6. Install new drainage requirements;
7. Install new Hot Water (geothermal) gathering lines and transfer lines for the Hot Springs facility.

Our intention is to start construction of the Caverns Village project in April of 2020 and complete the project in April of 2021. We request that the Iron Mountain Hot Springs paving of the parking lot be extended until after the completion of the Caverns Village project or June of 2021.

Sincerely,

THE LAND STUDIO, INC. for Iron Mountain Hot Springs, LLC

By: 

Douglas J. Pratte

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File 3-14 permit #
Plan File 27-14

DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF GLENWOOD SPRINGS AND IRON MOUNTAIN HOT SPRINGS, LLC RELATING TO DEVELOPMENT OF THE IRON MOUNTAIN HOT SPRINGS RESORT

THIS DEVELOPMENT AGREEMENT ("Agreement") is entered into as of this 5th day of November, 2014 by and between the CITY OF GLENWOOD SPRINGS, a Colorado home rule city ("City"), and IRON MOUNTAIN HOT SPRINGS, LLC, a Colorado limited liability company ("Owner").

RECITALS:

1. Owner has a legal interest in certain real property located in Glenwood Springs, Colorado ("Property"), more particularly described on Exhibit A attached hereto and incorporated herein.

2. Owner intends to construct a hot springs resort ("Development") with approvals as more particularly described in Recital 5 of this Agreement.

3. The City has determined that this Development is an appropriate use for the Property and, therefore, desires to enter into this Agreement. This Agreement establishes planning principles, standards and procedures to eliminate uncertainty in planning and to guide the orderly progress of the Development consistent with the City's Comprehensive Plan, Land Use Plan, and the Glenwood Springs Municipal Code.

4. The Owner shall receive, by this Agreement, assurance that it may proceed with the Development on the Property in accordance with the "Current Approvals" (defined below), and therefore desires to enter into this Agreement.

5. The City has taken various planning actions relating to the Development on the Property (collectively "Current Approvals"). These actions include, without limitation, the following:

   (a) Major Development Approval, as issued by City Council on October 16, 2014;
   (b) Design variance to extend the requirement to provide an impervious surface in the parking area; from permanently striping the parking spaces; and from constructing landscape islands (Municipal Code Section 070.150.070(c)(1)b), to be considered at the time the Owner or its' successors redevelop parcels 1, 2 or 3, or four (4) years from the date of Current Approvals, whichever is less;
   (c) Design variance to extend the requirement to construct one (1) landscaped terminus island within the parking block (Municipal Code Section 070.105.080(d)(4)), to be considered at the time the Owner or its' successors redevelop parcels 1, 2 or 3, or four (4) years from the date of Current Approvals, whichever is less;
   (d) Variance from the City's Sign Code to construct a pole sign that exceeds the maximum 28' height and from the requirement that pole signs have only a single pole support (Municipal Code Section 070.060.050(c));
   (e) Zoning variance to allow the parking lot lights to exceed the maximum 3 foot candles during business hours and for after-hours security lighting (Municipal Code Sections 070.140.090 and 070.140.110);
   (f) Zoning variance to allow a front yard setback greater than 60' (Municipal Code Section 070.040.030(i2);
   (g) Design variance from the requirement that buildings be oriented parallel to the public right-of-way, as much as practicable (Municipal Code Section 070.150.050(c)(3);
   (h) Design variance from the requirement that not more than 30% of the total number of parking spaces provided can be located between the building face and the front property line (Municipal Code Section 070.150.070(c); and
   (i) Design variance to extend the requirement to landscape 20% of the total lot area and to provide the required number of trees, shrubs, and perennials

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(Municipal Code Section 070.150.080(d)(3)), to be considered at the time the Owner or its' successors redevelop parcels 1, 2 or 3, or four (4) years from the date of Current Approvals, whichever is less.

6. Each Party acknowledges that it is entering into this Agreement voluntarily.

NOW, THEREFORE, in consideration of the premises, covenants, and provisions set forth herein, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

Section 1. EFFECTIVE DATE AND TERM.

1.1. Effective Date. This Agreement shall be effective from the date of the Major Development Approval.

1.2. Term. The term of this Agreement ("Term") shall commence upon the Effective Date and continue for three (3) years, unless otherwise stated in Section 3 of this Agreement.

Section 2. DEFINITIONS.

"Approval Date" shall mean the effective date of this Agreement.

"Council" shall mean the City Council of the City of Glenwood Springs.

"Current Approvals" shall have the meaning set forth in Recital 5 of this Agreement.

"Owner" shall have that meaning set forth in the preamble, and shall further include, unless otherwise provided, Owner's successors, heirs, assigns, and transferees.

"Effective Date" shall have that meaning set forth in Section 1.1 of this Agreement.

"Municipal Code" or "Code" shall mean the Municipal Code of the City of Glenwood Springs as it may be amended from time to time.

Section 3. OBLIGATIONS OF OWNER.

The following are the conditions of the Current Approvals which include all of the site work for the road circulation, pedestrian features, transit, water, sewer, irrigation, geological hazards, drainage, etc.

3.1 The Development shall comply with the requirements of the Municipal Code except where specific variances have been granted. The materials, verbal and written representations by the Owner or its representatives shall be considered conditions of approval.

3.2 Prior to issuance of a building permit, the Owner shall:

3.2.1 enter into a Development Permit and a Development Agreement with the City of Glenwood Springs. The Development Permit and the Development Agreement will be prepared by the City of Glenwood Springs. The Development Agreement shall be recorded with the Garfield County Clerk and Recorder. The recording fees shall be payable by the Owner. Currently, recording fees are Ten Dollars ($10.00) for the first page, and Five Dollars ($5.00) for additional pages (up to legal size) plus One Dollar ($1.00) surcharge;

3.2.2 obtain an access permit from the Colorado Department of Transportation; and

3.2.3 Pay to the City of Glenwood Springs all improvement and development fees that are due. These fees include but may not be limited to water, fire, building plan review, and building permit. An exact accounting of the fees due will be itemized on the building permit application.

3.3 Prior to construction, the Owner shall arrange and attend a pre-construction meeting. Attendees shall include the Owner's contractor(s), representatives from the City's Public Works

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Department, Electric Department, Water/Wastewater Department, Community Development Department, Building Department, and others as required.

3.4 Prior to issuance of a certificate of occupancy, the Owner shall:

3.4.1 provide the Community Development Department with 24" x 36" mylars of the approved, revised development plans;

3.4.2 provide as-built drawings of the Development in .dwg and AutoCad format and on CD;

3.4.3 dedicate to the City of Glenwood Springs easement(s) for areas around the fire hydrants for the purpose of maintenance;

3.4.4 dedicate a river trail easement with input from the City's River Commission. Public access on this easement shall be conditioned upon the design, funding, and construction of a trail extension to the west;

3.4.5 remove and cap as required the exposed sewer line running along the Colorado River bank;

3.4.6 obtain a license or lease from the City, as needed, for locating a portion of Owner's 6' wide sidewalk within the Centennial Street right-of-way; and

3.4.7 construct or finance the construction of pedestrian improvements from the Owner's Property to Centennial Street's intersection with Devereux Road. The improvements include a sidewalk, pedestrian crossing, and bulb-out adjacent to Centennial Street. The exact location and extent of the improvements shall be subject to the review and approval of the City Engineer.

3.5 Prior to installation of signs on the Property, the Owner shall submit a sign permit application that complies with Municipal Code requirements for signs and with applicable state and federal regulations pursuant to the Highway Beautification Act of 1965.

3.6 Contractors shall be licensed to work in the City of Glenwood Springs.

3.7 The Owner will run a shuttle bus to transport patrons between the Iron Mountain Hot Springs and the Iron Mountain Tramway parking lots during peak season from one venue to the other while the City determines the location and extent of the pedestrian improvements, the financing mechanism, and assignments of proportional shares for completing the necessary sidewalk improvements from Highway 6 to the intersection of Devereux Road and Centennial Street.

3.8 The Owner will not oppose the creation of a local improvement district for completing sidewalk improvements, should the City attempt to create such a district in the future, and/or will agree to cooperate to pay a proportional share of completing the sidewalk improvements on Devereux Road from Highway 6 to Centennial Street.

3.9 The Owner shall construct a public sidewalk, associated planting strip, and street trees adjacent to the Property along Centennial Street at the time Centennial Street adjacent to the Owner's lot is paved, or at the time the Owner or its' successors redevelop parcels 1, 2 or 3 or four (4) years from the date of Current Approvals, whichever is less.

3.10 The Owner shall pave, stripe, and landscape the parking lot at the time that the Owner or its' successors redevelop parcels 1, 2 or 3, or four (4) years from the date of Current Approvals, whichever is less. However, in any event upon paving of the parking lot it shall be brought into compliance with Municipal Code striping, landscaping and terminus island requirements that are in effect at that time.

3.11 The Owner shall be responsible for applying dust suppression for the duration of the time that the parking area and access aisles are unpaved.

Section 4. SECURITY FOR PUBLIC IMPROVEMENTS.

In order to secure the construction of the Public Improvements, Owner shall upon execution of this Agreement or prior to application for a Building Permit, furnish the City with a certificate or other evidence, in good and sufficient form approved by the City Attorney, of a bond, irrevocable letter of credit or other surety to secure the performance and completion of the

Public Improvements, in an amount equal to the estimated costs of said improvements as set forth on Exhibit B.

Upon completion of the Public Improvements constructed by the Owner, the Owner shall have the Owner's Civil Engineer certify, in writing, to the City Engineer that the improvements were installed in compliance with the approved plans and specifications, and will provide written as-built drawings for such improvements in both reproducible mylar and electronic formats upon acceptance by the City of the Public Improvements. Upon completion of the improvements and written request, the City shall authorize the release of the security provided by the Owner.

Section 5. STANDARDS, LAWS AND PROCEDURES.

5.1. Vested Rights, Permitted Uses, Applicable Law.

(a) Vested Rights. Owner shall have the vested right to develop the Development on the Property pursuant to the Current Approvals in accordance with and subject to the provisions of C.R.S. §24-68-101 et seq., provided however that Owner shall have three (3) years to complete the improvements.

(b) Permitted Uses, Etc. The permitted uses of the Development on the Property and the density and intensity of use of the Development on the Property, the maximum height, bulk and size of proposed buildings, provisions for reservation or dedication of land for public purposes and the location of public improvements, the location of public utilities, and other terms and conditions of development applicable to the Development on the Property, shall be as set forth in the Current Approvals.

(c) Applicable Law. The rules, regulations, official policies, standards and specifications applicable to the Development on the Property ("Applicable Law") shall be those rules, regulations, official policies, standards and specifications, including City ordinances and resolutions, in force and effect on the Approval Date, including without limitation, all duly adopted uniform construction codes. It is acknowledged that pursuant to C.R.S. §24-68-105, the City may adopt subsequent regulations of general applicability that may apply to the Development on the Property.

5.2. State and Federal Law. This Agreement shall not preclude the application to Owner of changes in laws, regulations, plans or policies, to the extent that such changes are specifically mandated and required by changes in state or federal laws or regulations ("Changes in the Law"). In the event Changes in the Law prevent or preclude compliance with one or more provisions of this Agreement, such provisions of the Agreement shall be modified or suspended, or performance thereof delayed, as may be necessary, to comply with the Changes in the Law, and the City and Owner shall take action as may be reasonably required in good faith to meet the intent of this Agreement.

Section 6. INSPECTION

The City may enter any portion of the Development for the purpose of making inspections to determine whether the Owner is in compliance with the obligations set forth in this Agreement. If the City determines that any improvements as set forth in this Agreement have not been constructed and installed as required, the City shall furnish the Owner with a list of specific deficiencies. Except as provided in Section 4 above and in respect to any structure for which a building permit has been issued, the City shall not be required to issue any certificate of occupancy so long as the listed deficiencies remain. If the City determines the Owner has not cured the deficiencies within thirty (30) days after presentation of the list to the Owner, the City may, but need not, cause such additional work to be done as it deems necessary to complete any Public Improvements or to cure any listed deficiencies. Owner shall be liable to the City for the entire cost of such additional work, whether performed by the City's employees or by others at the direction of the City. If the Owner does not pay the City the cost of such additional work including, as may be appropriate, the cost the City expended for materials, for services of those not employed by the City, and for the apportioned cost of wages and benefits paid for by the City for hours of the City employees, then the City may, upon ten (10) days notice to the Owner, have a lien against all or any part of the Property. The City may certify the amount of such lien to the Garfield County Treasurer for collection, enforcement and remittance of general property taxes

or assessments. In addition, if attorney's fees are incurred by the City to enforce this Agreement, they shall be paid by the Owner.

Section 7. UTILITY AND DRAINAGE EASEMENTS.

All utility and drainage easements shall be accessible to the City at all times. In the event any structure is constructed which obstructs partially or wholly City access to said easements, the City retains the right to remove such obstruction at the sole cost of the Owner. The City shall not be responsible for any costs associated with the replacement of said obstructions. The easements shown on the Plat shall be modified to show the actual "as built" placement of utilities.

Section 8. IMPROVEMENT FEES.

The Owner shall be responsible for the payment of all applicable improvement and impact fees in accordance with the City's Municipal Code.

Section 9. AMENDMENT.

This Agreement may be amended from time to time, in whole or in part, by mutual written consent of the parties or their successors in interest. Any amendment to this Agreement that would, in the opinion of the Community Development Director, result in a material modification to the Current Approvals shall require additional development review pursuant to the City's Municipal Code.

Section 10. DEFAULT; TERMINATION.

10.1. Default and Termination. Any failure by either party to perform any term or provision of this Agreement, which failure continues uncured for a period of thirty (30) days following written notice of such failure from the other party, unless such period is extended by written mutual consent, shall constitute a default under this Agreement. Any notice given pursuant to the preceding sentence shall specify the nature of the alleged failure and, where appropriate, the manner in which said failure satisfactorily may be cured. If the nature of the alleged failure is such that it cannot reasonably be cured within such thirty (30) day period, then the commencement of the cure within such time period, and the diligent prosecution to completion of the cure thereafter, shall be deemed to be a cure within such thirty (30) day period. Upon the occurrence of a default under this Agreement, the non-defaulting party may take action pursuant to the Code or institute legal proceedings to enforce the terms of this Agreement. If the default is cured, then no default shall exist and the noticing Party shall take no further action.

10.2. Enforced Delay; Extension of Time of Performance. Notwithstanding anything to the contrary contained herein, neither Party shall be deemed to be in default where delays in performance or failures to perform are due to, and a necessary outcome of war, insurrection, strikes or other labor disturbances, walk-outs, riots, floods, earthquakes, fires, casualties, acts of God, restrictions imposed or mandated by other governmental entities, enactment of conflicting state or federal laws or regulations, new
or supplemental environmental regulations, or similar basis for excused performance which is not within the reasonable control of the Party to be excused. Upon the request of either Party hereto, an extension of time, including an extension of applicable contract dates, for such cause shall be granted in writing for the period of the enforced delay, or longer as may be mutually agreed upon.

Section 11. DEFENSE AND INDEMNITY.

11.1. Owner's Actions. Owner shall hold harmless and indemnify City and its elected and appointed officers, agents, employees, and representatives from claims, costs, and liabilities for any personal injury, death, or physical damage (including inverse condemnation) which arises directly or indirectly, as a result of the construction of the Development, or of operations performed under this Agreement, by Owner or by Owner's contractors, subcontractors, agents or employees, whether such operations were performed by Owner or any of Owner's contractors, subcontractors, or any one or more persons directly or indirectly employed by, or acting as agent for, Owner or any of Owner's contractors or subcontractors.

11.2. City's Actions. Nothing in this section shall be construed to mean that Owner shall indemnify or hold the City or its elected and appointed representatives, officers, agents and

employees harmless from any claims of personal injury, death or property damage arising from, or alleged to arise from any act or omission of the City with regard to improvements that have been offered for dedication and accepted by City for maintenance. Nothing contained herein is intended to nor shall be construed as a waiver of the City's governmental immunity under state or federal law.

Section 12. NO AGENCY, JOINT VENTURE OR PARTNERSHIP.

It is specifically understood and agreed to by and between the parties that: (1) the subject Development is a private development; (2) the City has no interest or responsibilities for, or due to, third parties concerning any improvements until such time, and only until such time, that the City accepts the same pursuant to the provisions of this Agreement or in connection with the Current Approvals; (3) Owner shall have full power over and exclusive control of construction of the Development on the Property herein described, subject only to the limitations and obligations of Owner under the Current Approvals; and (4) the City and Owner hereby renounce the existence of any form of agency relationship, joint venture or partnership between City and Owner and agree that nothing contained herein or in any document executed in connection herewith shall be construed as creating any such relationship between City and Owner.

Section 13. MISCELLANEOUS.

13.1. Incorporation of Recitals and Introductory Paragraph. The recitals contained in this Agreement, and the introductory paragraph preceding the recitals, are hereby incorporated into this Agreement as is fully set forth herein.

13.2. Severability. If any term or provision of this Agreement, or the application of any term or provision of this Agreement to a particular situation, is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining terms and provisions of this Agreement, or the application of this Agreement to other situations, shall continue in full force and effect unless amended or modified by mutual consent of the parties.

13.3. Other Necessary Acts. Each party shall execute and deliver to the other all such other further instruments and documents as may be reasonably necessary to carry out the Current Approvals and to provide and secure to the other party the full and complete enjoyment of its rights and privileges hereunder.

13.4. Construction. Each reference in this Agreement to any of the Current Approvals shall be deemed to refer to the Current Approval as it may be amended from time to time pursuant to the provisions of this Agreement, whether or not the particular reference refers to such possible amendment. This Agreement has been reviewed and revised by legal counsel for both City and Owner, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this Agreement.

13.5. Other Miscellaneous Terms. The singular shall include the plural; the masculine gender shall include the feminine; "shall" is mandatory; "may" is permissive.

13.6. Covenants Running with the Land. All of the provisions contained in this Agreement constitute covenants running with the land. Each covenant herein to act or refrain from acting is for the benefit of or a burden upon the Property.

13.7. Remedies. Either party may, in addition to any other rights or remedies, institute an equitable action to cure, correct, or remedy any default, enforce any covenant or agreement herein, enjoin any threatened or attempted violation thereof, enforce by specific performance the obligations and rights of the parties hereto, or to obtain any remedies consistent with the foregoing and the purpose of this Agreement.

13.8. Colorado Law. This Agreement shall be construed and enforced in accordance with the laws of the State of Colorado.

13.9. Attorneys' Fees. In the event of any litigation or arbitration between the parties regarding an alleged breach of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees.

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Section 14. NOTICES.

Any notice or communication required hereunder between the City and Owner must be in writing, and may be given either personally or by registered or certified mail, return receipt requested. If given by registered or certified mail, such notice or communication shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the party to whom notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such notice, properly addressed, with postage prepaid, is deposited in the United States mail. If personally delivered, a notice shall be deemed to have been given when delivered to the party to whom it is addressed. Any party may at any time, by giving ten (10) days written notice to the other party, designate any other address in such notice or communication shall be given. Such notices or communications shall be given to the parties at their addresses set forth below:

If to City, to:
City Manager
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

With copy to:
City Attorney
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

If to Owner, to:
Steve Beckley
Iron Mountain Hot Springs, LLC
51000 Two Rivers Plaza Road
Glenwood Springs, CO 81601

With copy to:
Mogli Cooper
401 27th Street, Suite 170
Glenwood Springs, CO 81601

Section 15. ENTIRE AGREEMENT, COUNTERPARTS AND EXHIBITS.

This Agreement including exhibits constitute in full, the final and exclusive understanding and agreement of the parties and supersedes all negotiations or previous agreements between the Parties with respect to all or any part of the subject matter hereof. All waivers of the provisions of this Agreement shall be in writing and signed by the appropriate authorities of the City and the Owner. This Agreement may be executed in counterparts, including any facsimile copies, each of which shall be deemed an original and all of which together shall constitute one and the same instrument. The following exhibit is attached to this Agreement and incorporated herein for all purposes:

Exhibit A - Legal Description
Exhibit B - Estimate of Public Improvements Costs

Section 16. RECORDATION OF DEVELOPMENT AGREEMENT.

Upon full execution of this Agreement, it shall be recorded with the Garfield County, Colorado Clerk and Recorder's Office.

IN WITNESS WHEREOF, this Agreement has been entered into by and between the City and Owner as of the date and year first above written.

CITY OF GLENWOOD SPRINGS

Leo R. McKinney, Mayor

Catherine Mythen, City Clerk

IRON MOUNTAIN HOT SPRINGS, LLC

By: _____
Name: STEVE BECKLEY
Title: OWNER

By _____
Name: Mogli Cooper
Title Owner

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APPROVED AS TO FORM:

_____
Janette H. Shute, City Attorney

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing Development Agreement was acknowledged before me this 5th day of August, 2014 by Mogli Cooper as Steve Beckley of Iron Mountain Hot Springs, LLC.

Witness my hand and official seal.

My commission expires: 5/16/17

_____
Notary Public

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Exhibit A

Parcel No. 1: Lot 2, Block 1, North Glenwood Center, in the City of Glenwood Springs

Parcel No. 2: Lot 1, Block 2, North Glenwood Center, in the City of Glenwood Springs

Parcel No. 3:
Tract 1) That part of Parcel No. 35-A of the State Department of Highways, Division of Highways, State of Colorado, Project No. I 70-1(8)113 Sec. 2, in the NW1/4NW 1/4, Section 9, and Lot 8 Section 4, Township 6 South, Range 89 West of the 6th P.M., described as follows;

Beginning at a point on the South line of Section 4, Township 6 South, Range 89 West, from which point the SW corner of Section 4 bears N. 88°21'W. 727.5 feet;
thence S. 88°21'E., along the South line of Section 4, 41.4 feet;
thence along the arc of a curve to the right, having a radius of 5829.6 feet, 174.4 feet (the chord of this arc bears N. 36°02'30" W. 174.4 feet);
thence S. 23°38'30" E. 152.6 feet, more or less, to the point of beginning.

Tract 2) That part of said Parcel No. 35-A described as follows:

Beginning at a point on the North line of Section 9, Township 6 South, Range 89 West, from which point the NW corner of Section 9 bears N. 88°21; W 727.5 feet
thence S. 23°38'30" E., along the Southerly right-of--way of the Denver & Rio Grande Western Railroad, 561.9 feet to a concrete monument, being the monument described in Book 340 at Page 565, of the Garfield County records;
thence N. 39°06'30" E., 186.2 feet;
thence along the arc of a curve to the right, having a radius of 5829.6 feet, 476.6 feet (the chord of this arc bears N. 39°14' W. 476.4 feet) to the North line of Section 9;
thence N. 88°21' W. along the North line of Section 9, 41.14 feet, more or less, to the point of beginning.

EXCEPTING all that portion of said Parcels 1) and 2) above described as follows, to wit:

Beginning at the concrete monument referred to in the description of Tract 2) above, being that monument as described in Book 340 at Page 565, of the Garfield County records;
thence N. 39°06'30" E. 186.21 feet;
thence along the arc of a curve to the right having a radius of 5829.6 feet, 137.64 feet (the chord of this arc bears N. 40°53'57" W. 137.64 feet);
thence S. 42°31'33" W. 48.80 feet;
thence S. 85°00' W. 84.50 feet;
thence S. 23°38'30" E. 224.00 feet, more or less, to the point of beginning.

Tract 3) A tract of land in the SW1/4SW1/4 Section 4 and the NW1/4NW1/4 Section 9, Township 6 South, Range 89 West of the 6th P.M., described as follows:

Beginning at a point whence the common corner to Sections 4, 5, 8 and 9, Township 6 South, Range 89 West of the 6th P.M., bears N. 88°21' W. 727.5 feet;
thence S. 23°38'30" E. 561.9 feet;
thence S. 39°06'30" W. 217.5 feet;
thence N. 20°55'30" W. 239.3 feet;
thence S. 46°38'30" W. 435.4 feet;
thence N. 05°33'10" W. 1340.4 feet;
thence S. 41°17'30" E. 579.5 feet;
thence S. 23°38'30" E. 152.6 feet, more or less, to the point of beginning.

Parcel No. 4:

A tract or parcel of land No. E-35 of the State Department of Highways, State of Colorado, Project No. I 70-1(8)113 Sec. 2, in Lot 8 of Section 4, Township 6 South, Range 89 West of the 6th Principal Meridian, in Garfield County, Colorado, said tract or parcel being more particularly described as follows:

Reception#: 855995
11/14/2014 10:34:44 AM Jean Alberico
10 of 11 Rec Fee:$61.00 Doc Fee:0.00 GARFIELD COUNTY CO

Beginning at a point from which the SW corner of Section 4, Township 6 South, Range 89 West of the 6th P.M., bears S. 79°52'30" W., a distance of 676.5 feet;

1. Thence N. 29°47'30" W., a distance of 336.3 feet;
2. Thence N. 72°07' W., a distance of 130.8 feet;
3. Thence S. 41°17'30" E., a distance of 441.9 feet, more or less to the point of beginning.

Together with Oasis Creek Ditch, Decreed in Case No. 85CW142 and all rights to the Hobo Springs and Pipeline and Iron Mountain Hot Springs all as used in connection with the property described herein.

Reception#: 855995
11/14/2014 10:34:44 AM Jean Alberico
11 of 11 Rec Fee:$61.00 Doc Fee:0.00 GARFIELD COUNTY CO

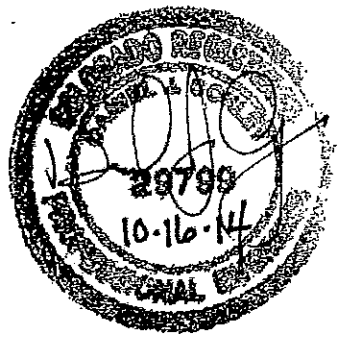
EXHIBIT B

Iron Mountain Hot Springs

City of Glenwood Springs
Major Development Review
Public Improvements Engineering Cost Estimate
Prepared October 17, 2014

Description	Qty.	Unit	Unit Price	Item Price
.	1	LS	$ 2,500.00	$ 2,500.00
Class 6 Aggregate Base Course	190	Ton	$ 25.00	$ 4,750.00
Asphalt (4")	105	Ton	$ 90.00	$ 9,450.00
Concrete Sidewalk (4")	90	SY	$ 50.00	$ 4,500.00
Concrete Curb & Gutter	105	LF	$ 30.00	$ 3,150.00
Concrete ADA Ramp	6	SY	$ 50.00	$ 300.00
Detectable Warning	8	SF	$ 75.00	$ 600.00
Traffic Control	1	LS	$ 1,000.00	$ 1,000.00
Construction QA/QC	1	LS	$ 1,000.00	$ 1,000.00
			TOTAL	**$ 27,250.00**

Note: This cost estimate is an engineer's opinion of probable cost and not based on a quotation or bid. As with any estimate, actual costs may vary due to unforeseen circumstances and market conditions.



Planning File #16-18

Major Development Amendment

Iron Mountain Hot Springs

CITY OF GLENWOOD SPRINGS COLORADO

City Council
February 20, 2020
Hannah Klausman, Senior Planner

CITY OF GLENWOOD SPRINGS COLORADO

ACTION ITEM

Major Development Permit Amendment

Consideration of an Amendment of a Major Development Permit to extend the requirement to provide an impervious surface in the parking area and from permanently striping the parking spaces to June 2021.

Planning and Zoning Commission recommended **Approval** with suggested findings included on page 6 of the staff report.

Background

City Council approved a Major Development Permit for Iron Mountain Hot Springs (IMHS) on October 16, 2014.

- Design variance granted allowing an unpaved parking lot to when the vacant adjacent parcels developed, or four (4) years from the date of approvals, whichever is less.
- Four years from the approval date was October 16, 2018.
- This is detailed in item 5(b) of the Development Agreement.

- IMHS submitted a new planning application in October of 2018 to extend the parking lot paving deadline and the application was continued to the July 2019 meeting, which was then extended to December 31, 2019.

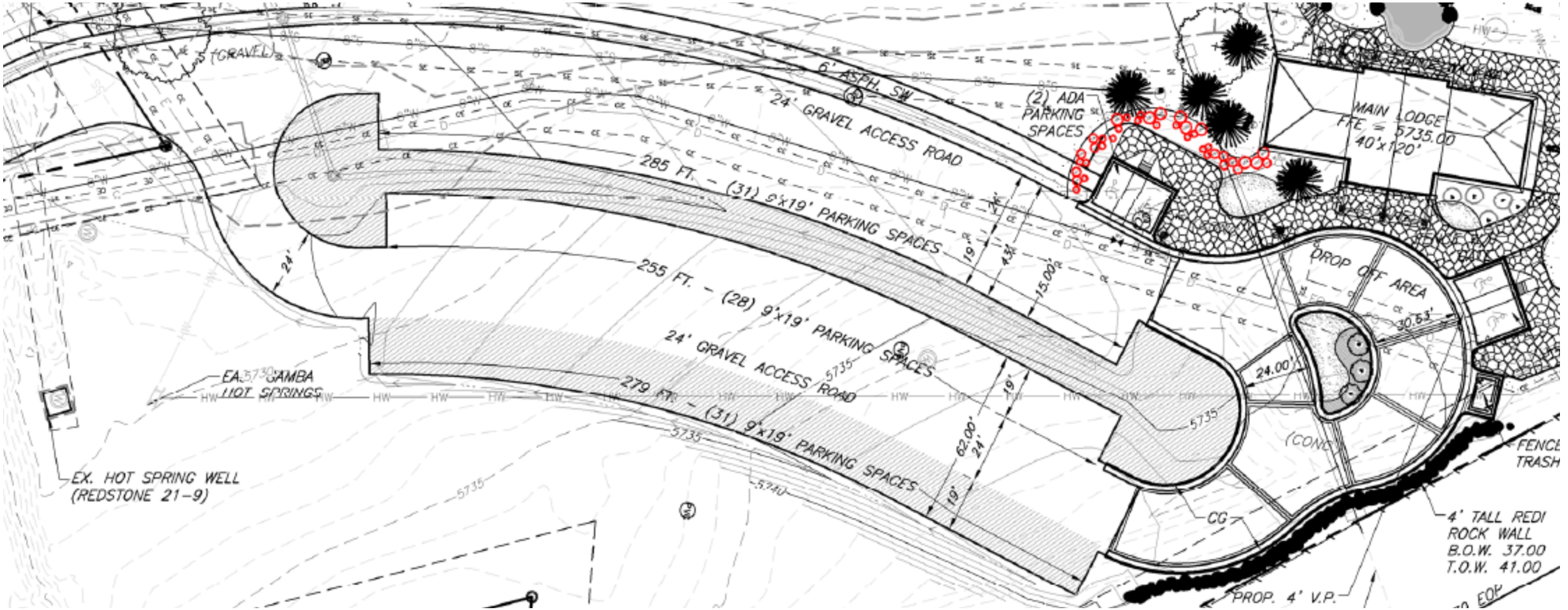
Municipal Code

Section 070.040.060(h)(4) Parking and Loading

(4) Parking and Loading Area Surfacing. All parking and loading areas shall be paved with an impervious surface such as concrete or asphalt unless otherwise approved by the City Engineer. Permanent surfacing shall be installed prior to receiving a certificate of occupancy unless otherwise approved by the Director.

Approved Parking Site Plan (2014)

- Includes 90 parking spaces in three aisles of parking



Current Parking Layout

Approved Parking Area

New Parking Area

REVIEW CRITERIA AND STAFF ANALYSIS

Section 070.060.050(5) In reviewing a proposed Major site/architectural plan application, or amendment thereof, City Council shall consider whether:

a. The site/architectural plan is consistent with the general purpose and intent of this Code;
b. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;
c. The site/architectural plan is consistent with any previously approved plat, PUD, or any other precedent land use approval; and
d. The site/architectural plan is consistent with the Comprehensive Plan and other adopted City policies and plans.

Action Alternatives

For Major Site/Architectural Plans, City Council is the approving authority.

The City Council may take one of the following actions on the major development permit:

1. Approve the permit with conditions necessary to ensure compliance with the City's code, goals and policies;
2. Deny the permit due to the fact that it does not meet the City's code, goals, and policies; or
3. Continue the hearing with a request for specific additional information.

Action Item:

Consideration of an Amendment of a Major Development Permit to extend the requirement to provide an impervious surface in the parking area and from permanently striping the parking spaces to June 2021.

Planning and Zoning Commission recommends APPROVAL with the following suggested findings and conditions:

Suggested Findings

1. The site/architectural plan is consistent with the general purpose and intent of the Code; and
2. The site/architectural plan is consistent with any previously approved plat, PUD, or any other precedent land use approval.

Suggested Conditions

1. Applicant shall submit application for parking lot expansion areas not included in the original 90 spaces approved with the 2014 Major Development Permit, by December 31, 2020. The application will be processed at the appropriate planning review step as determined by the director. Expanded parking areas will be subject to all code requirements at time of submittal.

2. No parking areas outside of the original 90 spaces shall be paved or otherwise altered until a parking lot expansion application is reviewed and approved per condition 1 above.

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item: Planning Item 48-19 Major Site/Architectural Plan Review and Right-of-Way Encroachment License for an 89 Unit Multi-family Apartment Building

Action Requested: **Action 1 – Right-of-Way Encroachment License** – to allow for the construction and placement of shoring wall elements, awnings, canopies, benches, and landscaping and related planters within the Wulfsohn Road right-of-way.

Action 2 – Major Site/Architectural Plan Review – to allow for the construction of an 89-unit multi-family apartment building.

Department: Economic and Community Development

Presented By: Trent Hyatt, Senior Planner

Background Info: The proposed development includes the construction of 89 multi-family units in a three-story (with a lower level parking garage) building located on the north side of Wulfsohn Road in Glenwood Meadows. The project is the the third phase and the 6th building of the Lofts multi-family apartments complex.The proposed development includes the review and consideration of the following:

1. Major Site/Archictural Plan Review for the construction of 89 multi-family units;
2. Right-of-Way Encroachment License for various encroachments into the Wulfsohn Road right-of-way.
3. Variance from the Glenwood Meadows Zoning and Development Plan (GMZDP); and
4. Special Use Permit to the exceed the maximum 40-foot building height in the Central Core M2 (formerly C/2) zoning district.

Per Section 070.060.020/Table 060.1 of the Glenwood Springs Municipal Code (Code), the Planning and Zoning Commission (Commission) reviews and provides a recommendation to City Council for all Major Site/Architectural Plan review applications which include 25 or more new dwelling units and/or more than 30,000 gross square feet of nonresidential space. License to Encroach applications are reviewed solely by City Council. The Commission reviews and decides all Special Use Permit and Variance requests and voted unanimously 6-0 to approve the former and 4-2 to approve the latter on January 28, 2020. The variance request was approved after an initial motion for approval failed on a split vote. Following any approval (with or without conditions) of the related applications, the applicant must still submit and receive approval of a Construction Plans application from City staff prior to submitting a building permit application.

For a complete summary and analysis of the proposed project, please refer to the attached Commission January 28, 2020 staff report and draft minutes (see pages 4-7), reviewing agency comments, and the application materials associated with current proposal.

Issues: **Right-of-Way Encroachment License Approval Criteria**

Section 070.060.030(f)(3)e.2 of the Code outlines the approval considerations for the review of a Right-of-Way Encroachment License application. Said language is provided in ***bold italics*** below while other language is provided by staff.

In reviewing the proposed right-of-way encroachment license, the Director and City Council shall consider whether or not the proposed encroachment:

1. Furthers the City's land use and utility goals and objectives;

As outlined in the Commission staff report, the subject property is Parcel G of the Mixed Use (C-2) area within the *Glenwood Meadows Zoning and Development Plan* (GMZDP), attached hereto. Section VIII explains the standards for the area are intended as a "...framework for a pedestrian-oriented neighborhood retail street. Other language outlines the need for amenities to enhance the pedestrian experience similar to those found in commercial retail districts and being proposed by the applicant.

2. Could be reasonably accommodated on the applicant's own property and outside of the City's right-of-way;

While the items could be accommodated on the applicant's own property, doing so would not allow for the public use/enjoyment thereof as intended by the GMZDP.

3. Compromises public safety, health, and welfare of the community;

The encroachments do not compromise public safety, health, nor welfare.

4.Compromises access to other public and/or private lands; and

The encroachments do not compromise access to public/private lands.

5. Is necessary based on a hardship created by the applicant.

The encroachments are not necessary due to the actions nor a hardship created by the applicant.

Planning and Zoning Commission Discussion

The Commission discussed various issues related to the current proposal such as bicycle storage on balconies, foundation design/construction lengths and impact, whether the applicant considered deed restricting a percentage of units, future expected rent costs, accessible parking requirements, composting/recycling. However, the bulk of their conversation centered around the variance request to exceed the maximum building length of 125 feet outlined the Section V.D.3.c of the GMZDP. Commissioners were concerned that the proposed 337 foot building length proposed may result in a bulk/mass not compatible with the surrounding development and greater City. Ultimately, the Commission decided that the benefit of additional units/housing provides a greater benefit for the City.

Staff Recommendation:

Action Alternatives

Section 070.060.030(g)(1)d of the Code outlines the review and decision procedures for applications being considered by City Council stating, “The applicable review body shall approve, approve with conditions, or deny the application based on the applicable approval criteria listed in the application specific procedures. The body may also continue the hearing or refer the application to another authority as provided in 070.060.050(a)(2)c, Referral and Call- Up Procedures."

Action 1 - Right-of-Way Encroachment License to allow for the construction and placement of shoring wall elements, awnings, canopies, benches, and landscaping and related planters within the Wulfsohn Road right-of-way.

Staff recommends **approval** of the License to Encroach application with the findings and conditions below:

Recommended Findings:

1. The proposed encroachment furthers the City's land use and utility goals and objectives;
2. The proposed encroachment does not compromise public safety, health, nor the welfare of the community;
3. The proposed encroachment does not compromise access to other public and/or private lands; and
4. The proposed encroachment is not based on a hardship created by the applicant.

Recommended Conditions:
1. The type and extent of the encroachments shall be consistent with the plan set dated January 17, 2020;
2. Prior to the issuance of a building permit, the applicant shall provide an agreement, subject to the review and approval of the City Attorney, which indemnifies the City from any all damages to property or persons related to the encroachment;
3. Prior to the issuance of a building permit, the applicant shall obtain and provide a copy of an umbrella liability policy covering the encroachments in limits not less than $1,000,000.00. Such policy shall be renewed by the applicant for the life of the encroachment, and a copy of each new policy shall be furnished to the City upon the anniversary date of the license to encroach. Failure to provide the policy as required shall automatically nullify the license to encroach without necessity of further notice and shall require the applicant's removal of the encroachment at the applicant's sole expense. Should the applicant fail to remove the encroachment within a reasonable time, the City may declare the encroachment a public nuisance, undertake removal, and attach a lien to the applicant's property for the costs of the removal; and
4. Upon construction of the encroachments and prior to the issuance of a certificate of occupancy, the applicant shall provide the City with as-built drawings of all encroachment structures in the format specified by the Director.

Action 2 - Major Site/Architectural Plan Review to allow for the construction of an 89-unit multi-family apartment building.

Planning and Zoning Commission Recommendation
After discussing the various issues outlined above, the Commission voted unanimously 6-0 to recommend approval of Action Item 2 to City Council.

Staff recommends **approval** of the License to Encroach application with the findings and conditions below:

Recommended Findings:
1. The site/architectural plan is consistent with the general purpose and intent of the Code;
2. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;
3. The site/architectural plan is not in conflict with precedent land use approvals; and
4. The site/architectural plan, excluding the variance granted, is substantially consistent with the Comprehensive Plan and other adopted City policies and plans.

Recommended Conditions:
1. The applicant shall comply with/address all City staff comments related to specific Code requirements prior to approval of a Construction Plans application;
2. Any future physical changes or improvements to the property or buildings on the parcel are subject to the review and approval of the Community Development Director for compliance with applicable requirements of the Glenwood Springs Municipal Code;
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director;
4. Prior to submitting a building or grading permit application, the applicant shall submit an agreement, subject to approval by the City Attorney, allowing for the sub-lease of excess parking

space from Lofts Phase II to Phase III.The applicant shall submit a payment in lieu to the City for any additional parking spaces required by the Municipal Code but not provided onsite and by said agreement;

5. Prior to submitting a building or grading permit application, the applicant shall enter into a development agreement with the City;

6. Prior to submitting a building or grading permit application, the applicant shall submit an engineer's estimate of all public improvements and submit a financial security therefore;

7. Construction of piles for the building foundation shall only occur Monday to Friday from 8:00AM to 5:00PM; and

8. The applicant shall submit a building permit application as required. All contractors must be licensed to work in the City of Glenwood Springs.

Planning and Zoning Commission Report

Date: January 28, 2020
To: Planning and Zoning Commission
From: Trent L. Hyatt, Senior Planner
Subject: #48-19– Lofts Phase III

REQUEST	Major Site/Architectural Plan Review, Special Use Permit, Variance, and License to Encroach for a 89 unit multi-family apartment building
APPLICANT	Realty Capital Management, LLC
OWNER	Glenwood Meadows, LLC
LOCATION	North side of Wulfsohn Road between East Meadows Drive and Market Street (PIN: 2185-081-38-007)
ZONE	C2 Core Mixed Use Corridor District
SURROUNDING LAND USES	North: Parking, commercial/retail South: Multi-family residential East: Vacant West: Commercial mixed-use
LOT SIZE	Approximately 23,639 square feet (0.543 acres)

ACTION ITEM

Per Section 070.060.020/Table 060.1 of the *Glenwood Springs Municipal Code* (Code), the Planning and Zoning Commission (Commission) reviews and provides a recommendation to City Council for all Major Site/Architectural Plan review applications which include 25 or more new dwelling units and/or more than 30,000 gross square feet of nonresidential space. Additionally, the Commission reviews and decides all Special Use Permit and Variance requests. License to Encroach applications are reviewed by City Council but the applicant's specific request is addressed herein. Following any approval (with or without conditions) of the related applications, the applicant must still submit and receive approval of a Construction Plans application from City staff prior to submitting a building permit application.

Action 1 – Special Use Permit – to allow for the construction of a 51.5-foot-tall building in the Mixed-Use Core (M2) District.

Staff recommendation: *Staff recommends **approval** of the Special Use Permit with the findings and conditions on page 12.*

Action 2 – Variance – from Section V.D.3.c of the *Glenwood Meadows Zoning and Development Plan* which limits maximum building length to 125 feet allowing for a maximum building length of 337 feet.

Staff recommendation: *Staff recommends **approval** of the Variance with the findings and conditions on page 12.*

Action 3 – <u>Major Site/Architectural Plan Review</u> – to allow for the construction of an 89-unit multi-family apartment building.

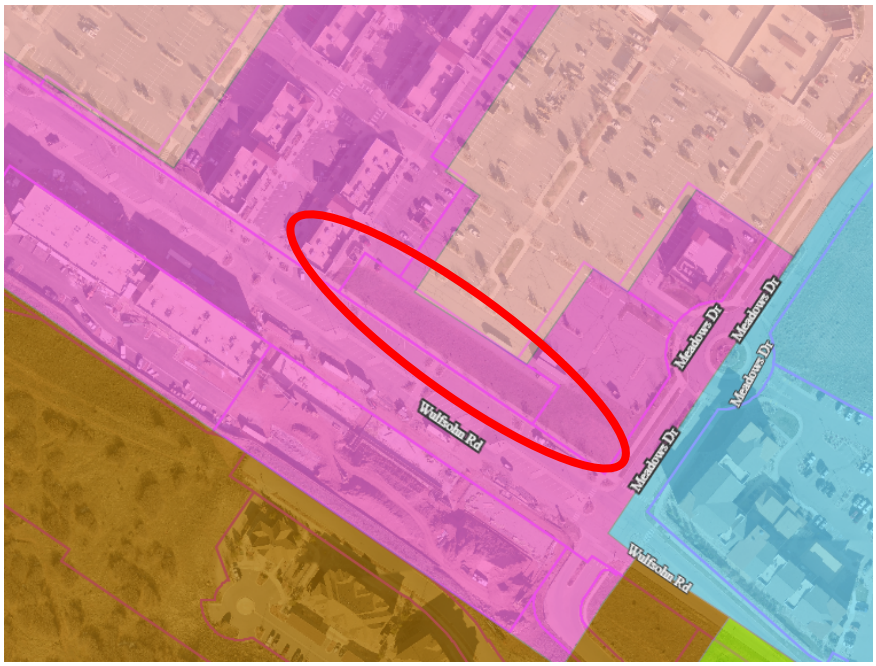
<u>Staff recommendation</u>: *Staff recommends **approval (with conditions)** of the Major Site/Architectural Plan Review with the findings and conditions on page 13.*

BACKGROUND/ANALYSIS

Proposal

In 2002, City Council approved the annexation, rezoning, and corresponding development plan for the mixed-use development commonly referred to as Glenwood Meadows. The subject property is a portion of Parcel G which is classified as Mixed-Use (C-2) in the *Glenwood Meadows Zoning and Development Plan* (GMZDP) attached hereto. Section VIII (beginning on Page 31) of the Plan outlines the general intent of the Mixed-Use (C-2) areas as "…a framework for a pedestrian-oriented neighborhood retail street that will serve as a focal point for Glenwood Meadows.

Realty Capital Management, LLC (RCM) has previously proposed and received approval for two similar multi-family housing projects adjacent to the site along Wulfsohn Road in the Glenwood Meadows development. Phase I which is currently occupied, includes 88 residential units and 5,808 square feet of commercial space, was first approved in 2015 and amended in 2017. Phase II, approved in 2017, includes 97 residential units and is currently under construction.



The current proposal is intended to be a third phase continuation of the project by the developer on Lot 7 of the Glenwood Meadows No. 2 subdivision. Phase III includes the construction of a four-story (three levels with a lower level garage), 89-unit multi-family apartment building. The footprint of the proposed building is approximately 21,537 square feet (total square footage approximately 86,148) or 91 percent of the site. As depicted on the map above, the site is located within the M2 Mixed-Use Core zone district (formerly C-2) and is Parcel G of the Plan, where "apartments" are an allowed use. Application materials include a site plan, floor plans, elevations, landscaping plan, grading plan, etc. which are attached for your review.

Existing southwest view (photo credit: Google Maps)

Existing northwest view (photo credit: Google Maps)

Development Standards

Site layout, building design, parking, landscaping, and other specifics related to development within Glenwood Meadows are subject to the GMZDP. Sections therein provide General Development Standards (Chapter V., beginning on page 11) as well as standards specific to each area (Chapter VIII., beginning on page 31) within the development. Where not address by the GMZDP, Section 070.040 of the *Glenwood Spring Municipal Code* (Code) outlines the development standards for all land use applications. Staff provides an overview of the various applicable standards below.

Open Space

The GMZDP outlines that a minimum of 15 percent for the Mixed Use (C-2) parcels (E, F, and G). Required open space/park land for the entire Glenwood Meadows development has been previously satisfied by various improvements or land transfers to the City including the creation of hiking/biking trails, pedestrian infrastructure such as Midland Trail, transfer of Community Center property, etc. For its own residents (Phase 1, 2 and 3), RCM is providing in building #2 (phase 1) a fitness room, club room, internet café, and a large outdoor patio with a fire pit, barbeque and seating areas. Bicycle/general storage areas are also located in each of buildings 1, 2 and 3. The bicycle storage is located on the lower level of the proposed building. However, the proposal includes 680 square feet of open space which covers approximately 3 percent of the site.

Landscaping

In mixed use areas, the GMZDP requires a certain number of trees/shrubs to be planted within setbacks and along street frontages. However, the M/2 zone district allows 100% lot coverage (0-foot setbacks) therefore compliance with the GMZDP is focused on meeting the plan's requirement

of 1 street tree per 35 linear feet of frontage along Wulfsohn Road. When Wulfsohn Road was developed, the owner at that time planted street trees roughly 35 feet apart. The 10 existing street trees in front of the Lofts meet the plan's requirement. However, should any of the existing trees be damaged during construction, the Lofts will be required to replace them with a size & species acceptable to the Parks Department. In addition to the street trees, the Lofts proposes adding landscape planters within the right of way which is included with the request for a license to encroach.

Off Street Parking and Loading

Section 070.030.020(e)/Table 030.1 Table of Allowed Uses outlines 1.5 spaces per multi-family dwelling unit and one guest space per five dwelling units requiring 152 total spaces for the current proposal, or 1.7 per unit. RCM is requesting a reduction in the number of required spaces per Section 070.040.060(e) (which allows for a cumulative maximum 30 percent reduction by the Community Development Director) based on the site's proximity to transit, structured parking on the lower level, and provision for twice as many bicycle spaces than is required (20) which reduces said minimum to 107 spaces parking spaces/1.20 per unit.

While only 60 spaces are proposed in the lower level garage, Lot 7 is allocated 28 of the existing on-street parking spaces within the Wulfsohn Road right-of-way. RCM also has access to 13 excess spaces allocated but not required to meet required minimums for Phase II. The applicant is requesting Council approval of a fee payment ($8,000 per) in lieu of the six outstanding spaces, a parking rate of 1.13 spaces per unit. RCM requires tenants to register their vehicles and indicates a total of 102 registrations for the 88 units currently occupied in Phase I, or 1.16 vehicles per unit which supports the reduced rate requested. Furthermore, Phase III includes only one bedroom and efficiency units whereas Phase I includes some two-bedroom units.

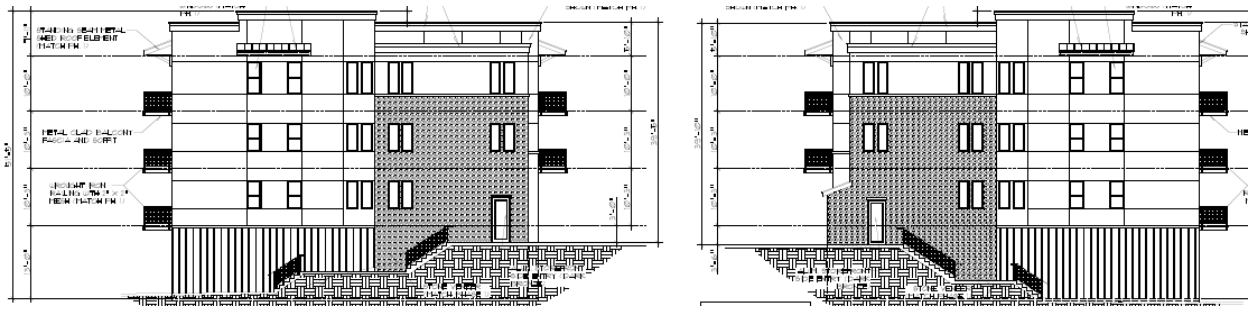
RCM could also consider revising the layout of the structured lower level garage to include compact vehicle spaces which may increase the number of spaces provided. The Code allows for the compact spaces to account for 10 percent (generally 20 percent but only 10 percent when other parking alternatives are included as part of any proposal) of the required spaces.

Parcel G Mixed-Use (C-2) Site Layout and Building Design

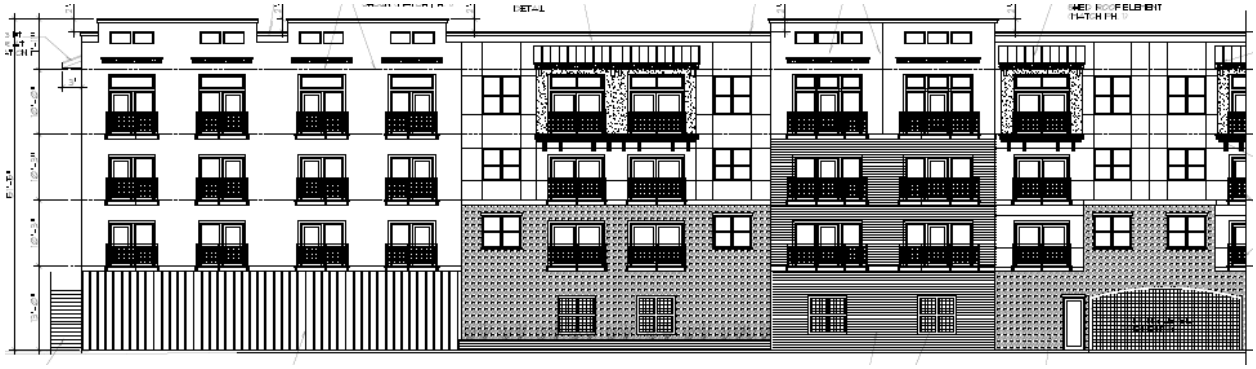
Section VIII of the GMZDP outlines design specifics for the Mixed Use (C-2) parcels located in Glenwood Meadows related to building orientation, architectural elements, heights, and façade articulation.

South/Wulfsohn Road elevation – west end

The primary entrance of a building shall be located along Wulfsohn Road. One or more architectural elements shall be incorporated for each 25 horizontal feet of a building wall which is provided by the applicant via changes in color, texture, and materials as well as changes in wall planes, roof heights, and use of balconies/canopies.



West and east elevations



North elevation – east end

The Commission may wish to consider requesting the addition of awnings or larger first floor windows along the south/Wulfsohn Road elevation of the building to maintain consistency with the retail intent outlined in the Mixed Use (C-2) section of the GMZDP. These features are included in Phase I but not Phase II of RCM's development as depicted below. However, Phase I included a retail component.

Traffic Impacts

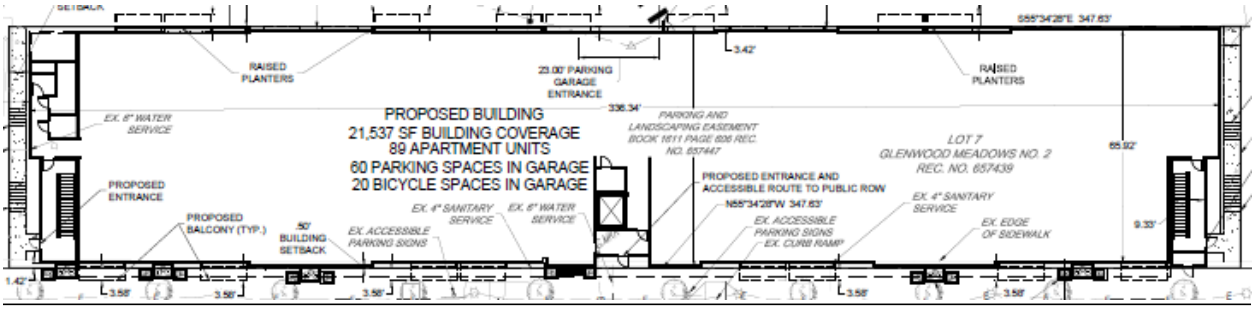
During the 2002 review of the Glenwood Meadows development, a traffic analysis was prepared

which anticipated a higher intensity of retail uses for the subject Mixed Use (C-2) Lot 7 parcel than is proposed by RCM. Therefore, the applicant has reviewed the expected impacts of the multi-family residential use proposed as compared to the retail uses expected previously. Their analysis explains that multi-family apartments at the intensity proposed generally results in less traffic impacts (approximately 170 less daily and 27 less PM peak hour trips). An increase of approximately 16 AM peak hour trips are expected with the proposal. However, these occur during a time when retail trips are not anticipated.

License to Encroach License

Various balconies and canopies on the second through third levels of the building encroach the Wulfsohn Road public right-of-way by 3.58 feet as shown on the site plan below. Right-of-way encroachments are relatively common in dense urban retail-oriented areas such as Glenwood Meadows or the Downtown Core. Site work also includes the construction of a shoring wall with underground securing features under the sidewalk. RCM also proposes various site amenities in the right-of-way such as benches and landscaping planters.

A request for a license agreement from City Council (required when greater than one foot) is included with the current proposal. While not a part of the request to City Council, the applicant has made a similar request to the adjacent property owner to the north for encroachment.



Special Use Permit Review Approval Criteria

Special use review is required for building heights exceeding the general M2 zone district maximum of 40 up to 60 feet. RCM proposes a maximum building height of 51.5 feet on the four-story north side of the building. Criteria for the review and approval of a special use are outlined in Section 070.060.050(e)(3)e.2 of the Code as outlined in ***bold italics*** below. Other language is provided by staff.

i. The use will be compatible with the surrounding area;

Similar multi-family residential developments, by RCM and others (Glenwood Green), and hotels of equal height and similar dimension are located in close probity to the subject property. Some of these buildings received similar building heights special use approvals. Additionally, Section VIII of the GMZDP requires a minimum height of two-stories in the Mixed-Use (C-2) area and further identifies the need for greater heights along Wulfsohn Road to address existing grades.

ii. The impacts of the use on surrounding areas have been adequately minimized;

Potential impacts related to building heights, such as overwhelming mass/bulk, lack of solar

exposure, etc., are mitigated by planned site layout of Glenwood Meadows large streets and pedestrian oriented sidewalk widths along Wulfsohn Road. The building also incorporates elements which soften height impacts such as windows, canopies, balconies, changes in materials, and roof heights.

iii. The use will be consistent with the general purpose and intent of this Code;

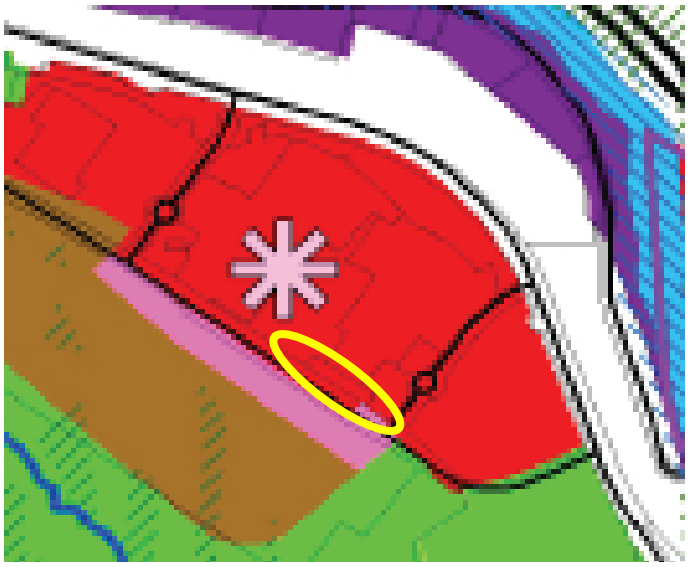
The proposal is consistent with the general purpose and intent of the Code as it relates to efficient development, compatible design, and addressing impacts.

iv. The use will comply with all applicable standards of this Code;

As outlined herein, the use complies with various standards of the Code and/or GMZDP, exclusive the of a building length variance request addressed below.

v. The use is in conformance with the Comprehensive Plan and other City plans and policies; and

As shown at right, *Map 2.1 Future Land Use – North Portion of the City of the Glenwood Springs* of the Comprehensive Plan (Comp Plan) identifies the area as "Commercial" in red and "Secondary Commercial Center" with a pink asterisk. According to the Comp Plan, the "Commercial" designation "*…provides a wide range of general retail goods and services for both regional and local markets, in attached and freestanding structures."* A "Secondary Commercial Center" is an area where the "*…Comprehensive Plan encourages mixed-use development "and* sub-area plans to *"…to determine the mix of uses and type of development that can be supported".*



Numerous community goals and related objectives and strategies are outlined in the Executive Summary and subsequent chapters of the Comp Plan which are summarized in the following table.

Comprehensive Plan Goal Supported	Objective and Strategies
Promote long-term, sustainable, diverse, economic development	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Create sub-area plans for center development (Chapter 3, Page 45)

Staff Comment: The objectives/strategies outlined above are supported by the current application as it includes infill development guided by a sub-area plan.	
Preserve small town character while maintaining the livability of Glenwood Springs and increasing the vibrancy and commercial success of the downtown	-Develop according to the vision (Chapter 4, Page34) -Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Enhance pedestrian–friendliness while facilitating traffic (Chapter 3, Page 36) -Create sub-area plans for center development (Chapter 3, Page 45) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: Infill, as proposed, makes improvements more cost effective. The design of the project is in character with those surrounding the site, aligns with the GMZDP, and maintains the pedestrian oriented design of the Mixed-Use area designation.	
Address transportation and provide multiple convenient travel choices	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Encourage reduction of single occupant vehicles and encourage alternate travel modes through land use planning and community design (Chapter 5, Page 66)
Staff Comment: Dense infill in a mixed-use area, as proposed, is a land use strategy used to address transportation issues per the Comp Plan which also encourages the use of public transportation to reduce single occupancy vehicle use.	
Direct development to locations and building forms that are cost effective to serve	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Create sub-area plans for center development (Chapter 3, Page 45) -Direct growth to areas where utilities and services can be provided efficiently (Chapter 7, Page 82) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: Infill/redevelopment, as proposed, makes improvements more cost effective. Therefore, the objectives/strategies associated with the project support the Comp Plan goal.	
Provide housing opportunities for the entire community	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Create sub-area plans for center development (Chapter 3, Page 45) -Require good design for mixed-use and higher density project (Chapter 6, Page 78)
Staff Comment: Infill/redevelopment, as proposed and per a sub-area plan, makes improvements more cost effective while providing a nice aesthetic. Therefore, the	

objectives/strategies associated with the project support the Comp Plan goal.	
Support social diversity	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Require good design for mixed-use and higher density projects (Chapter 6, Page 78) -Direct growth inward (Chapter 9, Page 102) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: Dense infill in a mixed-use area, as proposed, is a land use strategy to address transportation issues per the Comp Plan which encourage the use of public transportation and reduce single occupancy vehicle use. Infill/development allows for easier access to goods/services for the entire community.	

The current proposal is in compliance with the *Future Land Use* map designations and descriptions and goals and objectives outlined above. Additionally, as addressed in various sections of the staff report, the proposal is in compliance with the GMZDP (and amendments thereto) and the Mixed-Use C-2 standards addressed therein.

vi. The use minimizes adverse impacts to the health, safety, and welfare of the inhabitants of the surrounding areas and the city.

The request does not negatively impact the health, safety, and welfare of the inhabitants of the surrounding areas and the city.

Variance Approval Criteria

Section V.D.3.c of the GMZDP outlines a maximum building length of 125 feet for multi-family residential buildings. RCM is requesting a variance to allow a building length of 337 linear feet, which is basically the length of lot excluding the stairway accesses on each end of the proposed building.

Variances requests must adhere to the approval criteria outlined in Section 070.060.070(a)(3)e.2 of the Code as outlined in ***bold italics*** below. Other language is provided by staff.

i. The subject property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district;

Compared to other lots in the Glenwood Meadows development, the subject parcel is exceptionally narrow in shape having dimensions of approximately 347 feet by 68 feet. A grade difference of 13 feet (19.12 percent) exists between the Wulfsohn Road and the existing parking lot north of the site. Additionally, the Eagle Valley evaporite hydrocompactive soils at the site require heavily engineered deep pile foundations of up to 65 feet as opposed to foundation walls anchored by soil nails. Additionally, a continuous shoring system adjacent to and supporting Wulfsohn Road is required for to excavation of site.

ii. The strict application of the Code standards for which a variance is sought would produce undue hardship;

The exceptional shape, topography, and soil conditions outlined above create difficulty in developing the site. Area necessary to excavate, construct the foundation, and build the shoring wall is limited and places an undue hardship on potential developers. Stability of the foundation, lower level parking, and shoring wall are all increased by being interconnected.

iii. The applicant did not create the hardship by his/her own actions;

The shape, layout, topography, or existing soils are not hardships created by the applicant.

iv. The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought;

The proposal is consistent with the general purpose and intent of the Code regarding guarding against natural hazards, efficient development, compatible design, and addressing impacts. Additionally, the subject maximum building length standard is located in the residential subsection of Section V General Development Standards of the GMZDP. Neither the non-residential subsection of Section V nor the Mixed Use (C-2) development standards of Section VIII contain the same regulation as they are intended to be dense commercial areas.

v. The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden;

As outlined above the exceptional hardship is not related to convenience nor financial burden and is required to allow development of the site in the manner intended by the GMZDP.

vi. The variance request will not violate building or fire code requirements; and

The request does not create a building nor fire code violation.

vii. The variance is the minimum variance that will afford relief of the subject standards of the Code.

This variance request is the minimum required to allow for construction on the subject parcel as intended by the GMZDP.

Site/Architectural Plan Review Approval Criteria

A Major Site/Architectural Plan Review application must adhere to the approval criteria outlined in Section 070.060.050(6) of the Code as outlined in ***bold italics*** below. Other language is provided by staff.

a. The site/architectural plan is consistent with the general purpose and intent of this Code;

The proposal is consistent with the general purpose and intent of the Code regarding guarding against natural hazards, efficient development, compatible design, and addressing impacts.

b. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;

As outlined above, staff found that the proposal is consistent with the dimensional, design, development, and all other standards of the GMZDP exclusive of the variance discussion included herein.

c. The site/architectural plan is consistent with any previously approved plat, PUD, or any other precedent land use approval; and

As outlined above, staff found that the proposal is consistent with the dimensional, design, development, and all other standards of the GMZDP exclusive of the variance discussion included herein.

d. The site/architectural plan is consistent with the Comprehensive Plan and other adopted City policies and plans.

As addressed in detail above, the current proposal is in compliance with the *Future Land Use* map designations and descriptions and goals and objectives of the Comp Plan and the GMZDP (and amendments thereto).

Reviewing Agency Comments

An overview of comments received from referral agencies is provided below. Said comments are also attached.

Fire Department - Comments received outline considerations for responding fire apparatus, emergency egress during construction, and parking during construction.

Engineering/Public Works - Comments received outline the need for shoring wall design and construction details, construction parking and deliveries, sewer connections, electricity loads, broadband, and resident parking.

Parks and Recreation – Comments received outline desired alternatives to tree grates in the built urban environment.

Roaring Fork School District – Comments received request that correct land dedication and/or fee in lieu is provided for.

ACTION ALTERNATIVES AND STAFF RECOMMENDATION:

Section 070.060.030(g)(1)d outlines the review and decision procedures for applications being considered by the Commission and/or City Council stating, "[T]he applicable review body shall **approve, approve with conditions, or deny** the application **based on the applicable approval criteria** listed in the application-specific procedures. The body may also **continue** the hearing or **refer the application** to another authority as provided in 070.060.050(a)(2)c, Referral and Call-

Up Procedures."

Action 1 – Special Use Permit – to allow for the construction of a 51.5-foot-tall building in the Mixed-Use (M2) Core District.

Staff Recommendation/Suggested Motion
Staff recommends **approval** of the Variance with the following findings:

Recommended Findings:
1. The use is compatible with the surrounding area;
2. The impacts of the use on surrounding areas have been adequately minimized;
3. The use is consistent with the general purpose and intent of this Code;
4. The use complies with all applicable standards of this Code;
5. The use is in conformance with the Comprehensive Plan and other City plans and policies; and
6. The use minimizes adverse impacts to the health, safety, and welfare of the inhabitants of the surrounding areas and the city.

Action 2 – Variance – from Section V.D.3.c of the Glenwood Meadows Zoning and Development Plan which limits maximum building length to 125 feet allowing for a maximum building length of 337 feet.

Staff Recommendation/Suggested Motion
Staff recommends **approval** of the Variance with the following findings:

Recommended Findings:
1. The subject property has an exceptional shape, topography, and soil conditions that are not general conditions throughout the Mixed-Use (M2) Core zone district;
2. The strict application of the Code standards for which the variance is sought produce undue hardship;
3. The applicant did not create the hardship by his/her own actions;
4. The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought;
5. The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden;
6. The variance request does not violate building or fire code requirements; and
7. The variance is the minimum variance that will afford relief of the subject standards of the Code.

Action 3 – Major Site/Architectural Plan Review – to allow for the construction of a 89-unit multi-family apartment building.

Staff Recommendation/Suggested Motion
Staff recommends **approval (with conditions)** of the Major Site/Architectural Plan Review with the following **findings** and **conditions**:

Recommended Findings:

1. The site/architectural plan is consistent with the general purpose and intent of the Code;
2. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;
3. The site/architectural plan is not in conflict with precedent land use approvals; and
4. The site/architectural plan is substantially consistent with the Comprehensive Plan and other adopted City policies and plans.

Recommended Conditions:

1. The applicant shall comply with/address all City staff comments related to specific Code requirements prior to approval of a Construction Plans application.
2. Any future physical changes or improvements to the property or buildings on the parcel are subject to the review and approval of the Community Development Director for compliance with applicable requirements of the Glenwood Springs Municipal Code.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
4. Prior to submitting a building or grading permit application, the applicant shall submit an agreement, subject to approval by the City Attorney, allowing for the sub-lease of excess parking space from Lofts Phase II to Phase III. The applicant shall submit a payment in lieu to the City for any additional parking spaces required by the Municipal Code but not provided onsite and by said agreement.
5. Prior to submitting a building or grading permit application, the applicant shall enter into a development agreement with the City.
6. Prior to submitting a building or grading permit application, the applicant shall submit an engineer's estimate of all public improvement and submit a financial security therefor.

MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
January 28, 2020
Council Chambers, First Floor, City Hall
101 W. 8th Street
6:00PM

The Chairman called the meeting to order at 6:00 p.m.

1. **Roll Call**

Present at roll call were Commissioners:	Ingrid Wussow, George Shaver, Sumner Schachter, Marco Dehm, Amber Wissing, and Carolyn Cipperly
Absent:	Kathryn Grosscup, Tim Malloy and Dean Kinkel
Also present were:	Trent Hyatt, Senior Planner Hannah Klausman, AICP, Senior Planner Jenn Ooton, Asst. City Manager, Director Gretchen Ricehill, Assist. Director Anna S. Itenberg, City Attorney's Office Kathleen Michel, Admin. Assistant

Motion to seat Commissioner Cipperly for this meeting was carried by voice vote.

2. Receipt of minutes from the October 22, 2019 regular meeting. On motion of Commissioner Shaver seconded by Commissioner Schachter the minutes were approved as written. Motion carried by voice vote.

   Receipt of minutes from the November 26, 2019 regular meeting. On motion of Commissioner Wussow, seconded by Commissioner Shaver, the minutes were approved as written. Motion carried by voice vote; Chairman Dehm did not vote.

   Receipt of minutes from the December 17, 2019 regular meeting. On motion of Commissioner Schachter, seconded by Commissioner Wissing, the minutes were approved as written. Motion carried by voice vote.

3. **Public Comments from citizens appearing for items not on the agenda**. No one appeared.

4. **Continued Items**

A. 20-19-Consideration of a Code Amendment to Section 070.040.020(d)(24) of the Glenwood Springs Municipal Code regarding riparian setbacks. ITEM WILL BE CONTINUED TO FEBRUARY 25, 2020.

Motion to continue: Commissioner Schachter moved to continue Item 20-19 to the February 25, 2020 meeting. Commissioner Wissing seconded the motion. Motion carried by voice vote with Commissioner Shaver recused.

5. **New Items**

A. 45-19 Minor Site/Arch Plan, Minor Subdivision, Variance, and Condominiumization for Iron Mountain Hot Springs---

Hannah Klausman presented the staff report for this item.

Minor Subdivision

- Minor Subdivision will increase the lot size;
- Shared access drive;
- Utility easements of City will be relocated;

- 9,000 ground floor office space
- Residential units - 19
- Bike and pedestrian pathway
- Variance for plant materials

- Traffic Report includes all development and connections between
- CDOT access permit
- Parking required 63 spaces – 60 spaces shared by office/residential (14 in CDOT lot)

Variance

- Plant requirements difficult to fit on site
- Staff will bring forward a code amendment to address this issue
- Will meet old code standards
- Staff found aesthetically pleasing

Condominiumization

- Consistent with Comp Plan
- Housing opportunities for the community
- Regional center
- Reviewing agencies

Actions

- Approve
- Approve with conditions

- Deny

Recommendations:

- Staff recommends approval of Variance
- Staff recommends approval of Minor Site/Arch Plan
- Staff recommends Condominiumization

Commissioner Schachter verified that bike path meets parkland standard.

Ms. Klausman explained the sidewalk as planned.

Commissioner Shaver asked about the perennial ratio; does not recall density expressed in plants per square foot.

Ms. Ricehill commented that a code amendment regarding plantings is coming in future.

Terri Parch, City Engineer, explained the connection for LOVA trail, crossing the river in two places.

- Private access easement not held to City road standard; Engineering had no problem with it.
- Public access sidewalks meet park land dedication standards.
- ADA requirement standards for onsite; whether the offsite spaces change the count.

Doug Pratt introduced Steve Beckley, 802 N. Traver Trail, who spoke about his development proposal and presented images explaining the use of the property. CDOT considers the 14 offsite parking spaces theirs. He suggested a cost sharing for the river crossings.

- Distance from ADA parking to elevator; possible to flip stairs and elevator location.
- CDOT needs office space; Iron Mtn. needs employee housing.
- Lift station approved locally; waiting for state approval.
- Status of a master plan for this area; anticipated in future with next phase
- Standard for the access drive; curbs will slow traffic
- Owners association will be developed
- Iron Mtn and CDOT will have priority for the deed restricted housing; then general public
- Green building status

Public comment.
Steve Carver, address 1555 County Road 129, Glenwood Springs, and Manager of Condo Association, River District Building. Expressed concerns about vehicle and pedestrian access on Centennial.

6:59 closed public hearing.

Action Item 1 – “Consideration of a minor subdivision to amend the boundaries of a single parcel which does not create any additional parcels”: Commissioner Wussow moved to approve Item 45-19, Action Item 1, with findings and conditions on pages 15 and 16. Commissioner Cipperly seconded. Motion carried unanimously.

Action Item 2 – "Consideration of a variance to allow for a reduced amount of shrubs and perennials as required by code": Commissioner Wussow moved to approve Item 45-19 with suggested findings and conditions on page 15 and 16 of the report. Commissioner Schachter seconded. Discussion of the need to agree with all required findings. Motion carried unanimously.

Action Item 3 – "Consideration of a site architectural plan review allowing for the construction of a three floor mixed use building with the first floor commercial and nineteen residential units which are proposed to be deed restricted": Commissioner Schachter moved to approve with findings and conditions on pages 15, 16 and 17. Commissioner Shaver seconded. Discussion touched on a cost sharing request; recommended to cap the amount. Considerable discussion regarding trail consideration and who will build it as well as pay and maintain it. Commissioner Schachter amended motion related to Issue E: in addition, the owner commits to funding 50% of trail construction up to $300,000 with engineering costs included in the $300,000. Commissioner Shaver agreed to amendment. Carried unanimously.

Action Item 4 – "Consideration of an application to condominiumization of two units: Commissioner Wussow moved to approve office space/residential units. Commissioner Schachter seconded. Motion carried unanimously.

B. 16-18 Major Development Amendment Iron Mountain Hot Springs

Ms. Klausman presented the staff report including conditions for this item.

- Extend the impervious surface for parking to December 31, 2020.
- Extend deadline for previously approved plan
- Staff recommends approval

Actions:

- Approve
- approve with conditions;
- deny or
- continue hearing

Steve Beckley, the applicant, stated that as they developed, they were reconfiguring a lot of the area including installing a lift station and sewer lines. Milled asphalt is used on the parking area currently and applicant feels that is adequate until they are able to pave it.

Motion Action Item 1: To extend the paving requirement to June 2021. Commissioner Schachter moved to approve with findings and conditions. Commissioner Shaver seconded. Motion carried unanimously.

C. 48-19 Major Site/Architectural Plan Review, Special Use Permit, Variance, and License to Encroach for an 89-unit multi-family apartment building (Lofts Phase III)

Trent Hyatt presented the staff report for this item.

- Planning & Zoning is recommending body;
- City Council is decision-making body for the major site plan review and license to encroach.
- Current applicant proposed first phase of development in 2015, second phase in 2017.
- Three story building with underground parking with footprint of approximately 21,000 square feet.

- Code calls for 15 percent of site shall be open space; previous agreements with the City address open space requirements. 687 square feet of proposed project is open space, which totals 3%.
- Per parking requirements, this project would require a total of 152 total spaces.
- Parking spaces proposed: 101 spaces. Applicant has requested a reduction per code.
- 60 in garage, 28 on street, 13 excess in Phase II that were allocated but not required. Applicant is requesting to make a payment in lieu of creating the final 6 parking spaces that would be still required by code even after reductions from transit proximity and bicycle parking.
- Applicant is also requesting a variance on the building length for the project. Code allows for a maximum of 125 feet for a multifamily building, applicant is proposing a 337 feet for their project.
- Additional request is to build 51.5 feet height for four-story/north side which is requires a Special Use Permit to exceed height requirement set in code of 40 feet.
- Noted neighbor concerns about street lighting
- Approval criteria outlined
- Staff approves Action Items 1 and 2. Staff also recommends approval of Action Item 3 with conditions to City Council.

Questions for staff regarding project:
Commission Schachter asked about the building length requirement and how it related to City Code and Glenwood Meadows Development Agreement. The restriction on building length is from the Development Agreement and not from City Code. Commissioner Wussow asked about neighboring building heights and how they compare to proposed project. Commissioner Dehm also had questions about the elevation as there was underground parking. Additional questions were raised regarding snow removal adjacent to areas near to the building.

Actions
- Approve
- Approve with conditions
- Deny
- Continue

Bob Moore, 5105 Summit Brook Drive, Colleyville, Texas, representing the applicant and Haley Karmer attorney presented the project. Dan Solberg and Jack Daniels were also present as general contractor and construction site superintendent.
- Phases 1 and 2 are considered a success.
- Phase 1 achieved 100% occupancy shortly after opening.
- Was determined that there was significant demand for smaller studio and one-bedroom units which is what will be included in Phase III.

Commissioner Schachter asked about what requirements there would be regarding prohibiting storage of bicycle on balconies. Commissioner Dehm asked fore exact measurements for the building heights of Phase I and II. Applicant representatives estimated that those buildings were about 40 feet tall. Dehm also asked why the building was not broken up into smaller structures and the applicant explained the single building design resulted from the need to use a deep pile structure in designing the building. Dehm also asked if the applicant had considered designating any of the units as deed restricted units. Applicant replied that there was not interest on their part in the deed restricted units for Phase III. Dehm asked for an estimate of rents and applicant estimated $2.46 per square foot which would be approximately

$2400 a month for a 1,000 square foot studio. Applicant also mentioned that snow removal services would likely be contracted.

Commissioner Wussow questioned about the impact to nearby areas due the construction methods and boring described in project description. Wussow asked about the timeframe of the work as well as the impact on the soils. Applicant explained there would be noise and that the work should be completed within 40 days with minimal physical vibrations from the process. Applicant also noted that it was in their interest to limit effects to neighboring buildings as they do not want to inconvenience their own tenants. Question was asked if anything in code mentioned decibel levels, and there is no specified decibel limit per code but code does make allowances for construction work outside of times for such noise stipulated in code. Applicant stated that most construction work would be conducted during the time specified in code.

Commissioner Cipperly had questions if 2 ADA spaces was sufficient compared to the number of units in the building. Applicant indicated that they had the required amount of spaces and would look to place those spaces in the underground parking. Commissioner Cipperly also asked if there were any allowances for composting or recycling and how the trash would be removed. Applicant indicated that they would be using roll out dumpster similar in style used by neighboring buildings where a garbage truck picks up the trash. There was also discussion of long-term parking restriction at Glenwood Meadows in relation to the retail parking area. Applicant mentioned that there will be a detailed description of tenant parking areas in the lease.

Commissioner Dehm asked how deep the excavation for Phase I and II went. Dan Solberg, 341 Church Street, Layton, Utah, addressed Dehm's question. Solberg described that the excavation exceeded 5 feet around the building. Dehm also asked for the width of the proposed building, which is 68 feet.

8:34 p.m. The Chair called for public comment. No one wished to speak. Closed public portion.

Action Item 1 – "Special Use Permit to allow the construction of a 51.5 ft building in the M-2 Zoning District": Commissioner Schachter moved to approve the special use permit for the building height, findings on page 12. Commissioner Wussow seconded. Motion carried unanimously.

Action Item 2: "Variance from Glenwood Meadows Development Plan to allow maximum building length of 337 feet" Commissioner Schachter moved to approve variance of 337 feet length. Commissioner Shaver seconded. Commissioner Wussow wanted to see shorter length and questioned the scale of deviation from code. Chairman Dehm agreed that length was too long and other construction measures could be employed.

Ayes: Commissioners Schachter, Cipperly, and Shaver
Noes: Commissioners Dehm, Wussow, and Wissing
The motion failed due to the tie vote.

New motion:
Commissioner Wussow recommended denial as building was not compatible, does not meet design criteria. Seconded by Commissioner Wissing. Discussion followed. Commissioner Sumner uncomfortable with the length. Commissioner Dehm was unwilling to approve the building without an engineer's report or any documentation supporting the need for a building

at this scale. Commissioner Schachter also mentioned feeling uncomfortable with the length but argued that it was not that incompatible with surrounding area and that there was a tremendous need for more housing units. Commissioner Shaver commented that the Wulfsohn side was not as imposing; there are a lot of positives for this.

Commissioners Wussow and Wissing withdrew their motion to deny and second. Discussion with Attorney and Director regarding how to move forward.

A new motion was proposed. Commissioner Wissing moved to approve Action Item 2 and accept building length of 337 feet based on conditions listed on page 12. Commissioner Shaver seconded.
Yes: Commissioners Schachter, Cipperly, Shaver, and Wissing
Noes: Commissioners Dehm and Wussow
The motion to approve the building length variance carried.

Action Item 3 – "Major Site & Architectural Plan Review": Commissioner Schachter moved to accept following conditions on page 13 and add condition 7 that pylon operating hours be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. Commissioner Cipperly seconded. Discussion: Commissioner Shaver thought that condition 7 is heading in the right direction as forty days is a long period of time and also mentioned the possibility of adding sound barrier requirements. Chairman Dehm expressed discontent that there were no deed restricted units in the building. Motion carried unanimously.

6. Director Comments

Jenn Ooton reminded commissioners that a meeting was coming up to talk about housing. Date to be chosen soon.

7. Commission Comments

Commissioner Schachter thought the new code was difficult to work with especially regarding variance criteria and deserves a second look. It is imperative to have a meeting with the housing commission.

Commissioner Cipperly questioned why we are asking for impervious parking lots when we are concerned with local water quality. Also mentioned needs for more green policies in code such as recycling and composting.

Commissioner Wussow wants to have an actual date for this meeting. She was concerned about the moving sign at Frida's.

Commissioner Shaver agreed with Commissioner Cipperly about impervious parking lots.

Chairman Dehm was concerned about the variance criteria; housing deed restriction program.

Director Ooton reminded him that variance criteria are intended to be restrictive.

8. Adjournment 9:37 p.m.

February 10, 2020

Mayor Godes

City Council Members

Glenwood Springs, CO 81601

Re: Lofts at Red Mountain Phase III

Dear Mayor Godes and City Council Members,

I would like to take this opportunity to discuss the Major Development application for Phase III of the Lofts at Red Mountain that is on your February 20 agenda. Your staff will do an excellent job presenting the facts of this application, but I want to point out some of the benefits and values of this project that may not be within the scope of the staff presentation.

First, on behalf of the Developer of Phases I and II of the Lofts, we want to thank you, the city staff and the citizens of Glenwood Springs for allowing us to be a part of your community. We identified Glenwood Springs as having a need for Class A apartments back in 2013, and we then started working though the approval, design and construction phases. We are very pleased the 85 rental units in phase were 100% leased in record time. The Phase II buildings are now being completed with leasing and occupancy proceeding very well. The opportunity to purchase the lot directly across Wulfsohn became available, and we decided to move forward with the 89-unit Phase III building. In the Phase I leasing process, the one-bedroom and studio units were the most requested unit types, thus, Phase III will be all studio and one-bedroom units.

After the recent P&Z consideration and approval of our application, there was a newspaper article and some comments regarding the subject of workforce housing, affordable housing and the need for housing in general. I know this is always an issue of concern, so I want to share some facts with you related to the current residents in Phase I. We believe the future residents of Phase III would be very similar. 25% of the Phase I residents moved into the Lofts from other Glenwood Springs addresses. These 25% moving from within the city obviously vacated housing in the city, making those units available to others.

Also, our units are providing workforce housing for workers in the area. The substantial majority of our residents work in Glenwood Springs and the Roaring Fork Valley. The Lofts gives them the ability to live much closer to their jobs. This shortens their commute, which saves them time and money. It also reduces carbon emissions since they are driving less.

Approximately 25% of our residents are empty nesters. The Lofts gives them the chance to stay within the community while likely reducing their housing and maintenance costs.

The Lofts is classic workforce housing. Our residents work at places like Mountain Chevrolet, Wells Fargo Bank and Valley View Hospital. The average household income per residence at the Lofts is

$72,429, just slightly above the Garfield County 2019 AMI of $68,200. It's clear to us that The Lofts provides quality housing for the middle-income workforce in Glenwood Springs.

As noted in the January 2019 RFV Regional Housing Study, in 2017 there was a shortage of at least 1,200 units in the Roaring Fork Valley for middle-income workers. It was also noted that by 2027, Glenwood Springs alone would have a shortage of 500-1,000 these housing units. We believe these additional 89 units in phase III will help meet this need.

From a development standpoint, we would like to move forward with the approval and planning process as quickly as possible. With a favorable Council action, we are hopeful to begin construction by summer in order to get as much work done as possible before winter. We anticipate these units being ready for occupancy by late 2021.

Thank you for your time and consideration of our application. We look forward to seeing you on February 20.

Sincerely,

Bob Moore

Realty Capital Management, LLC

909 Lake Carolyn Parkway, Suite 150

Irving, TX 75039

bobmoore@realtycapital.com

469-533-4142

THE LOFTS AT RED MOUNTAIN - PHASE 3

MAJOR SITE/ARCHITECTURAL PLAN

LOT 7, GLENWOOD MEADOWS NO. 2

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

PROJECT TEAM

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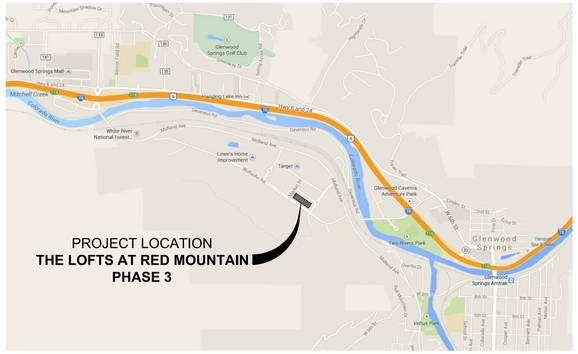

VICINITY MAP
1" = 2000'

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Sheet List Table	
Sheet Number	Sheet Title
C0	COVER SHEET
C1	SITE PLAN
C2	PRELIMINARY GRADING PLAN
A1.1	ARCHITECTURAL SITE PLAN
A1.2	LANDSCAPE PLAN
A1.3	LIGHTING SITE PLAN
A2.1	BUILDING PLANS
A2.2	BUILDING PLANS
A3.1	EXTERIOR ELEVATIONS
A3.2	SOUTH (STREET)ELEVATION
A3.3	SIDE ELEVATIONS
A3.4	NORTH (REAR) ELEVATION
A3.5	COLOR AND MATERIAL BOARD
A3.6	TYPICAL CROSS-SECTIONS
A4.1	UNIT PLANS

PROJECT SUMMARY DESCRIPTION

LOT SIZE INFORMATION	AREA	SQUARE FT.	**LOT COVERAGE**	EXISTING (SQ FT & %)	PROPOSED (SQ FT & %)
	0.543 AC.	23,639		0 0%	21,537 91.1%
LIMITS OF DISTURBANCE		PROPOSED (SQ. FT. & %)	**AVERAGE SLOPE WITHIN LIMITS OF DISTURBANCE**	PERCENTAGE %	
		23,639 100%		15.30 %	
PARKING SPACES **(PARKING REQUIRED: 89 UNITS AT 1.7 SPACES/UNITS = 152 SPACES WITH 30% REDUCTION = 107 SPACES)**	GARAGE		**BICYCLE PARKING**	EXISTING # SPACES	PROPOSED # SPACES
	2 (ACCESSIBLE)	58 (REGULAR)		0	20 (GARAGE)
	OFF-SITE WULFSOHN RD		**NON-RESIDENTIAL USES**	TYPE OF USE(S)	GROSS FLOOR AREA (SQ. FT.)
	2 (ACCESSIBLE)	39 (REGULAR)		NONE	0
	PAYMENT IN LIEU		**TOTAL LANDSCAPED AREA**	EXISTING (SQ FT & %)	PROPOSED (SQ FT & %)
	N/A	6 (REGULAR)		14,428 61%	680 3%
	TOTAL		**TOTAL IMPERVIOUS AREA**	EXISTING (SQ FT & %)	PROPOSED (SQ FT & %)
	4 (ACCESSIBLE)	103 (REGULAR)		7,102 29%	22,959 97%
RESIDENTIAL UNITS	# EXISTING UNITS	# PROPOSED UNITS	**OTHER**		
	0	89			
OPEN SPACE *	EXISTING (SQ FT & %)	PROPOSED (SQ FT & %)			
	0	0			
BUILDING HEIGHT (SEE BUILDING ELEVATIONS)	EXISTING	PROPOSED (MAXIMUM)			
	0	51' - 5"			
SNOW STORAGE (NO DRIVEWAYS OR PARKING SPACES ARE ON THE LOT)	REQUIRED (SQ FT)	PROPOSED (SQ FT)			
	0	0			

* OFFSITE PUBLIC OPEN SPACE IMPROVEMENTS HAVE BEEN PROVIDED BY THE GLENWOOD MEADOWS DEVELOPMENT

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM RTK FAST STATIC GPS OBSERVATIONS AND ARE BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 1992), ALONG THE SOUTHWESTERLY LINE OF LOT 7, GLENWOOD MEADOWS NO. 2, WHICH BEARS NORTH 55° 33' 44" WEST, BETWEEN THE MONUMENTS SHOWN HEREIN.

BENCHMARK

GLENWOOD SPRINGS BENCHMARK #199 BEING A CHISELED SQUARE ON A HEADWALL OF A PEDESTRIAN TUNNEL LOCATED IN THE SOUTH CORNER OF THE INTERSECTION OF WULFSOHN ROAD AND MIDLAND AVENUE.

ELEVATION = 5761.63 (NAVD 88)

811 Know what's **below.** **Call** before you dig.

GEOLOGICAL HAZARDS DISCLOSURE

THIS PROPERTY IS SUBJECT TO GEOLOGIC HAZARDS PER THE ADOPTED MAPPING BY THE CITY OF GLENWOOD SPRINGS. HAZARDS TO NOTE ARE SEVERE HYDRO COMPACTIVE SOILS AND SEVERE ANCIENT DEBRIS FLOW, MUD FLOW AND LANDSLIDE DEPOSITS. ADDITIONAL INFORMATION REGARDING GEOLOGICAL HAZARDS AT THIS SITE CAN BE FOUND IN THE GEOTECHNICAL ENGINEERING STUDY, PROPOSED LOFTS AT RED MOUNTAIN PHASE 3 BUILDING, PROJECT NO. 19-7-521, DATED OCTOBER 10, 2019, PREPARED BY KUMAR & ASSOCIATES. A FINAL GEOLOGIC HAZARD REPORT WILL BE SUBMITTED UPON APPLICATION OF A BUILDING PERMIT.

FEMA FLOODPLAIN STATEMENT

THE SITE LIES WITHIN FEMA FLOOD ZONE D, ACCORDING TO FEMA MAP NO. 0802051432B, JANUARY 3, 1986. ZONE D IS DESCRIBED AS AREAS OF UNDETERMINED, BUT POSSIBLE, FLOOD HAZARDS.

PUBLIC FACILITIES STATEMENT

NO PUBLIC FACILITIES ARE BEING PROPOSED WITH THIS PROJECT.

Redland
WHERE GREAT PLACES BEGIN
720.283.6783 Office
1500 West Canal Court
Littleton, Colorado 80120
REDLAND.COM

DRAWN ML
CHECKED DTW
APPROVED MDC
PROJECT NO. 12013.11
HORZ. SCALE
VERT. SCALE

NO.	DATE	NOTES
1	11/19/19	1ST DEVELOPMENT PLAN SUBMITTAL
2	12/19/19	2ND SUBMITTAL TO CITY
3	01/17/20	3RD SUBMITTAL TO CITY

THE LOFTS AT RED MOUNTAIN
PHASE 3

COVER SHEET

SHEET
C0

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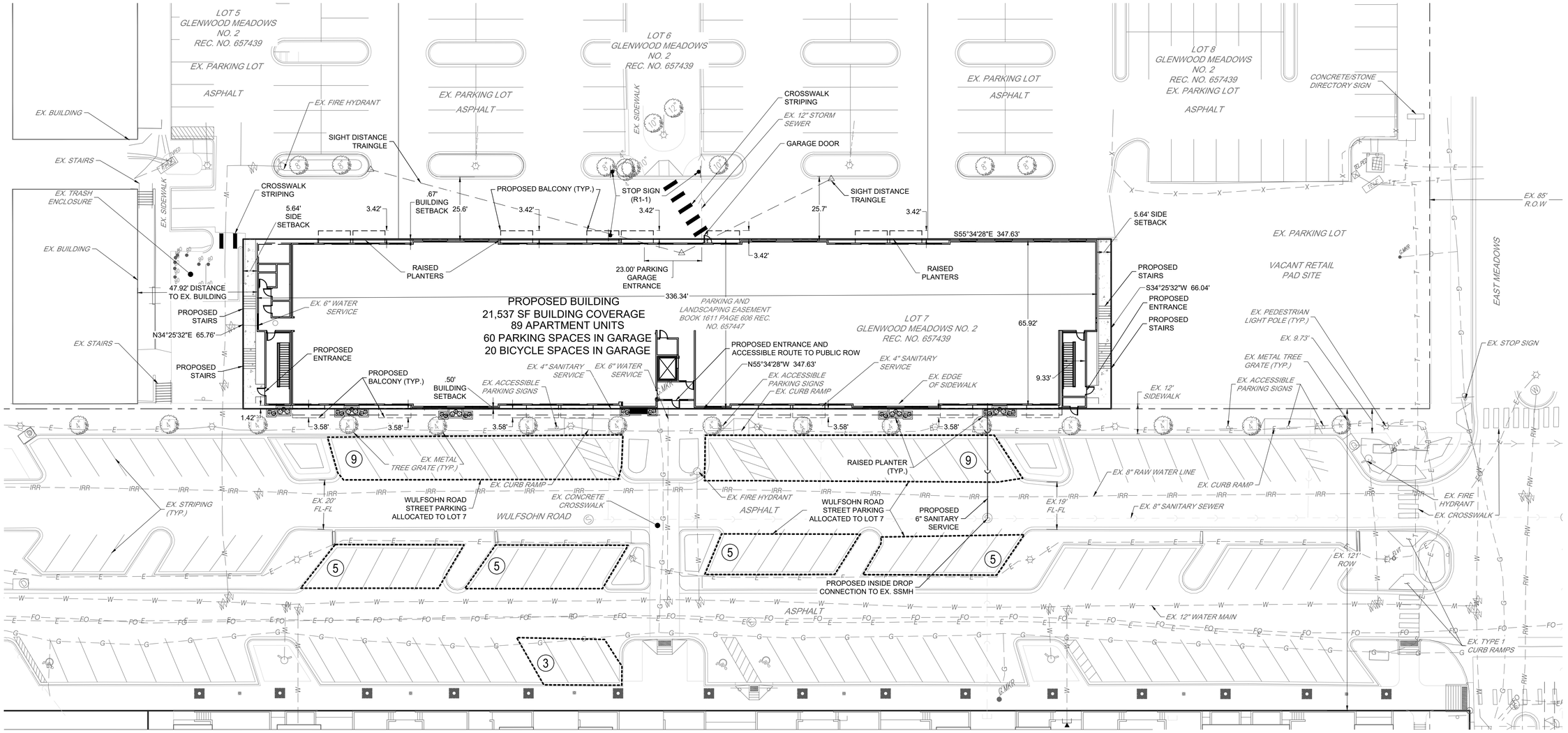
THE LOFTS AT RED MOUNTAIN - PHASE 3

MAJOR SITE/ARCHITECTURAL PLAN

LOT 7, GLENWOOD MEADOWS NO. 2

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.



BICYCLE PARKING SUMMARY

BIKE RACKS PROVIDED:	10
BICYCLE PARKING SPACES:	20 SPACES IN GARAGE

PARKING SUMMARY PHASE 3

PARKING REQUIRED:
89 UNITS AT 1.7 SPACES/UNIT = 152 SPACES
WITH 30% REDUCTION = 107 SPACES

PARKING PROVIDED:

GARAGE:	58 REGULAR; 2 ACCESSIBLE
OFF-SITE WULFSOHN RD:	39 REGULAR; 2 ACCESSIBLE
PAYMENT IN LIEU:	6 REGULAR
TOTAL:	103 REGULAR; 4 ACCESSIBLE

DESIGNATES OFF-SITE PARKING SPACE ALLOCATED TO THE LOFTS AT RED MOUNTAIN INCLUDING 13 SPACES SUBLEASED FROM LOFTS AT RED MOUNTAIN PHASE 2

EXISTING LEGEND

- PROPERTY LINE
- R.O.W.
- LOT LINE
- EASEMENT LINE
- SECTION LINE
- ROAD CENTERLINE
- EDGE OF PAVEMENT
- CURB AND GUTTER
- FENCE
- WATER LINE
- RAW WATER LINE
- IRRIGATION LINE
- SANITARY SEWER
- STORM SEWER
- ELECTRIC LINE
- GAS LINE
- TELEPHONE LINE
- FIBER OPTICS LINE
- OVERHEAD ELECTRIC LINE
- CABLE TELEVISION

PROPOSED LEGEND

- PROPERTY LINE
- R.O.W.
- LOT LINE
- SETBACK
- EASEMENT
- ROAD CENTERLINE
- CURB AND GUTTER
- SIDEWALK
- LIMITS OF CONSTRUCTION / SAWCUT
- SANITARY SEWER

NOTE:

1. TRASH DUMPSTER LOCATION WILL BE IN GARAGE.
2. ACCESS AND DRAINAGE EASEMENTS FOR THE BENEFIT OF LOT 7 ARE DESCRIBED IN THE EASEMENT CONDITIONS AND RESTRICTIONS AGREEMENT FOUND AT BOOK 1611 PAGE 606.
3. ADDITIONAL MEASURES WILL BE PROVIDED AT GARAGE ENTRANCE FOR EXITING VEHICLES SUCH AS MIRRORS OR WARNING LIGHTS INDICATING A VEHICLE IS EXITING GARAGE.

DEVELOPER

Stoneleigh Companies, LLC
760 W. Main St., Suite 140
Barrington, Illinois 60010
Phone: 224.770.4600
Contact: Josh Wohlreich

DEVELOPER

Realty Capital Management
909 Lake Carolyn Pkwy, Suite 150
Irving, Texas 75039
Phone: 469.533.4100

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SCALE: 1" = 20'

Redland
WHERE GREAT PLACES BEGIN
720.283.6783 Office
1500 West Canal Court
Littleton, Colorado 80120
REDLAND.COM

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CHECKED DTW
APPROVED MDC
PROJECT NO. 12013.11
HORZ. SCALE
VERT. SCALE

NO.	DATE	NOTES
1	11/18/19	1ST DEVELOPMENT PLAN SUBMITTAL
2	12/19/19	2ND SUBMITTAL TO CITY
3	01/17/20	3RD SUBMITTAL TO CITY

THE LOFTS AT RED MOUNTAIN
PHASE 3

SITE PLAN

SHEET
C1

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THE LOFTS AT RED MOUNTAIN - PHASE 3

MAJOR SITE/ARCHITECTURAL PLAN

LOT 7, GLENWOOD MEADOWS NO. 2

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
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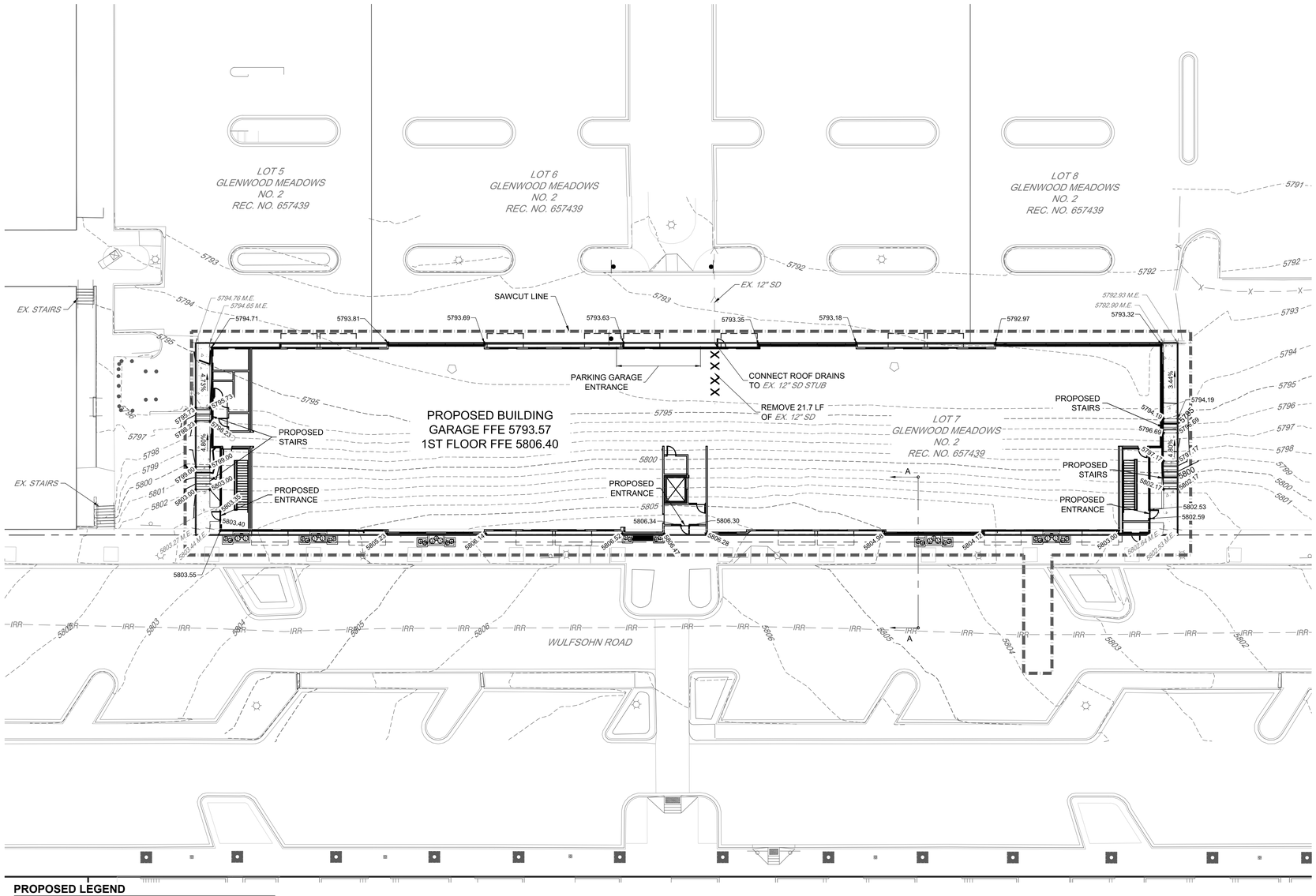

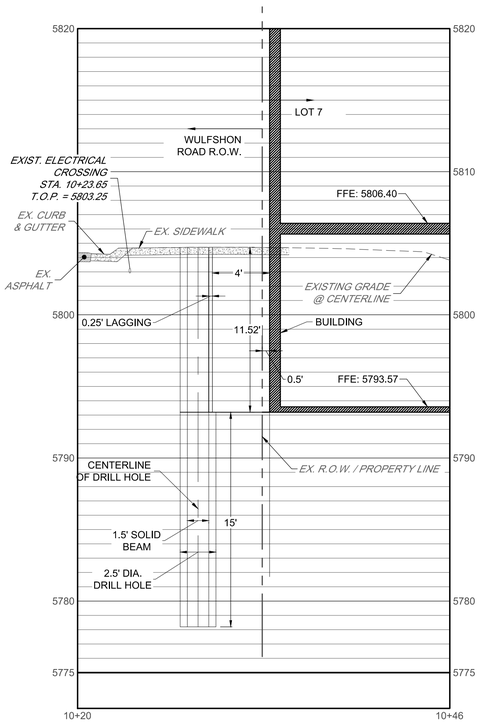

CROSS SECTION A-A PROFILE

H: 1" = 50'
V: 1" = 5'

PROPOSED LEGEND

- PROPERTY LINE
- R.O.W.
- LOT LINE
- SETBACK
- EASEMENT
- ROAD CENTERLINE
- CURB AND GUTTER
- SIDEWALK
- LIMITS OF CONSTRUCTION / SAWCUT
- 5280 CONTOUR MAJOR
- 5281 CONTOUR MINOR
- 81.73 SPOT ELEVATION
- SLOPE ARROW (4:1 MAX UNLESS NOTED OTHERWISE)

EXISTING LEGEND

- PROPERTY LINE
- R.O.W.
- LOT LINE
- EASEMENT LINE
- SECTION LINE
- EDGE OF PAVEMENT
- CURB AND GUTTER
- CONCRETE
- IRR IRRIGATION LINE
- 5280 CONTOUR MAJOR
- 5281 CONTOUR MINOR

DEVELOPER

Stoneleigh Companies, LLC
760 W. Main St., Suite 140
Barrington, Illinois 60010
Phone: 224.770.4600
Contact: Josh Wohlreich

DEVELOPER

Realty Capital Management
909 Lake Carolyn Pkwy, Suite 150
Irving, Texas 75039
Phone: 469.533.4100

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0 10 20 40
SCALE: 1" = 20'

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Littleton, Colorado 80120
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HORZ. SCALE
VERT. SCALE

NO.	DATE	NOTES
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2	12/19/19	2ND SUBMITTAL TO CITY
3	01/17/20	3RD SUBMITTAL TO CITY

THE LOFTS AT RED MOUNTAIN
PHASE 3

PRELIMINARY GRADING PLAN

SHEET
C2

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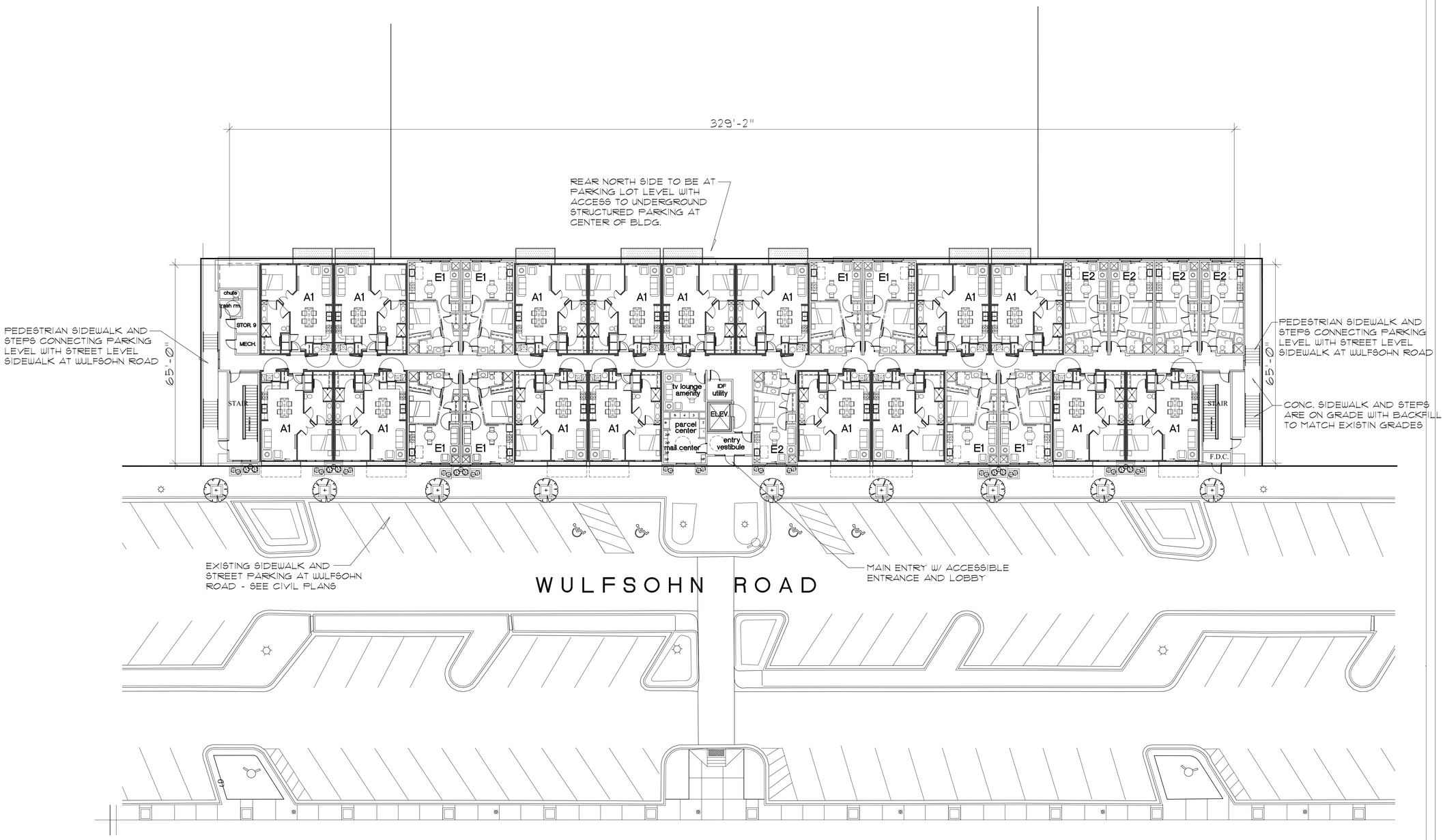


PROPERTY LINE

ARCHITECTURAL SITE PLAN (PHASE 3)

SCALE: 1/16" = 1'-0"

DEVELOPER:
STONELEIGH COMPANIES, LLC
760 W MAIN ST, SUITE 140
BARRINGTON, IL 60010
(224) 770-4600
CONTACT: JOSH WOHLREICH

DEVELOPER:
REALTY CAPITAL MANAGEMENT
909 LAKE CAROLYN PKWY, SUITE 150
IRVING, TX 75039
(469) 533-4100

PROJECT NUMBER
19-017

SHEET TITLE
CONCEPT SITE PLAN
PHASE 3
SCALE : 1" = 20'-0"

PROJECT/OWNER
THE LOFTS @ RED MOUNTAIN - PH 3
WULFSOHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES LLC

ARCHITECT

architecture
2033 dan drive
layton, utah 84040
(801) 593-9338
(801) 593-9328 FAX

REVISION
17 JAN 2020

DATE
13 JAN 2020

SHEET NUMBER
A1.1

LANDSCAPING GENERAL NOTES:

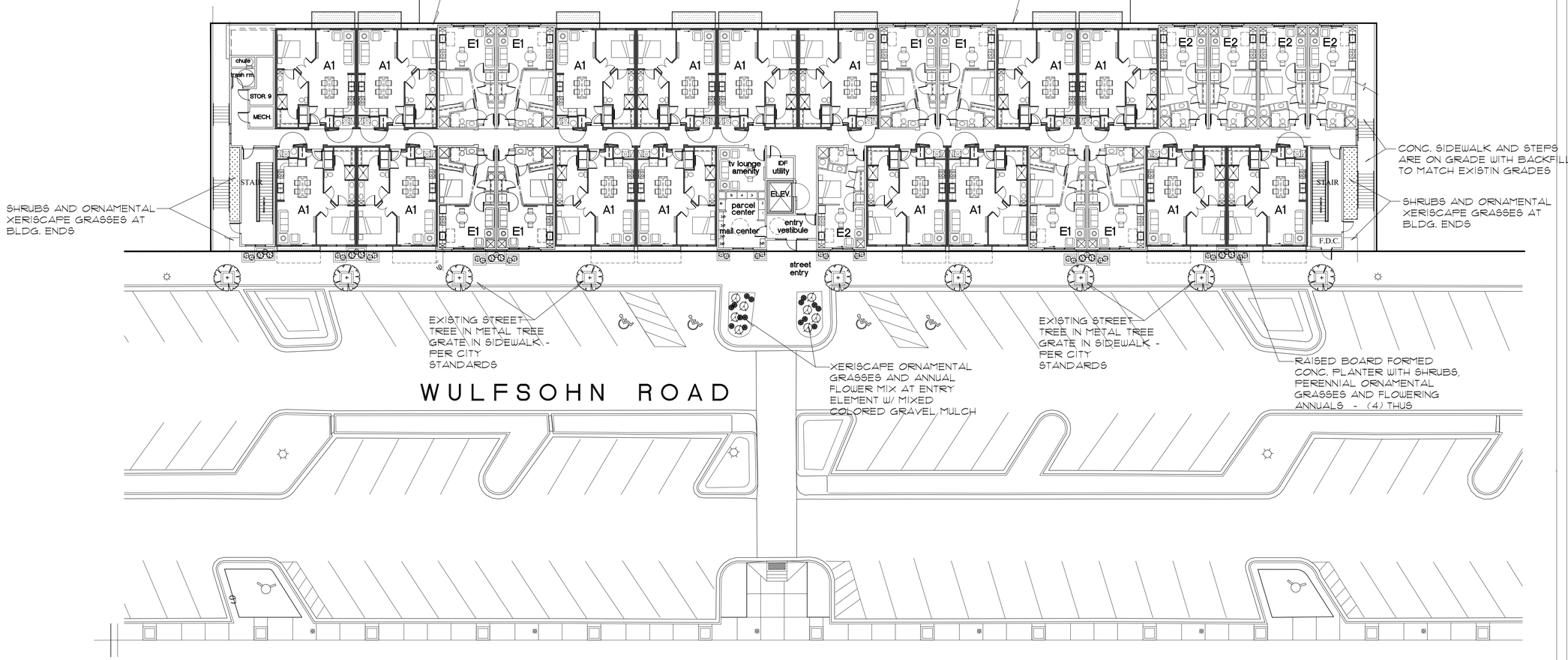
1. EXISTING TREES IN TREE GRATES ALONG WULFSOHN ROAD TO REMAIN.
2. RAISED PLANTER BOXES TO BE PLANTED WITH BOXWOOD AND ANNUALS MATCHING PHASE 1 AND 2 PLANTINGS.
3. BULB LANDSCAPE IN PARKING AT WULFSOHN RD. TO BE PLANTED WITH ORNAMENTAL GRASSES AND ANNUAL FLOWER MIX.
4. SIDE ELEVATIONS TO BE PLANTED WITH BOXWOOD AND ORNAMENTAL GRASSES IN XERISCAPE BED.
5. SEE CIVIL PLANS FOR LINE OF DISTURBANCE W/ GRADE ON SIDE ELEVATIONS TO BLEND AND MATCH BACK WITH EXISTING GRADE - TYP.

LANDSCAPING TABULATION:	
TYPE OF LANDSCAPE AREA	AREA
AREA OF ORNAMENTAL GRASSES ON SIDE ELEVATIONS	255 S.F.
LANDSCAPE PLANTERS ALONG WULFSOHN ROAD	320 S.F.
LANDSCAPE PLANTERS ALONG NORTH ELEVATION OF PARKING	144 S.F.
TOTAL LANDSCAPE AREA	719 S.F.
TOTAL SITE AREA	23,644 S.F.
LANDSCAPE RATIO	3.1%

NOTE: SEE PARKING PLAN NOTES FOR TRAFFIC CONTROL AT THE PARKING STRUCTURE ENTRY W/ OVERHEAD DOOR, FLASHING LIGHTS, STOP SIGNS, AND MIRRORS

REAR NORTH SIDE TO BE AT PARKING LOT LEVEL WITH RAISED PLANTERS AS SHOWN ON SHEET "A2.1"

REAR NORTH SIDE TO BE AT PARKING LOT LEVEL WITH RAISED PLANTERS AS SHOWN ON SHEET "A2.1"



PROPERTY LINE

CONCEPT LANDSCAPE PLAN (PHASE 3)

SCALE: 1/16" = 1'-0"

DEVELOPER:
STONELEIGH COMPANIES, LLC
760 W MAIN ST. SUITE 140
BARRINGTON, IL 60010
(224) 770-4600
CONTACT: JOSH WOHLREICH

DEVELOPER:
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909 LAKE CAROLYN PKWY. SUITE 150
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(469) 533-4100

PROJECT NUMBER
19-017

SHEET TITLE
CONCEPT LANDSCAPE PLAN
SCALE: 1/16" = 1'-0"

PROJECT/OWNER
THE LOFTS @ RED MOUNTAIN - PH 3
WULFSOHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES, LLC

ARCHITECT

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2033 dan drive
layton, utah 84040
(801) 593-9338
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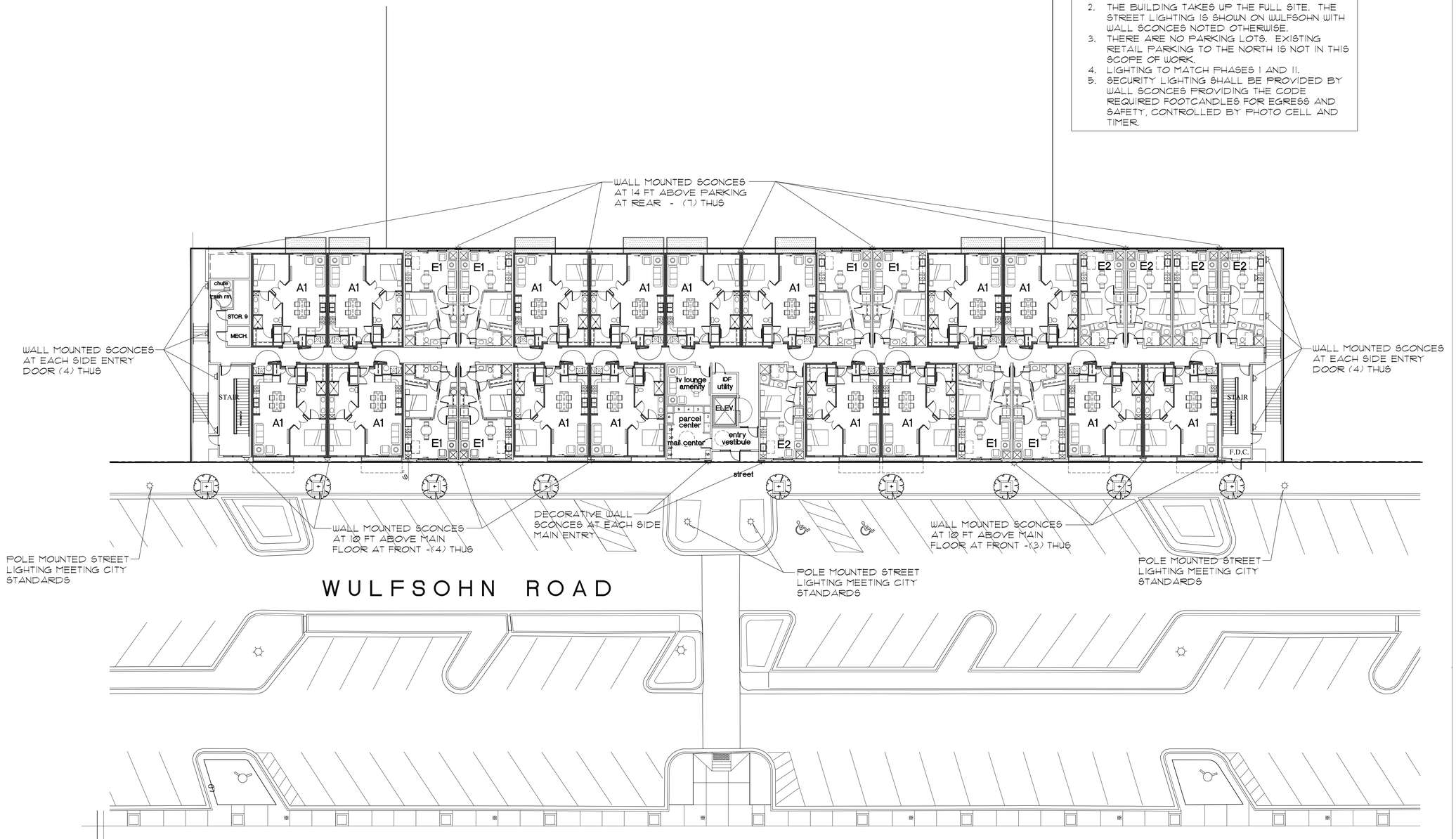
SHEET NUMBER
A1.2

SITE LIGHTING PLAN:

1. THIS PLAN IS CONCEPTUAL AND EXACT PHOTOMETRICS SHALL BE PROVIDED TO CITY FOR THEIR REVIEW PRIOR TO CONSTRUCTION WITH FULL ENGINEERING DRAWINGS.
2. THE BUILDING TAKES UP THE FULL SITE. THE STREET LIGHTING IS SHOWN ON WULFSOHN WITH WALL SCONCES NOTED OTHERWISE.
3. THERE ARE NO PARKING LOTS. EXISTING RETAIL PARKING TO THE NORTH IS NOT IN THIS SCOPE OF WORK.
4. LIGHTING TO MATCH PHASES I AND II.
5. SECURITY LIGHTING SHALL BE PROVIDED BY WALL SCONCES PROVIDING THE CODE REQUIRED FOOTCANDLES FOR EGRESS AND SAFETY, CONTROLLED BY PHOTO CELL AND TIMER.



CONCEPT SITE LIGHTING PLAN (PHASE 3)

SCALE: 1/16" = 1'-0"

PROPERTY LINE

DEVELOPER:
STONELEIGH COMPANIES, LLC
760 W MAIN ST. SUITE 140
BARRINGTON, IL 60010
(224) 770-4600
CONTACT: JOSH WOHLREICH

DEVELOPER:
REALTY CAPITAL MANAGEMENT
909 LAKE CAROLYN PKWY, SUITE 150
IRVING, TX 75039
(469) 533-4100

PROJECT NUMBER
19-017

SHEET TITLE
CONCEPT SITE LIGHTING PLAN
SCALE : 1/16" = 1'-0"

PROJECT/OWNER
THE LOFTS @ RED MOUNTAIN - PH 3
WULFSOHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES LLC

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(801) 593-9338
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REVISION
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DATE
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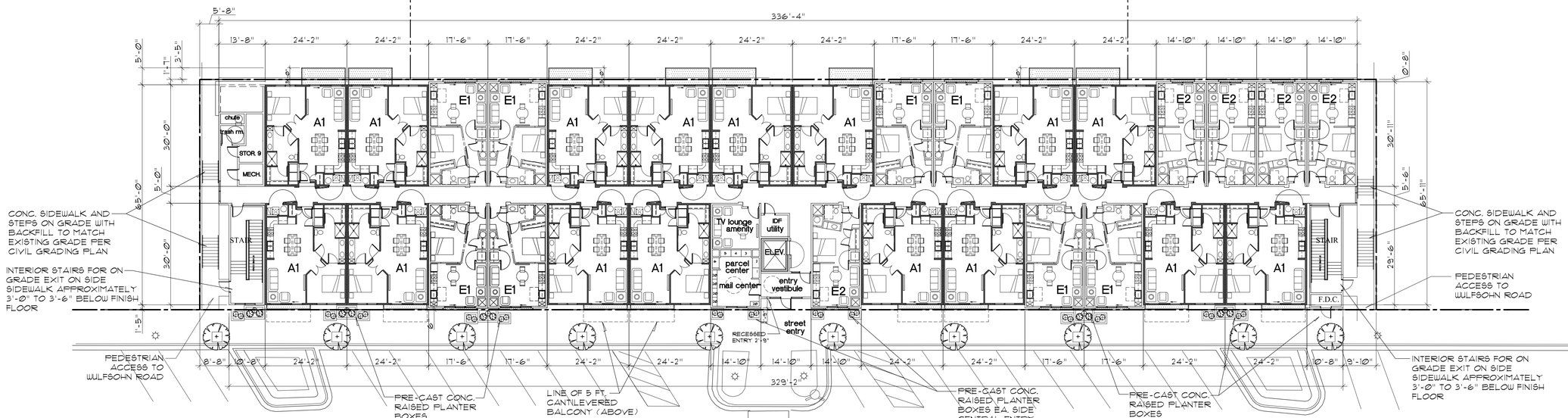
SHEET NUMBER
A1.3



WULFSOHN ROAD

MAIN FLOOR PLAN

SCALE : 1/16" = 1'-0"

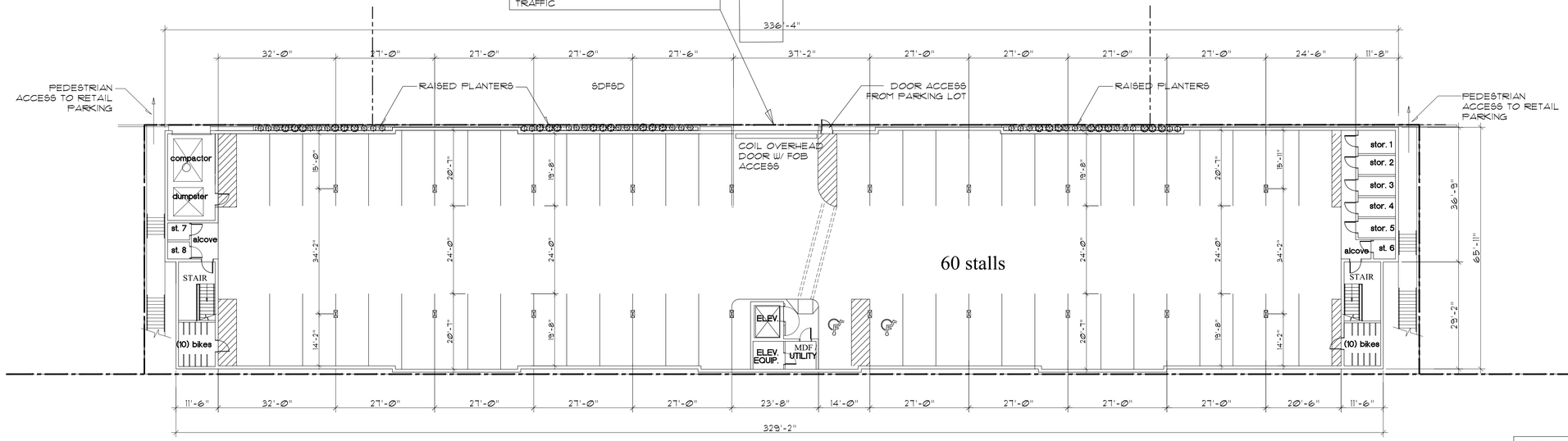
NOTE: PARKING TERRACE ENTRY TO HAVE A COIL OVERHEAD DOOR WITH FOB ACCESS WITH FLASHING LIGHTS WHEN DOOR IS ACCESSED TO ALERT PARKING LOT TRAFFIC. ALSO, MIRRORS AND STOP SIGNS OF OPPOSING TRAFFICE - ALL TO BE INSTALLED FOR DRIVER INCREASED VIEW OF ONCOMING TRAFFIC

UNIT MIX TABULATION:

E1 UNIT	(8)
E2 UNIT	(5)
A1 UNIT	(16)
TOTAL:	(29) UNITS

UNIT MIX TOTAL BLDG. - 89 UNITS

E1 (535 S.F.)	(24) TOTAL UNITS	27.0%
E2 (454 S.F.)	(17) TOTAL UNITS	19.1%
A1 (722 S.F.)	(48) TOTAL UNITS	53.9%



PROPERTY LINE

LOWER LEVEL PARKING PLAN

STRUCTURED PARKING LEVEL: 60 STALLS
WULFSOHN STREET LEVEL: 41 STALLS
TOTAL PARKING: 101 STALLS
RATIO: 1.13 STALL / UNIT

DEVELOPER:
STONELEIGH COMPANIES, LLC
760 W MAIN ST, SUITE 140
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DEVELOPER:
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909 LAKE CAROLYN PKWY, SUITE 150
IRVING, TX 75039
(469) 533-4100

PROJECT NUMBER
19-017

SHEET TITLE
BLDG. FLOOR PLANS
PHASE 3 - 89 UNITS
SCALE : 1/16" = 1'-0"

PROJECT/OWNER
THE LOFTS @ RED MOUNTAIN - PH 3
WULFSOHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES LLC

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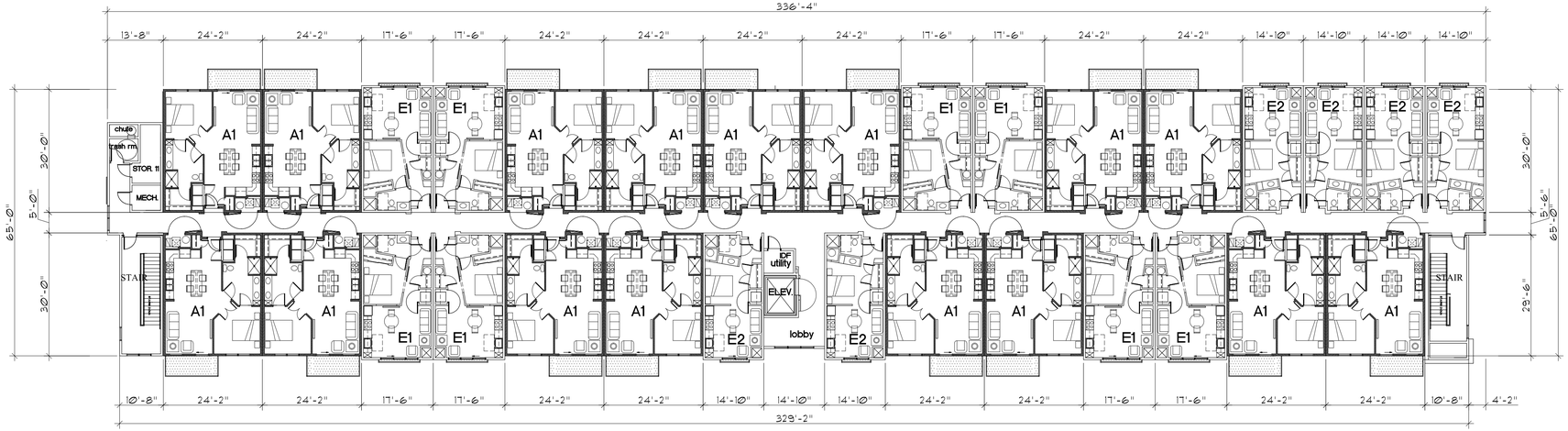
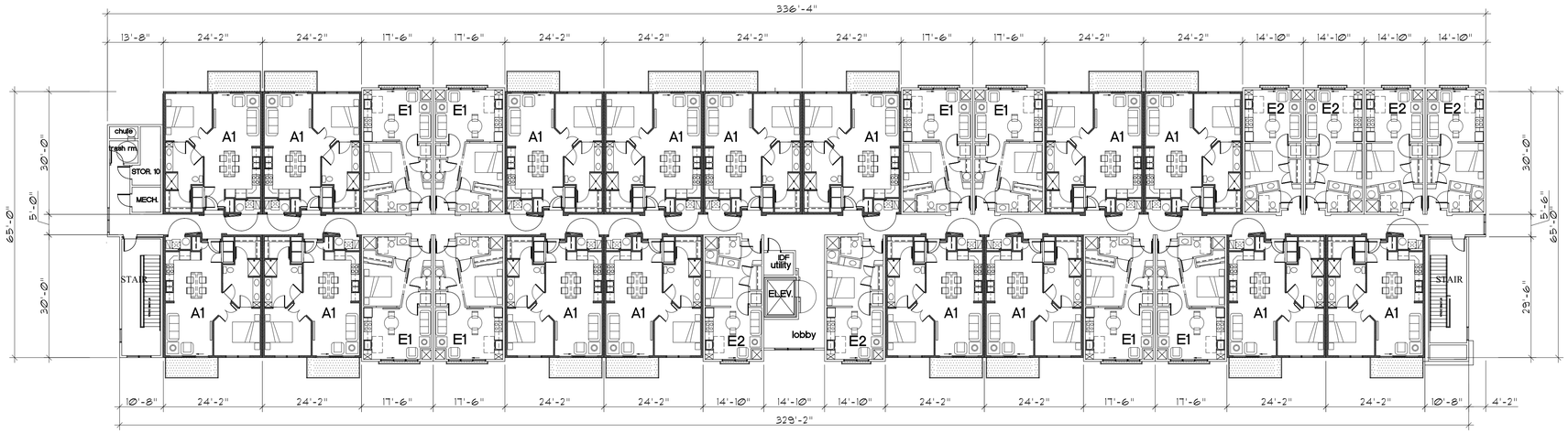
SHEET NUMBER
A2.1



3RD FLOOR PLAN

SCALE : 1/16" = 1'-0"

UNIT MIX TABULATION:	
E1 UNIT	(8)
E2 UNIT	(2)
A1 UNIT	(16)
TOTAL:	(30) UNITS



2ND FLOOR PLAN

SCALE : 1/16" = 1'-0"

UNIT MIX TABULATION:	
E1 UNIT	(8)
E2 UNIT	(2)
A1 UNIT	(16)
TOTAL:	(30) UNITS

DEVELOPER:
STONELEIGH COMPANIES, LLC
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BARRINGTON, IL 60010
(224) 770-4600
CONTACT: JOSH WOHLREICH

DEVELOPER:
REALTY CAPITAL MANAGEMENT
909 LAKE CAROLYN PKWY, SUITE 150
IRVING, TX 75039
(469) 533-4100

PROJECT NUMBER
19-017

SHEET TITLE
BLDG. FLOOR PLANS
PHASE 3 - 89 UNITS
SCALE : 1/16" = 1'-0"

PROJECT/OWNER
THE LOFTS @
RED MOUNTAIN - PH 3
WILFSCHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES LLC

ARCHITECT

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layton, utah 84040
(801) 593-9338
(801) 593-9328 FAX

REVISION
17 JAN 2020

DATE
13 JAN 2020

SHEET NUMBER
A2.2

MATERIAL TABULATION:

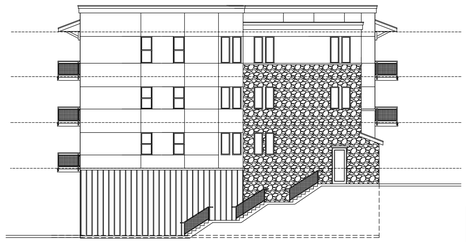
MATERIAL	AREA	PERCENT
GLAZING	3,511 S.F.	28.2%
STONE VENEER	2,190 S.F.	17.6%
CEMENT BD. SIDING	1,844 S.F.	14.8%
STUCCO	4,903 S.F.	39.4%
TOTAL	12,448 S.F.	

SOUTH ELEVATION - WULFSOHN ROAD

MATERIAL TABULATION:

MATERIAL	AREA	PERCENT
GLAZING	268 S.F.	8.8%
STONE VENEER	752 S.F.	24.6%
CEMENT BD. SIDING	506 S.F.	16.6%
STUCCO	1,522 S.F.	49.9%
TOTAL	3,048 S.F.	

EAST ELEVATION



MATERIAL TABULATION:

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GLAZING	268 S.F.	8.8%
STONE VENEER	752 S.F.	24.6%
CEMENT BD. SIDING	506 S.F.	16.6%
STUCCO	1,522 S.F.	49.9%
TOTAL	3,048 S.F.	

WEST ELEVATION

MATERIAL TABULATION:

MATERIAL	AREA	PERCENT
GLAZING	3,680 S.F.	21.9%
STONE VENEER	1,357 S.F.	8.1%
CEMENT BD. SIDING	2,826 S.F.	16.8%
STUCCO	8,304 S.F.	49.4%
STEEL GATES	628 S.F.	3.74%
TOTAL	16,795 S.F.	

NORTH ELEVATION - PARKING LOT SIDE

NOTE: THESE ELEVATIONS ARE CONCEPTUAL IN NATURE. INDIVIDUAL BUILDING ELEVATIONS MAY VARY BUT WILL BE EVALUATED FOR COMPLIANCE WITH DESIGN STANDARDS CONTAINED WITH TITLE 070 OF THE GLENWOOD SPRINGS MUNICIPAL CODE AT THE TIME OF SUBMITTING A BUILDING PERMIT APPLICATION.

NOTE: AWNINGS AND BALCONIES TO CANTILEVER 5 FT OUT FROM FACE OF BUILDING.

DEVELOPER:
STONELEIGH COMPANIES, LLC
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CONTACT: JOSH WOHLREICH

DEVELOPER:
REALTY CAPITAL MANAGEMENT
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IRVING, TX 75039
(469) 533-4100

PROJECT NUMBER
19-017

SHEET TITLE
EXTERIOR ELEVATIONS
SCALE : 1/16" = 1'-0"

PROJECT/OWNER
THE LOFTS @ RED MOUNTAIN - PH 3
WULFSOHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES LLC

ARCHITECT
architecture
2033 dan drive
ogden, utah 84040
(801) 593-9338
(801) 593-9328 FAX

REVISION
17 JAN 2020

DATE
13 JAN 2020

SHEET NUMBER
A3.1

NOTE: BALCONIES AND SHED ROOF AWNINGS ON NORTH AND SOUTH ELEVATIONS TO CANTILEVER 5 FT BEYOND FACE OF BUILDING

NOTE: ROOF TOP EQUIPMENT CONSISTS OF SMALL RESIDENTIAL CONDENSING UNITS LOCATED IN THE CENTER OF THE BUILDING. THESE UNITS ARE NOT VISIBLE FROM THE STREET WITH THE PARAPET DESIGN - SIMILAR TO PHASES 1 AND 2

SOUTH ELEVATION - west end

NOTE: ROOF TO BE TPO SINGLE-PLY ROOF MEMBRANE IN LIGHT-GREY COLOR TO MATCH PHASE 1 AND 2

NOTE: BALCONIES AND SHED ROOF AWNINGS ON NORTH AND SOUTH ELEVATIONS TO CANTILEVER 5 FT BEYOND FACE OF BUILDING

SOUTH ELEVATION - east end

DEVELOPER:
STONELEIGH COMPANIES, LLC
760 W MAIN ST. SUITE 140
BARRINGTON, IL 60010
(224) 770-4600
CONTACT: JOSH WOHLREICH

DEVELOPER:
REALTY CAPITAL MANAGEMENT
909 LAKE CAROLYN PKWY, SUITE 150
IRVING, TX 75039
(469) 533-4100

PROJECT NUMBER
19-017

SHEET TITLE
EXTERIOR ELEVATIONS
SOUTH ELEVATION
SCALE : 1/8" = 1'-0"

PROJECT/OWNER
THE LOFTS @ RED MOUNTAIN - PH 3
WILFSOHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES LLC

ARCHITECT

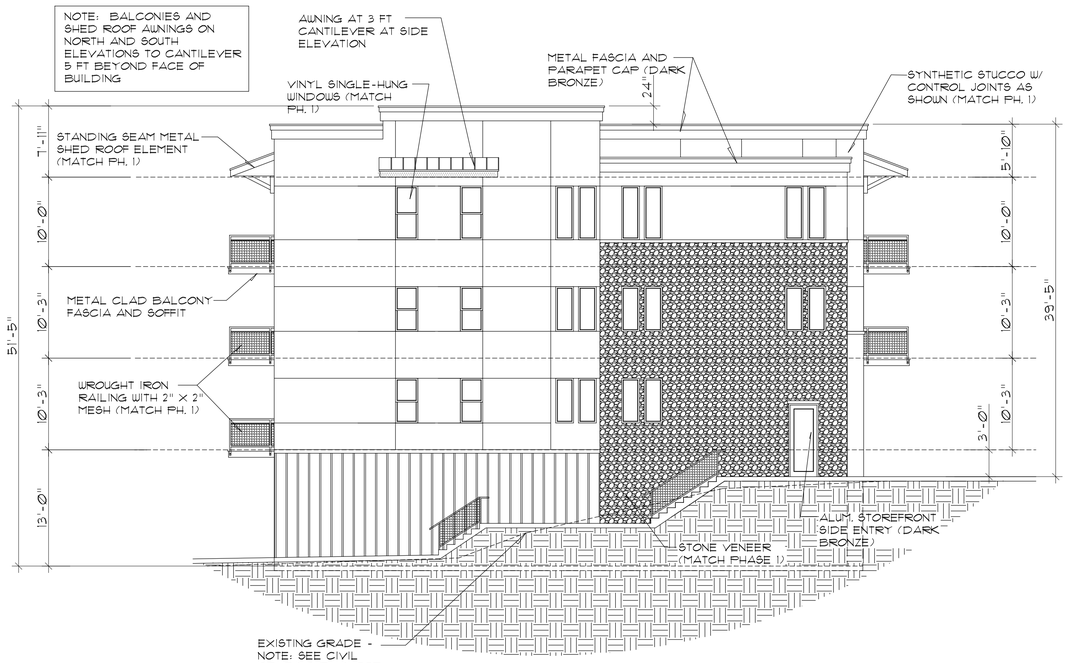
architecture
2033 don drive
layton, utah 84040
(801) 593-9338
(801) 593-9328 FAX

REVISION
17 JAN 2020

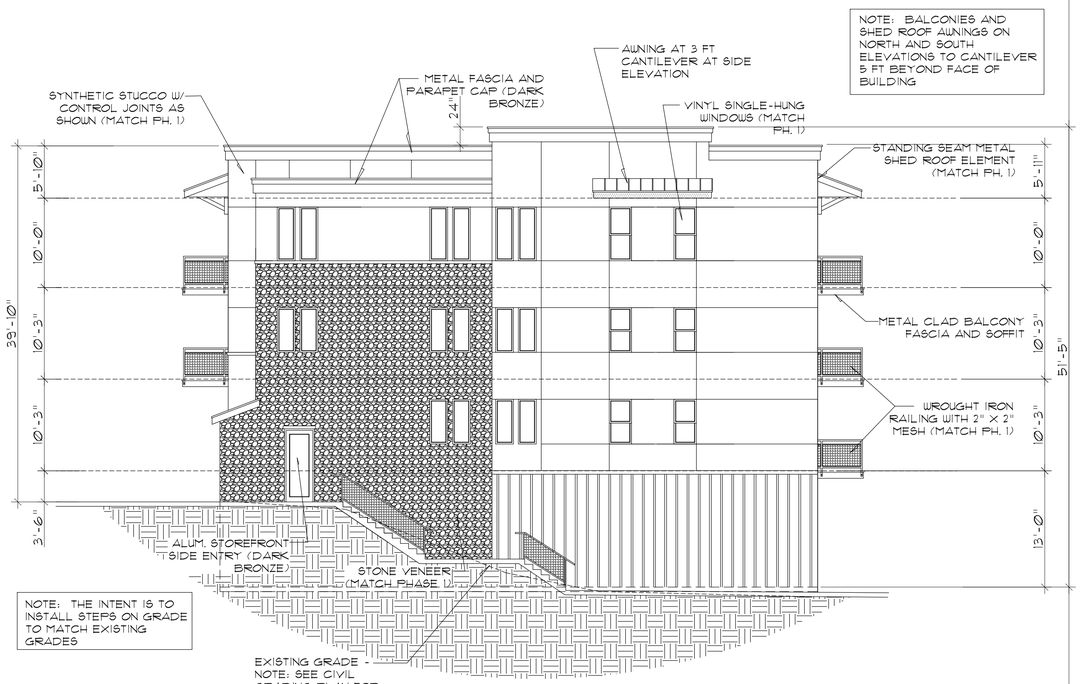
DATE
13 JAN 2020

SHEET NUMBER
A3.2

NOTE: ROOF TO BE TPO SINGLE-PLY ROOF MEMBRANE IN LIGHT-GREY COLOR TO MATCH PHASE 1 AND 2



WEST ELEVATION



EAST ELEVATION

NOTE: ROOF TOP EQUIPMENT CONSISTS OF SMALL RESIDENTIAL CONDENSING UNITS LOCATED IN THE CENTER OF THE BUILDING. THESE UNITS ARE NOT VISIBLE FROM THE STREET WITH THE PARAPET DESIGN - SIMILAR TO PHASES 1 AND 2

DEVELOPER:
STONELEIGH COMPANIES, LLC
760 W MAIN ST, SUITE 140
BARRINGTON, IL 60010
(224) 770-4600
CONTACT: JOSH WOHLREICH

DEVELOPER:
REALTY CAPITAL MANAGEMENT
909 LAKE CAROLYN PKWY, SUITE 150
IRVING, TX 75039
(469) 533-4100

PROJECT NUMBER
19-017

SHEET TITLE
EXTERIOR ELEVATIONS
SIDE ELEVATIONS
SCALE : 1/8" = 1'-0"

PROJECT/OWNER
THE LOFTS @ RED MOUNTAIN - PH 3
WOLFSOHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES LLC

ARCHITECT
architecture
2033 dan drive
layton, utah 84040
(801) 593-9538
(801) 593-9328 FAX

REVISION
17 JAN 2020

DATE
13 JAN 2020

SHEET NUMBER
A3.3

NORTH ELEVATION - east end

NOTE: ROOF TOP EQUIPMENT CONSISTS OF SMALL RESIDENTIAL CONDENSING UNITS LOCATED IN THE CENTER OF THE BUILDING. THESE UNITS ARE NOT VISIBLE FROM THE STREET WITH THE PARAPET DESIGN - SIMILAR TO PHASES 1 AND 2

NOTE: BALCONIES AND SHED ROOF AWNINGS ON NORTH AND SOUTH ELEVATIONS TO CANTILEVER 5 FT BEYOND FACE OF BUILDING

NOTE: ROOF TO BE TPO SINGLE-PLY ROOF MEMBRANE IN LIGHT-GREY COLOR TO MATCH PHASE 1 AND 2

NORTH ELEVATION - west end

NOTE: BALCONIES AND SHED ROOF AWNINGS ON NORTH AND SOUTH ELEVATIONS TO CANTILEVER 5 FT BEYOND FACE OF BUILDING

DEVELOPER:
STONELEIGH COMPANIES, LLC
760 W MAIN ST, SUITE 140
BARRINGTON, IL 60010
(224) 770-4600
CONTACT: JOSH WOHLREICH

DEVELOPER:
REALTY CAPITAL MANAGEMENT
909 LAKE CAROLYN PKWY, SUITE 150
IRVING, TX 75039
(469) 533-4100

PROJECT NUMBER
19-017

SHEET TITLE
EXTERIOR ELEVATIONS
SOUTH ELEVATION
SCALE : 1/8" = 1'-0"

PROJECT/OWNER
THE LOFTS @ RED MOUNTAIN - PH 3
WILLFOHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES LLC

ARCHITECT

architecture
2033 dan drive
layton, utah 84040
(801) 593-9338
(801) 593-9328 FAX

REVISION
17 JAN 2020

DATE
13 JAN 2020

SHEET NUMBER
A3.4

EXTERIOR COLOR MATERIALS

EXTERIOR COLORS AND MATERIALS TO MATCH PHASES 1 AND 2 OF LOFTS AT RED MOUNTAIN, WITH A MIX OF:

1. CEMENT BOARD SIDING (BOTH VERTICAL AND HORIZONTAL SIDING APPLICATIONS)
2. STUCCO WITH FIELD AND ACCENT COLORS
3. COPPER COLORED STANDING SEAM METAL ROOF ON SHED ROOF ELEMENTS
4. DARK BRONZE STOREFRONT AT BUILDING ENTRIES
5. TAUPE VINYL WINDOWS AND PATIO DOORS.
6. DARK BRONZE METAL CAP FLASHING AT TOP OF PARAPET
7. DARK BRONZE METAL WRAPPED CANTILEVERED BALCONIES
8. DARK BRONZE RAILINGS
9. STONE VENEER AT BASE OF BLDG
10. BOARD FORMED CONCRETE PLANTER BOXES

PROJECT NUMBER
19-017

SHEET TITLE
COLOR MATERIAL BOARD
SCALE : 1/16" = 1'-0"

PROJECT/OWNER
THE LOFTS @ RED MOUNTAIN - PH 3
WULFSOHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES LLC

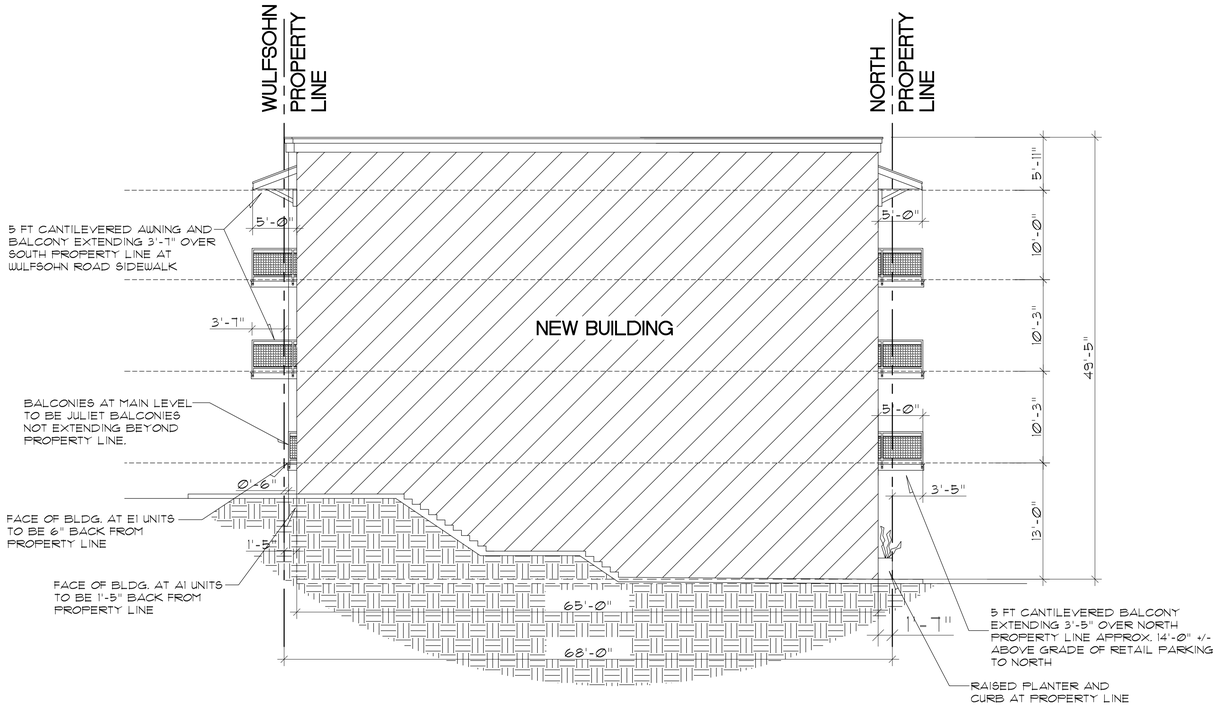
ARCHITECT

architecture
2033 dan drive
layton, utah 84040
(801) 593-9338
(801) 593-9328 FAX

REVISION

DATE
20 NOV 2019

SHEET NUMBER
A3.5



CROSS SECTION

DEVELOPER:
STONELEIGH COMPANIES, LLC
760 W MAIN ST, SUITE 140
BARRINGTON, IL 60010
(224) 770-4600
CONTACT: JOSH WOHLREICH

DEVELOPER:
REALTY CAPITAL MANAGEMENT
909 LAKE CAROLYN PKWY, SUITE 150
IRVING, TX 75039
(469) 533-4100

PROJECT NUMBER
19-017

SHEET TITLE
TYPICAL CROSS SECTION
PHASE 3 - 89 UNITS
SCALE : 1/16" = 1'-0"

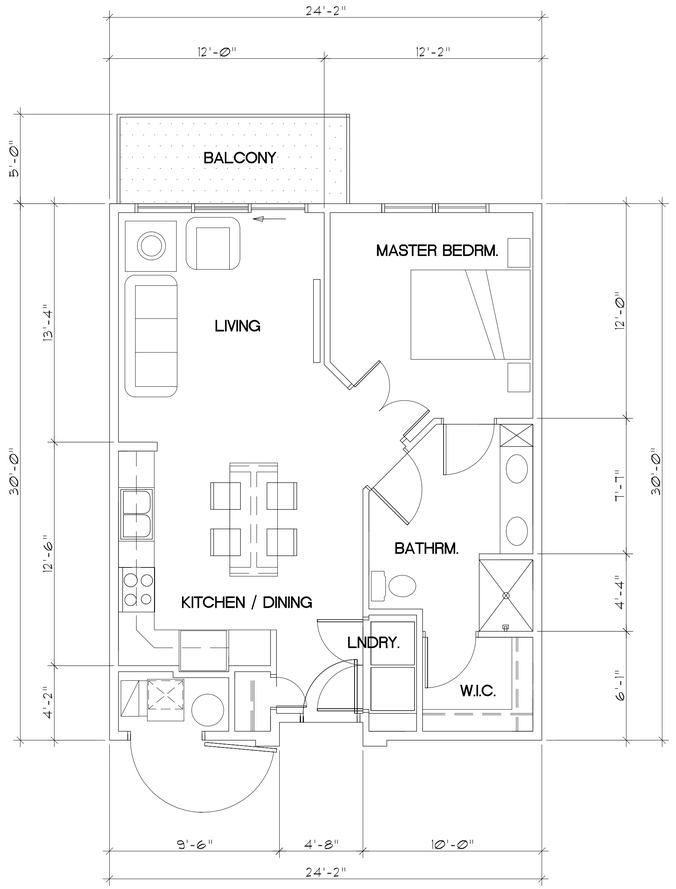
PROJECT/OWNER
THE LOFTS @ RED MOUNTAIN - PH 3
WULFSOHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES LLC

ARCHITECT
architecture
2033 don drive
layton, utah 84040
(801) 593-9338
(801) 593-9328 FAX

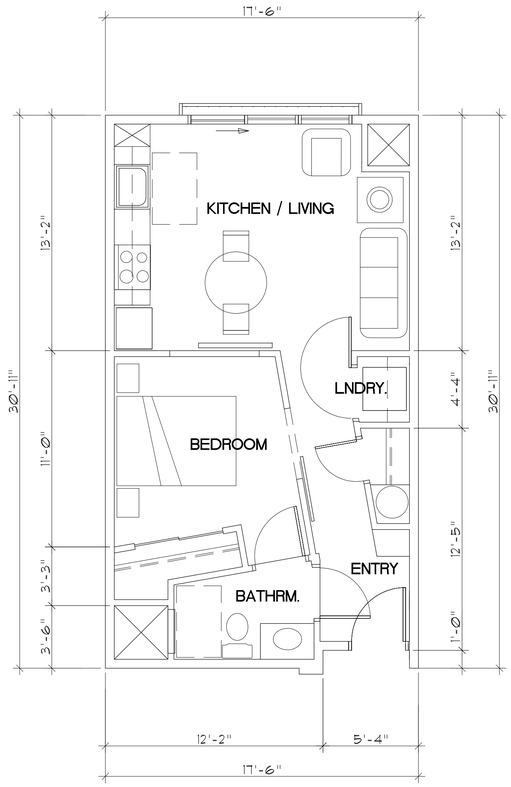
REVISION
17 JAN 2020

DATE
10 JAN 2020

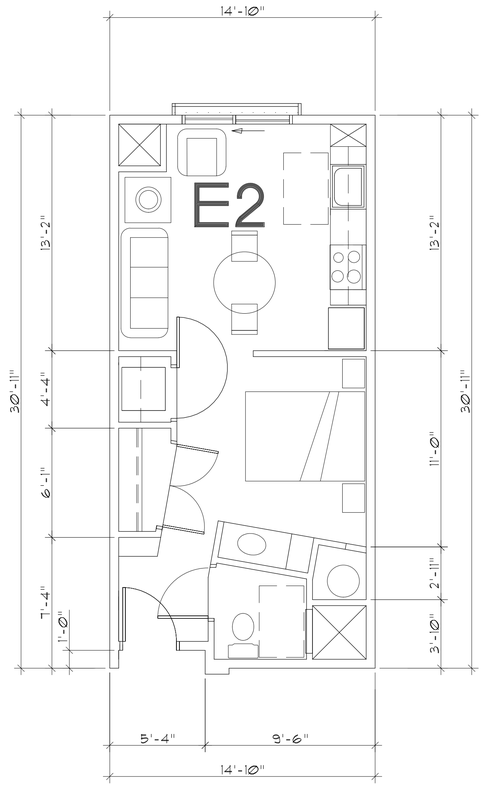
SHEET NUMBER
A3.6



A1 1-BED UNIT PLAN (722 S.F.)



E1 EFFICIENCY UNIT PLAN (535 S.F.)



E2 EFFICIENCY UNIT PLAN (454 S.F.)

PROJECT NUMBER
19-017

SHEET TITLE
UNIT FLOOR PLANS
PHASE 3 - 89 UNITS
SCALE : 1/4" = 1'-0"

PROJECT/OWNER
THE LOFTS @
RED MOUNTAIN - PH 3
WULFSOHN ROAD / MARKET ST.
GLENWOOD SPRINGS, CO 81601
STONELEIGH COMPANIES LLC

ARCHITECT
architecture
2033 dan drive
layton, utah 84040
(801) 593-9338
(801) 593-9328 FAX

REVISION

DATE
20 NOV 2019

SHEET NUMBER
A4.1

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39 DRAINAGE PLAN
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LAND USE APPLICATION

City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

Ordinance Amendments		Development Permits	
Rezoning		Site/Architectural Plan Review	
Rezoning to Planned Unit Development (PUD)		Administrative	
Annexation		Minor	
Condominiumization		Major	x
Annexation		Master Plan	
Street Vacation		Construction Plans	
		Location & Extent	
Subdivisions		Right of Way Encroachment License	x
Minor Subdivision		Floodplain Development Permit	
Preliminary Plat		Special Use Permit	x
Final Plat		**Flexibility and Relief Procedures**	
Vacation of Right-of-Way		Variance	x
		Administrative Adjustment	
		Appeal	

Applicant/Property Owner Information:

Applicant		Owner	
REALTY CAPITAL MANAGEMENT, LLC.		Glenwood Meadows, LLC	
Relationship to Owner		~~Owner~~ by Manager	
PURCHASER		Dunrene Management, Inc. a Colorado Corporation	
Applicant Address		Owner Address	
909 LAKE CAROLYN PARKWAY	SUITE 150, IRVING, TX 75039	710 East Durant , Suite W6	Aspen, CO 81611
Phone 469-533-4142	Email Address bobmoore@realtycapital.com	Phone 970-925-9046	Email Address rmac@dunrene.com

Property Information:

Address		Parcel Number	
Wulfsohn Road @ Market Street		218508138007	
Subdivision		Lot and Block Number	
Glenwood Meadows No 2		Section 8, Township 6, Range 89, Glenwood Meadows No 2, Lot 7	
Zone District M2		Existing Land Use Vacant	

General Project Description:

Phase III of the Lofts at Red Mountain. Construct one 3 story building with 90 for rent apartment units and 61 underground parking spaces.

Signatures:

The owner or applicant must be present at the hearing. All public hearings must be property noticed according to G.S.M.C. Section 070.010.030. Signatures of all owners of the property must appear before the application is accepted. Partnerships or corporations may have the authorized general partner or corporate officer sign the application. (Attach additional incorporation documents if necessary.) I declare under the penalty of perjury that the above information is true and correct to the best of my knowledge.

REALTY CAPITAL MGT, LLC	
Applicant	Date
Mgmt. Rep.	11/18/19
Owner	Date
	11/15/19
~~Owner~~	Date

535877 11/23/1998 04:27P B1099 P595 M ALSDORF
1 of 6 R 31.00 D 706.51 GARFIELD COUNTY CO

595

SPECIAL WARRANTY DEED Doc Fee: 706.51

GLENWOOD LAND COMPANY, LLC, a Colorado limited liability company ("Grantor"), with an address of 525 East Cooper, Aspen, Colorado 81611, for $10.00 and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, hereby grants, sells and conveys unto GLENWOOD MEADOWS, LLC, a Colorado limited liability company ("Grantee"), with an address of 525 East Cooper, Aspen, Colorado 81611, that certain real property located in the County of Garfield, State of Colorado, described in Exhibit A attached hereto and made a part hereof (the "Property"), together with all improvements located thereon, subject only to the matters set forth in Exhibit B attached hereto and made a part hereof (the "Permitted Exceptions").

To have and to hold the Property unto Grantee, and its successors and assigns, forever. Grantor shall warrant and forever defend the title to the Property, except for the Permitted Exceptions, against all persons claiming by, through or under the Grantor.

DATED ~~EXECUTED~~ this 16 day of October, 1998.

GLENWOOD LAND COMPANY, LLC, a
Colorado limited liability company

By: _____
Name: Robert Duncan Macgregor
Title: Manager

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this 16 day of Nov, 1998, by Robert Duncan Macgregor, as the Manager of Glenwood Land Company, LLC, a Colorado limited liability company.

Witness my hand and official seal.

_____
Notary Public

My commission expires:

MARGARET R. JOY
NOTARY PUBLIC
STATE OF COLORADO
My Commission Expires 12/23/2000

LAND TITLE
GW223093

Return to Tom Hartert
802 Grand
Gws. Co 81601

535877 11/23/1998 04:27P B1099 P596 M ALSDORF
2 of 6 R 31.00 D 706.51 GARFIELD COUNTY CO

EXHIBIT A

PARCEL # 1

ALL THAT PROPERTY LOCATED IN THE NW1/4NW1/4 AND E1/2NW1/4 OF SECTION 8; THAT PORTION OF THE NE1/4 OF SAID SECTION 8 LOCATED SOUTH OF THE SOUTHERLY RIGHT OF WAY LINE OF THE MIDLAND AVENUE RIGHT OF WAY AQUISITION; THAT PORTION OF THE W1/2NW1/4 OF SECTION 9 LOCATED SOUTH OF THE SOUTHERLY RIGHT OF WAY LINE OF SAID MIDLAND AVENUE RIGHT OF WAY AQUISITION; THAT PORTION OF THE SE1/4 OF THE NW1/4 OF SAID SECTION 9 BEING TRIANGULAR IN SHAPE BOUNDED ON THE WEST BY THE WESTERLY LINE OF THE SE1/4NW1/4 OF SAID SECTION 9, ON THE NORTH BY THE SOUTHERLY LINE OF SAID MIDLAND AVENUE RIGHT OF WAY AQUISITION AND ON THE SOUTH BY THE WEST LINE OF THE RED MOUNTAIN DRIVE RIGHT OF WAY; THAT PORTION OF THE S1/2S1/2 OF SECTION 5 LOCATED SOUTH OF THE SOUTHERLY RIGHT OF WAY LINE OF SAID MIDLAND AVENUE RIGHT OF WAY AQUISITION; THAT PORTION OF THE SE1/4SE1/4 OF SECTION 6 LOCATED SOUTH OF THE SOUTHERLY RIGHT OF WAY LINE OF SAID MIDLAND AVENUE RIGHT OF WAY AQUISITION AND THE DENVER & RIO GRANDE WESTERN RAILROAD RIGHT OF WAY; ALL LOCATED IN TOWNSHIP 6 SOUTH RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN. THE PROPERTY AS MENTIONED ABOVE BEING MORE PARTICUALRLY DESCRIBED BY METES AND BOUNDS FOR ACREAGE AS FOLLOWS:
BEGINNING AT THE SOUTH EAST CORNER OF SAID SECTION 6; THENCE S. 75 DEGREES 55'37" W, A DISTANCE OF 1316.16 FEET ALONG THE SOUTHERLY LINE OF SAID SECTION 6 TO THE EAST 1/16 CORNER COMMON TO SAID SECTIONS 6 AND 7; THENCE N 01 DEGREES 07'55" E, A DISTANCE OF 1253.02 FEET ALONG THE WEST LINE OF THE SE1/4SE1/4 OF SAID SECTION 6 TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID DENVER RIO GRANDE WESTERN RAILROAD RIGHT OF WAY; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING (2) COURSES: THENCE N 86 DEGREES 20'11" E, A DISTANCE OF 58.27 FEET; THENCE N 83 DEGREES 38'11" E, A DISTANCE OF 480.07 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID MIDLAND AVENUE RIGHT OF WAY AQUISITION; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING (47) COURSES, THENCE S 44 DEGREES 35'36" E, A DISTANCE OF 72.53 FEET; THENCE S 53 DEGREES 05'31" E, A DISTANCE OF 232.27 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT A DISTANCE OF 580.98 FEET, HAVING A RADIUS OF 880.00 FEET, THE CHORD OF WHICH BEARS S 72 DEGREES 00'20" E, A DISTANCE OF 570.49 FEET; THENCE N 89 DEGREES 04'52" E, A DISTANCE OF 386.55 FEET; THENCE N 02 DEGREES 31'09" E, A DISTANCE OF 137.01 FEET; THENCE N 62 DEGREES 28'35" E, A DISTANCE OF 379.58 FEET; THENCE N 70 DEGREES 48'52" E, A DISTANCE OF 233.79 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT A DISTANCE OF 138.27 FEET, HAVING A RADIUS OF 400.00 FEET, THE CHORD OF WHICH BEARS N 80 DEGREES 43'03" E, A DISTANCE OF 137.58 FEET; THENCE S 89 DEGREES 22'47" E, A DISTANCE OF 220.22 FEET; THENCE S 04 DEGREES 05'51" W, A DISTANCE OF 84.94 FEET; THENCE S 88 DEGREES 21'25" E, A DISTANCE OF 29.12 FEET; THENCE N 84 DEGREES 12'24" E, A DISTANCE OF 200.33 FEET; THENCE N 13 DEGREES 23'18" E, A DISTANCE OF 18.04 FEET; THENCE S 79 DEGREES 22'12" E, A DISTANCE OF 693.85 FEET; THENCE S 15 DEGREES 25'14" W, A DISTANCE OF 81.35 FEET; THENCE S 72 DEGREES 50'58" E, A DISTANCE OF 30.90 FEET; THENCE S 87 DEGREES 49'17" E, A DISTANCE OF 164.69 FEET; THENCE N 47 DEGREES 19'34" E, A DISTANCE OF 37.65 FEET; THENCE S 74 DEGREES 59'10" E, A DISTANCE OF 294.83 FEET; THENCE S 08 DEGREES 06'53" E, A DISTANCE OF 62.58 FEET; THENCE S 77 DEGREES 46'27" E, A DISTANCE OF 150.75 FEET; THENCE N 14 DEGREES 20'16" E, A DISTANCE OF 62.19 FEET; THENCE S 79 DEGREES 08'31" E, A DISTANCE OF 369.05 FEET; THENCE S 18 DEGREES 40'31" E, A DISTANCE OF 29.17 FEET; THENCE S 66 DEGREES 03'20" E, A DISTANCE OF 143.01 FEET; THENCE N 25 DEGREES 40'28" E, A DISTANCE OF 42.89 FEET; THENCE S 74 DEGREES 19'33" E, A DISTANCE OF 339.00 FEET; THENCE S 76 DEGREES 23'22" E, A DISTANCE OF 559.87 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT A DISTANCE OF 1104.51 FEET, HAVING A RADIUS OF 1190.00 FEET, THE CHORD OF WHICH BEARS S 48 DEGREES 18'54" E, A DISTANCE OF 1065.29 FEET; THENCE S 21 DEGREES 43'32" E, A DISTANCE OF 179.06 FEET; THENCE S 68 DEGREES 16'28" W, A DISTANCE OF 31.36 FEET; THENCE S 23 DEGREES 26'58" E, A DISTANCE OF 78.05 FEET; THENCE N 68 DEGREES 16'28" E, A DISTANCE OF 29.01 FEET; THENCE S 21 DEGREES 43'32" E, A DISTANCE OF 764.09 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT A DISTANCE OF 272.23 FEET, HAVING A RADIUS OF 1165.00 FEET, THE CHORD OF WHICH BEARS S 28 DEGREES 25'10" E, A DISTANCE OF 271.61 FEET; THENCE S 35 DEGREES 06'49" E, A DISTANCE OF 21.42 FEET; THENCE S 54 DEGREES 53'11" W, A DISTANCE OF 22.69 FEET; THENCE S 41 DEGREES 40'06" E, A DISTANCE OF 43.30 FEET; THENCE N 54 DEGREES 53'11" E, A DISTANCE OF 17.75 FEET; THENCE S 30 DEGREES 38'49" E, A DISTANCE OF 271.57 FEET; THENCE S 41 DEGREES 04'38" E, A DISTANCE OF 291.31 FEET; THENCE S 23 DEGREES 28'47" E, A DISTANCE OF 143.44

535877 11/23/1998 04:27P B1099 P597 M ALSDORF
3 of 6 R 31.00 D 706.51 GARFIELD COUNTY CO

EXHIBIT A

FEET THENCE ALONG THE ARC OF A CURVE TO THE LEFT A DISTANCE OF 95.96 FEET, HAVING A RADIUS OF 100.00 FEET, THE CHORD OF WHICH BEARS S 50 DEGREES 58'14" E, A DISTANCE OF 92.32 FEET; THENCE S 78 DEGREES 27'41" E, A DISTANCE OF 27.55 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT A DISTANCE OF 42.95 FEET, HAVING A RADIUS OF 200.00 FEET, THE CHORD OF WHICH BEARS S 72 DEGREES 18'32" E, A DISTANCE OF 42.87 FEET; THENCE S 50 DEGREES 13'26" E, A DISTANCE OF 131.37 FEET; THENCE S 43 DEGREES 26'37" E, A DISTANCE OF 220.95 FEET; THENCE S 54 DEGREES 38'36" E, A DISTANCE OF 373.46 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SAID RED MOUNTAIN DRIVE RIGHT OF WAY; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING (2) COURSES: THENCE ALONG THE ARC OF A CURVE TO THE LEFT A DISTANCE OF 35.93 FEET, HAVING A RADIUS OF 124.00 FEET, THE CHORD OF WHICH BEARS S 32 DEGREES 55'06" W, A DISTANCE OF 35.80 FEET TO THE EAST LINE OF THE SW1/4NW1/4 OF SAID SECTION 9; THENCE ALONG SAID EAST LINE S 00 DEGREES 39'40" W, A DISTANCE OF 82.52 FEET TO THE CENTER WEST 1/16 CORNER OF SAID SECTION 9; THENCE LEAVING SAID RIGHT OF WAY AND ALONG THE EAST WEST CENTER LINE OF SAID SECTION 9 N 88 DEGREES 48'57" W, A DISTANCE OF 1318.50 FEET TO THE EAST 1/4 CORNER OF SAID SECTION 8; THENCE ALONG THE EAST WEST CENTER LINE OF SAID SECTION 8 N 89 DEGREES 15'16" W, A DISTANCE OF 2735.32 FEET TO THE CENTER 1/4 CORNER OF SAID SECTION 8; THENCE CONTINUING ALONG THE EAST WEST CENTER LINE OF SAID SECTION 8 N 89 DEGREES 15'16" W, A DISTANCE OF 1363.17 FEET TO THE CENTER WEST 1/16 CORNER OF SAID SECTION 8; THENCE ALONG THE WEST LINE OF THE SE1/4NW1/4 OF SAID SECTION 8 N 01 DEGREES 13'52" E, A DISTANCE OF 1360.08 FEET TO THE NW1/16 CORNER OF SAID SECTION 8; THENCE ALONG THE SOUTH LINE OF THE NW1/4NW1/4 OF SAID SECTION 8 N 88 DEGREES 45'05" W, A DISTANCE OF 1367.66 FEET TO THE N1/16 CORNER COMMON TO SAID SECTIONS 7 AND 8; THENCE ALONG THE WEST LINE TO THE NW CORNER OF SAID SECTION 8 N 01 DEGREES 04'56" E, A DISTANCE OF 1369.90 FEET, TO THE POINT OF BEGINNING.

PARCEL # 2
A PARCEL OF LAND SITUATED IN SECTIONS 5 AND 6, TOWNSHIP 6 SOUTH RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, STATE OF COLORADO, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A CONCRETE RIGHT OF WAY MONUMENT FOUND ON THE SOUTHERLY RIGHT OF WAY OF THE DENVER AND RIO GRANDE WESTERN RAILROAD WHENCE THE BLM ALUM. CAP IN PLACE AND PROPERLY MARKED FOR THE SOUTHWEST CORNER OF SAID SECTION 5 BEARS S 23 DEGREES 29'57" W 1196.71 FEET; THENCE ALONG SAID SOUTHERLY RIGHT OF WAY THE FOLLOWING (3) COURSES: THENCE S 83 DEGREES 38'11" W 901.40 FEET; THENCE N 82 DEGREES 19'49" W 103.10 FEET; THENCE S 83 DEGREES 38'11" W 7.05 FEET LEAVING SAID SOUTHERLY RIGHT OF WAY; THENCE ALONG THE NORTHERLY RIGHT OF WAY OF THE MIDLAND AVE. RIGHT OF WAY ACQUISITON THE FOLLOWING (8) COURSES: THENCE S 42 DEGREES 36'53" E 17.15 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 710.00 FEET AND AN ARC LENGTH OF 677.30 FEET, THE CHORD OF WHICH BEARS S 69 DEGREES 56'35" E 651.91 FEET. THENCE N 82 DEGREES 43'44" E 80.93 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 500.00 FEET AND AN ARC LENGTH OF 194.98 FEET, THE CHORD OF WHICH BEARS N 71 DEGREES 33'27" E 193.75 FEET; THENCE N 60 DEGREES 23'10" E 185.42 FEET; THENCE N 56 DEGREES 38'55" E 230.74 FEET; THENCE N 75 DEGREES 17'22" E 201.74 FEET; THENCE N 06 DEGREES 21'46" W 19.87 FEET LEAVING SAID NORTHERLY RIGHT OF WAY; THENCE ALONG SAID SOUTHERLY RIGHT OF WAY THE FOLLOWING (3) COURSES: THENCE S 83 DEGREES 38'11" W 132.79 FEET; THENCE S 86 DEGREES 30'11" W 200.30 FEET; THENCE S 83 DEGREES 38'11" W 98.60 FEET TO THE POINT OF BEGINNING.

PARCEL # 3
A PARCEL OF LAND SITUATED SOUTHERLY OF THE DENVER & RIO GRANDE WESTERN RAILROAD (D&RGW) RIGHT OF WAY AND NORTHERLY OF THE MIDLAND AVENUE ACQUISITION RIGHT OF WAY (MIDLAND ROW), LOCATED IN THE SW1/4NW1/4 OF SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, STATE OF COLORADO, THE PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL WHENCE THE BRASS CAP FOUND AT THE CENTER WEST 1/16 CORNER OF SECTION 9 BEARS S 00 DEGREES 39'40" W 281.52 FEET; THENCE N 00 DEGREES 39'40" E 418.89 FEET; ALONG THE EASTERLY BOUNDARY OF SAID PARCEL ALSO BEING THE EASTERLY LINE OF THE SW1/4NW1/4 OF SAID SECTION 9 TO THE SOUTHERLY LINE OF SAID D&RGW RIGHT OF WAY; THENCE NORTHWESTERLY ALONG THE SAID RIGHT OF WAY THE FOLLOWING (4) COURSES; N 70 DEGREES 07'49" W 195.45 FEET; THENCE N 68 DEGREES 27'19" W 235.00 FEET; THENCE S 24 DEGREES 32'11" W 25.00

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EXHIBIT A

FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1507.40 FEET AND AN ARC DISTANCE OF 551.12 FEET, THE CHORD OF WHICH BEARS N 54 DEGREES 59'25" W 548.06 FEET; THENCE S 54 DEGREES 50'12" W 20.12 FEET ALONG THE WESTERLY BOUNDARY OF SAID PARCEL ALSO BEING THE NORTHERLY BOUNDARY OF THE MIDLAND ROW; THENCE SOUTHEASTERLY ALONG SAID NORTHERLY BONDARY THE FOLLOWING (10) COURSES; S 35 DEGREES 06'32" E 163.12 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 950.00 FEET AND AN ARC DISTANCE OF 250.62 FEET, THE CHORD OF WHICH BEARS S 42 DEGREES 39'59" E 249.89 FEET; THENCE S 50 DEGREES 13'26" E 91.26 FEET; THENCE S 39 DEGREES 46'34" W 10.00 FEET; THENCE S 50 DEGREES 13'26" E 18.00 FEET; THENCE N 39 DEGREES 46'34" E 10.00 FEET; THENCE S 50 DEGREES 13'26" E 259.08 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1050.00 FEET AND AN ARC DISTANCE OF 133.74 FEET, THE CHORD OF WHICH BEARS S 46 DEGREES 34'29" E 133.65 FEET; THENCE S 42 DEGREES 55'33" E 112.05 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 715.00 FEET AND AN ARC DISTANCE OF 198.66 FEET, THE CHORD OF WHICH BEARS S 50 DEGREES 53'08" E 198.02 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM:

A PARCEL OF LAND SITUATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD, STATE OF COLORADO SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS

COMMENCING AT THE STREET MONUMENT AT THE INTERSECTION OF 8TH STREET AND MIDLAND AVENUE;
THENCE N 51 DEGREES 15'40" W. 681.29 FEET TO THE WEST CENTER SIXTEENTH CORNER OF SAID SECTION 9, THE TRUE POINT OF BEGINNING
THENCE N 88 DEGREES 48'57" W ALONG THE SOUTHERLY LINE OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER 361.88 FEET
THENCE LEAVING SAID SOUTHERLY LINE N 33 DEGREES 57'41" W 159.48 FEET
THENCE N 50 DEGREES 07'49" W 109.72 FEET
THENCE N 19 DEGREES 54'08" W 208.92 FEET
THENCE N 12 DEGREES 15'32" W 109.78 FEET
THENCE N 17 DEGREES 34'08" E 81.85 FEET TO A POINT IN THE SOUTHERLY RIGHT OF WAY OF MIDLAND AVENUE;
THENCE THE FIVE (5) FOLLOWING COURSES ALONG SAID SOUTHERLY RIGHT OF WAY
1. S 78 DEGREES 26'55" E 27.55 FEET
2. ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 200.00 FEET, A CENTRAL ANGLE 12 DEGREES 18'18" AND A DISTANCE OF 42.95 FEET (CHORD BEARS S 72 DEGREES 17'46" E 42.87 FEET)
3. S 50 DEGREES 12'40" E 131.37 FEET
4. S 43 DEGREES 25'51" E 220.96 FEET
5. S 54 DEGREES 37'50" E 373.48 FEET
THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 124.00 FEET, A CENTRAL ANGLE OF 16 DEGREES 35'59" AND A DISTANCE OF 35.93 FEET (CHORD BEARS S 32 DEGREES 55'06" W. 35.80 FEET) TO A POINT ON THE EASTERLY LINE OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER
THENCE S 00 DEGREES 39'40" W ALONG SAID EASTERLY LINE 82.52 FEET TO THE TRUE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO

EXHIBIT B - PERMITTED EXCEPTIONS

1. Rights of claims of parties in possession not shown by the public records.

2. Easements, or claims of easements, not shown by the public records.

3. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, and any facts which a correct survey and inspection of the premises would disclose and which are not shown by the public records.

4. Any lien, or right to a lien, for services, labor or material theretofore or hereafter furnished, imposed by law and not shown by the public records.

5. Defects, liens encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date the proposed insured acquires of record for value the estate or interest or mortgage thereon covered by this Commitment.

6. Taxes and assessments not yet due or payable and special assessments not yet certified to the Treasurer's office.

7. Any unpaid taxes or assessments against said land.

8. Liens for unpaid water and sewer charges, if any.

9. THE EFFECT OF INCLUSIONS IN ANY GENERAL OR SPECIFIC WATER CONSERVANCY, FIRE PROTECTION, SOIL CONSERVATION OR OTHER DISTRICT OR INCLUSION IN ANY WATER SERVICE OR STREET IMPROVEMENT AREA.

10. WATER RIGHTS OR CLAIMS TO WATER RIGHTS.

11. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED FEBRUARY 09, 1892, IN BOOK 12 AT PAGE 106.

12. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED JUNE 04, 1895, IN BOOK 12 AT PAGE 367.

13. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED OCTOBER 26, 1896, IN BOOK 12 AT PAGE 440.

14. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 268.

15. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 269.

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16. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED SEPTEMBER 30, 1949, IN BOOK 245 AT PAGE 270.

17. RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES AS RESERVED IN UNITED STATES PATENT RECORDED JUNE 04, 1895, IN BOOK 12 AT PAGE 367.

18. RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES AS RESERVED IN UNITED STATES PATENT RECORDED OCTOBER 26, 1896, IN BOOK 12 AT PAGE 440.

19. EASEMENTS AND RIGHTS OF WAY FOR ROADS, STREETS, HIGHWAYS, DITCHES, CANALS, PIPLINES AND UTILITY LINES, INCLUDING, BUT NOT LIMITED TO:

A. DITCH RIGHT OF WAY AS DESCRIBED IN INSTRUMENT RECORDED DECEMBER 20, 1884 IN BOOK 10 AT PAGE 2.

B. RIGHT TO USE ROAD AS GRANTED TO MARY P.G. DEVEREUX IN INSTRUMENT RECORDED SEPTEMBER 16, 1905 IN BOOK 62 AT PAGE 103.

C. MAP AND STATMENT OF THE WULFSOHN ENLARGEMENT OF THE F.A. ATKINSON DITCH RECORDED SEPTEMBER 2, 1909 AS RECEPTION NO. 37700.

D. FOURTH ENLARGEMENT & EXTENSION OF THE ATKINSON CANAL RECORDED DECEMBER 8, 1950 AS RECEPTION NO. 174372.

E. EASEMENTS AND RIGHTS OF WAY AS GRANTED TO THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY IN INSTRUMENTS RECORDED JUNE 25, 1936 IN BOOK 183 AT PAGE 430.

F. PIPELINE RIGHT OF WAY AGREEMENT RECORDED AUGUST 3, 1951 IN BOOK 259 AT PAGE 413.

G. EASEMENTS AND RIGHT OF WAY FOR RED ACRES DITCH.

H. EASEMENT AS GRANTED TO ROCKY MOUNTAIN NATURAL GAS COMPANY, INC., IN INSTRUMENT RECORDED JANUARY 31, 1962 IN BOOK 339 AT PAGE 88.

I. EASEMENTS AS GRANTED TO PUBLIC SERVICE COMPANY OF COLORADO IN INSTRUMENTS RECORDED OCTOBER 17, 1966 IN BOOK 379 AT PAGE 400 AND RECORDED FEBRUARY 13, 1967 IN BOOK 382 AT PAGE 181.

J. PERMANENT EASEMENT AS GRANTED TO THE DEPARTMENT OF HIGHWAYS, STATE OF COLORADO IN INSTRUMENT RECORDED SEPTEMBER 22, 1967 IN BOOK 388 AT PAGE 101.

20. TERMS, CONDITIONS AND PROVISIONS OF CITY OF GLENWOOD SPRINGS ORDINANCE NO. 47 RECORDED JANUARY 03, 1996 IN BOOK 963 AT PAGE 131.

21. TERMS, CONDITIONS AND PROVISIONS OF CITY OF GLENWOOD SPRINGS ORDINANCE RECORDED JANUARY 03, 1996 IN BOOK 963 AT PAGE 135.

22. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY ACQUISITION AGREEMENT RECORDED SEPTEMBER 26, 1994 IN BOOK 916 AT PAGE 864.

23. EASEMENTS, RIGHTS OF WAY AND OTHER MATTERS AS SHOWN ON BOUNDARY SURVEY PREPARED BY CONSTRUCTION SURVEYS, INC., DATED JUNE 28, 1996.

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GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO

CERTIFICATE OF DEDICATION AND OWNERSHIP

KNOW ALL MEN BY THESE PRESENTS THAT GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY BEING SOLE OWNER(S) IN FEE SIMPLE OF ALL THAT REAL PROPERTY DESCRIBED AS FOLLOWS:

PARCEL B,
GLENWOOD MEADOWS NO. 1
CITY OF GLENWOOD SPRINGS
COUNTY OF GARFIELD
STATE OF COLORADO

AND CONTAINING 339.597 ACRES, MORE OR LESS: HAVE BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS AND TRACTS AS SHOWN HEREON AND DESIGNATE THE SAME AS **GLENWOOD MEADOWS NO. 2** IN THE CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, COLORADO; AND DO HEREBY GRANT TO THE CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, COLORADO, FOR PUBLIC USE TRACT A, TRACT B, TRACT D, AND TRACT E AS SHOWN HEREON FOR USE AS PARKLAND/OPEN SPACE; TRACT C FOR USE AS PUBLIC STREETS AS SHOWN HEREON INCLUDING AVENUES, DRIVES, COURTS, PLACES AND ALLYS, AND THE UTILITY EASEMENTS SHOWN HEREON FOR UTILITY PURPOSES ONLY; AND SO FURTHER STATE THAT THIS SUBDIVISION SHALL BE SUBJECT TO THE SUBDIVISION AND DEVELOPMENT IMPROVEMENTS AGREEMENT FILED AND RECORDED FOR THIS SUBDIVISION IN THE OFFICE OF THE CLERK AND RECORDER OF GARFIELD COUNTY, COLORADO AS RECEPTION NO. 657444.

EXECUTED THIS 6 DAY OF August, A.D., 2004

OWNER: GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY.

BY: DUNRENE MANAGEMENT, INC., A COLORADO LIMITED LIABILITY CORPORTATION, ITS MANAGER

BY: _____
ROBERT DUNCAN MACGREGOR, ITS PRESIDENT

STATE OF COLORADO)
) SS.
COUNTY OF GARFIELD)

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS 6th DAY OF AUGUST, A.D., 2004 BY ROBERT DUNCAN MACGREGOR AS PRESIDENT OF DUNRENE MANAGEMENT, INC., A COLORADO CORPORATION, THE MANAGER OF GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY.

MY COMMISSION EXPIRES 12-3-2007

WITNESS MY HAND AND SEAL

MARGO R. L. BROWN NOTARY PUBLIC STATE OF COLORADO

DEED OF TRUST HOLDER

ALPINE BANK, ASPEN

_____
ALPINE BANK, ASPEN

STATE OF COLORADO)
) SS.
COUNTY OF GARFIELD)

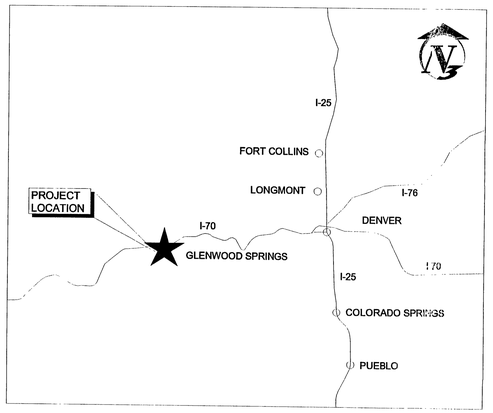
THE FOREGOING SIGNATURE WAS ACKNOWLEDGED BEFORE ME THIS 4th DAY OF August, A.D., 2004 BY Kent Wilson AS V.P. OF Alpine Bank, Aspen. OF ALPINE BANK, ASPEN.

MY COMMISSION EXPIRES May 1, 2005

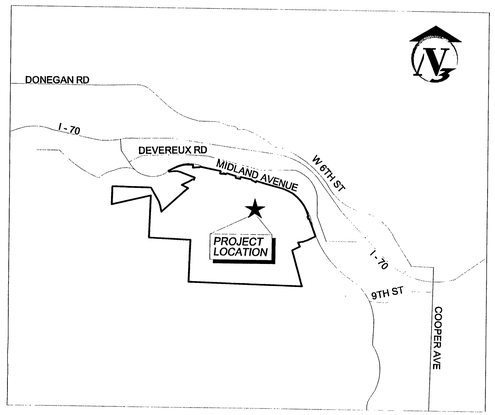
WITNESS MY HAND AND SEAL

Sally Geib Vagneur

NOTARY PUBLIC SALLY GEIB VAGNEUR STATE OF COLORADO



LOCATION MAP
NO SCALE



VICINITY MAP
NO SCALE

GENERAL NOTES

NOTES:

1. **NOTICE:** ACCORDING TO COLORADO LAW YOU **MUST** COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

2. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY V3 CONSULTANTS TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD. V3 CONSULTANTS RELIED UPON INFORMATION PROVIDED BY OLD REPUBLIC NATIONAL TITLE COMPANY COMMITMENT NO. GW241678-2, EFFECTIVE DATE: APRIL 16, 2004 AT 5:00 P.M. FOR ALL INFORMATION REGARDING EASEMENTS, RIGHTS-OF-WAY AND TITLES OF RECORD.

3. BASIS OF BEARINGS FOR THIS SURVEY IS A BEARING OF N 88°28'00" W BETWEEN THE STREET MONUMENT AT THE INTERSECTION OF 8TH STREET AND PALMER AVENUE AND THE STREET MONUMENT AT THE INTERSECTION OF 8TH STREET AND MIDLAND AVENUE.

4. PROJECT BENCHMARK: THE NORTHEAST BOUNDARY CORNER COMMON TO PARCEL "A" GLENWOOD MEADOWS NO.1 AND THE SOUTHERLY RIGHT-OF-WAY OF MIDLAND AVENUE BEING THE TOP OF A REBAR WITH CAP STAMPED "LS NO. 15710" - ELEVATION = 5770.26 (1929 DATUM).

5. ACCESS AND MAINTENANCE EASEMENTS FOR THE DEBRIS FLOW STRUCTURES LOCATED ON LOT 11 AS SHOWN HEREON SHALL BE GRANTED TO THE CITY OF GLENWOOD SPRINGS UPON COMPLETION OF CONSTRUCTION.

6. DEVELOPMENT OF LOTS 7, 10, 11, 12, 13, AND 14 SHALL REQUIRE THE THEN OWNER'S SUBMITTAL OF MAJOR DEVELOPMENT PERMIT APPLICATIONS AND THE APPROVAL OF SUCH APPLICATIONS BY THE CITY OF GLENWOOD SPRINGS IN ACCORDANCE WITH THE GLENWOOD SPRINGS MUNICIPAL CODE AND THE ANNEXATION AND DEVELOPMENT AGREEMENT RECORDED IN BOOK 1414 AT PAGE 526, AS MAY BE AMENDED FROM TIME TO TIME.

7. THE OWNERS OF LOTS 1 THROUGH 9 INCLUSIVE, SHALL BE RESPONSIBLE FOR MAINTENANCE OF TRACTS A AND TRACT B, EXCLUDING BIKE/PEDESTRIAN TRAILS AND TUNNELS. THE CITY OF GLENWOOD SPRINGS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE BIKE/PEDESTRIAN TRAILS AND TUNNELS LOCATED ON TRACT A AND TRACT B.

8. EFFECTIVE UPON CONVEYANCE OF TRACTS A AND B TO THE CITY, CITY OF GLENWOOD SPRINGS HEREBY GRANTS EASEMENTS OVER TRACTS A AND B TO THE OWNERS OF LOTS 1 THROUGH 9 INCLUSIVE, FOR THE PURPOSE OF OPERATING AND MAINTAINING STORM WATER RUN-OFF FACILITIES AND MAINTAINING LANDSCAPING ON TRACTS A AND B. UPON THE CONVEYANCE OF TRACTS A AND B TO THE CITY, THE CITY OF GLENWOOD SPRINGS ALSO HEREBY GRANTS EASEMENTS TO GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1 AND GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 3 FOR PURPOSES OF CONSTRUCTING STORM WATER RUN-OFF FACILITIES, LANDSCAPING AND OTHER PUBLIC IMPROVEMENTS ON TRACTS A AND B.

9. NO OCCUPIED BUILDING STRUCTURE SHALL BE CONSTRUCTED ON TRACT A OR TRACT B. THIS RESTRICTION RUNS TO THE BENEFIT OF LOTS 1 THROUGH 9.

10. CITY OF GLENWOOD SPRINGS SHALL MAINTAIN THE PUBLIC ROADWAYS WITHIN TRACT C BETWEEN THE PUBLIC ROADWAY BACK OF CURB TO THE OPPOSITE PUBLIC ROADWAY BACK OF CURB AND STREET LIGHTING FOR THE PUBLIC ROADWAYS.

NOTES CONTINUED:

11. IN ACCORDANCE WITH CITY ORDINANCES, EACH OWNER OF ADJACENT PROPERTY SHALL MAINTAIN THE SIDEWALKS AND LANDSCAPED AREAS WITHIN TRACT C STARTING AT THE PUBLIC ROADWAY BACK OF CURB AND EXTENDING TO THE PROPERTY LINE OF SUCH OWNERS PROPERTY. UPON CONVEYANCE OF TRACT C TO THE CITY, CITY OF GLENWOOD SPRINGS HEREBY GRANTS ACCESS EASEMENTS OVER TRACT C TO THE OWNERS OF ADJACENT PROPERTIES FOR THE PURPOSE OF PERFORMING SUCH MAINTENANCE. UPON THE CONVEYANCE OF TRACT C TO THE CITY, THE CITY OF GLENWOOD SPRINGS ALSO HEREBY GRANTS EASEMENTS TO GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1 AND GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 3 FOR PURPOSES OF ROADWAY IMPROVEMENTS, UTILITY LINES AND OTHER PUBLIC IMPROVEMENTS ON TRACT C.

12. THE OWNERS OF LOTS 2 THROUGH 6, 8 AND 9 HAVE GRANTED RECIPROCAL ACCESS RIGHTS TO EACH OTHER UNDER AN OPERATION AND EASEMENT AGREEMENT RECORDED AT 657452 IN THE REAL PROPERTY RECORDS OF GARFIELD COUNTY, COLORADO.

13. THE OWNERS OF LOTS 5, 6, 8, AND 9 HAVE GRANTED RECIPROCAL ACCESS RIGHTS TO LOT 7 BY SEPARATE INSTRUMENT RECORDED AT 657447 IN THE REAL PROPERTY RECORDS OF GARFIELD COUNTY, COLORADO.

14. UPON THE DEVELOPMENT OF LOT 7, IF AND WHEN THE THEN OWNERS OF SAID LOT 7 SUBMIT A MAJOR DEVELOPMENT PERMIT APPLICATION IN ACCORDANCE WITH GENERAL PLAT NOTE NO. 6 HEREOF, SAID APPLICATION FOR ANTICIPATED BUILDINGS NO. 7 AND NO. 8, SHALL BE DESIGNED IN SUBSTANTIAL ACCORDANCE WITH THE CONCEPTUAL REPRESENTATIONS MADE AS A PART OF THE GLENWOOD MEADOWS MAJOR DEVELOPMENT SUBMITTAL APPLICATION DATED JULY 3, 2003, APPROVED BY THE CITY OF GLENWOOD SPRINGS ON OCTOBER 8, 2003 AT THAT TIME. THE EARLIER CONCEPTUAL REVIEW OF BUILDINGS NO. 7 AND NO. 8 OF LOT 7 AS REFERRED TO HEREIN DO NOT REQUIRE THE DESIGN AND CONSTRUCTION OF SUCH BUILDINGS PRIOR TO THE RIGHT OF THE OWNERS OF OTHER LOTS WITHIN THIS SUBDIVISION TO PROCEED WITH DEVELOPMENT APPLICATION AND CONSTRUCTION WITH RESPECT TO ANY SUCH OTHER LOT.

15. THE CITY OF GLENWOOD SPRINGS HEREBY GRANTS EASEMENTS OVER TRACT E TO GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1 AND THE OWNER, FOR THE PURPOSES OF CONSTRUCTING, OPERATING AND MAINTAINING THE DEBRIS FLOW STRUCTURES LOCATED ON TRACT E. THE EXACT SIZE AND LOCATION OF SUCH EASEMENTS SHALL BE DETERMINED BASED ON AS-BUILT DATA UPON COMPLETION OF SAID DEBRIS FLOW STRUCTURES.

16. ALL DEVELOPMENT SHALL BE IN CONFORMANCE WITH THE GLENWOOD MEADOWS ANNEXATION AND DEVELOPMENT AGREEMENT RECORDED IN BOOK 1414 AT PAGE 526, AS AMENDED, AND SUBSEQUENT SITE SPECIFIC DEVELOPMENT APPROVALS REGARDING GEOTECHNICAL MITIGATION.

17. ALL UTILITY EASEMENTS SHOWN ON THIS PLAT ARE NON-EXCLUSIVE EASEMENTS. ALL UTILITY LINES AND FACILITIES INSTALLED WITH SUCH EASEMENTS SHALL BE UNDERGROUND, EXCEPT FOR ELECTRICAL TRANSFORMERS, GAS AND ELECTRICAL METERS, FIRE HYDRANTS AND SUCH OTHER FACILITIES THAT ARE REQUIRED BY THE UTILITY PROVIDERS TO BE PLACED ABOVE GROUND IN CONNECTION WITH UNDERGROUND UTILITY INSTALLATIONS. EACH UTILITY PROVIDER SHALL MAINTAIN ITS LINES AND FACILITIES INSTALLED WITHIN SUCH EASEMENTS AND, IF THE UTILITY PROVIDER DISTURBS THE SURFACE OF THE EASEMENT IN CONNECTION WITH THE MAINTENANCE, REPAIR OR REPLACEMENT OF ITS LINES AND FACILITIES, SHALL RESTORE THE SURFACE OF THE EASEMENT AS NEARLY AS POSSIBLE TO ITS CONDITION PRIOR TO SUCH MAINTENANCE, REAPAIR OR REPLACEMENT.

PLANNING COMMISSION CERTIFICATE

THIS PLAT WAS APPROVED BY THE CITY OF GLENWOOD SPRINGS, PLANNING AND ZONING COMMISSION THIS 3RD DAY OF August, A.D., 2004

_____
CHAIRMAN

CITY COUNCIL CERTIFICATE

THIS PLAT WAS APPROVED BY THE CITY COUNCIL OF GLENWOOD SPRINGS, GARFIELD COUNTY, COLORADO THIS 4 DAY OF August, A.D., 2004 FOR FILING WITH THE CLERK AND RECORDER OF GARFIELD COUNTY AND FOR CONVEYANCE TO THE CITY OF THE PUBLIC DEDICATIONS SHOWN HEREON SUBJECT TO THE PROVISION THAT THE APPROVAL IN NO WAY OBLIGATES THE CITY OF GLENWOOD SPRINGS FOR FINANCING OR CONSTRUCTION OF IMPROVEMENTS ON LAND, STREETS OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS SPECIFICALLY AGREED TO BY THE CITY COUNCIL IN THE SUBDIVISION AGREEMENT.

_____
MAYOR

WITNESS MY HAND AND THE SEAL OF THE CITY OF GLENWOOD SPRINGS.

THE CITY OF GLENWOOD SPRINGS SEAL COLORADO

ATTEST: _____
CITY CLERK

SURVEYOR'S CERTIFICATE

I, KENNETH A. PERRY, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE OF COLORADO, THAT THIS PLAT IS A TRUE, CORRECT AND COMPLETE PLAT OF THE **GLENWOOD MEADOWS NO. 2** AS LAID OUT, PLATTED, DEDICATED AND SHOWN HEREON, THAT SUCH PLAT WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME AND UNDER MY SUPERVISION AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS, TRACTS, AND EASEMENTS OF SAID SUBDIVISION AS THE SAME ARE STAKED UPON THE GROUND IN COMPLIANCE WITH THE CITY OF GLENWOOD SPRINGS REGULATIONS GOVERNING THE SUBDIVISION OF LAND.

IN WITNESS WHEREOF I HAVE SET MY HAND AND SEAL THIS _____ DAY OF _____, A.D., 20__.

COLORADO REGISTERED KENNETH A. PERRY 15710 7-28-04 PROFESSIONAL LAND SURVEYOR

_____
KENNETH A. PERRY, PLS NO. 25961
COLORADO PROFESSIONAL LAND SURVEYOR,
FOR AND ON BEHALF OF V3 CONSULTANTS.

CLERK AND RECORDER'S CERTIFICATE

THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER OF GARFIELD COUNTY AT 8:49 O'CLOCK A M., AS RECEPTION NO 657439.

8-9-2004 Fee: $81.00 Drawer: 13-A

Mildred Alsdorf
CLERK AND RECORDER

BY Kathryn Coleman
DEPUTY

Engineers Scientists Surveyors
200 Union Boulevard, Suite 200
Lakewood, CO 80228
303.989.8599 voice
303.989.9932 fax
V3consultants.com

REVISIONS

NO.	DATE	DESCRIPTION
1	5/4/2004	REVISED PER CITY COMMENTS
2	6/11/2004	REVISED PER CITY COMMENTS
3	6/16/2004	REVISED PER CITY COMMENTS
4	7/09/2004	REVISED PER COMMENTS
5	7/19/2004	REVISED PER COMMENTS
6	7/28/2004	REVISED PER COMMENTS

SEAL:

DESIGNED BY:
DRAWN BY: SEH
CHECKED BY: KAP
PROJ. MANAGER: GB

PROJ. NO: D02049
FILE NAME: 02049FPLAT
DATE: 08/05/03
SCALE: 1"=80'

FINAL PLAT

GLENWOOD MEADOWS NO. 2
GLENWOOD SPRINGS COLORADO

DRAWING NO.
1 OF 8

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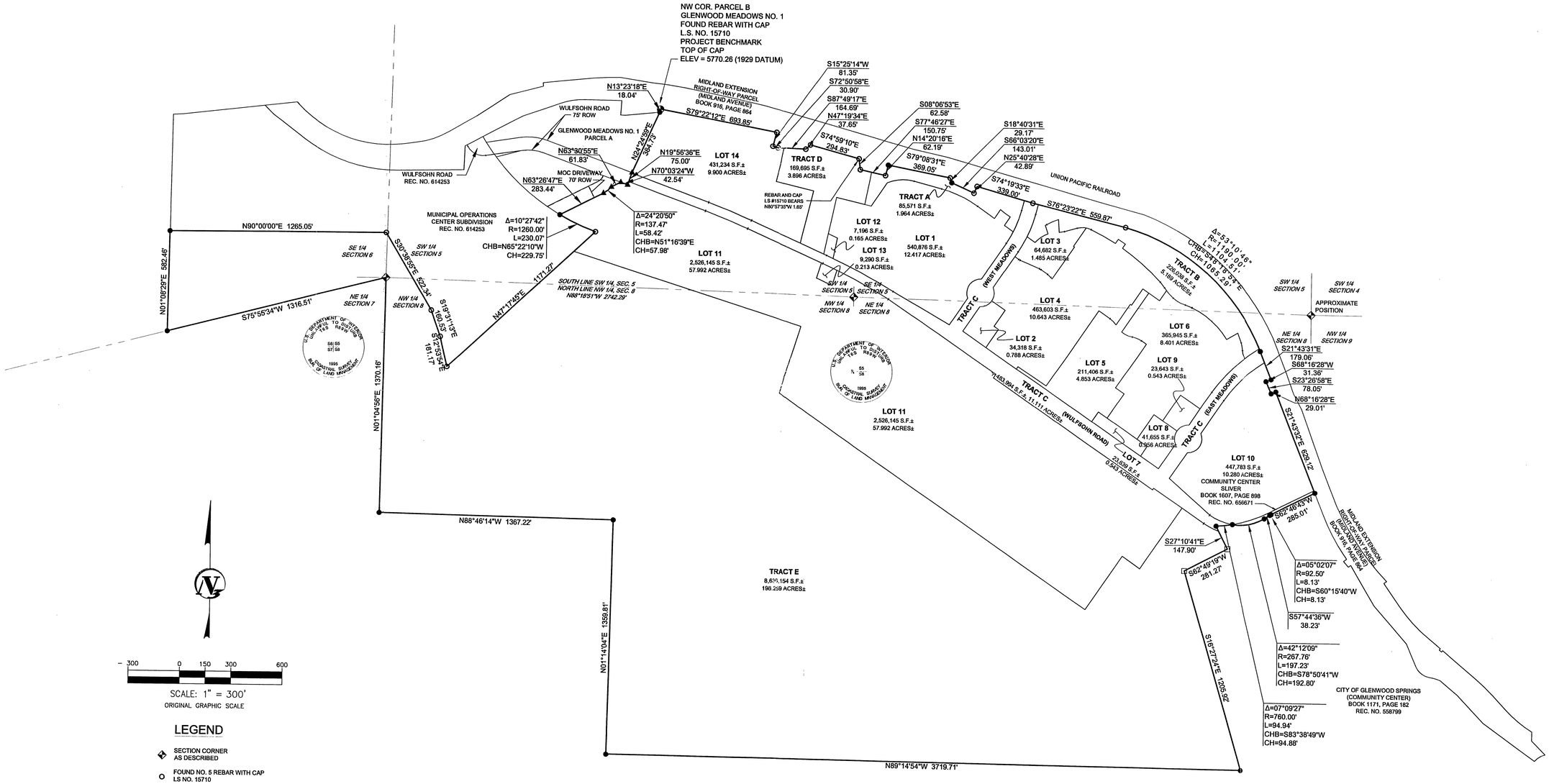
GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



- 300 0 150 300 600

SCALE: 1" = 300'
ORIGINAL GRAPHIC SCALE

LEGEND

- SECTION CORNER AS DESCRIBED
- FOUND NO. 5 REBAR WITH CAP LS NO. 15710
- FOUND NO. 5 REBAR WITH CAP LS NO. 19596
- MONUMENTS AS DESCRIBED ON PLAT OF GLENWOOD MEADOWS NO. 1
- SET NO. 5 REBAR WITH CAP LS 25961

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Engineers | Scientists | Surveyors
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5	7/15/2004	REVISED PER COMMENTS
6	7/28/2004	REVISED PER COMMENTS

SEAL:

PROJ. NO.:	D02049
FILE NAME:	02049FPLAT
DATE:	08/05/03
SCALE:	1"=300'
DESIGNED BY:	
DRAWN BY:	SEH
CHECKED BY:	
PROJ. MANAGER:	GB

FINAL PLAT

GLENWOOD MEADOWS NO. 2

COLORADO

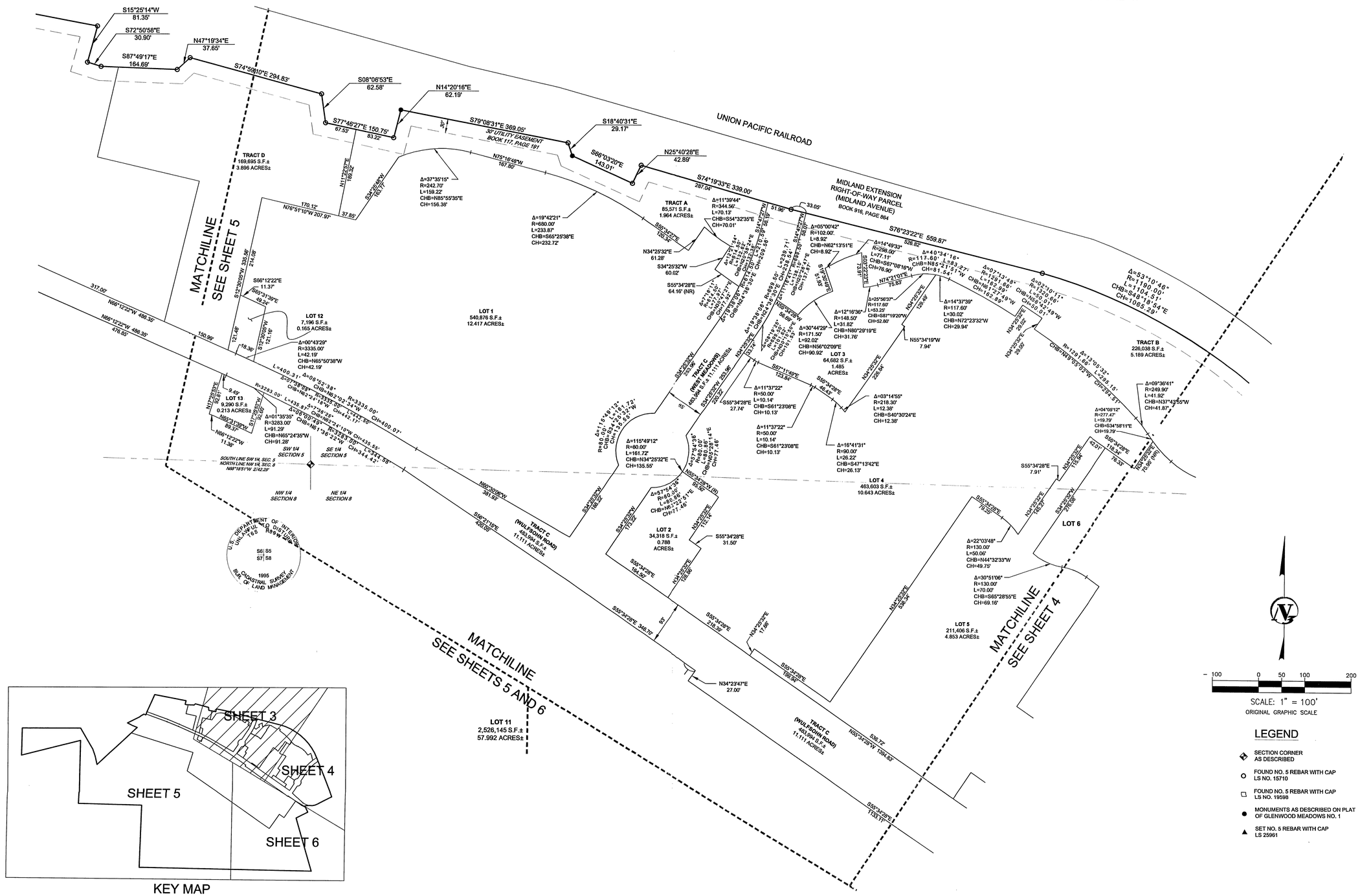
GLENWOOD SPRINGS

DRAWING NO.

2 OF 8

GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO


UNION PACIFIC RAILROAD
MIDLAND EXTENSION RIGHT-OF-WAY PARCEL (MIDLAND AVENUE) BOOK 916, PAGE 864
30' UTILITY EASEMENT BOOK 117, PAGE 191
TRACT D 169,695 S.F.± 3.896 ACRES±
TRACT A 85,571 S.F.± 1.964 ACRES±
TRACT B 226,038 S.F.± 5.189 ACRES±
TRACT C (WILLSHIRE ROAD) 483,864 S.F.± 11.111 ACRES±
LOT 1 540,876 S.F.± 12.417 ACRES±
LOT 2 34,318 S.F.± 0.788 ACRES±
LOT 3 64,682 S.F.± 1.485 ACRES±
LOT 4 463,603 S.F.± 10.643 ACRES±
LOT 5 211,406 S.F.± 4.853 ACRES±
LOT 6
LOT 11 2,526,145 S.F.± 57.992 ACRES±
LOT 12 7,196 S.F.± 0.165 ACRES±
LOT 13 9,290 S.F.± 0.213 ACRES±
MATCHLINE SEE SHEET 5
MATCHLINE SEE SHEET 4
MATCHLINE SEE SHEETS 5 AND 6
SW 1/4 SECTION 5
SE 1/4 SECTION 5
NW 1/4 SECTION 8
NE 1/4 SECTION 8
SOUTH LINE SW 1/4, SEC. 5 NORTH LINE NW 1/4, SEC. 8 N89°18'51"W 2742.29'
U.S. DEPARTMENT OF INTERIOR BUREAU OF LAND MANAGEMENT 1995 COADASTRAL SURVEY
S15°25'14"W 81.35'
S72°50'58"E 30.90'
N47°19'34"E 37.65'
S87°49'17"E 164.69'
S74°59'10"E 294.83'
S08°06'53"E 62.58'
N14°20'16"E 62.19'
S77°46'27"E 150.75'
S79°08'31"E 369.05'
S18°40'31"E 29.17'
S66°03'20"E 143.01'
N25°40'28"E 42.89'
S74°19'33"E 339.00'
S76°23'22"E 559.87'
Δ=53°10'46" R=1180.00' L=1095.51' CHB=S48°19'54"E CH=1065.28'
Δ=37°35'15" R=242.70' L=159.22' CHB=N85°59'35"E CH=156.38'
Δ=19°42'21" R=680.00' L=233.87' CHB=S65°25'38"E CH=232.72'
Δ=11°39'44" R=344.56' L=70.13' CHB=S54°32'35"E CH=70.01'
Δ=05°00'42" R=102.00' L=8.92' CHB=N62°13'51"E CH=8.92'
Δ=14°49'33" R=298.00' L=77.11' CHB=S87°08'16"W CH=76.90'
Δ=40°34'16" R=117.60' L=83.27' CHB=N52°22'53"W CH=81.54'
Δ=07°19'49" R=1291.66' L=165.22' CHB=N61°27'49"W CH=165.11'
Δ=02°10'11" R=1350.01' L=51.12' CHB=N58°42'49"W CH=51.12'
Δ=12°16'36" R=148.50' L=31.82' CHB=N80°29'19"E CH=31.76'
Δ=30°44'29" R=171.50' L=92.02' CHB=N56°02'09"E CH=90.92'
Δ=14°37'39" R=117.60' L=30.02' CHB=N72°23'32"W CH=29.94'
Δ=25°56'37" R=117.60' L=53.25' CHB=S87°19'20"W CH=52.80'
Δ=11°37'22" R=50.00' L=10.14' CHB=S61°23'08"E CH=10.13'
Δ=03°14'55" R=218.30' L=12.36' CHB=S40°30'24"E CH=12.36'
Δ=16°41'31" R=90.00' L=26.22' CHB=S47°13'42"E CH=26.13'
Δ=09°36'41" R=249.90' L=41.92' CHB=N37°43'55"W CH=41.87'
Δ=04°05'12" R=277.47' L=19.79' CHB=S34°58'11"E CH=19.79'
Δ=22°03'48" R=130.00' L=50.06' CHB=N44°32'33"W CH=49.75'
Δ=30°51'06" R=130.00' L=70.00' CHB=S65°28'55"E CH=69.16'
Δ=115°49'12" R=80.00' L=161.72' CHB=N34°25'32"W CH=135.55'
Δ=57°14'36" R=80.00' L=80.00' CHB=N62°13'41"E CH=77.46'
Δ=13°13'32" R=1291.66' L=298.15' CHB=N69°05'02"W CH=297.51'
Δ=1°15'49" R=801.00' L=17.67' CHB=S84°25'32"W CH=17.67'
Δ=19°34'08" R=869.50' L=297.11' CHB=N34°58'37"E CH=295.66'
Δ=44°01'49" R=101.50' L=77.99' CHB=N56°25'32"E CH=76.08'
Δ=19°34'08" R=869.50' L=297.11' CHB=N34°58'37"E CH=295.66'
Δ=4°37'45" R=801.00' L=64.68' CHB=N52°47'46"E CH=64.66'
N34°25'32"E 61.28'
S34°25'32"W 60.02'
S55°34'28"E 64.16' (NR)
S55°34'28"E 51.98'
N74°21'01"E 75.83'
N34°25'32"E 139.46'
N55°34'28"W 58.66'
N55°34'28"W 7.94'
S67°11'46"E 123.94'
S55°34'28"E 99.43'
N34°25'32"E 206.64'
S55°34'28"E 27.74'
S55°34'28"E 7.91'
S55°34'28"E 79.25'
N34°25'32"E 76.94'
N34°25'32"E 165.37'
S34°25'32"W 276.68'
S55°34'28"E 9.33'
N34°25'32"E 20.02'
N34°25'32"E 29.00'
N34°25'32"E 70.95' (NR)
S55°34'28"E 70.95' (NR)
S34°25'32"W 263.86'
S34°25'32"W 220.82'
S34°25'32"W 170.22'
S34°25'32"W 166.22'
N80°30'06"W 397.93'
S56°21'15"E 350.03'
N34°25'32"E 110.14'
S55°34'28"E 31.50'
N34°25'32"E 19.96'
S55°34'28"E 164.50'
S55°34'28"E 346.70'
S55°34'28"E 219.39'
N34°25'32"E 17.66'
N34°25'32"E 536.34'
S55°34'28"E 198.94'
N34°23'47"E 27.00'
N55°34'28"W 536.72'
N55°34'28"W 139.83'
S55°34'28"E 1133.11'
N66°12'22"W 317.00'
N66°12'22"W 486.35'
376.65'
150.99'
S12°30'05"W 335.58'
214.08'
S66°12'22"E 11.37'
S6°31'39"E 69.24'
S12°30'05"W 121.48'
S12°30'05"W 121.16'
16.36'
8.49'
N17°25'55"E 92.91'
S17°25'55"W 91.60'
N65°31'39"W 89.37'
N66°12'22"W 11.36'
L=400.31', Δ=06°52'38", CHB=N62°02'41"W, CH=399.97'
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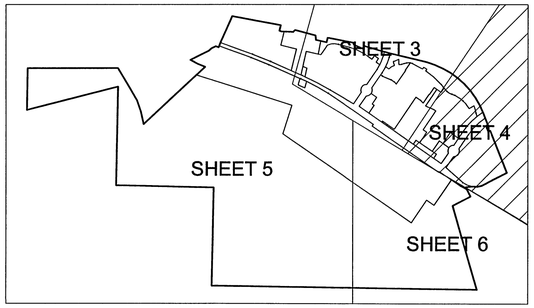
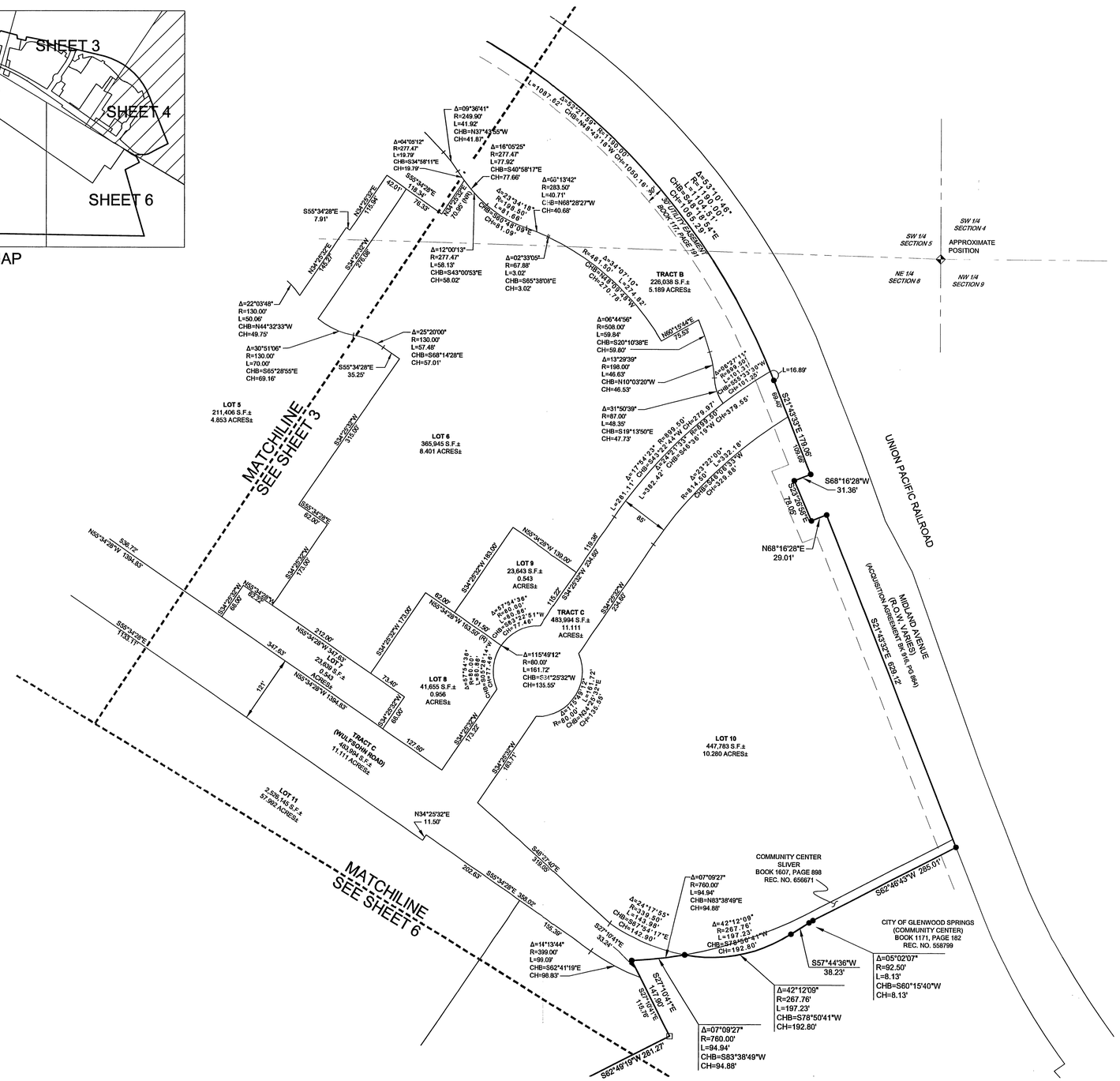
R=3283.00', L=344.18', Δ=06°00'33", CHB=N61°38'22"W, CH=344.02'
R=3335.00', L=400.07', Δ=06°52'38", CHB=N62°02'41"W, CH=400.07'
R=3333.00', L=442.17', Δ=07°36'07", CHB=N62°14'10"W, CH=442.12'
R=3333.00', L=435.55', Δ=07°29'38", CHB=N62°24'10"W, CH=435.55'
R=3333.00', L=344.92', Δ=05°55'38", CHB=N61°38'22"W, CH=344.75'
S34°25'32"W 168.77'
N11°25'55"E 168.32'
N75°16'48"W 167.80'
170.12'
N76°51'10"W 207.97'
37.85'
S55°34'28"E 100.34'
S34°25'32"W 88.19'
S34°25'32"W 33.05'
S34°25'32"W 51.98'
S34°25'32"W 58.66'
S34°25'32"W 53.25'
S34°25'32"W 263.96'
S34°25'32"W 220.82'
S34°25'32"W 170.22'
S34°25'32"W 166.22'
S34°25'32"W 276.68'
S34°25'32"W 263.86'
S34°25'32"W 110.14'
S34°25'32"W 19.96'
S34°25'32"W 165.37'
S34°25'32"W 536.34'
S34°25'32"W 139.83'
S34°25'32"W 1133.11'
N34°25'32"E 139.46'
N34°25'32"E 206.64'
N34°25'32"E 76.94'
N34°25'32"E 165.37'
N34°25'32"E 20.02'
N34°25'32"E 29.00'
N34°25'32"E 70.95' (NR)
S55°34'28"E 70.95' (NR)
S55°34'28"E 79.25'
S55°34'28"E 7.91'
S55°34'28"E 9.33'
S55°34'28"E 99.43'
S55°34'28"E 27.74'
S55°34'28"E 31.50'
S55°34'28"E 164.50'
S55°34'28"E 346.70'
S55°34'28"E 219.39'
S55°34'28"E 198.94'
S55°34'28"E 1133.11'
N55°34'28"W 58.66'
N55°34'28"W 7.94'
N55°34'28"W 536.72'
N55°34'28"W 139.83'
N74°21'01"E 75.83'
N80°30'06"W 397.93'
N34°25'32"E 61.28'
S34°25'32"W 60.02'
S55°34'28"E 64.16' (NR)
S55°34'28"E 51.98

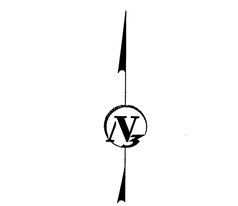
GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



KEY MAP





LEGEND

- SECTION CORNER AS DESCRIBED
- FOUND NO. 5 REBAR WITH CAP LS NO. 15710
- FOUND NO. 5 REBAR WITH CAP LS NO. 19598
- MONUMENTS AS DESCRIBED ON PLAT OF GLENWOOD MEADOWS NO. 1
- SET NO. 5 REBAR WITH CAP LS 25961

REVISIONS		
NO.	DATE	DESCRIPTION
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6	7/28/2004	REVISED PER COMMENTS

Engineers | Scientists | Surveyors
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SEAL:

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DRAWN BY: SEH
CHECKED BY:
PROJ. MANAGER: GB

PROJ. NO.: D02049
FILE NAME: 02049FPLAT
DATE: 08/05/03
SCALE: 1"=100'

FINAL PLAT

GLENWOOD MEADOWS NO. 2

COLORADO

GLENWOOD SPRINGS

DRAWING NO.
4 OF 8

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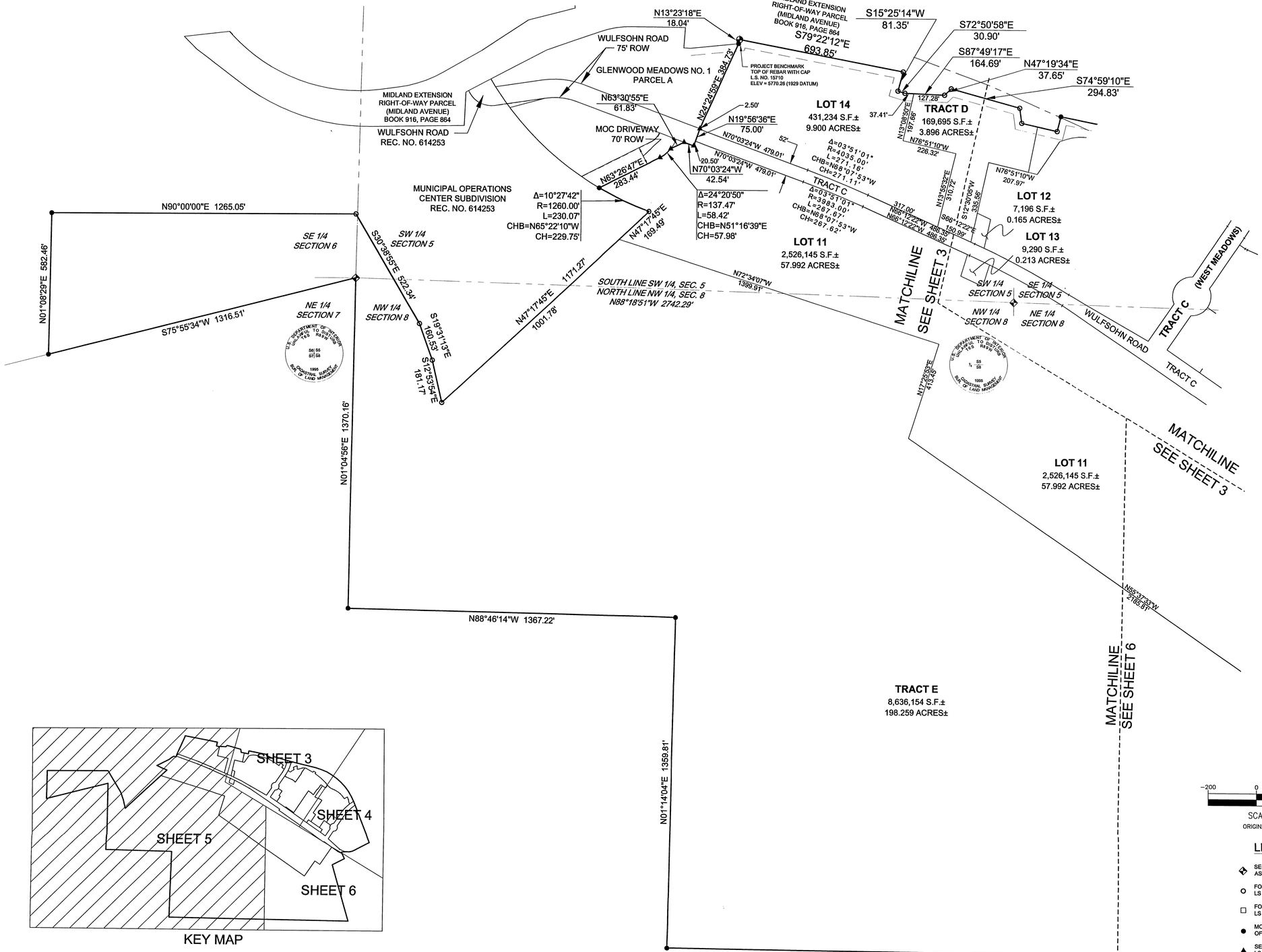
GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



KEY MAP

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DRAWN BY:	SEH
CHECKED BY:	
PROJ. MANAGER:	GB
PROJ. NO.:	D02049
FILE NAME:	02049FPLAT
DATE:	08/05/03
SCALE:	1"=200'

FINAL PLAT

GLENWOOD MEADOWS NO. 2

COLORADO

GLENWOOD SPRINGS

DRAWING NO.

5 OF 8

GLENWOOD MEADOWS NO. 2

A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
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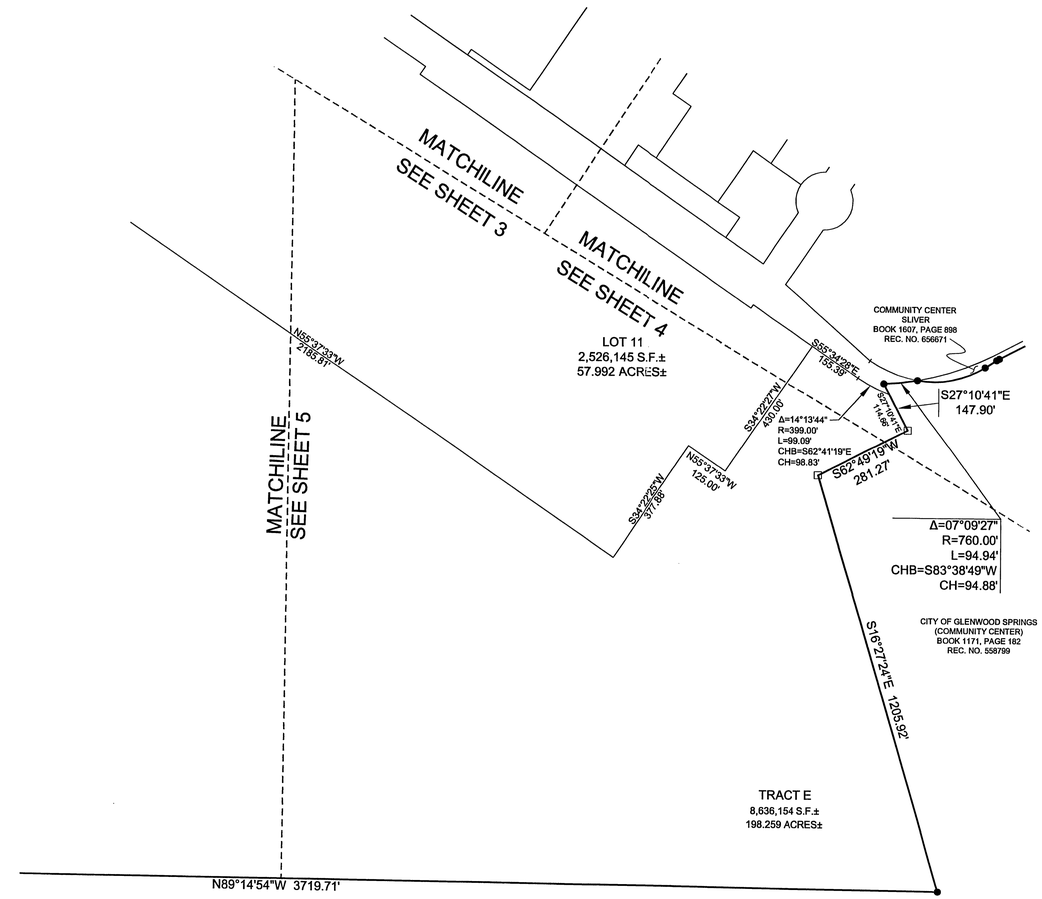
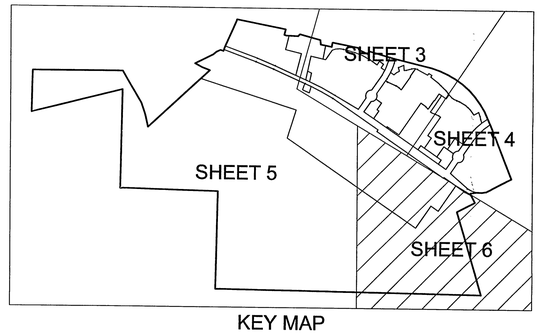
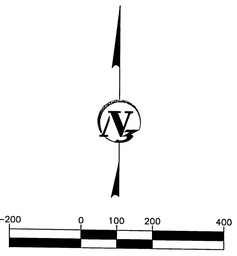




KEY MAP



SCALE: 1" = 200'
ORIGINAL GRAPHIC SCALE

LEGEND

- SECTION CORNER AS DESCRIBED
- FOUND NO. 5 REBAR WITH CAP LS NO. 15710
- FOUND NO. 5 REBAR WITH CAP LS NO. 19598
- MONUMENTS AS DESCRIBED ON PLAT OF GLENWOOD MEADOWS NO. 1
- SET NO. 5 REBAR WITH CAP LS 25961

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DATE:	08/05/03
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FINAL PLAT

GLENWOOD MEADOWS NO. 2
GLENWOOD SPRINGS COLORADO

DRAWING NO.
6 OF 8

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GLENWOOD MEADOWS NO. 2

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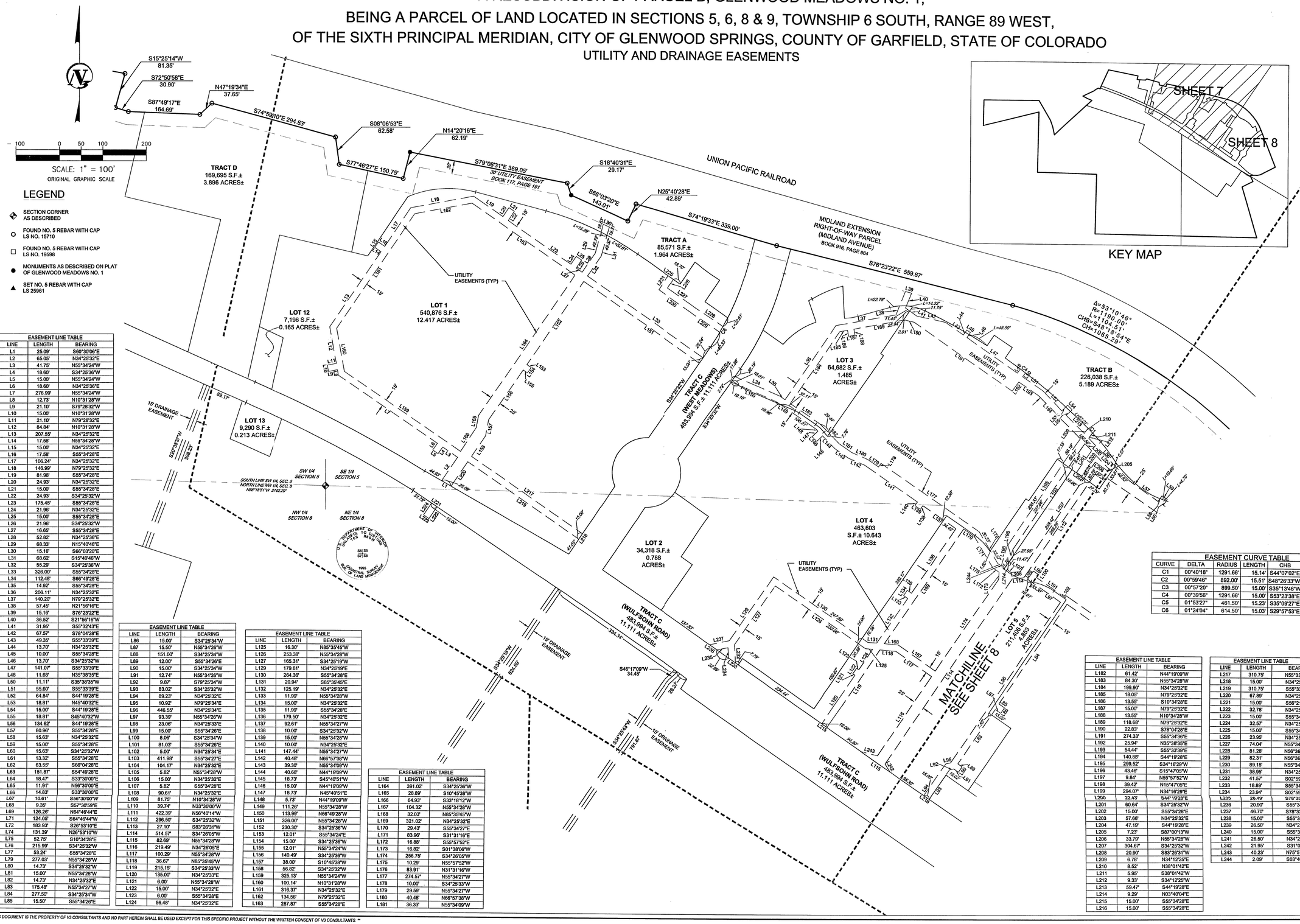
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO

UTILITY AND DRAINAGE EASEMENTS



LEGEND

- SECTION CORNER AS DESCRIBED
- FOUND NO. 5 REBAR WITH CAP LS NO. 15710
- FOUND NO. 5 REBAR WITH CAP LS NO. 19598
- MONUMENTS AS DESCRIBED ON PLAT OF GLENWOOD MEADOWS NO. 1
- SET NO. 5 REBAR WITH CAP LS 25981

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L1	25.09'	S60°30'06"E
L2	65.05'	N34°25'32"E
L3	41.75'	N55°34'24"W
L4	18.60'	S34°25'36"W
L5	15.00'	N55°34'24"W
L6	18.60'	N34°25'36"E
L7	276.99'	N55°34'24"W
L8	12.73'	N10°31'28"W
L9	21.10'	S79°28'32"W
L10	15.00'	N10°31'28"W
L11	21.10'	N79°28'32"E
L12	84.84'	N10°31'28"W
L13	207.55'	N34°25'32"E
L14	17.58'	N55°34'28"W
L15	15.00'	N34°25'32"E
L16	17.58'	S55°34'28"E
L17	106.24'	N34°25'32"E
L18	146.99'	N79°25'32"E
L19	81.98'	S55°34'28"E
L20	24.93'	N34°25'32"E
L21	15.00'	S55°34'28"E
L22	24.93'	S34°25'32"W
L23	175.45'	S55°34'28"E
L24	21.96'	N34°25'32"E
L25	15.00'	S55°34'28"E
L26	21.96'	S34°25'32"W
L27	16.65'	S55°34'28"E
L28	52.82'	N34°25'36"E
L29	68.33'	N15°40'46"E
L30	15.16'	S66°03'20"E
L31	68.62'	S15°40'46"W
L32	55.29'	S34°25'36"W
L33	326.00'	S55°34'28"E
L34	112.48'	S66°49'28"E
L35	14.92'	S55°34'28"E
L36	206.11'	N34°25'32"E
L37	140.20'	N79°25'32"E
L38	57.45'	N21°56'16"E
L39	15.16'	S76°23'22"E
L40	36.52'	S21°56'16"W
L41	31.95'	S55°32'43"E
L42	67.57'	S78°04'28"E
L43	49.35'	S55°33'39"E
L44	13.70'	N34°25'32"E
L45	10.00'	S55°34'28"E
L46	13.70'	S34°25'32"W
L47	141.07'	S55°33'39"E
L48	11.68'	N35°38'35"E
L50	11.11'	S35°38'35"W
L51	55.60'	S55°33'39"E
L52	64.84'	S44°19'28"E
L53	18.81'	N45°40'32"E
L54	15.00'	S44°19'28"E
L55	18.81'	S45°40'32"W
L56	134.62'	S44°19'28"E
L57	80.96'	S55°34'28"E
L58	15.63'	N34°25'32"E
L59	15.00'	S55°34'28"E
L60	15.63'	S34°25'32"W
L61	13.32'	S55°34'28"E
L62	63.59'	S66°04'28"E
L63	151.87'	S54°49'28"E
L64	18.47'	S33°30'00"E
L65	11.91'	N56°30'00"E
L66	14.83'	S33°30'00"E
L67	10.61'	S56°30'00"W
L68	9.35'	S57°30'59"E
L69	126.26'	N64°46'44"E
L71	124.05'	S64°46'44"W
L72	183.93'	S26°53'10"E
L74	131.39'	N26°53'10"W
L75	52.75'	S10°34'28"E
L76	215.99'	S34°25'32"W
L77	53.24'	S55°34'28"E
L79	277.03'	N55°34'28"W
L80	14.73'	S34°25'32"W
L81	15.00'	N55°34'28"W
L82	14.73'	N34°25'32"E
L83	175.48'	N55°34'27"W
L84	277.50'	S34°26'34"W
L85	15.50'	S55°34'26"E

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L86	15.00'	S34°25'34"W
L87	15.50'	N55°34'26"W
L88	151.00'	S34°25'34"W
L89	12.00'	S55°34'26"E
L90	15.00'	S34°25'34"W
L91	12.74'	N55°34'26"W
L92	9.87'	S79°25'34"W
L93	83.02'	S34°25'32"W
L94	89.23'	N34°25'32"E
L95	10.92'	N79°25'34"E
L96	446.55'	N34°25'34"E
L97	93.39'	N55°34'26"W
L98	23.06'	N34°25'33"E
L99	15.00'	S55°34'26"E
L100	8.06'	S34°25'34"W
L101	81.03'	S55°34'26"E
L102	5.00'	N34°25'34"E
L103	411.99'	S55°34'27"E
L104	104.17'	N34°25'32"E
L105	5.82'	N55°34'28"W
L106	15.00'	N34°25'32"E
L107	5.82'	S55°34'28"E
L108	90.61'	N34°25'32"E
L109	81.73'	N10°34'28"W
L110	39.74'	N33°30'00"W
L111	422.39'	N56°40'14"W
L112	296.50'	S34°25'32"W
L113	27.10'	S83°28'31"W
L114	514.57'	S34°26'05"W
L115	82.69'	N55°34'28"W
L116	219.49'	N34°26'05"E
L117	100.29'	N55°34'28"W
L118	36.67'	N85°35'45"W
L119	215.19'	S34°25'33"W
L120	135.00'	N34°25'33"E
L121	6.00'	N55°34'28"W
L122	15.00'	N34°25'32"E
L123	6.00'	S55°34'28"E
L124	56.48'	N34°25'32"E

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L125	16.30'	N85°35'45"W
L126	253.38'	N55°34'28"W
L127	165.31'	S34°25'19"W
L129	179.81'	N34°25'19"E
L130	264.36'	S55°34'28"E
L131	20.94'	S85°35'45"E
L132	125.19'	N34°25'32"E
L133	11.99'	N55°34'28"W
L134	15.00'	N34°25'32"E
L135	11.99'	S55°34'28"E
L136	179.50'	N34°25'32"E
L137	92.61'	N55°34'27"W
L138	10.00'	S34°25'32"W
L139	15.00'	N55°34'28"W
L140	10.00'	N34°25'32"E
L141	147.44'	N55°34'27"W
L142	40.48'	N66°57'38"W
L143	39.30'	N55°34'09"W
L144	40.68'	N44°19'09"W
L145	18.73'	S45°40'51"W
L146	15.00'	N44°19'09"W
L147	18.73'	N45°40'51"E
L148	5.73'	N44°19'09"W
L149	111.28'	N55°34'28"W
L150	113.99'	N66°49'28"W
L151	326.00'	N55°34'28"W
L152	230.30'	S34°25'36"W
L153	12.01'	S55°34'24"E
L154	15.00'	S34°25'36"W
L155	12.01'	N55°34'24"W
L156	140.49'	S34°25'36"W
L157	38.00'	S10°45'38"W
L158	56.82'	S34°25'32"W
L159	325.13'	N55°34'24"W
L160	100.14'	N10°31'28"W
L161	316.37'	N34°25'32"E
L162	134.56'	N79°25'32"E
L163	287.87'	S55°34'28"E

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L164	391.02'	S34°25'36"W
L165	28.89'	S10°45'38"W
L166	64.93'	S33°18'12"W
L167	104.32'	N55°34'28"W
L168	32.03'	N85°35'45"W
L169	321.02'	N34°25'32"E
L170	29.43'	S55°34'27"E
L171	83.96'	S31°31'16"E
L172	16.88'	S55°57'52"E
L173	15.82'	S01°38'06"W
L174	256.75'	S34°26'05"W
L175	10.29'	N55°57'52"W
L176	83.91'	N31°31'16"W
L177	274.57'	N55°34'27"W
L178	10.00'	S34°25'33"W
L179	29.59'	N55°34'27"W
L180	40.48'	N66°57'38"W
L181	36.33'	N55°34'09"W

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L182	61.42'	N44°16'09"W
L183	84.30'	N55°34'28"W
L184	199.90'	N34°25'32"E
L185	18.05'	N79°25'32"E
L186	13.55'	S10°34'28"E
L187	15.00'	N79°25'32"E
L188	13.55'	N10°34'28"W
L189	118.68'	N79°25'32"E
L190	22.83'	S78°04'28"E
L191	274.33'	S55°34'36"E
L192	25.94'	N35°38'35"E
L193	54.44'	S55°33'39"E
L194	140.88'	S44°19'28"E
L195	299.52'	S34°16'29"W
L196	43.46'	S15°47'05"W
L197	9.84'	N55°57'52"W
L198	39.42'	N15°47'05"E
L199	284.07'	N34°16'29"E
L200	22.83'	S44°19'28"E
L201	60.64'	S34°25'32"W
L202	15.00'	S55°34'28"E
L203	57.66'	N34°25'32"E
L204	47.19'	S44°19'28"E
L205	7.23'	S87°00'13"W
L206	33.79'	N55°34'28"W
L207	304.67'	S34°25'32"W
L208	20.90'	S83°26'31"W
L209	6.78'	N34°12'25"E
L210	8.52'	N38°01'42"E
L211	5.95'	S38°01'42"W
L212	9.33'	S34°12'25"W
L213	59.47'	S44°19'28"E
L214	9.29'	N03°40'04"E
L215	15.00'	S55°34'28"E
L216	15.00'	S55°34'28"E

EASEMENT CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	CHB	CHORD
C1	00°40'18"	1291.66'	15.14'	S44°07'02"E	15.14'
C2	00°59'46"	892.00'	15.51'	S48°26'33"W	15.51'
C3	00°57'20"	899.50'	15.00'	S35°13'46"W	15.00'
C4	00°39'56"	1291.66'	15.00'	S53°23'38"E	15.00'
C5	01°53'27"	461.50'	15.23'	S35°09'27"E	15.23'
C6	01°24'04"	614.50'	15.03'	S29°57'53"E	15.03'

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L217	310.75'	N55°33'56"W
L218	15.00'	N34°25'32"E
L219	310.75'	S55°33'56"E
L220	67.89'	N34°25'32"E
L221	15.00'	S56°21'16"E
L222	32.78'	N34°25'32"E
L223	15.00'	S55°34'28"E
L224	32.57'	N34°25'32"E
L225	15.00'	S55°34'27"E
L226	23.95'	N34°25'35"E
L227	74.04'	N55°34'25"W
L228	81.28'	N56°36'32"W
L229	82.31'	N56°36'32"W
L230	89.18'	N55°34'25"W
L231	38.95'	N34°25'35"E
L232	41.57'	S02°59'18"E
L233	18.89'	S55°34'28"E
L234	23.94'	S02°59'18"E
L235	29.49'	S78°33'34"W
L236	20.90'	S55°34'28"E
L237	46.70'	S78°33'34"W
L238	15.00'	S55°34'28"E
L239	26.50'	N34°25'32"E
L240	15.00'	S55°34'28"E
L241	26.50'	N34°25'32"E
L242	21.95'	S31°07'46"E
L243	40.23'	N75°57'07"W
L244	2.09'	S03°40'04"W

V3 Engineers | Scientists | Surveyors
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Lakewood, CO 80228
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V3consultants.com

REVISIONS

NO.	DATE	DESCRIPTION
1	5/4/2004	REVISED PER CITY COMMENTS
2	6/11/2004	REVISED PER CITY COMMENTS
3	6/16/2004	REVISED PER CITY COMMENTS
4	7/28/2004	REVISED PER COMMENTS
5	7/15/2004	REVISED PER COMMENTS
6	7/28/2004	REVISED PER COMMENTS

SEAL:

DESIGNED BY:	
DRAWN BY:	SEH
CHECKED BY:	
PROJ. MANAGER:	GB
PROJ. NO.:	D02049
FILE NAME:	02049FPLAT
DATE:	08/05/03
SCALE:	1"=100'

FINAL PLAT

GLENWOOD MEADOWS NO. 2

GLENWOOD SPRINGS COLORADO

DRAWING NO.

7 OF 8

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GLENWOOD MEADOWS NO. 2

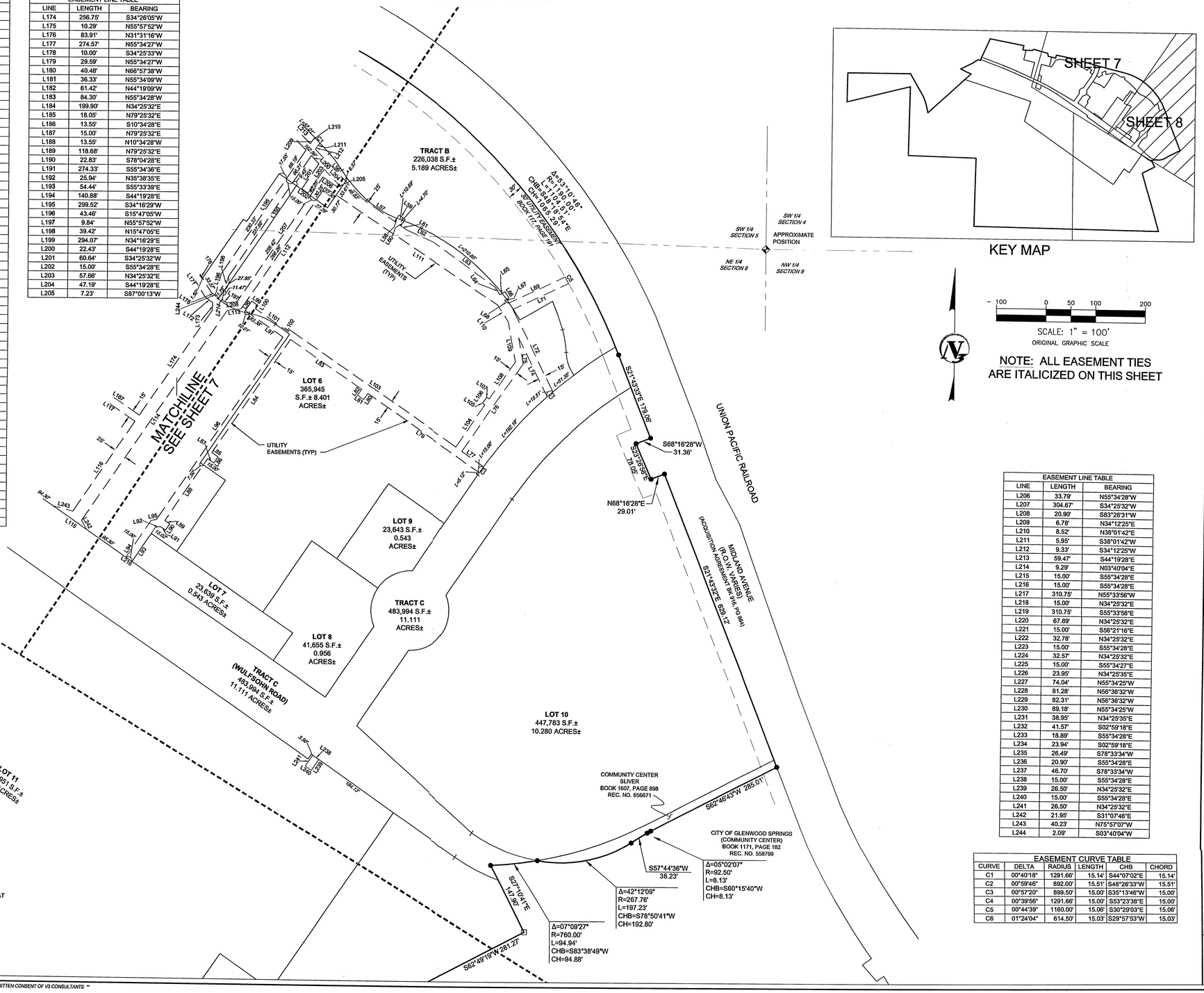
A RESUBDIVISION OF PARCEL B, GLENWOOD MEADOWS NO. 1,
BEING A PARCEL OF LAND LOCATED IN SECTIONS 5, 6, 7, 8 & 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO

UTILITY EASEMENTS

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L1	25.09'	S60°30'06"E
L2	65.05'	N34°25'32"E
L3	41.75'	N55°34'24"W
L4	18.60'	S34°25'36"W
L5	15.00'	N55°34'24"W
L6	18.60'	N34°25'36"E
L7	276.99'	N55°34'24"W
L8	12.73'	N10°31'28"W
L9	21.10'	S79°28'32"W
L10	15.00'	N10°31'28"W
L11	21.10'	N79°28'32"E
L12	84.84'	N10°31'28"W
L13	207.55'	N34°25'32"E
L14	17.58'	N55°34'28"W
L15	15.00'	N34°25'32"E
L16	17.58'	S55°34'28"E
L17	106.24'	N34°25'32"E
L18	146.99'	N79°25'32"E
L19	81.98'	S55°34'28"E
L20	24.93'	N34°25'32"E
L21	15.00'	S55°34'28"E
L22	24.93'	S34°25'32"W
L23	175.45'	S55°34'28"E
L24	21.96'	N34°25'32"E
L25	15.00'	S55°34'28"E
L26	21.96'	S34°25'32"W
L27	16.65'	S55°34'28"E
L28	52.82'	N34°25'36"E
L29	68.33'	N15°40'46"E
L30	15.16'	S66°03'20"E
L31	68.62'	S15°40'46"W
L32	55.29'	S34°25'36"W
L33	375.53'	S55°34'28"E
L34	148.65'	S66°49'28"E
L35	14.92'	S55°34'28"E
L36	206.11'	N34°25'32"E
L37	140.20'	N79°25'32"E
L38	57.45'	N21°56'16"E
L39	15.16'	S76°23'22"E
L40	36.52'	S21°56'16"W
L41	31.95'	S55°32'43"E
L42	67.57'	S78°04'28"E
L43	49.35'	S55°33'39"E
L44	13.70'	N34°25'32"E
L45	10.00'	S55°34'28"E
L46	13.70'	S34°25'32"W
L47	141.07'	S55°33'39"E
L48	11.68'	N35°38'35"E
L50	11.11'	S35°38'35"W
L51	55.60'	S55°33'39"E
L52	64.84'	S44°19'28"E
L53	18.81'	N45°40'32"E
L54	15.00'	S44°19'28"E
L55	18.81'	S45°40'32"W
L56	134.62'	S44°19'28"E
L57	80.96'	S55°34'28"E
L58	15.63'	N34°25'32"E
L59	15.00'	S55°34'28"E
L60	15.63'	S34°25'32"W
L61	13.32'	S55°34'28"E
L62	63.55'	S66°04'28"E
L63	151.87'	S54°49'28"E
L64	18.47'	S33°30'00"E
L65	11.91'	N56°30'00"E
L66	14.83'	S33°30'00"E
L67	10.61'	S56°30'00"W
L68	9.35'	S57°30'59"E
L69	126.26'	N64°46'44"E
L71	124.05'	S64°46'44"W
L72	183.93'	S26°53'10"E
L74	131.39'	N26°53'10"W
L75	52.75'	S10°34'28"E
L76	215.99'	S34°25'32"W
L77	53.24'	S55°34'28"E
L79	277.04'	N55°34'28"W
L80	14.73'	S34°25'32"W
L81	15.00'	N55°34'28"W
L82	14.73'	N34°25'32"E
L83	175.48'	N55°34'27"W
L84	277.50'	S34°25'34"W
L85	15.50'	S55°34'26"E
L86	15.00'	S34°25'34"W
L87	15.50'	N55°34'26"W
L88	151.00'	S34°25'34"W
L89	12.00'	S55°34'26"E
L90	15.00'	S34°25'34"W
L91	12.74'	N55°34'26"W
L92	9.87'	S79°25'34"W
L93	83.02'	S34°25'32"W
L94	89.23'	N34°25'32"E
L95	10.92'	N79°25'34"E
L96	446.55'	N34°25'34"E
L97	93.39'	N55°34'26"W
L98	23.06'	N34°25'33"E
L99	15.00'	S55°34'26"E
L100	8.06'	S34°25'34"W
L101	81.03'	S55°34'26"E
L102	5.00'	N34°25'34"E
L103	411.98'	S55°34'27"E
L104	104.17'	N34°25'32"E
L105	5.82'	N55°34'28"W
L106	15.00'	N34°25'32"E
L107	5.82'	S55°34'28"E
L108	90.61'	N34°25'32"E
L109	81.75'	N10°34'28"W
L110	39.74'	N33°30'00"W
L111	422.39'	N56°40'14"W

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L112	296.50'	S34°25'32"W
L113	27.10'	S83°26'31"W
L114	514.57'	S34°26'05"W
L115	82.69'	N55°34'28"W
L116	219.49'	N34°26'05"E
L117	100.29'	N55°34'28"W
L118	36.67'	N85°35'45"W
L119	215.15'	S34°25'33"W
L120	135.00'	N34°25'33"E
L121	6.00'	N55°34'28"W
L122	15.00'	N34°25'32"E
L123	6.00'	S55°34'28"E
L124	56.48'	N34°25'32"E
L125	16.30'	N85°35'45"W
L126	253.38'	N55°34'28"W
L127	165.31'	S34°25'19"W
L129	179.81'	N34°25'19"E
L130	264.36'	S55°34'28"E
L131	20.94'	S85°35'45"E
L132	125.19'	N34°25'32"E
L133	11.99'	N55°34'28"W
L134	15.00'	N34°25'32"E
L135	11.99'	S55°34'28"E
L136	179.50'	N34°25'32"E
L137	92.61'	N55°34'27"W
L138	10.00'	S34°25'32"W
L139	15.00'	N55°34'28"W
L140	10.00'	N34°25'32"E
L141	147.44'	N55°34'27"W
L142	40.48'	N66°57'38"W
L143	39.30'	N55°34'09"W
L144	40.68'	N44°19'09"W
L145	18.73'	S45°40'51"W
L146	15.00'	N44°19'09"W
L147	18.73'	N45°40'51"E
L148	5.73'	N44°19'09"W
L149	111.26'	N55°34'28"W
L150	148.65'	N66°49'28"W
L151	377.00'	N55°34'28"W
L152	230.30'	S34°25'36"W
L153	12.01'	S55°34'24"E
L154	15.00'	S34°25'36"W
L155	12.01'	N55°34'24"W
L156	140.49'	S34°25'36"W
L157	38.00'	S10°45'38"W
L158	56.82'	S34°25'32"W
L159	325.13'	N55°34'24"W
L160	100.14'	N10°31'28"W
L161	316.37'	N34°25'32"E
L162	134.56'	N79°25'32"E
L163	287.87'	S55°34'28"E
L164	391.02'	S34°25'36"W
L165	28.89'	S10°45'38"W
L166	64.93'	S33°18'12"W
L167	104.32'	N55°34'28"W
L168	32.03'	N85°35'45"W
L169	321.02'	N34°25'32"E
L170	29.43'	S55°34'27"E
L171	83.96'	S31°31'16"E
L172	16.88'	S55°57'52"E
L173	16.82'	S01°38'06"W

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L174	256.75'	S34°26'05"W
L175	10.29'	N55°57'52"W
L176	83.91'	N31°31'16"W
L177	274.57'	N55°34'27"W
L178	10.00'	S34°25'33"W
L179	29.59'	N55°34'27"W
L180	40.48'	N66°57'38"W
L181	36.33'	N55°34'09"W
L182	61.42'	N44°19'09"W
L183	84.30'	N55°34'28"W
L184	199.90'	N34°25'32"E
L185	18.05'	N79°25'32"E
L186	13.55'	S10°34'28"E
L187	15.00'	N79°25'32"E
L188	13.55'	N10°34'28"W
L189	118.68'	N79°25'32"E
L190	22.83'	S78°04'28"E
L191	274.33'	S55°34'36"E
L192	25.94'	N35°38'35"E
L193	54.44'	S55°33'39"E
L194	140.88'	S44°19'28"E
L195	299.52'	S34°16'29"W
L196	43.46'	S15°47'05"W
L197	9.84'	N55°57'52"W
L198	39.42'	N15°47'05"E
L199	294.07'	N34°16'29"E
L200	22.43'	S44°19'28"E
L201	60.64'	S34°25'32"W
L202	15.00'	S55°34'28"E
L203	57.66'	N34°25'32"E
L204	47.19'	S44°19'28"E
L205	7.23'	S87°00'13"W



KEY MAP

SCALE: 1" = 100'
ORIGINAL GRAPHIC SCALE

NOTE: ALL EASEMENT TIES ARE ITALICIZED ON THIS SHEET

EASEMENT LINE TABLE		
LINE	LENGTH	BEARING
L206	33.79'	N55°34'28"W
L207	304.67'	S34°25'32"W
L208	20.90'	S83°26'31"W
L209	6.78'	N34°12'25"E
L210	8.52'	N38°01'42"E
L211	5.95'	S38°01'42"W
L212	9.33'	S34°12'25"W
L213	59.47'	S44°19'28"E
L214	9.29'	N03°40'04"E
L215	15.00'	S55°34'28"E
L216	15.00'	S55°34'28"E
L217	310.75'	N55°33'56"W
L218	15.00'	N34°25'32"E
L219	310.75'	S55°33'56"E
L220	67.89'	N34°25'32"E
L221	15.00'	S56°21'16"E
L222	32.78'	N34°25'32"E
L223	15.00'	S55°34'28"E
L224	32.57'	N34°25'32"E
L225	15.00'	S55°34'27"E
L226	23.95'	N34°25'35"E
L227	74.04'	N55°34'25"W
L228	81.28'	N56°36'32"W
L229	82.31'	N56°36'32"W
L230	89.18'	N55°34'25"W
L231	38.95'	N34°25'35"E
L232	41.57'	S02°59'18"E
L233	18.89'	S55°34'28"E
L234	23.94'	S02°59'18"E
L235	26.49'	S78°33'34"W
L236	20.90'	S55°34'28"E
L237	46.70'	S78°33'34"W
L238	15.00'	S55°34'28"E
L239	26.50'	N34°25'32"E
L240	15.00'	S55°34'28"E
L241	26.50'	N34°25'32"E
L242	21.95'	S31°07'46"E
L243	40.23'	N75°57'07"W
L244	2.09'	S03°40'04"W

EASEMENT CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	CHB	CHORD
C1	00°40'18"	1291.66'	15.14'	S44°07'02"E	15.14'
C2	00°59'46"	892.00'	15.51'	S48°28'33"W	15.51'
C3	00°57'20"	899.50'	15.00'	S35°13'46"W	15.00'
C4	00°39'56"	1291.66'	15.00'	S53°23'38"E	15.00'
C5	00°44'39"	1160.00'	15.06'	S30°29'03"E	15.06'
C6	01°24'04"	614.50'	15.03'	S29°57'53"W	15.03'

LEGEND

- SECTION CORNER AS DESCRIBED
- FOUND NO. 5 REBAR WITH CAP LS NO. 15710
- FOUND NO. 5 REBAR WITH CAP LS NO. 19598
- MONUMENTS AS DESCRIBED ON PLAT OF GLENWOOD MEADOWS NO. 1
- SET NO. 6 REBAR WITH CAP LS 25961

Engineers | Scientists | Surveyors
200 Union Boulevard, Suite 200
Lakewood, CO 80228
303.986.8388 voice
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v3consultants.com

REVISIONS

NO.	DATE	DESCRIPTION
1	5/4/2004	REVISED PER CITY COMMENTS
2	6/11/2004	REVISED PER CITY COMMENTS
3	6/16/2004	REVISED PER CITY COMMENTS
4	7/09/2004	REVISED PER COMMENTS
5	7/15/2004	REVISED PER COMMENTS
6	7/28/2004	REVISED PER COMMENTS

SEAL:

DESIGNED BY:
DRAWN BY: SEH
CHECKED BY:
PROJ. MANAGER: GB

PROJ. NO.: D02049
FILE NAME: 02049FPLAT
DATE: 08/05/03
SCALE: 1"=100'

FINAL PLAT

GLENWOOD MEADOWS NO. 2

GLENWOOD SPRINGS COLORADO

DRAWING NO.
8 OF 8

** THIS DOCUMENT IS THE PROPERTY OF V3 CONSULTANTS AND NO PART HEREIN SHALL BE USED EXCEPT FOR THIS SPECIFIC PROJECT WITHOUT THE WRITTEN CONSENT OF V3 CONSULTANTS. **

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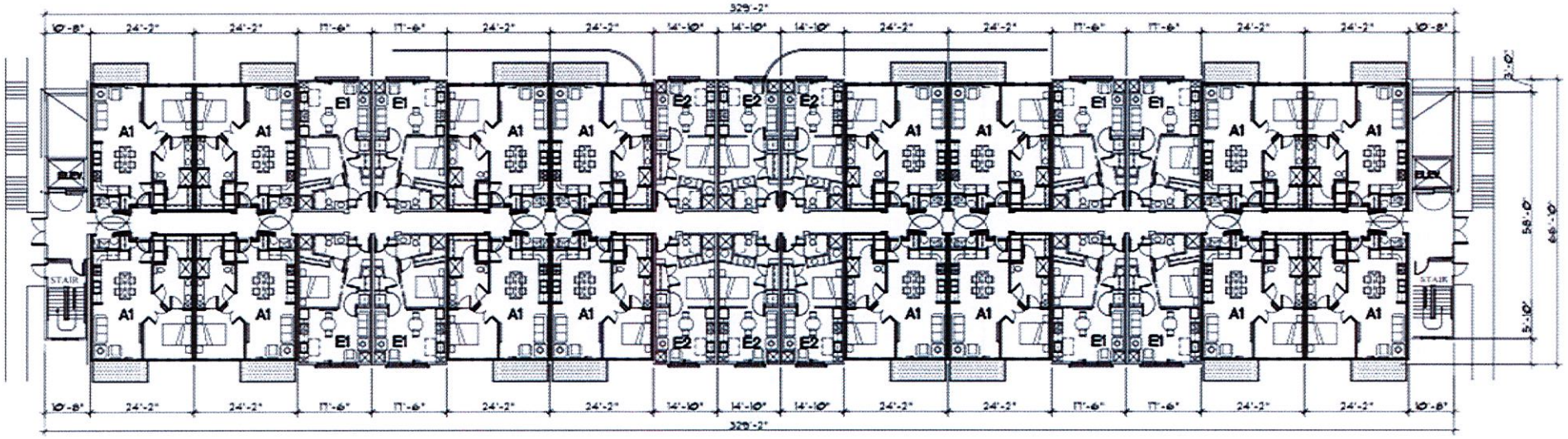
REALTY CAPITAL

STONELEIGH COMPANIES LLC

LOCATION

LOFTS
AT RED MOUNTAIN
Phase II
LOFTS
AT RED MOUNTAIN
Phase I
Wulfsohn Rd
LOFTS
AT RED MOUNTAIN
Phase III

Floor Plan



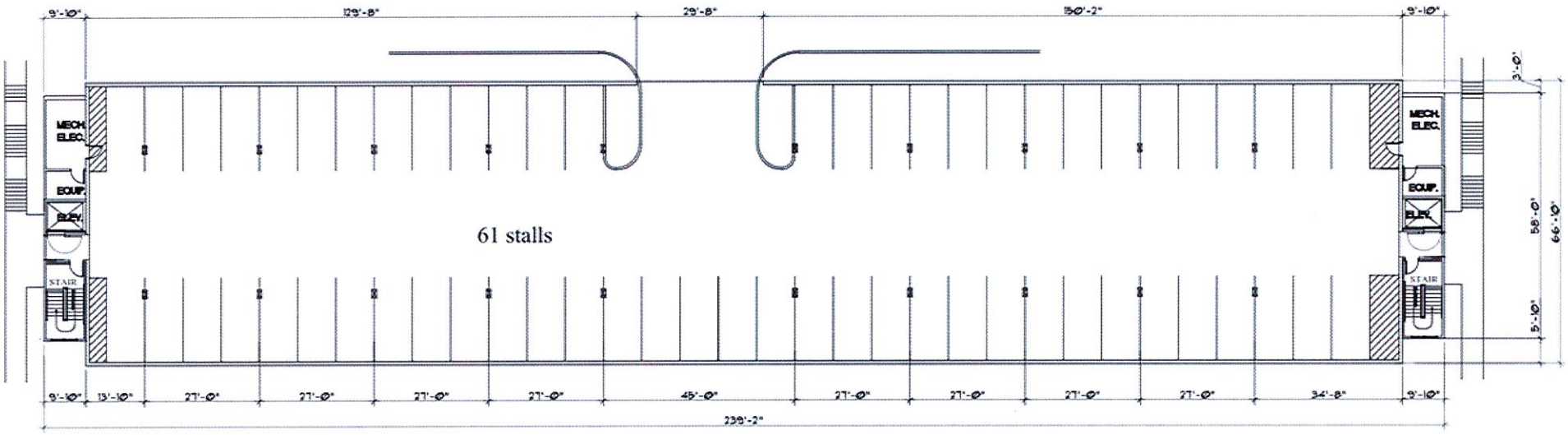
E1: 535 SF

A1: 722 SF

Unit Mix

Floor Plan	Units / Floor	Total Units	Percentage
E1 (535 SF)	8	24	26.7%
E2 (454 SF)	6	18	20%
A1 (722 SF)	16	48	53.3%
Total	**30**	**90**	

PARKING PLAN



An underground structured parking garage will have (61) spaces and street level parking will also be provided.

SHARED AMENITIES

Club Room with Billiards and Tech Lounge

Fitness Center with Peloton® Bikes and Yoga Area

Pet Friendly with Paw Spa – Self Service Dog Wash

Outdoor Living with Fire Pits

BBQ Pavilion

Zen Lounge with Hanging Swings and Daybeds

Bicycle Storage & Repair Facility

Parcel Pending Package Lockers

High Speed Internet

5-star Management Team

24-Hour Emergency Maintenance Service

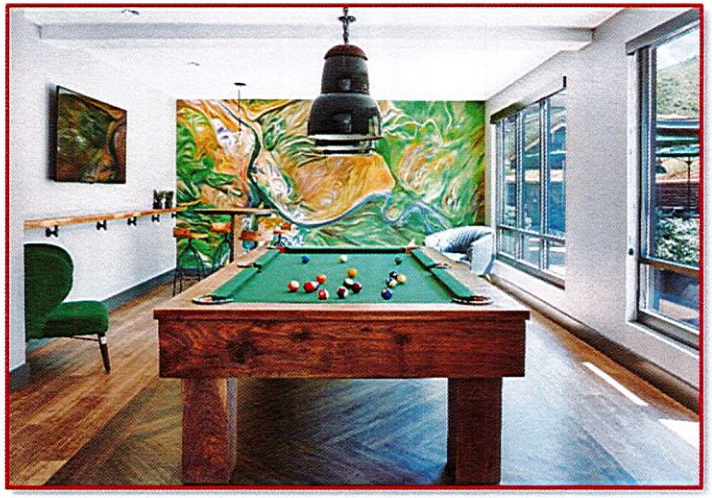
Monthly Resident Events

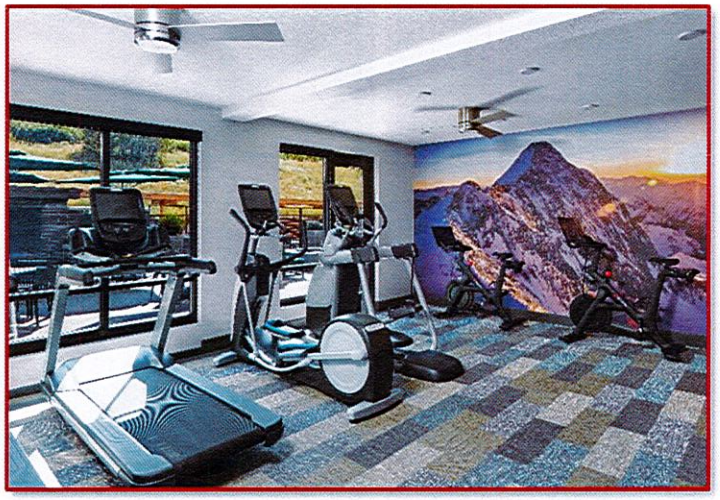
Salto Keyless Access throughout Community

ButterflyMX Video Intercom

Private Garages and Carports Available

Walking Distance to Glenwood Meadows Mall and RFTA Bus Stop





LOFTS AT RED MOUNTAIN PHASE III

Narrative Description

Realty Capital Management, in partnership with Stoneleigh Companies, is under contract to purchase Lot 7 in Glenwood Meadows No 2. We plan to continue with Phase III of the Lofts at Red Mountain by constructing one 90-unit, 3 story apartment building with underground parking. The units will be market rate rental only units. The unit mix of the apartments would be approximately eighteen (18) 454sf efficiency units, twenty-four (24) 535sf efficiency units and forty-eight (48) 722sf 1 Bedroom units. Phase I of the development now has 84 of the 85 units leased with the efficiency and 1 Bedroom units being the most sought-after floor plan. The unit mix and rental pricing is intended to help alleviate the projected 2027 Glenwood Springs deficit of 1000 units in the 120 to 160 percent AMI category as identified in the January 15, 2019 Roaring Fork Regional Housing Study. We propose to share the existing Phase I and II leasing office, fitness center and amenities. We plan to have an underground parking garage with 61 spaces plus bike parking. 28 street parking spaces have been assigned to lot 7 making a total of 89 spaces available. Under the current requirements, 90 units would require 153 parking spaces. We will be requesting a variance in the parking requirements due to bike parking that will be provided, proximity to bus stops, and proximity to excess parking in Glenwood Meadows. Any additional parking requirements will be provided through shared parking agreements with adjacent landowners. The exterior façade will be the same as Phase I and Phase II. We anticipate beginning construction in early Summer of 2020.

Application for Special Use Permit

Project Description

Realty Capital Management is submitting an Application for a Special Use Permit for The Lofts at Red Mountain Phase III. We are proposing to construct one 90-unit multifamily building just North of Wulfsohn Road that is part of the larger Glenwood Meadows Master Plan. Also included as part of this application, to be reviewed concurrently, are a Major Development Application, License to Encroach per the requirements of the City of Glenwood Springs Municipal Code and variances from City codes related to parking.

The Lofts at Red Mountain, is a new multi-family mixed use community to Glenwood Springs, CO. Located just south of Wulfsohn Road, across from the Glenwood Meadows shopping area. Phases 1 and 2 of The Lofts sits on the South side of Wulfsohn Road at the base of Red Mountain. Phase III will be a single building directly across and on the North side of Wulfsohn Road. The Lofts at Red Mountain is a great pedestrian community within walking distance of Glenwood Springs Community Center, Ride Glenwood Springs bus system, Glenwood Meadows Market Street retail, and downtown.

The purpose of this request for a special review permit is to allow The Lofts at Red Mountain Phase III to exceed the current building height restriction of 40 ft. in the C/2 Commercial District.

> *070.020.020 Table 20.3 Maximum height of buildings: forty (40) feet without special review use permit, or up to sixty (60) feet with special review use permit.*

Request: The Lofts at Red Mountain request a height different from the standard 40 feet in building height in the C/2 Commercial Zone to 60 ft. The highest part of the building from existing Wulfsohn Street grade will be less than 40 ft. However, due to the sharp grade change, the highest part of the North wall facing Glenwood Meadows parking lot will exceed 40 ft. We request a variance for the North wall up to 60 ft.

The project currently meets the criteria for building height review as follows:

a.) The proposed structure will impact light and shadow patterns but not in a significant way to adversely impact the surrounding area or preclude solar energy use or create snow and ice buildup on adjacent properties.

b.) The proposed structure will not alter the opportunity for quality views from public property. Glenwood Green is located to the south of the proposed development and will remain at a greater height, than the proposed development. Therefor cross valley views will remain unaffected by The Lofts at Red Mountain.

c.) The proposed structure will not affect the existing level of privacy in the neighborhood with the additional height. The original plans for Glenwood Meadows call for residential units in this location with building over 2 stories in height at a minimum. The building design for The Lofts at Red Mountain meets the intended use for the site. Furthermore, as stated above, the proposed development would be adjacent to similar residential units.

d.) The scale of the proposed structure is compatible with the overall neighborhood. The Lofts at Red Mountain is surrounded by the Glenwood Meadows retail corridor, Courtyard Marriott, Residence Inn, Glenwood Springs Community Center, and Glenwood Green Apartments. All of those buildings are similar in scale to the proposed project.

e.) As illustrated in the narrative to the Major Development Application, the proposed structure is in compliance with the GSMC and City plans and policies where applicable.

This special use in height follows the strategies in the Comprehensive Plan for Compact Form: Infill Development (p34). Due to the largely topographic constraints the City like to focus development inward and upward. Focusing compact urban form where infrastructure already exists allows efficient service delivery while preserving small town character and cultural and natural resources.

It also follows the intent of the Comprehensive Plan to encourage housing variety and affordability throughout the community. Projects located near transit and job centers offer greater savings to individual households, the community and the City.

Not only does the extension of building height not harm the public good, but it directly correlates to the intent of the GSMC, goals and policies to create more quality affordable housing in Glenwood Springs. The Glenwood Meadows retail corridor will benefit by getting the much needed residential density originally intended for the area. Visually the valley views will not be harmed as Red Mountain will still be seen from all directions.

f.) Not Applicable. Inclusionary housing requirements are for-sale housing. Furthermore, Glenwood Green has fulfilled/qualified for all housing requirements for the Glenwood Meadows subdivision.

The project currently meets the special review criteria as follows:

a.) Per the Major Development Application and the initial design of the Glenwood Meadows master planned community, pedestrian walkways and access points are incorporated across the site. The overall design of The Lofts at Red Mountain highlights walkability and new urban design.

b.) Per the Major Development Application and the initial design of the Glenwood Meadows master planned community, vehicular access, vehicular circulation, and vehicular parking are all designed to code or slight variances to code.

c.) The overall character of the Glenwood Meadows neighborhood is defined by the retail corridor and walkability of the area. The proposed development has been the intended use of the site since its inception. The extension in height helps the project meet the Glenwood Springs goal of creating more quality housing in the area.

d.) Per the Major Development Application, the proposal for the development of Glenwood Springs completely mitigates any negative impacts of the extension of building height by creating quality housing in Glenwood Springs. The proposed mix of uses add to the character of the surrounding properties and will increase the viability of the area while providing much needed workforce housing for the community at large. All design requirements have been thoughtfully considered to mitigate any negative impacts brought on by the extension of building height.

By limiting height in the C/2 Commercial Zone in the Glenwood Meadows master planned community on a lot bound by natural impediments, it would limit the number of multifamily units that could be constructed. In practical terms it would limit the original intentions of the City and the Glenwood Meadows community.

License to Encroach Submittal Letter

The Lofts at Red Mountain is requesting an encroachment into the right of way beneath the sidewalk on the North side of Wulfsohn Road in order to install shoring for the proposed building foundation. The limits of the encroachment will be along the right of way line for approximately 340 feet and extend under the sidewalk 18" to 30". The shoring will be a permanent soldier pile and wood lathe system, cut to a depth of 4' beneath the surface following foundation wall construction then a new sidewalk will be replaced on top of the shoring. The justification of this encroachment is to provide a means to construct a foundation to the existing property line.

a. Due to the narrow width of the lot and the requirement to use all the lot for the building footprint, this is the only viable alternative for a shoring location during foundation construction.
b. Given the permanent nature of Wulfsohn Road, the size and shape of the lot and the right of way in question, this is the only solution to achieve the highest and best use of the property.
c. The Lofts at Red Mountain did not create this hardship or the existing lot conditions.
d. The encroachment in question will include permanent shoring under the sidewalk and will not be visible upon completion. This encroachment will not compromise public safety.
e. The encroachment will not compromise access to public lands as it only extends into the Wulfsohn Road right-of-way beneath the sidewalk.
f. The overall land use for this residential and retail area is to thrive from the walkable nature of Wulfsohn Road. Allowing this encroachment will help provide much needed residential units which support that effort.

A typical soldier pile shoring diagram is attached along with a photo of the type system proposed.

Legal Description – Will be included in the full design of the development.

The proposed encroachment will be included in the civil set of drawings.

Any required insurance will be included upon completion of the building.

Design Variance – Building Length

Building Length - Glenwood Meadows Zoning & Development Standards V.D.3. (c)

The maximum length on multi-family buildings shall be 125 feet.

The building length exceeds the maximum 125' design standard.

Request: We are requesting the allowance of buildings up to 337' in length.

1.) The proposed building site has an exceptional shape in that the lot, from East to West, is 347 feet in length and only 68 feet in depth. Additionally, the elevation from South to North differs by up to 13 feet. Soils in this area are unstable and will require deep pile foundations up to 65 feet. Due to the proximity of Wulfsohn Road, foundation walls anchored with soil nails will not be permitted, resulting in need for a continuous shoring system to allow for excavation and construction of a South foundation wall. The shape and conditions of this lot require a long rectangular building utilizing a continuous foundation wall and shoring system. For that reason, multiple, shorter buildings are not feasible.

2.) Strict application of the Code would require three buildings for maximum utilization of this lot. The soils on this lot are very poor and will require deep foundation systems. This will require driven piles deep into the ground. Meanwhile this site is very tight and the equipment to drive the piles will require full excavation of the site at one time, not as three separate structures. This then requires the shoring and the zero-lot line cut of the grade at the South property line to be done as one continuous wall. This shoring wall will need to be done as one continuous structure for constructability purposes of stabilizing the ground for the excavation and then the physical space necessary will be created for the installation of the deep piles into the ground across the site. Additionally, the uniformity of the weight of the parking structure and building above on these piles needs to be loaded across the site equally. Moreover, by constructing one building instead of three, applicant will minimize the disturbance construction may cause to the adjacent right-of-way.

3.) The design of the property and resulting hardship were not created by the applicant. This lot was configured and platted in the current shape, orientation and varying elevation without applicant's input and long before applicant submitted its application. At the adoption of the ADA and Zoning and Development Design Guidelines, it is likely the 125-foot standard was intended for condo home residential portions of Glenwood Meadows. Buildings across Wulfsohn, in the C-2 commercial zone, already exceed 125 feet in length. The 125-foot maximum building length may not have been intended for this C-2 zoned site. Applicant is requesting this variance in order to allow for the maximum of much needed housing units to be constructed on this topographically difficult lot. We consider this plan for a single building to be the best and highest use for the challenging lot.

4.) This variance request does not harm the public nor impair the Development Code outlined in Section 070.010.030 in any way. Rather, by granting this variance, the "intent of providing a variety of housing and neighborhood types and densities at a range of housing costs," will be enhanced in that this will allow for the maximum number of housing units for this small irregular lot. Furthermore, this will help address the Glenwood Springs housing shortages identified in the January 2019 Roaring Fork Valley Regional Housing Study by infusing an additional 90 rental units into the tight rental market. The requested variance is also consistent with those granted to the other apartment buildings along Wulfsohn Road, creating continuity and consistency in the area.

The overall layout of the development along Wulfsohn encourages pedestrian orientation at street level. Breaking up the single building into three smaller buildings would create narrow passageways at extreme grades between the buildings. These passageways would be shaded resulting in accumulations of snow and ice in the Winter resulting in potential pedestrian hazards. A single building would eliminate these narrow passageways and eliminate a potential safety hazard to the residents and the public.

5.) Strict compliance with the 125-foot limitation on this lot would create an exceptional, if not impossible, hardship in the construction of multi-family residences or any other structure. Due to the requirement for deep pile foundation, one continuous shoring wall, and equally distributed weight over a single parking structure, a single housing or commercial structure is the only feasible alternative for this lot.

6.) This variance will not violate building or fire code requirements in any way. All codes and requirements will be fully complied with.

7.) This variance request is the minimum required to allow for multi family construction on this lot. Due to parking requirements, a full underground parking facility will be required. Multiple buildings or buildings less than 125 feet will not be suitable for this location due to the soil and stabilization issues inherent to the site. Additionally, reducing the length of the building means reducing the number of units constructed due to the narrowness of the lot and the height limits imposed by the design guidelines, and that result is not consistent with the Community need for additional housing. The requested variance of 330 feet in length is the minimum needed to make residential development on the lot a reality.

8.) In summary: Architecturally and structurally, it makes sense, and is necessary, to do the site work and shoring, piles and parking structure as one uniform structure. Understanding the concern of one long building not having articulation of the façade and massing, the architectural details of this building show cantilevered balconies, and articulation of massing both horizontally and vertically (varying parapet heights, etc.) and in materials and colors, that the end result is not the straight monolithic mass that is undesirable, but a well-developed and articulated massing that break up the length. Overall, it will appear very similar to what has already been approved across Wulfsohn on Phase II.

LOT 4
GLENWOOD MEADOWS NO. 2

LOT 5
GLENWOOD MEADOWS NO. 2

MARKET STREET

LOT 6
GLENWOOD MEADOWS NO. 2

LOT 7
GLENWOOD MEADOWS NO. 2

LOT 8
GLENWOOD MEADOWS NO. 2

EAST MEADOWS

BUS STOP

WULFSHON ROAD

BUS STOP

BUILDING NO. 1

BUILDING NO. 2

16 GARAGE SPACES
& 16 TANDEM SPACES

LOT 11A

BUILDING NO. 3

BUILDING NO. 4

BUILDING NO. 5

12 GARAGE SPACES
& 12 TANDEM SPACES

12 GARAGE SPACES
& 12 TANDEM SPACES

12 GARAGE SPACES
& 12 TANDEM SPACES

ACCESSIBLE
GARAGE SPACE

FLAT TOP VIEW DRIVE

FLAT TOP VIEW DRIVE

LOT 11C-C
GLENWOOD MEADOWS NO. 5

LOT 11C-B
GLENWOOD MEADOWS NO. 5

Lofts at Red Mountain Phase I , II, III Master Parking Allocation Chart

	Lot 11A-A (phase 1)	Lot 11A-B (Phase II)	Lot 7 (Phase III)
Surface Parking Lot	61	42	0
Garage	16	36	61
Tandem	16	36	0
Wulfsohn Road	42	34	41
Total	135	148	102

DENOTES PARKING ALLOCATION FOR RESTAURANT/BANK, LOT 8

DENOTES PARKING ALLOCATION FOR IN-LINE SHOPS/MARKET STREET

DENOTES 13 PARKING ALLOCATION TO PHASE III, LEASED FROM PHASE II

N

0 20 40 80

SCALE: 1" = 40'

REDLAND
Where Great Places Begin
REDLAND.COM
720.283.6783 Office
1500 West Canal Court
Littleton, Colorado 80120

DRAWN BDW
CHECKED MDC
APPROVED MDC
PROJECT NO. 12013.09
HORZ. SCALE 1" = 40'
VERT. SCALE

NOTES

NO. 1
DATE 02.14.2017

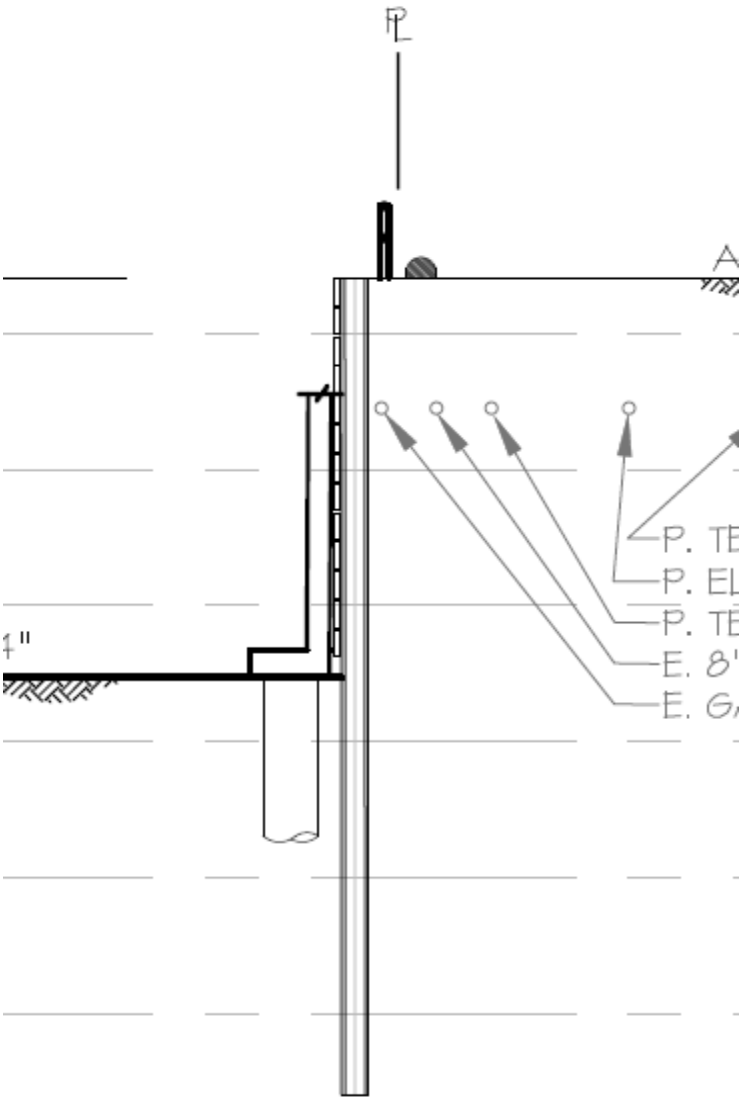
GLENWOOD MEADOWS LOT 11A
THE LOFTS AT RED MOUNTAIN

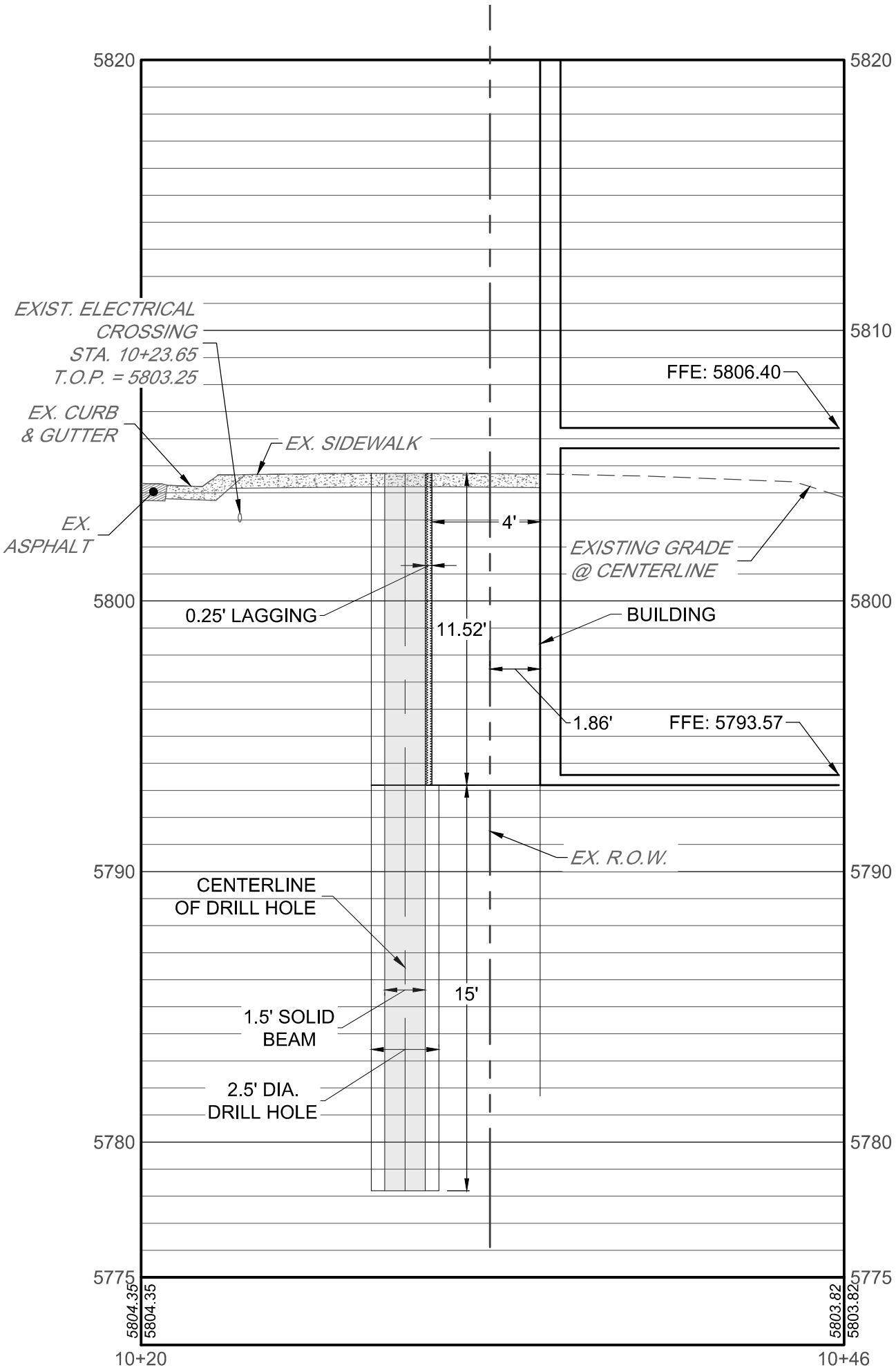
PARKING EXHIBIT

SHEET
1

I:\2012\12013 - Glenwood Meadows\CADD\E:\Exhibits\Lot 11A Parking E:\hibit.dwg, tab: Parking Allocation, Feb 14, 2017 - 3:41pm, mcevaal

Typical Shoring System





0 2.5 5 10

SCALE: 1" = 5'

SHEET 1 OF 1

THE LOFTS AT RED MOUNTAIN PHASE 3

SECTION VIEW OF EXISTING SITE

DATE	12/20/2019
DRAWN	MAL
CHECKED	
APPROVED	APPROVED
PROJECT NO.	12013.11

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SHORING PHOTO

License to Encroach Submittal Letter

The Lofts at Red Mountain is requesting an encroachment into the right of way of Wulfsohn Road for balcony overhangs. The limits of the encroachment will be along the right of way line for approximately 340 feet. The location of the balconies will be on the South side of the building above the sideway adjacent to Wulfsohn Road. The balconies will be on the second and third floors and will hang over the sidewalk and encroach into the right of way a maximum of 60". The justification of this encroachment is to provide a consistent streetscape design along the front of the building to match the existing buildings on the South side of Wulfsohn Road.

a. Due to the narrow width of the lot and the requirement to use all the lot for the building footprint, this is the only viable solution to provide balconies.
b. Given the permanent nature of Wulfsohn Road, the size and shape of the lot and the right of way in question, this is the only solution to achieve the highest and best use of the property.
c. The Lofts at Red Mountain did not create this hardship or the existing lot conditions.
d. The encroachment in question will include extending concrete balconies over the sidewalk greater than 12 feet above sidewalk level. This encroachment will not compromise public safety.
e. The encroachment will not compromise access to public lands as it only extends into the Wulfsohn Road right-of-way.
f. The overall land use for this residential and retail area is to thrive from the walkable nature of Wulfsohn Road. Allowing this encroachment supports that effort.

Legal Description – Will be included in the full design of the development.

The proposed encroachment is included in the civil set of drawings.

Any required insurance will be included upon completion of the building.

Design Variance #1 – Building Length

Building Length - Glenwood Meadows Zoning & Development Standards

The maximum length on multi-family buildings shall be 125 feet.

The building length exceeds the maximum 125’ design standard.

Request: We are requesting the allowance of buildings up to 330’ in length.

1.) First, the overall layout of the development along Wulfsohn encourages pedestrian orientation at street level. Breaking up the buildings into smaller units would only separate and decrease the walkability of the site. Secondly, if the development was held to the 125’ standards it would create a greater number of smaller buildings, thus losing the efficiency gained by shared space and making the cost/sf of construction rise to the point the project would be uneconomical and require higher rents. Three smaller buildings would also result in a decrease in the number of underground parking spaces which would further complicate code compliance.

2.) The intent of restricting multi-family building length is still protected by the high standards of design in the Glenwood Meadows Zoning and Development Standards. The composition of materials lends itself to a regional architectural vernacular. The board-and-batten projection reveals a volumetric spatial organization within the primary mass. The texture and color of the finish supports a natural visual experience.

Variance #2: Parking number of spaces required - 070.030.020 Use Specific Standards Table 30.1

1.5 spaces per dwelling unit, plus 1 guest parking space for each 5 dwelling units.

Required Spaces

135 Residential Spaces (90 units x 1.5)

18 Guest Spaces (1 per 5 units)

153 Total required by Code.

Based on the fact that all 90 units will be one-bedroom units requiring minimal parking, the close proximity to a mass transit bus stop, the availability of on-site bike parking spaces and the close proximity of excess parking in the Glenwood Meadows retail center, Lofts at Red Mountain requests a 30% reduction in the total parking space requirements (153 – 45 = 108) for a total of 108 required spaces.

Available Spaces

61 On-site underground parking spaces

28 On-Street parking spaces allocated to Lot 7

19 Anticipated shared parking space agreement with adjacent property owner.

108 Total spaces provided

Since Wulfsohn Road has already been completed and a finite number of parking spaces exists and have been allocated to Lot 7, the Lofts at Red Mountain is required by Code to provide the required additional parking. We have utilized the allocated street parking, provided on-site underground parking and plan to secure the use of nearby excess parking.

In order to comply fully with the Code, Lofts at Red Mountain would be required to build multi-level underground parking or drastically reduce the number of dwelling units. Neither of these alternatives is financially feasible.

The overall intent of the project is to develop quality rental apartments that are needed in the Glenwood Springs community. In our experience we are providing more than adequate parking for the proposed development. The development is located immediately adjacent to a RFTA transit bus stop that will reduce apartment renter's dependency on vehicles.

The public good is best served by a variance as requested and the granting of the variance will help address the community goal of creating more housing. The developer has a history of providing quality multifamily housing and understands the space and parking needs associated with the development. The proposed development is in close proximity to public transportation as well as retail and business development, which supports the City's vision of a walkable community and reduces vehicle dependency. It is also important to note that multifamily residential parking and parking for commercial uses are inversely related. The majority of apartment residents park over night while commercial businesses use parking during business hours. Lofts at Red Mountain requests your approval of this parking variance.

Variance #2: Parking number of spaces required - 070.030.020 Use Specific Standards Table 30.1

1.5 spaces per dwelling unit, plus 1 guest parking space for each 5 dwelling units.

Required Spaces

135 Residential Spaces (90 units x 1.5)

18 Guest Spaces (1 per 5 units)

153 Total required by Code.

Based on the fact that all 90 units will be one-bedroom units requiring minimal parking, the close proximity to a mass transit bus stop, the availability of on-site bike parking spaces and the close proximity of excess parking in the Glenwood Meadows retail center, Lofts at Red Mountain requests a 30% reduction in the total parking space requirements (153 – 45 = 108) for a total of 108 required spaces.

Available Spaces

61 On-site underground parking spaces

28 On-Street parking spaces allocated to Lot 7

19 Anticipated shared parking space agreement with adjacent property owner.

108 Total spaces provided

Since Wulfsohn Road has already been completed and a finite number of parking spaces exists and have been allocated to Lot 7, the Lofts at Red Mountain is required by Code to provide the required additional parking. We have utilized the allocated street parking, provided on-site underground parking and plan to secure the use of nearby excess parking.

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Date: 11/20/2019 **Author:** BRIGID IRISH **Project:** PHASE 3

Comments:

RVC CONSTRUCTION
PAKING AND SIDEWALK CLOSURE
WULFSOHN RD.
GLENWOOD SPRINGS
MUTCD TA-1 TA-28

Manifest

6 x W20-1 road work ahead

4 x W20-7a flagger

3 x W20-7b be prepared to stop

1 x R9-11(L) Sidewalk Closed Ahead, Cross Here R9-11(L)

1 x R9-11(R) Sidewalk Closed Ahead, Cross Here R9-11(R)

November 20, 2019

Mr. Bob Moore
Realty Capital Management
909 Lake Carolyn Parkway, Suite 150
Irving, Texas 75039

Re: Trip Generation Comparison of Retail V. Residential Use on Lot 7 of the Original Phase 1 of the Glenwood Meadows Development

Dear Mr. Moore,

At your request I have completed a trip generation comparison of potential retail v. residential land use on Lot 7 of Phase 1 of the original Glenwood Meadows project. Lot 7 is located on the north side of Wolfsohn Road along the edge of the existing shopping center and is illustrated below. It is my understanding that Lot 7 of Phase 1 of the Glenwood Meadows project was originally anticipated to be developed as retail shops in a shopping center environment. This is consistent with the information in the Traffic Analysis for the Phase 1 Retail Portion of the Glenwood Meadows Project, dated May 6, 2004, prepared by the Fox Higgins Transportation Group. At that time, the Phase 1 development (north of Wolfsohn Road) did not include any residential land uses.

It is now my understanding that the Realty Capital Management company intends to develop this Lot 7 as a residential project containing 90 single bedroom apartment units. On this basis I have completed a comparison of potential trip making on Lot 7 between the original retail use and the currently proposed residential use. To allow this comparison, I have estimated that Lot 7 could have included approximately 17,500 square feet of single-story retail development, consistent with the existing strip type retail development in this portion of Glenwood Meadows. In making this trip generation comparison I have utilized current trip generation rates from the 10th Edition of the Institute of Transportation Engineers Trip Generation Manual. The results of this comparison is detailed in the attached Table 1.

It can be seen in Table 1 that:

- On a daily basis, the retail use on Lot 7 would generate approximately 170 more trips than the proposed 90-unit residential use.

- During the PM peak hour, when traffic is typically heaviest, the retail use would generate 27 more trips than the residential use.

- During the AM peak hour, when retail traffic is typically not high, the residential use would generate 16 more trips than the retail use.

On this basis, it is my professional opinion that the roadway network designed to accommodate retail use on Lot 7 of Glenwood Meadows Phase 1 will be able to comfortably accommodate a switch to 90 single family residential apartments as currently proposed.

I hope this information is helpful. Please let me know if you have any questions or need additional information.

Sincerely,
FOX TUTTLE HERNANDEZ TRANSPORTATION GROUP, LLC

William C. Fox, P.E.
Principal

Attachments: Table 1 Trip Generation Comparison

FOX TUTTLE HERNANDEZ TRANSPORTATION GROUP

Table 1. Residential V. Commercial Trip Generation Comparison for Lot 7 of Phase 1 of the Orignal Glenwood Meadows Development[1]

Parcel	ITE Code	Land Use	Size	Unit	Reduction Factors		Average Daily Trips				A.M. Peak Hour Trips				P.M. Peak Hour Trips			
					Multi-modal	Internal	Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Lot 7 Phase 1 Retail Use Assumption																		
	820	Shopping Center	17.5	1,000 SF	0.00	0.00	37.75	661	331	330	0.94	16	10	6	3.81	67	32	35
Lot 7 - Current Proposal for Residential (Single Bedroom Apartments)																		
	221	Multi-Family Housing - Mid-Rise	90	Dwelling Units	0.00	0.00	5.44	490	245	245	0.36	32	8	24	0.44	40	24	16
Trip Comparison for Lot 7 - Residential v. Retail								**-171**	**-86**	**-85**		**16**	**-2**	**18**		**-27**	**-8**	**-19**

1. Using current ITE trip rates for each land use category

Kumar & Associates, Inc.®
Geotechnical and Materials Engineers
and Environmental Scientists

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phone: (970) 945-7988
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An Employee Owned Company

Office Locations: Denver (HQ), Parker, Colorado Springs, Fort Collins, Glenwood Springs, and Summit County, Colorado

GEOTECHNICAL ENGINEERING STUDY
PROPOSED LOFTS AT RED MOUNTAIN
PHASE 3 BUILDING
LOT 7, GLENWOOD MEADOWS
WULFSOHN ROAD NEAR MARKET STREET
GLENWOOD SPRINGS, COLORADO

PROJECT NO. 19-7-521

OCTOBER 10, 2019

PREPARED FOR:

STONELEIGH COMPANIES, LLC
ATTN: JOSH WOHLREICH, VP - DEVELOPMENT
760 WEST MAIN STREET, SUITE 140
BARRINGTON, ILLINOIS 60010
jwohlreich@stoneleighcos.com

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FIGURE 1 - LOCATION OF EXPLORATORY BORINGS

FIGURE 2 - LOGS OF EXPLORATORY BORINGS

FIGURE 3 - LEGEND AND NOTES

FIGURES 4 TO 6 - SWELL-CONSOLIDATION TEST RESULTS

FIGURES 7 TO 9 - GRADATION TEST RESULTS

TABLE 1- SUMMARY OF LABORATORY TEST RESULTS

PURPOSE AND SCOPE OF STUDY

This report presents the results of a geotechnical engineering study for the proposed Lofts at Red Mountain, Phase 3 Building located on Lot 7, Glenwood Meadows, Wulfsohn Road near Market Street, Glenwood Springs, Colorado. The project site is shown on Figure 1. The purpose of the study was primarily to develop recommendations for the foundation design of the building. The study was conducted in accordance with our proposal for geotechnical engineering services to Stoneleigh Companies, LLC dated July 17, 2019.

A field exploration program consisting of exploratory borings was conducted to obtain information on the subsurface conditions and ground settlement risks. Samples of the subsoils obtained during the field exploration were tested in the laboratory to determine their classification, compressibility or swell and other engineering characteristics. The results of the field exploration, laboratory testing and site characteristics were analyzed to develop recommendations for possible ground treatment methods to help mitigate settlement potential, foundation types and allowable pressures for the proposed building foundation design. This report summarizes the data obtained during this study and presents our conclusions, design recommendations and other geotechnical engineering considerations based on the proposed construction and the subsurface conditions encountered.

PROPOSED CONSTRUCTION

The Phase 3 Building (footprint shown on Figure 1) consists of a 4-story apartment structure with parking at the lower level daylighting on the downhill, north side. The building will occupy essentially the entire building envelope of the lot. The elevation difference from the uphill, street side to the downhill parking lot side is about 15 feet. The site elevation is generally just below 5800 feet which indicates the property probably lies below the highest historic field irrigation of Wulfsohn Ranch based on the old ditch line at about elevation 5805 feet. The building is proposed to have a uniform lower floor level with the uphill wall and end walls of the building retaining earth backfill. Foundation loading will be relatively heavy, around 14.5 kips per foot for exterior walls and up to 600 kips for columns. We understand that the developer, Stoneleigh Companies, and the design and construction team are familiar with the potential for ground shifting at the project site, and that a certain level of future movement and building distress likely requiring remediation is expected and accepted.

If the building location, grading or other development plans change significantly from those described above, we should be notified to re-evaluate the recommendations contained in this report.

SITE CONDITIONS

The project site lies within the upper, mid area of the Glenwood Meadows development along the downhill side of Wulfsohn Road as shown on Figure 1, and east of Market Street. The ground surface across the lot is irregular, apparently from past cut and fill grading, and typically steeply sloping down to the north from Wulfsohn Road to the gently sloping grade of the asphalt paved parking lot. Vegetation consists mainly of grass and weeds on the steep slope.

SITE GEOLOGY

The Glenwood Meadows development is mainly located on a large alluvial fan complex that has formed below several coalescing drainage basins. The debris fan complex in this area is known to be relatively deep and prone to collapse when wetted and can result in settlement related distress to facilities constructed on the fan. Ground cracks can also result from differential settlement between wetted and naturally dry soils areas, and possibly between fine to coarse grained fan deposit areas. Our experience with previous development in the project area identified ground cracks near the top of the old irrigated fields located roughly at elevation 5810 feet.

The project site appears to be located in the lower part of the area impacted by the July 24, 1977 debris flow (Lincoln-DeVore, 1978). The debris flow impact risk to the Glenwood Meadows development has been mitigated by constructing consecutive drainage collection basins located several hundred feet uphill of the project site. The effectiveness of these basins to mitigate debris flow impacts to the project site has not been evaluated by us and is beyond the scope of our study. It is our assumption that the debris flow basins effectively contain storm event runoff and the site is considered to not be potentially impacted by debris flows.

The Eagle Valley Evaporite mapped as underlying the Glenwood Meadows development is believed to be associated with sinkhole development. The exploratory borings drilled for the current study and those drilled by us for Phase 1 and 2 development did not encounter subsurface voids associated with caving or piping of soil into subsurface cavities in the underlying formation rock. To our knowledge, the project site is not impacted by existing sinkholes and the

risk of future sinkhole development is considered low throughout the service life of the project but the owner should be aware of the risk.

FIELD EXPLORATION

The field exploration for the project was conducted on September 13 and 16, 2019. Five exploratory borings were drilled at the locations shown on Figure 1 to evaluate the subsurface conditions. The borings were advanced with 4-inch diameter continuous flight augers powered by a truck-mounted CME-45B drill rig and were logged by a representative of Kumar & Associates.

Samples of the subsoils were taken with 1⅜ and 2-inch I.D. spoon samplers. The samplers were driven into the subsoils at various depths with blows from a 140 pound hammer falling 30 inches. This test is similar to the standard penetration test described by ASTM Method D-1586. The penetration resistance values are an indication of the relative density or consistency of the subsoils. Depths at which the samples were taken and the penetration resistance values are shown on the Logs of Exploratory Borings, Figure 2. The samples were returned to our laboratory for review by the project engineer and testing.

SUBSURFACE PROFILE CONDITIONS

Graphic logs of the subsurface conditions encountered at the site are shown on Figure 2. The borings were drilled to a typical depth of 30 feet in the alluvial fan soils and 3 borings were deepened to determine the depth to dense river gravel alluvium. The borings were sampled for laboratory testing to evaluate the collapse potential typical of alluvial fan deposits. The three deep borings showed the alluvial fan deposit to extend to depths of 63½ to 77 feet in Borings 1, 2 and 4 locations. The alluvial fan deposits were slightly moist to moist, typically 4 to 8% moisture content with some soils of 9 to 11% moisture content with depth. No free water was encountered in the borings. The slightly moist soils (roughly 25 to 40% saturation level) possess a collapse potential when wetted and the somewhat higher moisture content soils (roughly 45 to 70% saturation level) should be less compressible when wetted. Drilling in the coarse granular river gravel alluvium with auger equipment was difficult due to the cobbles and possible boulders. The subsurface profiles were generally the same as encountered in exploratory borings drilled for the Phase 1 and 2 Buildings.

Laboratory testing performed on samples obtained from the borings included natural moisture content and density and gradation analyses. Results of swell-consolidation testing performed on

relatively undisturbed drive samples of the more fine-grained soils, presented on Figures 4 through 6, indicate low compressibility under existing low moisture condition and low to moderate collapse potential (settlement under constant load) when wetted. The samples were moderately compressible under additional loading after wetting. Results of gradation analyses performed on small diameter drive samples (minus 1½-inch fraction) of the more granular soils are shown on Figures 7 through 9. The laboratory testing is summarized in Table 1.

ENGINEERING ANALYSIS

The project site has inherent risks associated with geotechnical conditions which have been extensively studied for the existing developments at Glenwood Meadows and should be considered by the design and construction team for the current development. Consequently, the need for special foundation systems, such as structural post-tensioned slab foundations or deep foundation and structural slab, and the need for additional ground modification is recommended with the intent to achieve an acceptable risk of future settlement and building distress. Building at the site with special foundation types, even with ground modification, will be a calculated risk and the lowest cost option should not be the deciding factor in selecting the ground modification methods and structural foundation designs. Based on the proposed development plan and prior discussion with the design and construction team, the preferred foundation type consists of piles or piers with bearing down in the underlying dense, river gravel alluvium. If other ground mitigation methods and foundation types are desired, we should be contacted to provide additional analysis and recommendations.

DESIGN RECOMMENDATIONS

FOUNDATION

Piles that extend down into the underlying dense river gravel alluvium encountered at depths of about 63½ to 77 feet in the exploratory borings are a feasible foundation with low settlement potential. Deep foundations can consist of "screw piles" or driven piles. A screw pile foundation is a heavy-duty helical pile (typically 5 to 6-inch diameter, high strength steel pipe with single or double 8 to 12-inch helixes) that has been used in Colorado to provide relatively high load capacity and low foundation settlement risk. Driven piles typically used in this area consist of H-piles and concrete filled, closed-end pipe piles. The building ground level floor slab should also be supported on the pile foundation. We expect the piles will penetrate the dense river gravel on the order of 5 feet to achieve the desired load capacity, but the pile installation contractor should be contacted for specific loading and design information. We expect

downward allowable pile load capacity to be around 100 to 150 kips and will be achieved mainly by end bearing. Uplift capacity will depend on the pile section, helix size and embedment depth. Settlements or uplift under sustained loading are expected to be minor, ½ inch or less. Lateral capacity of screw piles is normally provided by battered piles. Pipe piles and H-piles can be analyzed for lateral load capacity based on horizontal subgrade modulus or L-Pile analysis. Piles should be spaced at least 3 feet from center to center to avoid reduction from group action. At least one pile should be load tested to confirm the assigned load capacity in both compression and tension (if used). The pile load testing should be performed under the supervision of a registered professional engineer and a summary report provided of their adequacy to support the design loading. A representative of the geotechnical engineer should observe the test pile and production pile installations. Grade beams and pile caps should have a minimum depth of 3 feet for frost cover and void form below them is not needed. When the pile or pier type has been selected, we can provide additional analysis and recommendations for the final design.

GRADING AND DRAINAGE CONCEPTS

Extraordinary grading and drainage provisions are recommended regardless of the settlement mitigation methods selected. These should include a minimum 10% slope away from the building for at least 10 feet. Plantings and irrigation should be minimized and not include lawn. Swales needed to collect surface runoff should have a minimum invert slope of 2% and preferably 3%. Frequent drop inlets or yard drains with solid watertight piping could be needed to achieve the desired surface drainage. Roof runoff should be 100% contained by gutters and downspouts that discharge to solid watertight restrained-joint subsurface piping. Perimeter underdrains should not be provided for the slab-at-grade foundation areas. Site retaining walls for grade change should be protected with an underdrain. The underdrain should be lined with an impervious membrane such as 30 mil PVC to contain possible drain water flow and discharge to solid pipe. All pressure and sewer pipes should have mechanical restrained joints to prevent leakage in the event of some ground movement. Proper backfill compaction will be critical to maintain site grades since ground settlement will tend to reduce the effectiveness of the site grading provisions. Typically, backfill should be compacted to at least 95% of standard Proctor density at near optimum moisture content. Even with close attention to proper grading and drainage construction, regular maintenance will be needed to correct even the smallest changes or to provide additional improvements. A rigorous maintenance program and budget will be required throughout the project life to ensure proper grading and drainage are maintained.

RETAINING WALLS

Retaining structures which are laterally supported and can be expected to undergo only a slight amount of deflection should be designed for a lateral earth pressure computed on the basis of an equivalent fluid unit weight of at least 50 pcf for backfill consisting of the on-site soils. Cantilevered retaining structures which are separate from the buildings and can be expected to deflect sufficiently to mobilize the full active earth pressure condition should be designed for a lateral earth pressure computed on the basis of an equivalent fluid unit weight of at least 40 pcf for flat backslope and 45 pcf for sloping backslope of 3 horizontal to 1 vertical and backfill consisting of the on-site soils. A maximum allowable bearing pressure of 2,000 psf can be assumed for site retaining wall that can tolerate considerable differential settlement.

All retaining structures should be designed for appropriate hydrostatic and surcharge pressures such as adjacent footings, traffic, construction materials and equipment. The pressures recommended above assume drained conditions behind the walls. The buildup of water behind a wall or an upward sloping backfill surface will increase the lateral pressure imposed on a foundation wall or retaining structure. An underdrain should be provided to prevent hydrostatic pressure buildup behind walls.

Backfill should be placed in uniform lifts and compacted to at least 90% of the maximum standard Proctor density at a moisture content near optimum. Backfill placed in pavement and walkway areas should be compacted to at least 95% of the maximum standard Proctor density. Care should be taken not to overcompact the backfill or use large equipment near the wall, since this could cause excessive lateral pressure on the wall. Some settlement of deep foundation wall backfill should be expected, even if the material is placed correctly, and could result in distress to facilities constructed on the backfill.

The lateral resistance of foundation or retaining wall footings will be a combination of the sliding resistance of the footing on the foundation materials and passive earth pressure against the side of the footing. Resistance to sliding at the bottoms of the footings can be calculated based on a coefficient of friction of 0.40. Passive pressure of compacted backfill against the sides of the footings can be calculated using an equivalent fluid unit weight of 350 pcf. The coefficient of friction and passive pressure values recommended above assume ultimate soil strength. Suitable factors of safety should be included in the design to limit the strain which will occur at the ultimate strength, particularly in the case of passive resistance. Fill placed against the sides of the footings to resist lateral loads should be a predominantly granular material

compacted to at least 95% of the maximum standard Proctor density at a moisture content near optimum.

SLABS-ON-GRADE

We understand the ground floor of the building will be a structural slab constructed on-grade and supported by the building foundation. The natural on-site soils can be used to support lightly loaded slab-on-grade construction exterior to the building with a risk of settlement and distress if he bearing soils are wetted. To reduce the effects of some differential movement, non-structural slabs should be separated from all foundations and walls with expansion joints which allow unrestrained vertical movement. Floor slab control joints should be used to reduce damage due to shrinkage cracking. The requirements for joint spacing and slab reinforcement should be established by the designer based on experience and the intended slab use. A minimum 4-inch layer of relatively well graded sand and gravel such as road base should be placed beneath exterior slabs for subgrade support. A minimum 4-inch layer of relatively free draining gravel should be provided below the interior floor slab to facilitate drainage. This material should consist of minus 2-inch aggregate with at least 50% retained on the No. 4 sieve and less than 2% passing the No. 200 sieve.

All fill materials for support of slabs should be compacted to at least 95% of maximum standard Proctor density at a moisture content near optimum. Required fill can consist of the on-site granular soils devoid of vegetation, topsoil and rock larger than about 4 inches.

UNDERDRAIN SYSTEM

Although free water was not encountered during our exploration, it has been our experience in this area that local perched groundwater can develop during times of heavy precipitation or seasonal runoff. Frozen ground during spring runoff can also create a perched condition. We recommend below-grade construction, such as retaining walls and basement areas, be protected from wetting and hydrostatic pressure buildup by an underdrain system. If shallow crawlspace is used, we do not recommend a perimeter underdrain system because its use can result in wetting of the bearing soils.

The drains should consist of rigid perforated drainpipe placed in the bottom of the wall backfill surrounded above the invert level with free-draining granular material. The drain should be placed at each level of excavation and at least 1 foot below lowest adjacent finish grade and

sloped at a minimum ½% to a suitable gravity outlet with solid pipe. Free-draining granular material used in the underdrain system should contain less than 2% passing the No. 200 sieve, less than 50% passing the No. 4 sieve and have a maximum size of 2 inches. The drain gravel backfill should be at least 1½ feet deep. An impervious membrane such as 30 mil PVC should be placed beneath the drain gravel in a trough shape and attached to the foundation wall with mastic to prevent wetting of the bearing soils.

SITE GRADING

We assume cut and fill depths for the project will be up to about 15 feet. Embankment fills should consist of the onsite soils processed down to about minus 4-inch material and compacted to at least 95% of the maximum standard Proctor density near optimum moisture content. Prior to fill placement, the subgrade should be carefully prepared by removing all vegetation and topsoil and compacting to at least 95% of the maximum standard Proctor density. The fill should be benched into slopes that exceed 20% grade. Permanent unretained cut and fill slopes should be graded at 2 horizontal to 1 vertical or flatter and protected against erosion by revegetation or other means. This office should review site grading plans for the project prior to construction.

PAVEMENT DESIGN RECOMMENDATIONS

A pavement section is designed to distribute concentrated traffic loads to the subgrade. Pavement design procedures are based on strength properties of the subgrade and pavement materials assuming stable, uniform subgrade conditions. Certain soils such as the upper, silty matrix soils encountered on this site, are frost susceptible and could impact pavement performance. Frost susceptible soils are problematic when there is a free water source. If those soils are wetted, the resulting frost heave movements can be large and erratic. Therefore, pavement design procedures assume dry subgrade conditions by providing proper surface and subsurface drainage.

Subgrade Materials: The fine-grained matrix soils encountered at the site are mainly low plasticity which are considered a poor support for pavement materials. The soil classification tests indicate an AASHTO Soil Classification of A-4 and an 'R' value in the range of 10. For design purposes, the soil support value of the subgrade was selected based on an Hveem 'R' value of 10 for flexible (asphalt) pavements and a modulus of subgrade reaction of 100 tcf was selected for rigid (portland cement) pavements. The soils are considered moderately to highly susceptible to frost action.

Pavement Section: Since anticipated traffic loading information was not available at the time of report preparation, an 18 kip equivalent daily load application (EDLA) of 5 was assumed for exterior automobile parking areas and an EDLA of 10 was assumed for combined automobile and truck traffic areas. These loadings should be checked by the project civil engineer. A Regional Factor of 2 was assumed for this area of Garfield County based on the site terrain, surface drainage and climatic conditions.

Based on the assumed parameters, the pavement section in driveway areas subjected to combined automobile and truck traffic should consist of 8 inches of high quality base course and 4 inches of asphalt surface and in parking areas should consist of 8 inches of high quality base course and 3 inches of asphalt.

As an alternative to asphalt pavement and in areas where truck turning movements are concentrated, the pavement section can consist of 6 inches of portland cement concrete above 4 inches of base course.

The section thicknesses assume structural coefficients of 0.14 for aggregate base course, 0.44 for asphalt surface and design strength of 4,500 psi for portland cement concrete. The material properties and compaction should be in accordance with the project specifications.

Subgrade Preparation: Design subgrade level should be established by placing and compacting at least 3 feet of the onsite soils processed to minus 4-inch material. The processed and replaced material should be to at least 10 feet deep in driveway areas containing water or sewer lines. Prior to fill placement, the entire subgrade area should be scarified to a depth of 8 inches, adjusted to a moisture content near optimum and compacted to at least 95% of the maximum standard Proctor density. The pavement subgrade should be proof-rolled with a heavily loaded pneumatic-tired vehicle. Pavement design procedures assume a stable subgrade. Areas which deform excessively under heavy wheel loads are not stable and should be removed and replaced to achieve a stable subgrade prior to placing structural fill or pavement materials.

Drainage: The collection and diversion of surface drainage away from paved areas is extremely important to the satisfactory performance of pavement. Drainage design should provide for the removal of water from paved areas and prevent wetting of the subgrade soils.

SIGNIFICANT ASSUMPTIONS

1) Stoneleigh Companies and the other design and construction team members for the project are aware of the potential for ground shifting due to the collapse potential of the

extreme debris flow deposit depth that could result in future movements and distress of the constructed facilities requiring remedial repairs.

2) Our study has been conducted according to the standard of care ordinarily followed in this area for geotechnical engineering. By accepting our findings, recommendations and conditions, it is accepted that our study meets the standard of care and no other higher standard will be imposed after completion of the project.

3) Kumar & Associates will be retained for additional evaluations as needed, and construction observation and testing services through substantial completion of the project. If another consultant is selected to complete the project, Kumar & Associates will not be the geotechnical engineer of record on the project.

4) Stoneleigh Companies is assumed to keep the project as apartments at least 8 years after substantial completion. If the property changes ownership prior to that time in the future, Kumar & Associates will be contacted for possible limitations on their services provided.

5) The potential debris flow impacts to the project site have been mitigated by the uphill, nearby debris basins.

LIMITATIONS

The findings and recommendations submitted in this letter are intended for selection of settlement risk mitigation methods and for preliminary foundation, grading and drainage designs based on the subsurface exploration findings and our experience with collapsible soils in this area. The risk of foundation movement may be greater than indicated in this report because of possible variations in the subsurface conditions. We encourage peer review of our findings and recommendations by a practicing professional engineer who has been geotechnical engineer of record for multi-family housing projects built on collapsible soils requiring foundation settlement mitigation. The conclusions and recommendations submitted in this report are based upon the data obtained from the exploratory borings drilled at the locations indicated on Figure 1, the proposed type of construction and our experience in the area. Our services do not include determining the presence, prevention or possibility of mold or other biological contaminants (MOBC) developing in the future. If the client is concerned about MOBC, then a professional in this special field of practice should be consulted. Our findings include interpolation and extrapolation of the subsurface conditions identified at the exploratory borings and variations in the subsurface conditions may not become evident until excavation is performed. If conditions encountered during construction appear different from those described in this report, we should be notified so that re-evaluation of the recommendations may be made.

This report has been prepared for the exclusive use by our client for design purposes. We are not responsible for technical interpretations by others of our information. As the project evolves, we should provide continued consultation and field services during construction to review and monitor the implementation of our recommendations, and to verify that the recommendations have been appropriately interpreted. Significant design changes may require additional analysis or modifications to the recommendations presented herein. We recommend on-site observation of excavations and foundation bearing strata and testing of structural fill by a representative of the geotechnical engineer.

Respectfully Submitted,

H-P KUMAR

Steven L. Pawlak, P.E.

Reviewed by:

Daniel E. Hardin, P.E.

SLP/kac

cc: Realty Capital Management – Richard Myers (myers@realtycapital.com)
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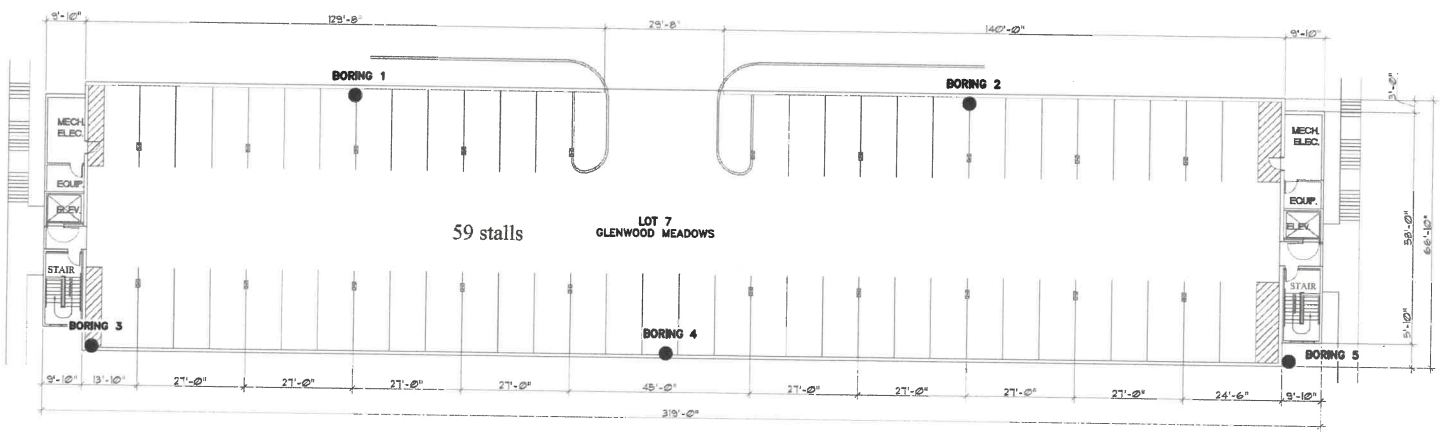
Dan Soelberg (dsoelberg@rvconst.com)

REFERENCES

Lincoln-DeVore, 1978, *Geologic Hazards of the Glenwood Springs Metropolitan Area, Garfield County, Colorado,* Colorado Geologic Survey Open File Report 78-10

EXISTING PARKING LOT

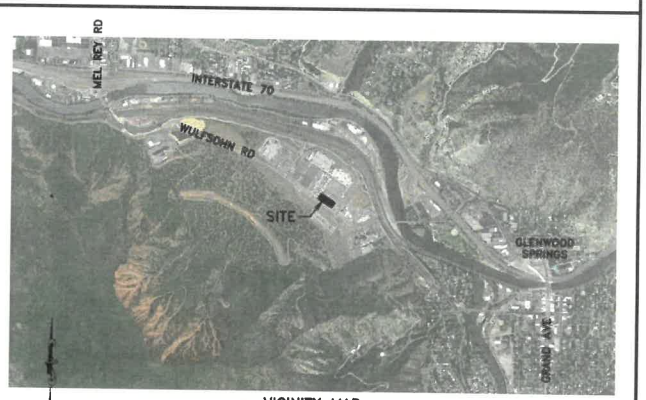


EXISTING COMMERCIAL

VACANT LOT

WULFSOHN DRIVE

APPROXIMATE SCALE–FEET



VICINITY MAP
NOT TO SCALE

19–7–521	Kumar & Associates	LOFTS AT RED MOUNTAIN, PHASE 3	LOCATION OF EXPLORATORY BORINGS	Fig. 1

October 02, 2019 – 10:57am
V:\Projects\2019\19-7-521 Subsoil Study, Proposed Lofts at Red Mountain Phase 3\Drafting\197521-01.dwg

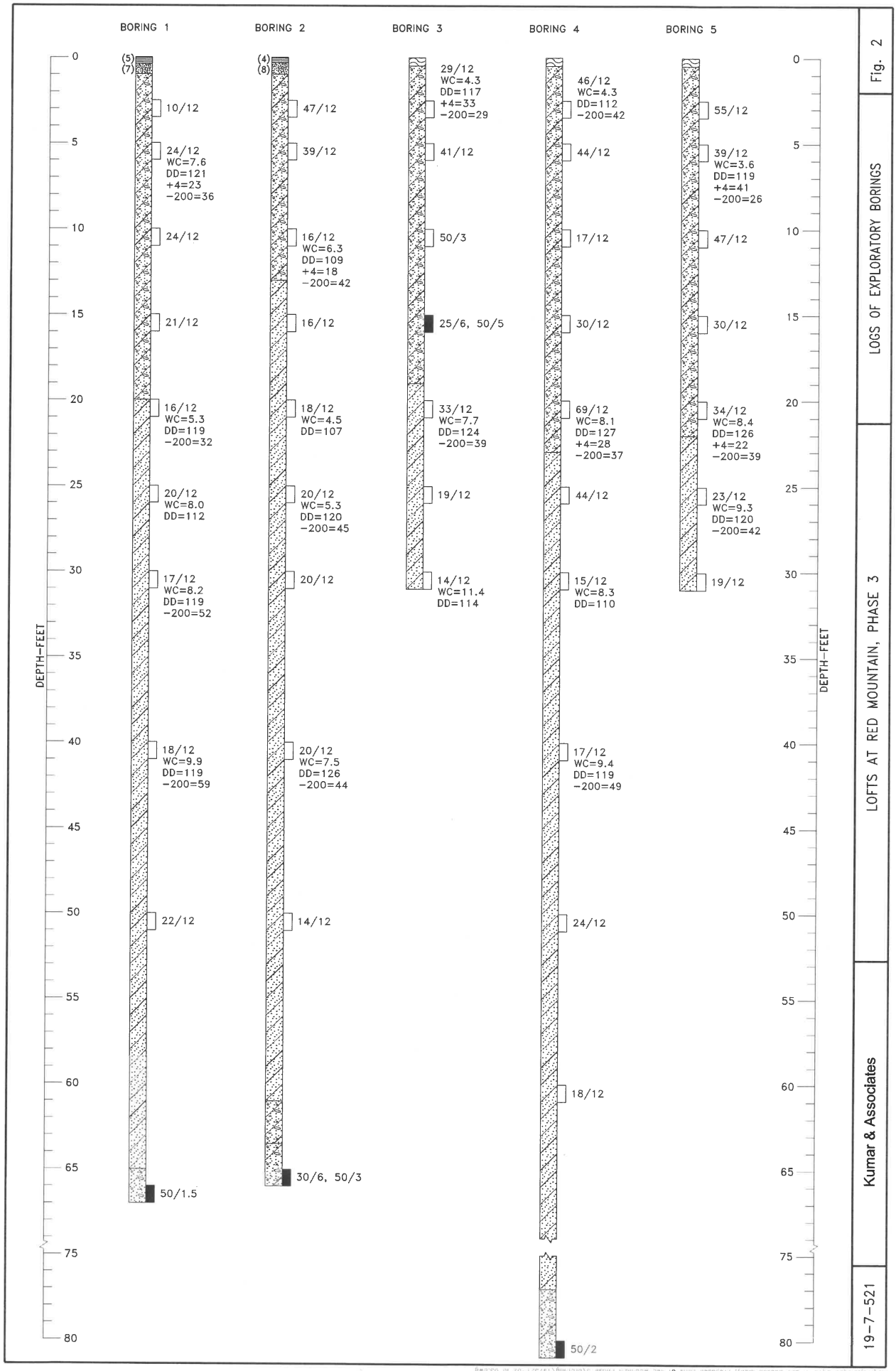


Fig. 2

LOGS OF EXPLORATORY BORINGS

LOFTS AT RED MOUNTAIN, PHASE 3

Kumar & Associates

19-7-521

LEGEND

TOPSOIL; ORGANIC SILTY SAND WITH GRAVEL, FIRM, BROWN.

(5)
ASPHALT, THICKNESS IN INCHES SHOWN IN PARENTHESES TO LEFT OF THE LOG.

(7)
BASE COURSE, THICKNESS IN INCHES SHOWN IN PARENTHESES TO LEFT OF THE LOG.

SAND AND GRAVEL (SM–GM); SILTY, SLIGHTLY CLAYEY, COBBLES, MEDIUM DENSE, SLIGHTLY MOIST TO MOIST, RED, SUBANGULAR ROCK.

SAND (SM); SILTY TO VERY SILTY WITH VERY SANDY SILT LAYERS, SCATTERED GRAVEL TO GRAVELLY, SCATTERED COBBLES, MEDIUM DENSE, SLIGHTLY MOIST TO MOIST, RED–BROWN.

GRAVEL AND COBBLES (GM–GP); SLIGHTLY SILTY, SANDY, PROBABLE BOULDERS, DENSE, SLIGHTLY MOIST, BROWN. ROUNDED ROCK.

DRIVE SAMPLE, 2–INCH I.D. CALIFORNIA LINER SAMPLE.

DRIVE SAMPLE, 1 3/8–INCH I.D. SPLIT SPOON STANDARD PENETRATION TEST.

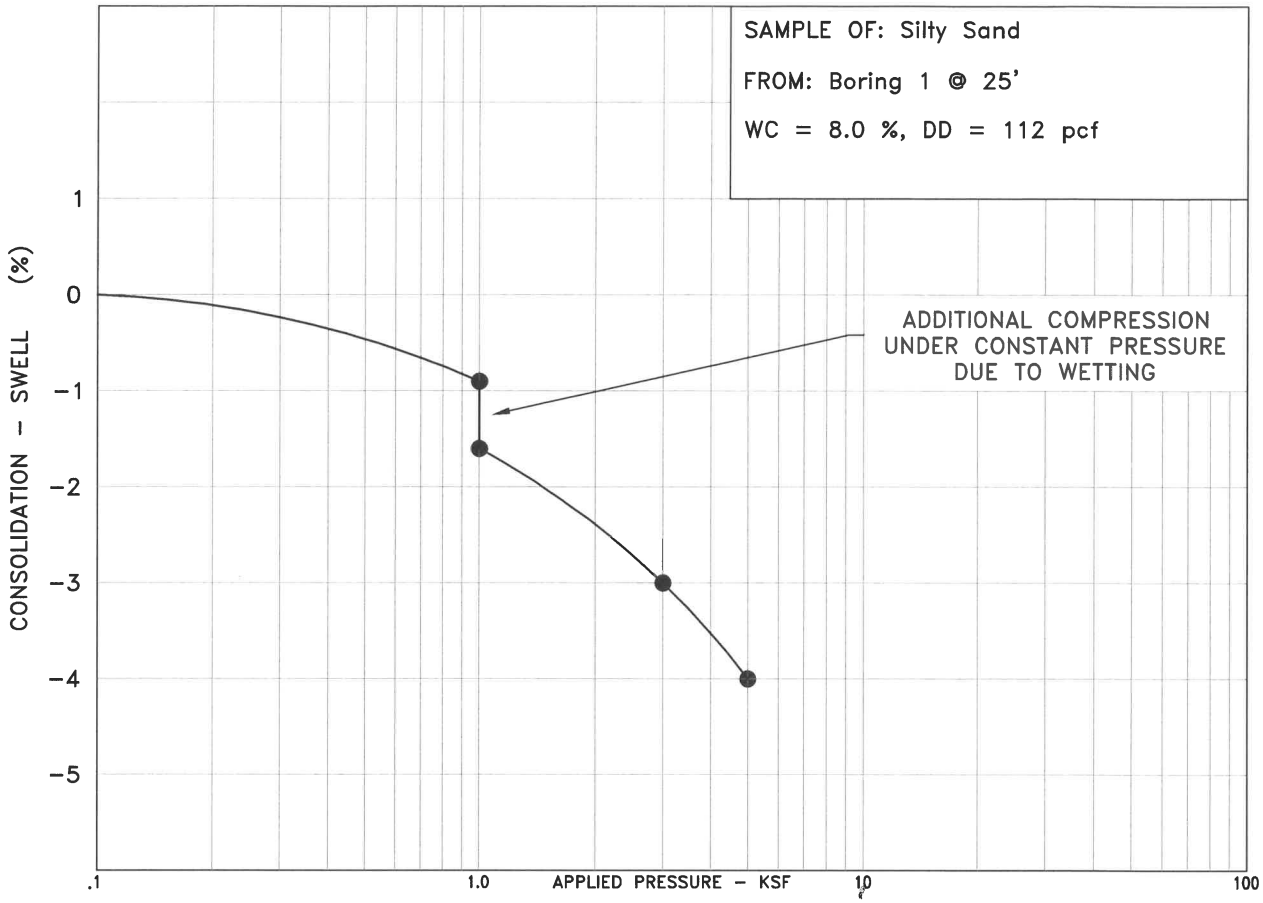
10/12 DRIVE SAMPLE BLOW COUNT. INDICATES THAT 10 BLOWS OF A 140–POUND HAMMER FALLING 30 INCHES WERE REQUIRED TO DRIVE THE SAMPLER 12 INCHES.

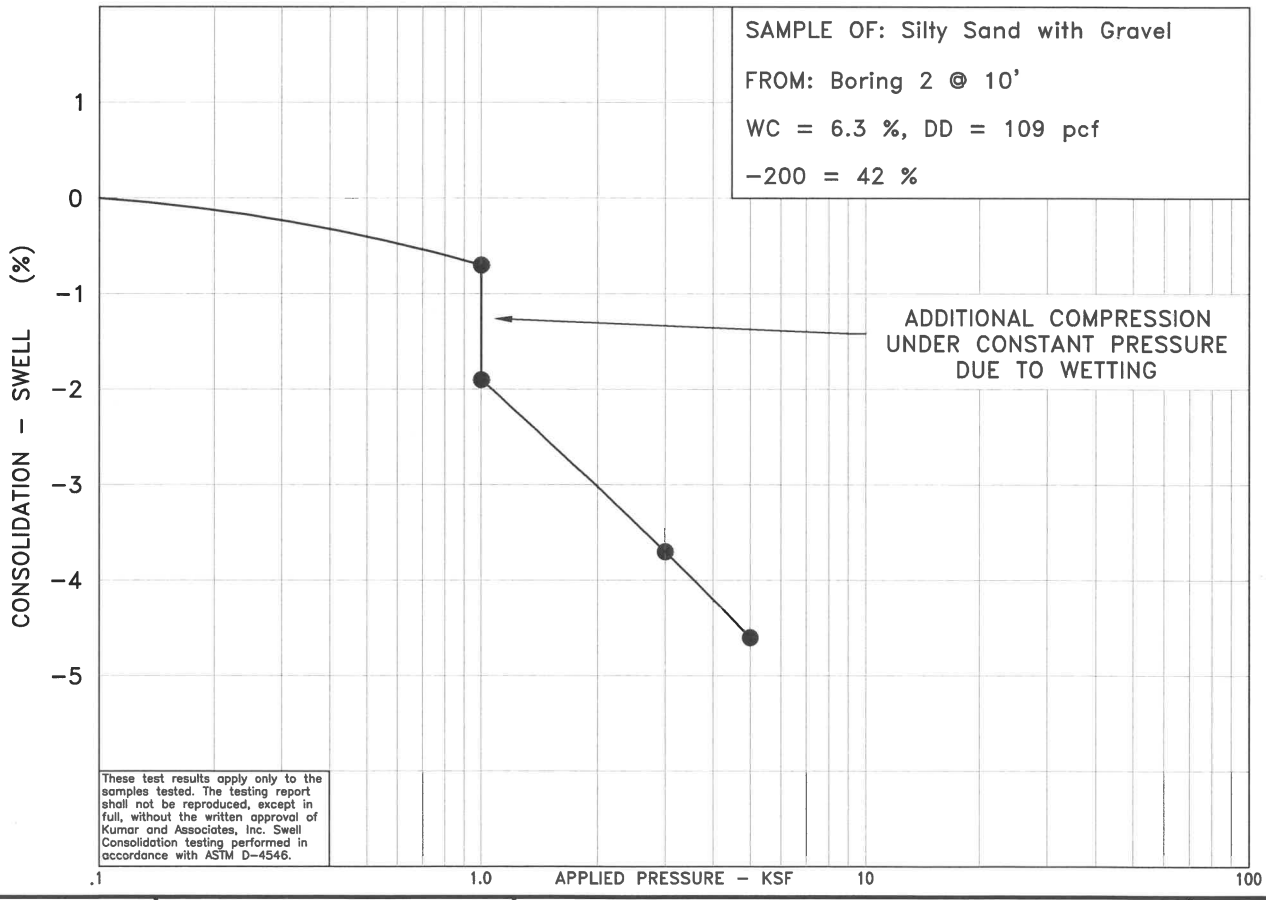
NOTES

1. THE EXPLORATORY BORINGS WERE DRILLED ON SEPTEMBER 13 AND 16, 2019 WITH A 4–INCH–DIAMETER CONTINUOUS–FLIGHT POWER AUGER.
2. THE LOCATIONS OF THE EXPLORATORY BORINGS WERE MEASURED APPROXIMATELY BY PACING FROM FEATURES SHOWN ON THE SITE PLAN PROVIDED.
3. THE ELEVATIONS OF THE EXPLORATORY BORINGS WERE NOT MEASURED AND THE LOGS OF THE EXPLORATORY BORINGS ARE PLOTTED TO DEPTH.
4. THE EXPLORATORY BORING LOCATIONS SHOULD BE CONSIDERED ACCURATE ONLY TO THE DEGREE IMPLIED BY THE METHOD USED.
5. THE LINES BETWEEN MATERIALS SHOWN ON THE EXPLORATORY BORING LOGS REPRESENT THE APPROXIMATE BOUNDARIES BETWEEN MATERIAL TYPES AND THE TRANSITIONS MAY BE GRADUAL.
6. GROUNDWATER WAS NOT ENCOUNTERED IN THE BORINGS AT THE TIME OF DRILLING OR WHEN BORING 1 AND 2 WERE CHECKED 3 DAYS LATER.
7. LABORATORY TEST RESULTS:
   WC = WATER CONTENT (%) (ASTM D2216);
   DD = DRY DENSITY (pcf) (ASTM D2216);
   +4 = PERCENTAGE RETAINED ON NO. 4 SIEVE (ASTM D6913);
   −200= PERCENTAGE PASSING NO. 200 SIEVE (ASTM D1140).

19–7–521	Kumar & Associates	LEGEND AND NOTES	Fig. 3

Oct 10, 19Y - 14:32pm
C:\Users\rromero\appdata\local\temp\AcPublish_13368\197521-02 to 03.dwg

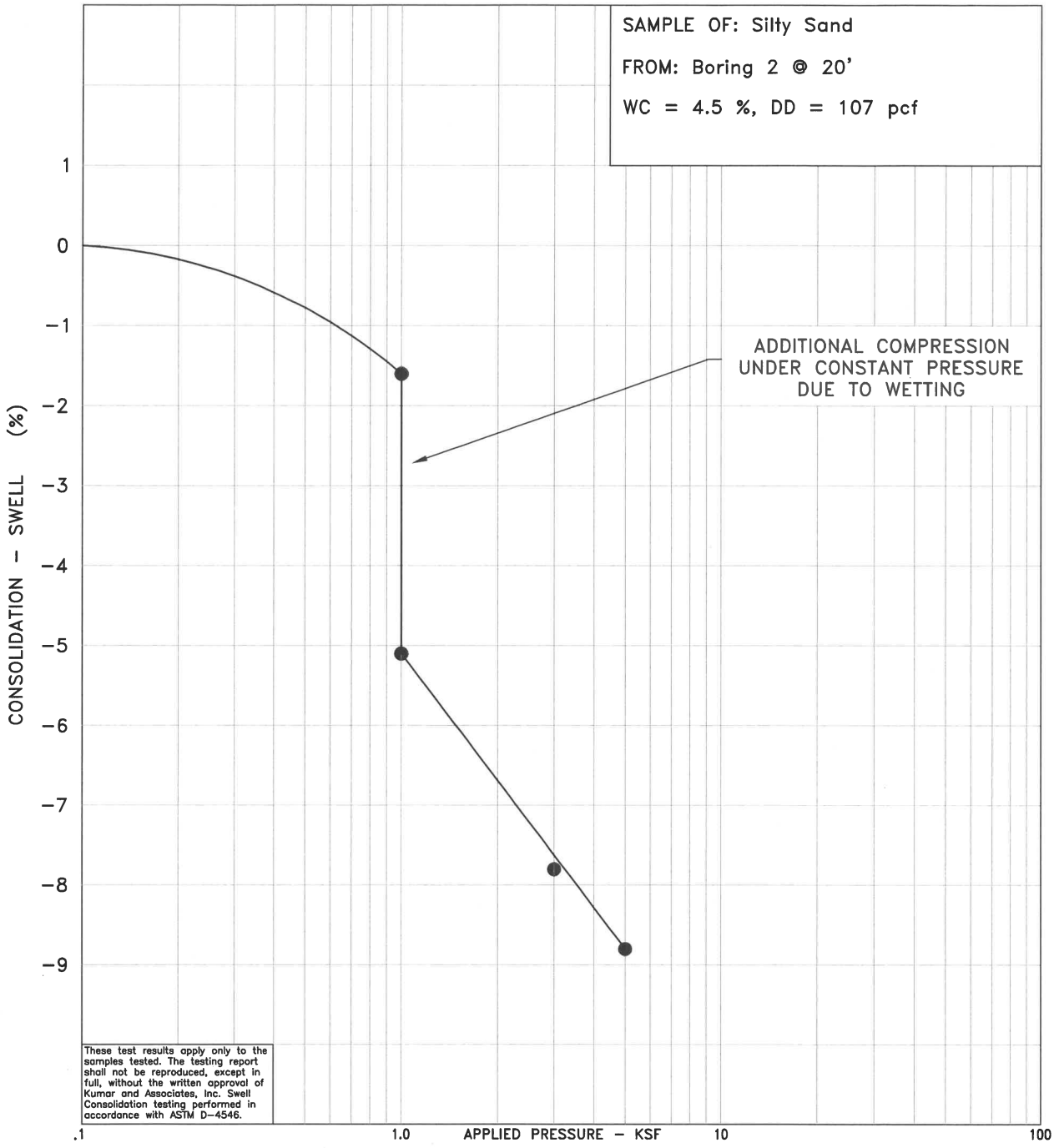




These test results apply only to the samples tested. The testing report shall not be reproduced, except in full, without the written approval of Kumar and Associates, Inc. Swell Consolidation testing performed in accordance with ASTM D-4546.

19-7-521	Kumar & Associates	SWELL-CONSOLIDATION TEST RESULTS	Fig. 4

October 10, 2019 - 02:32pm
V:\Projects\2019\19-7-521 Subsoil Study, Proposed Lofts at Red Mountain Phase 3\Drafting\197521-04 to 06.dwg



19-7-521	Kumar & Associates	SWELL-CONSOLIDATION TEST RESULTS	Fig. 5

October 10, 2019 - 02:32pm
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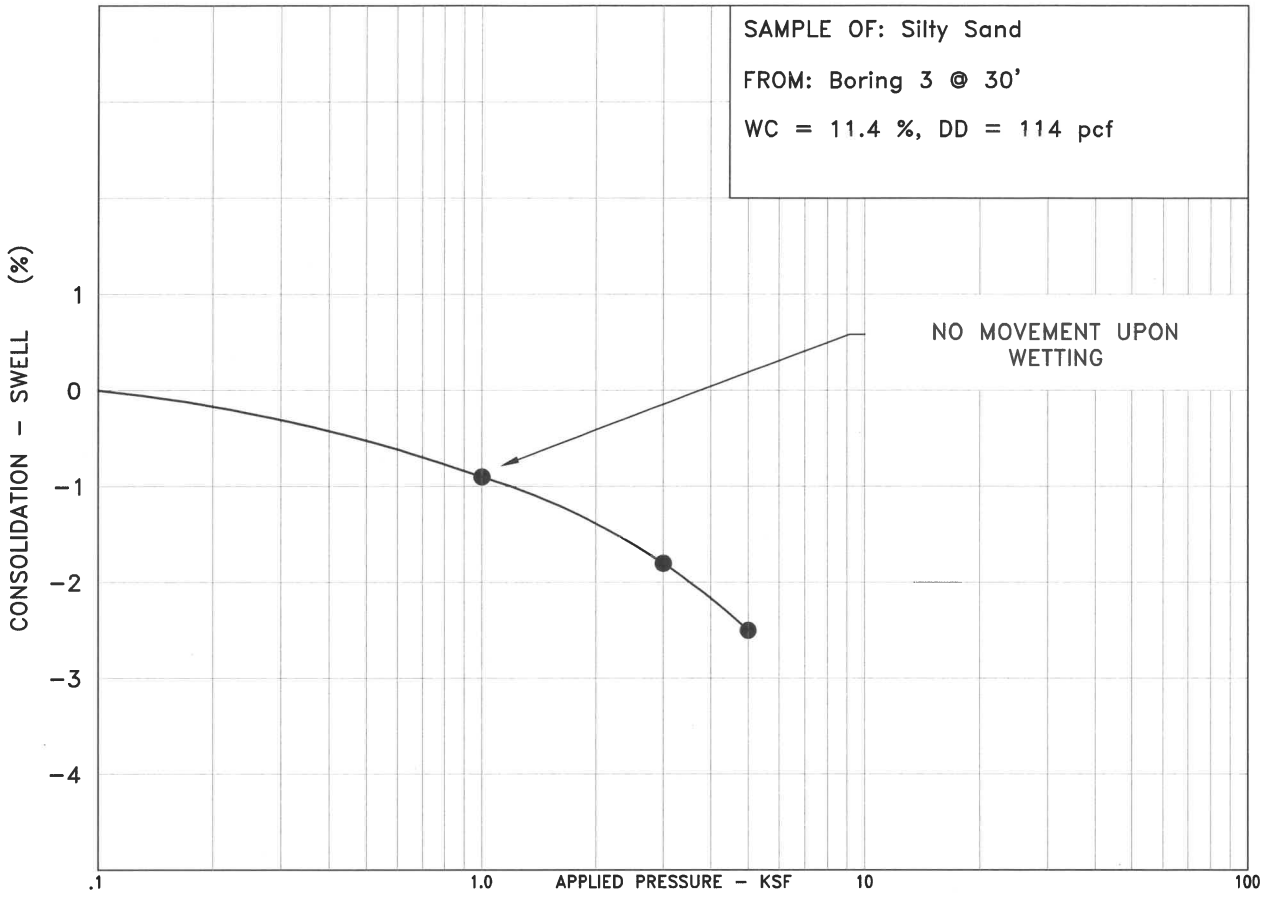
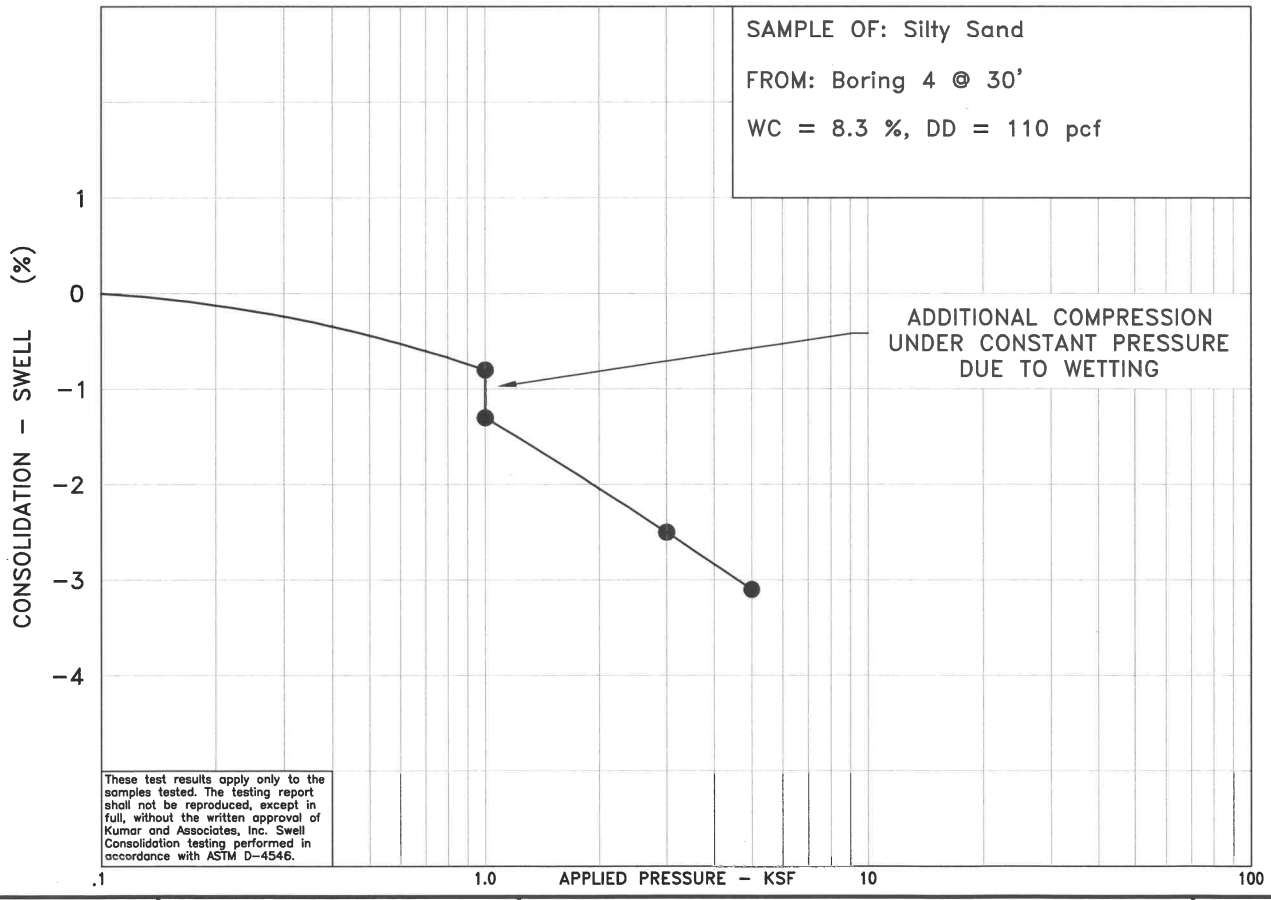
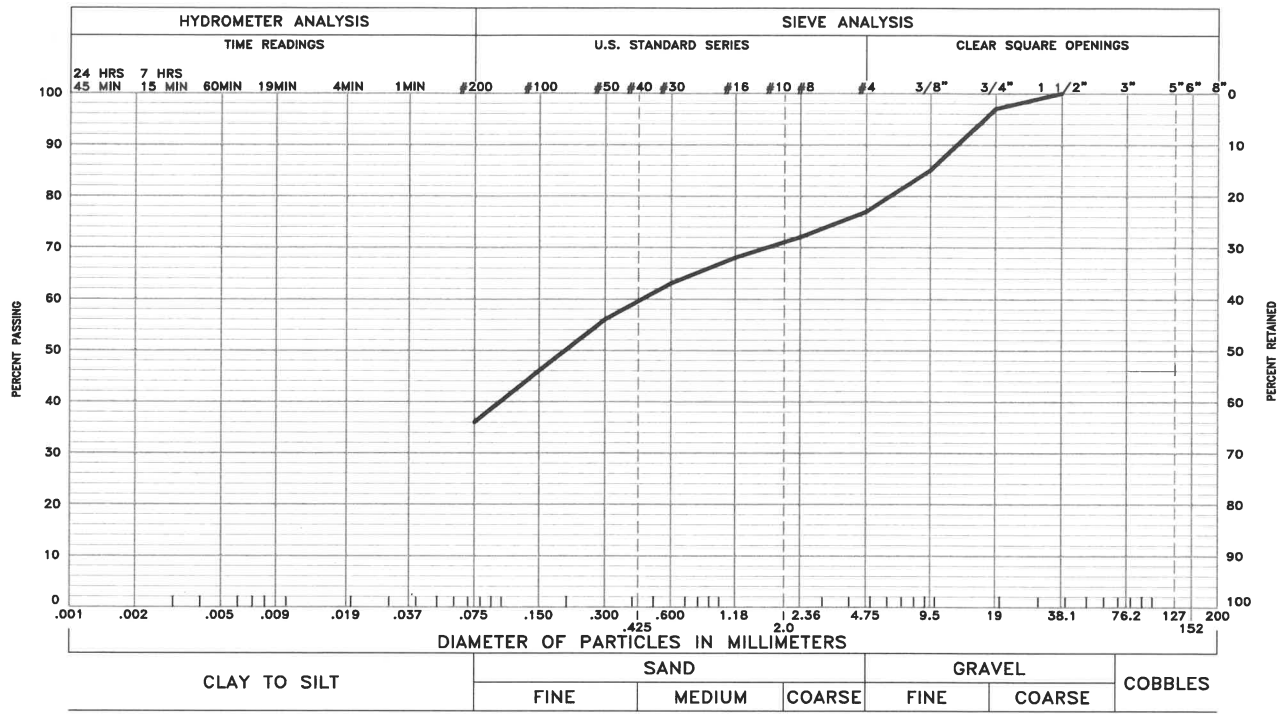




These test results apply only to the samples tested. The testing report shall not be reproduced, except in full, without the written approval of Kumar and Associates, Inc. Swell Consolidation testing performed in accordance with ASTM D-4546.

19-7-521	Kumar & Associates	SWELL-CONSOLIDATION TEST RESULTS	Fig. 6

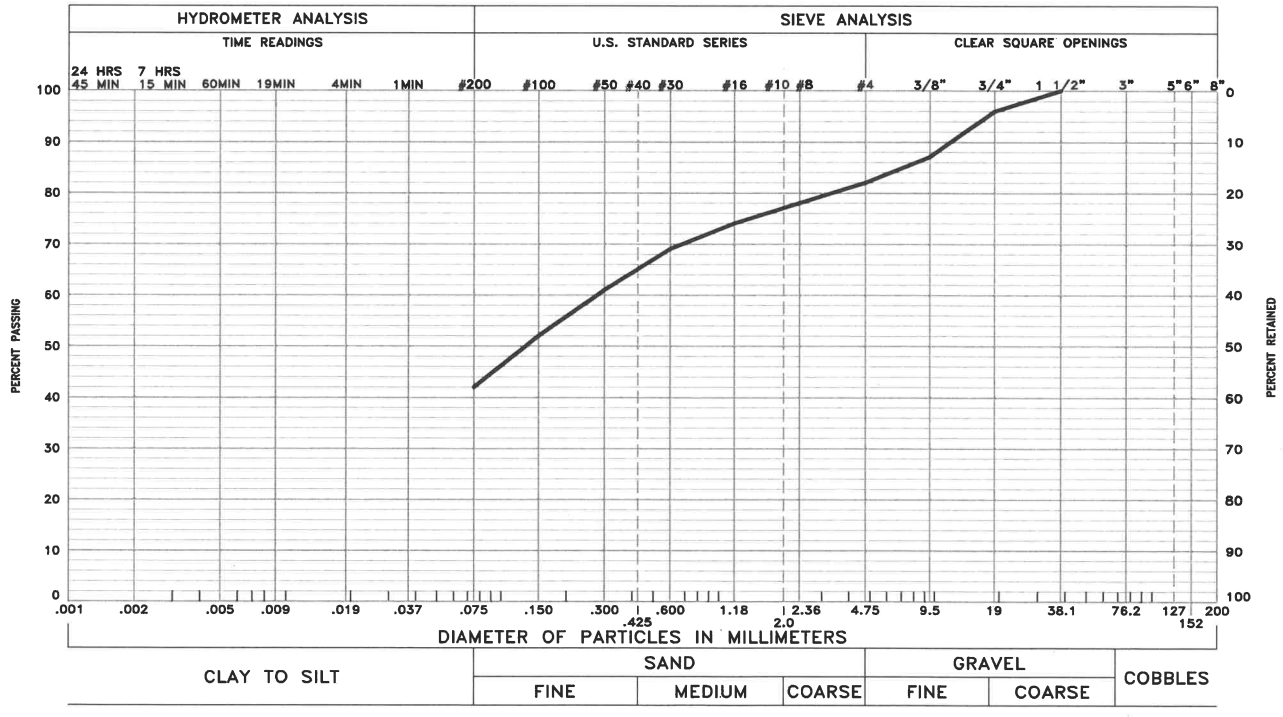
October 10, 2019 - 03:35pm
V:\Projects\2019\19-7-521 Sobsell Study, Proposed Lofts at Red Mountain Phase 3\Drafting\19752I-04 to 06.dwg



GRAVEL 23 % SAND 41 % SILT AND CLAY 36 %

LIQUID LIMIT PLASTICITY INDEX

SAMPLE OF: Silty Sand and Gravel FROM: Boring 1 @ 5'



GRAVEL 18 % SAND 40 % SILT AND CLAY 42 %

LIQUID LIMIT PLASTICITY INDEX

SAMPLE OF: Silty Sand with Gravel FROM: Boring 2 @ 10'

These test results apply only to the samples which were tested. The testing report shall not be reproduced, except in full, without the written approval of Kumar & Associates, Inc. Sieve analysis testing is performed in accordance with ASTM D6913, ASTM D7928, ASTM C136 and/or ASTM D1140.

19-7-521	Kumar & Associates	GRADATION TEST RESULTS	Fig. 7

October 10, 2019 - 02:33pm
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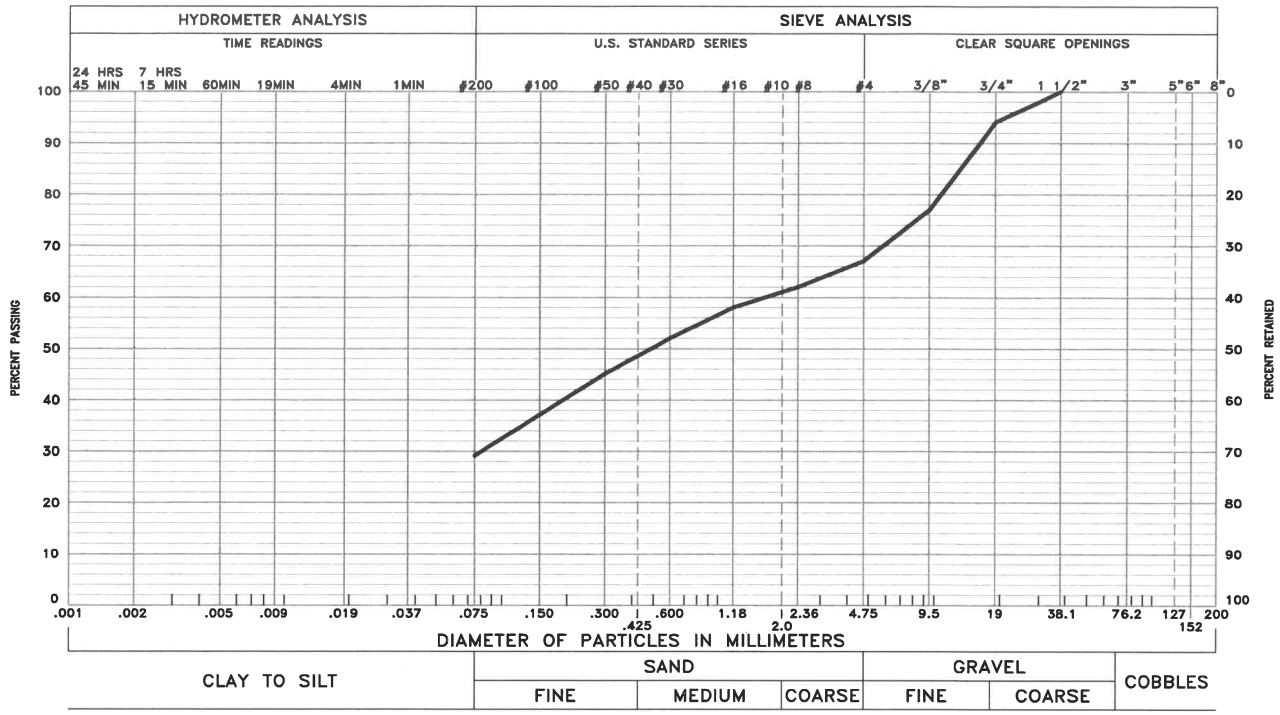
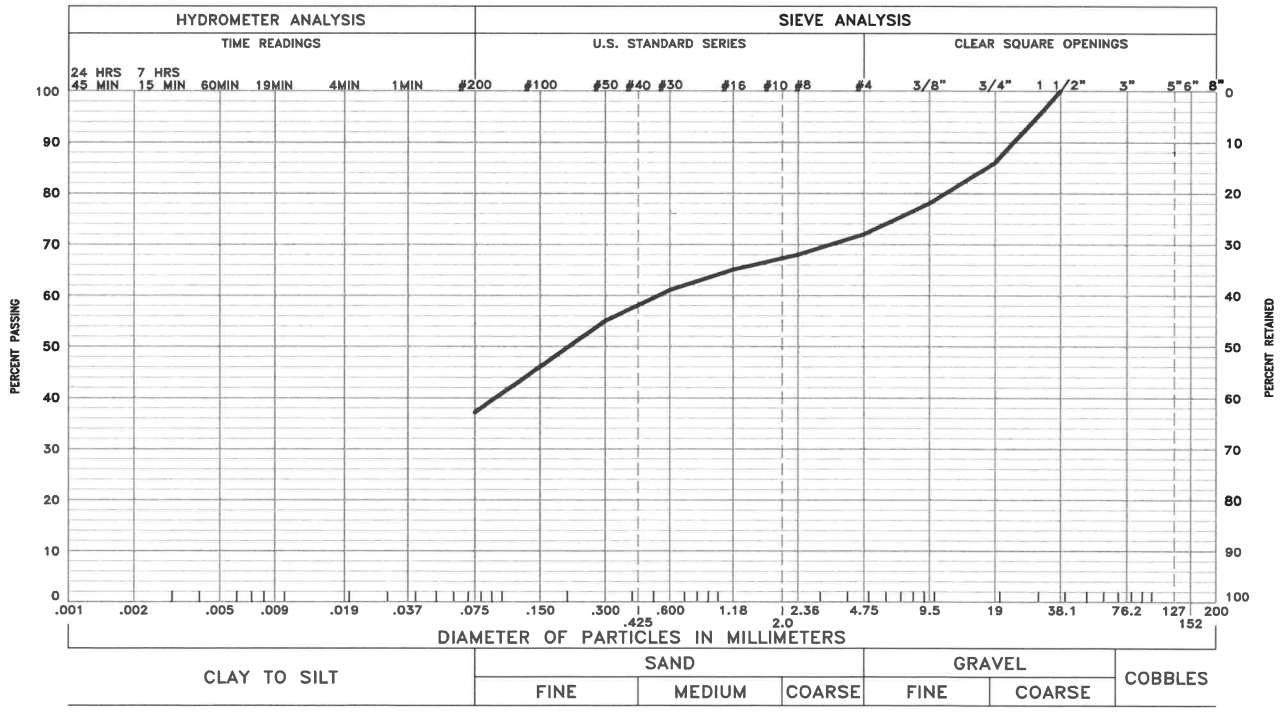


GRAVEL 33 % SAND 38 % SILT AND CLAY 29 %

LIQUID LIMIT PLASTICITY INDEX

SAMPLE OF: Silty Sand and Gravel FROM: Boring 3 @ 2.5'



GRAVEL 28 % SAND 35 % SILT AND CLAY 37 %

LIQUID LIMIT PLASTICITY INDEX

SAMPLE OF: Silty Sand with Gravel FROM: Boring 4 @ 20'

These test results apply only to the samples which were tested. The testing report shall not be reproduced, except in full, without the written approval of Kumar & Associates, Inc. Sieve analysis testing is performed in accordance with ASTM D6913, ASTM D7928, ASTM C136 and/or ASTM D1140.

19-7-521	Kumar & Associates	GRADATION TEST RESULTS	Fig. 8

October 10, 2019 - 02:33pm
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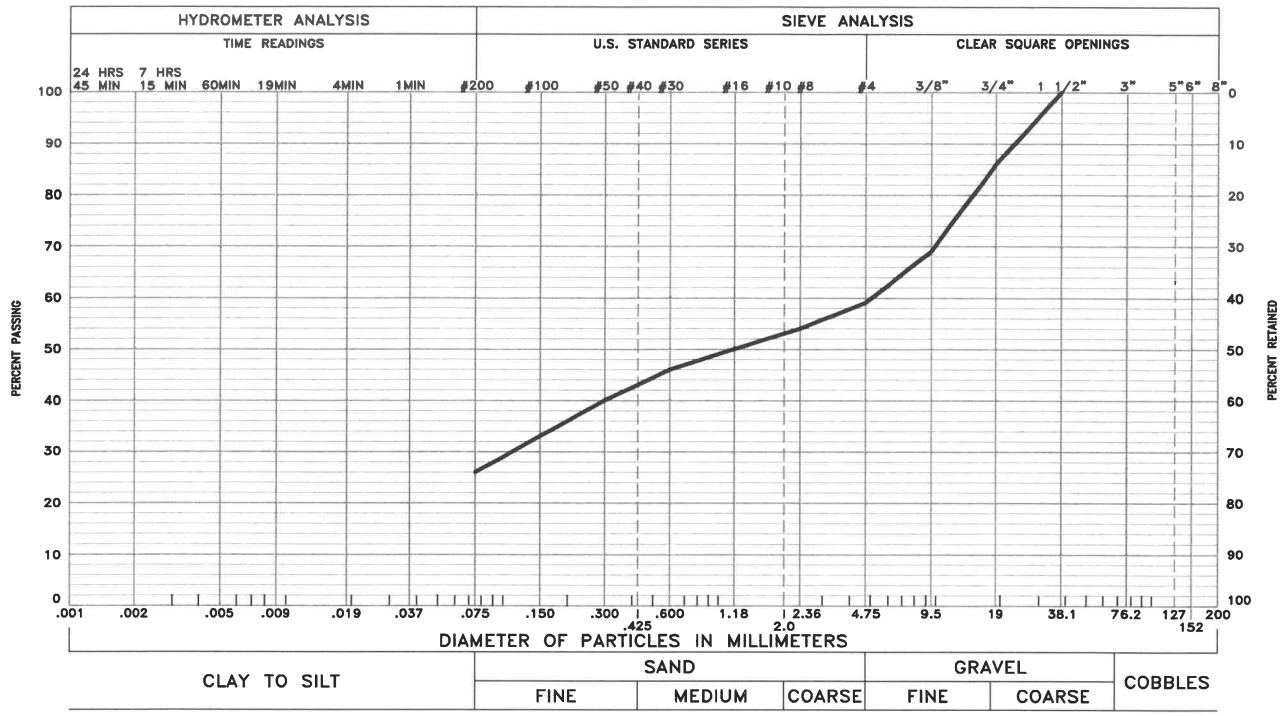
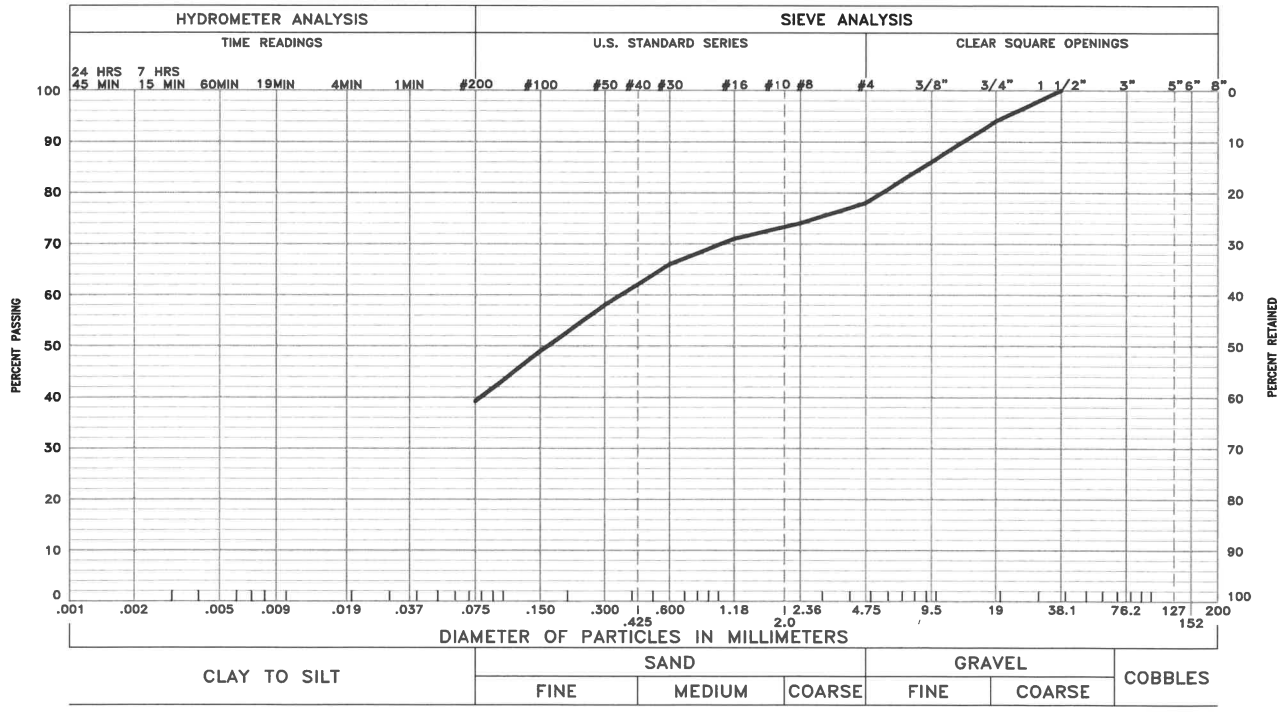


GRAVEL 41 % SAND 33 % SILT AND CLAY 26 %

LIQUID LIMIT PLASTICITY INDEX

SAMPLE OF: Silty Sand and Gravel FROM: Boring 5 @ 5'



GRAVEL 22 % SAND 39 % SILT AND CLAY 39 %

LIQUID LIMIT PLASTICITY INDEX

SAMPLE OF: Silty Sand with Gravel FROM: Boring 5 @ 20'

These test results apply only to the samples which were tested. The testing report shall not be reproduced, except in full, without the written approval of Kumar & Associates, Inc. Sieve analysis testing is performed in accordance with ASTM D6913, ASTM D7928, ASTM C136 and/or ASTM D1140.

19-7-521	Kumar & Associates	GRADATION TEST RESULTS	Fig. 9

October 10, 2019 - 02:33pm
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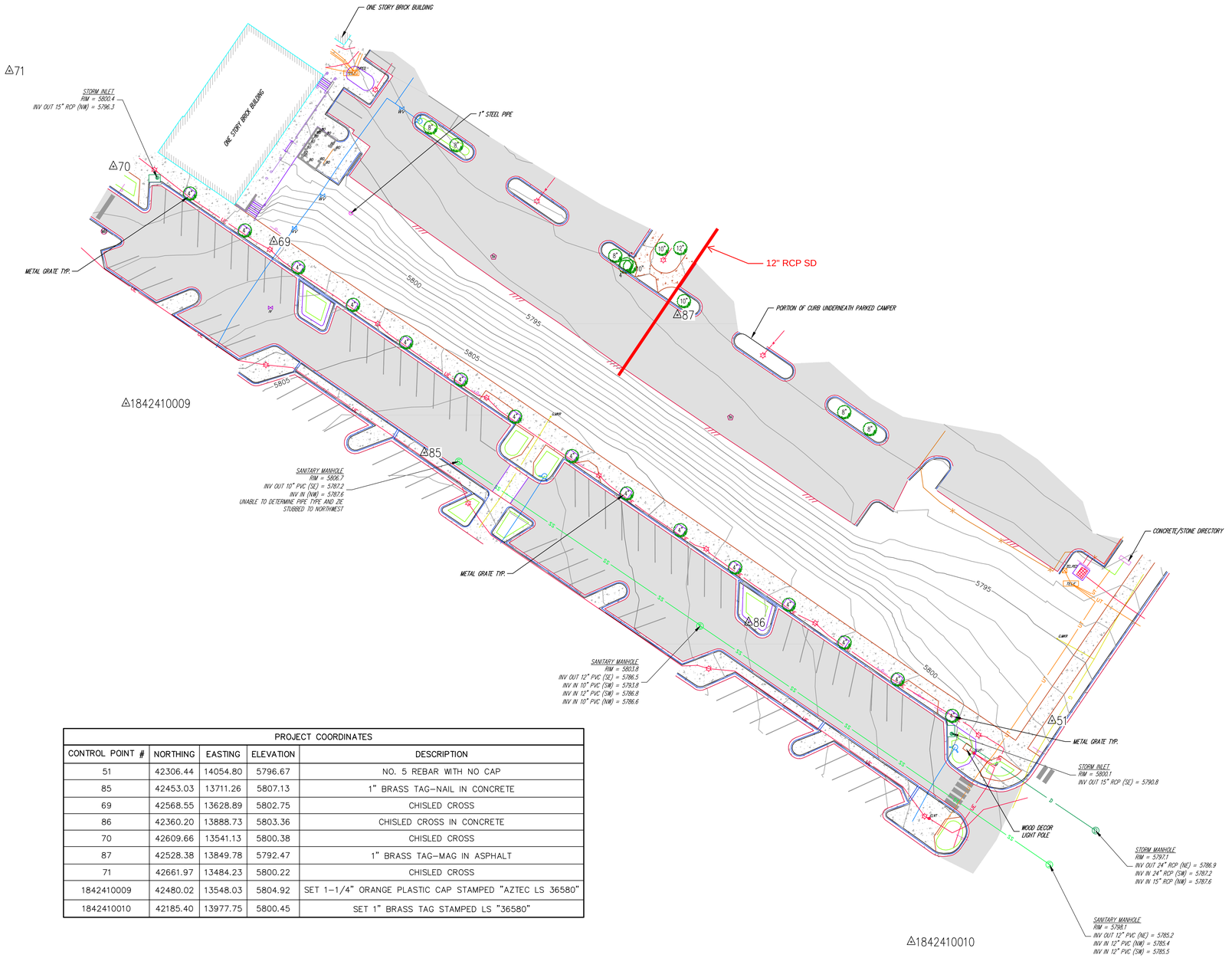
Kumar & Associates, Inc.®
Geotechnical and Materials Engineers
and Environmental Scientists

TABLE 1
SUMMARY OF LABORATORY TEST RESULTS

SAMPLE LOCATION		NATURAL MOISTURE CONTENT	NATURAL DRY DENSITY	GRADATION		PERCENT PASSING NO. 200 SIEVE	ATTERBERG LIMITS		UNCONFINED COMPRESSIVE STRENGTH		SOIL TYPE
BORING	DEPTH (ft)	(%)	(pcf)	GRAVEL (%)	SAND (%)		LIQUID LIMIT (%)	PLASTIC INDEX (%)	(psf)		
1	5	7.6	121	23	41	36					Silty Sand and Gravel
	20	5.3	119			32					Silty Sand with Gravel
	25	8.0	112								Silty Sand
	30	8.2	119			52					Very Sandy Silt
	40	9.9	119			59					Very Sandy Silt
2	10	6.3	109	18	40	42					Silty Sand with Gravel
	20	4.5	107								Silty Sand
	25	5.3	120			45					Very Silty Sand
	40	7.5	126			44					Very Silty Sand
3	2½	4.3	117	33	38	29					Silty Sand and Gravel
	20	7.7	124			39					Silty Sand with Gravel
	30	11.4	114								Silty Sand

TABLE 1
SUMMARY OF LABORATORY TEST RESULTS

SAMPLE LOCATION		NATURAL MOISTURE CONTENT	NATURAL DRY DENSITY	GRADATION		PERCENT PASSING NO. 200 SIEVE	ATTERBERG LIMITS		UNCONFINED COMPRESSIVE STRENGTH		SOIL TYPE
BORING	DEPTH (ft)	(%)	(pcf)	GRAVEL (%)	SAND (%)		LIQUID LIMIT (%)	PLASTIC INDEX (%)	(psf)		
4	2½	4.3	112			42					Silty Sand with Gravel
	20	8.1	127	28	35	37					Silty Sand with Gravel
	30	8.3	110								Silty Sand
	40	9.4	119			49					Very Silty Sand
5	5	3.6	119	41	33	26					Silty Sand and Gravel
	20	8.4	126	22	39	39					Silty Sand with Gravel
	25	9.3	120			42					Very Silty Sand



PROJECT COORDINATES				
CONTROL POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
51	42306.44	14054.80	5796.67	NO. 5 REBAR WITH NO CAP
85	42453.03	13711.26	5807.13	1" BRASS TAG–NAIL IN CONCRETE
69	42568.55	13628.89	5802.75	CHISLED CROSS
86	42360.20	13888.73	5803.36	CHISLED CROSS IN CONCRETE
70	42609.66	13541.13	5800.38	CHISLED CROSS
87	42528.38	13849.78	5792.47	1" BRASS TAG–MAG IN ASPHALT
71	42661.97	13484.23	5800.22	CHISLED CROSS
1842410009	42480.02	13548.03	5804.92	SET 1–1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 36580"
1842410010	42185.40	13977.75	5800.45	SET 1" BRASS TAG STAMPED LS "36580"

LEGEND

- SANITARY MANHOLE
- SANITARY UNDERGROUND
- STORM LINE UNDERGROUND
- STORM INLET
- STORM MANHOLE
- WATER FIRE HYDRANT
- WATER LINE UNDERGROUND
- WATER VALVE
- ELECTRIC TRANSFORMER
- ELECTRIC UNDERGROUND
- LIGHT POLE
- ELECTRIC VAULT
- TELEPHONE CABINET
- TELEPHONE LINE UNDERGROUND
- TELEPHONE PEDESTAL
- CABLE TV PEDESTAL
- CABLE TV UNDERGROUND
- GAS LINE UNDERGROUND
- GAS MKR POST
- TEST HOLE
- EX CONT–MJR
- EX CONT–MNR
- LANDSCAPE EDGE
- TREE DECIDUOUS
- FENCE
- GATE
- HANDICAP RAMP
- SIDEWALK
- MAILBOX
- EDGE ASPHALT
- EDGE CONCRETE
- CURB LIP OF GUTTER
- CURB TOP BACK
- FLOWLINE
- CHASE
- PAN FLOWLINE
- LINEMARKING WHITE STRIPE SOLID
- BOLLARD
- SIGN
- BUILDING
- STEPS
- COLUMN
- HANDRAIL
- WALL
- WALL FINISH GRADE
- IRRIGATION VALVE
- CONTROL
- CONCRETE
- ASPHALT PAVEMENT
- STEPS
- WALL
- PARKING SPACE / HANDICAP PARKING

TYPICAL
- TOP BACK OF CURB
- FLOWLINE
- LIP OF GUTTER
- SIDEWALK
- HANDICAP RAMP

GENERAL NOTES

1. BENCHMARK:
   GLENWOOD SPRINGS BENCHMARK # 199 BEING A CHISELED SQUARE ON A HEADWALL.
   ELEVATION = 5761.63 (NAVD 88)
2. ALL LINEAL UNITS SHOWN ARE U.S. SURVEY FEET.
3. DATE OF SURVEY: THE FIELDWORK FOR THIS SURVEY WAS PERFORMED ON SEPTEMBER 12, 2019.
4. THIS SURVEY DOES NOT CERTIFY TO SUBSURFACE FEATURES, IMPROVEMENTS, UTILITIES OR BURIED LINES OF ANY TYPE, LOCATION DEPICTED HEREON ARE DERIVED FROM FIELD SURVEY OF UTILITY FLAGGING / PAINT MARKING, PERFORMED BY AZTEC CONSULTANTS INC. UTILITY LOCATES DEPARTMENT ON SEPTEMBER 9, 2019.
5. THIS TOPOGRAPHY MAP DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND IS ONLY INTENDED TO DEPICT SITE IMPROVEMENTS AND GROUND FEATURES AS THEY EXISTED ON THE DATE SURVEYED.
6. PROJECT COORDINATES ARE MODIFIED COLORADO STATE PLANE CENTRAL ZONE 83(2011) COORDINATES. PROJECT COORDINATES ARE DERIVED FROM STATE PLANE COORDINATES USING THE FOLLOWING FORMULAS:

   PROJECT NORTHING = (STATE PLANE NORTHING * 1.0000000000) – 1,000,000.00
   PROJECT EASTING = (STATE PLANE EASTING * 1.0000000000) – 3,000,000.00

SURVEYOR'S STATEMENT

I, BRADY J. MOOREHEAD, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE TOPOGRAPHIC EXHIBIT SHOWN HEREON WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF IS TRUE AND ACCURATE.

BRADY J. MOOREHEAD, PLS NO. 38668
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.

FOR REVIEW

STATUTE OF LIMITATIONS

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

SCALE 1" = 30'
CKD JT
DWG RBA
DATE 2019-09-17

N

SCALE: 1" = 30'

AZTEC CONSULTANTS, INC.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com

TOPOGRAPHIC EXHIBIT
LOFTS AT RED MOUNTAIN II
GLENWOOD SPRINGS, COLORADO

PREPARED FOR
REDLAND

1500 WEST CANAL COURT, LITTLETON, CO 80120

SHEET ONE
OF 1 SHEETS

JOB NO. 54819-37

Redland
WHERE GREAT PLACES BEGIN
720.283.6783 Office
1500 West Canal Court
Littleton, Colorado 80120
REDLAND.COM

November 20, 2019

Ms. Terri Partch
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

Re: Drainage Compliance Letter for the Glenwood Meadows Lot 7 – The Lofts at Red Mountain Phase 3

Dear Ms. Patch:

This letter has been prepared to address drainage compliance for the proposed Glenwood Meadows Lot 7 - Lofts at Red Mountain Phase 3 project (Site). The Site is located in Lot 7 of Glenwood Meadows No. 2, in Section 8, Township 6 South, Range 89 West of the 6th Principal Meridian, City of Glenwood Springs, Garfield County, Colorado. The Site is located on the southwest corner of the Glenwood Meadows retail center (northeast of Wulfsohn Road and northwest of East Meadows Drive). This compliance letter addresses the development of Lot 7 and the conformance of the drainage design to the Final Drainage Report for Glenwood Meadows Lots 1-10 and Tracts A, B, and C, by V3 Consultants, July 30, 2004 (Final Drainage Report).

The existing site consists of undeveloped land and existing parking lot adjacent to Wulfsohn Road that was anticipated to be developed in the Final Drainage Report. A 12" storm sewer was extended to the Site with the construction of the Glenwood Meadows retail center and this sewer will be utilized as a part of the drainage design for the Site. Phase 3 of the Lofts at Red Mountain consists of one 89-unit apartment building with garage parking and building coverage of 21,537 square-feet. Pedestrian access will be achieved from the Wulfsohn Road right of way at the center and ends of the building and vehicle access to the parking garage will be through Lots 5, 6 and 8 of Glenwood Meadows No. 2.

Proposed Site Drainage

Runoff from the Site was determined by using the rational method, with the minor storm being the 2-year event and the major storm being the 25-year event, in accordance with the Final Drainage Report for Glenwood Meadows and the City of Glenwood Springs Drainage Criteria. Developed runoff from the Site was accounted for in existing Water Quality Ponds B and C along Midland Avenue in the Final Drainage Report.

Four drainage basins have been modified from the Final Drainage Report. These basins are Basins B16, C3, C7, and C8 and one additional drainage basin has been added, Basin C3a.

Basin B16 contains 0.48 acres and consists of existing drive aisles, parking lot, and landscaping. Runoff from this basin sheet flows to the north towards an existing single Type 13 sump inlet. The 25-year developed runoff from Basin B16 is 1.54 cfs. The Final Drainage Report assumed Basin B16 would be 0.71 acres with a 25-year developed runoff of 2.8 cfs. The runoff is less in the proposed condition; therefore, the proposed change will not have a negative impact on the downstream system.

Basin C3 contains 0.17 acres and consists of existing drive aisle, parking lot, and landscaping. Runoff from this basin sheet flows to the north where it is intercepted by an existing 5' Type R inlet. The 25-year developed runoff from Basin C3 is 0.45 cfs. The Final Drainage Report assumed Basin C3 would be 0.26 acres with a 25-year developed runoff of 0.9 cfs. The runoff is less in the proposed condition; therefore, the proposed change will not have a negative impact on the downstream system.

Basin C7 contains 1.54 acres and consists of existing drive aisles, parking lot, and landscaping. Runoff from this basin combines with runoff from Basin C8 and sheet flows to the north towards an existing single Type 13 sump inlet. The 25-year runoff from Basin C7 is 4.72 cfs.

Basin C8 contains 0.74 acres and consists of existing drive aisles, parking lot, and landscaping. Runoff from this basin combines with runoff from Basin C7 and sheet flows to the north towards an existing single Type 13 sump inlet. The 25-year runoff from Basin C8 is 2.40 cfs. The combined 25-year runoff from Basins C7 and C8 is 7.12 cfs. The Final Drainage Report assumed the combined Basin C7 and C8 would be 2.43 acres with a 25-year developed runoff of 9.2 cfs. The runoff is less in the proposed condition; therefore, the proposed change will not have a negative impact on the downstream system.

Basin C3a contains 0.49 acres and consists of the proposed building's roof. Runoff from this basin is discharged into an existing 12" RCP storm sewer stub located on the Site. The 25-year runoff from Basin C3a is 1.50 cfs. The Final Drainage Report did not account for any runoff entering the existing 12" RCP storm sewer stub. We assume this was done to ensure the inlets would have capacity to handle the surface runoff in the interim condition before development occurred on Lot 7. The existing 12" storm sewer was analyzed using StormCAD and the additional runoff into sewer will not have a negative impact on the downstream storm sewer system.

The proposed Lofts at Red Mountain Phase 3 drainage design is in conformance with the approved Final Drainage Report for Glenwood Meadows and the City of Glenwood Springs drainage criteria. Calculations and excerpts from previously approved reports are included with the attachments of this letter.

Sincerely,

Mark D. Cevaal, P.E.
Sr. Project Manager

Attachments

- Soils Map
- SF1, SF2, and SF3 Forms
- StormCAD Analysis
- Excerpts from related reports
- Drainage Map

107° 20' 35" W
107° 20' 30" W
39° 33' 13" N
39° 33' 11" N
298670
298680
298690
298700
298710
298720
298730
298740
298750
298760
298770
298780
298790
298800
4380860
4380850
4380840
4380830
4380820
4380810
4380800
4380790
4380780
11
Soil Map may not be valid at this scale.
Map Scale: 1:596 if printed on A landscape (11" x 8.5") sheet.
N
Meters
0 5 10 20 30
Feet
0 25 50 100 150
Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 13N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

Soil Rating Polygons

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Rifle Area, Colorado, Parts of Garfield and Mesa Counties
Survey Area Data: Version 12, Sep 13, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 24, 2015—Nov 2, 2015

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
11	Begay sandy loam, 6 to 12 percent slopes	A	0.4	100.0%
Totals for Area of Interest			**0.4**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

REDLAND

SF-1
RUNOFF COEFFICIENTS - DEVELOPED

PROJECT NAME:	Proposed - Lofts at Red Mountain Phase 3	DATE:	10/29/2019
PROJECT NUMBER:	12013.11		
CALCULATED BY:	DTW		
CHECKED BY:	MDC		

LAND USE:	Drives & Walks Area	Lawn Area	Roof Area
IMPERVIOUS %	100%	5%	90%

Calculations assume Type A soils per NRCS

OVERALL SITE STUDY AREA

DESIGN BASIN	DESIGN POINT	(AC)	(AC)	(AC)	TOTAL AREA (AC)	Cd(2)	Cd(5)	Cd(25)	Cd(100)	Impervious %
B16	B16	0.45	0.03		**0.48**	0.78	0.80	0.79	0.85	94.9%
C3	C3	0.13	0.04		**0.17**	0.62	0.64	0.65	0.73	79.4%
C3a	C3a			0.49	**0.49**	0.73	0.75	0.75	0.81	90.0%
C7	C7	1.39	0.14		**1.54**	0.74	0.76	0.76	0.82	91.2%
C8	C8	0.70	0.03		**0.74**	0.79	0.81	0.80	0.86	95.5%
OVERALL STUDY AREA		**2.68**	**0.24**	**0.49**	**3.42**	0.75	0.77	0.76	0.83	**91.9%**
		78.5%	**7.0%**	**14.4%**	**100.0%**					

Table 6-4. Runoff coefficient equations based on NRCS soil group and storm return period

NRCS Soil Group	Storm Return Period						
	2-Year	5-Year	10-Year	25-Year	50-Year	100-Year	500-Year
A	$C_A = 0.84i^{1.302}$	$C_A = 0.86i^{1.276}$	$C_A = 0.87i^{1.232}$	$C_A = 0.84i^{1.124}$	$C_A = 0.85i + 0.025$	$C_A = 0.78i + 0.110$	$C_A = 0.65i + 0.254$
B	$C_B = 0.84i^{1.169}$	$C_B = 0.86i^{1.088}$	$C_B = 0.81i + 0.057$	$C_B = 0.63i + 0.249$	$C_B = 0.56i + 0.328$	$C_B = 0.47i + 0.426$	$C_B = 0.37i + 0.536$
C/D	$C_{C/D} = 0.83i^{1.122}$	$C_{C/D} = 0.82i + 0.035$	$C_{C/D} = 0.74i + 0.132$	$C_{C/D} = 0.56i + 0.319$	$C_{C/D} = 0.49i + 0.393$	$C_{C/D} = 0.41i + 0.484$	$C_{C/D} = 0.32i + 0.588$

REDLAND

STANDARD FORM SF-2 - DEVELOPED
Time of Concentration

PROJECT NAME: Proposed - Lofts at Red Mountain Phase 3
PROJECT NUMBER: 12013.11
CALCULATED BY: DTW
CHECKED BY: MDC
DATE: 10/29/2019

SUB-BASIN DATA			INITIAL TIME (T_i)			TRAVEL TIME (T_t)						tc CHECK (URBANIZED BASINS)			FINAL tc		
DESIGN BASIN (1)	AREA Ac (2)	C_5 (3)	LENGTH Ft* (4)	SLOPE % (5)	T_i Min. (6)	LENGTH Ft. (7)	SLOPE % (8)	C_v (9)	Land Surface (10)	VEL fps (11)	T_t Min. (12)	COMP. tc (13)	TOTAL LENGTH (14)	$T_C=(26-17i)+\frac{L_t}{60(14i+9)S_0^{1/2}}$ (15)	Min.	C5	C100
B16	0.48	0.80	55	3.0%	2.8	190	4.0%	20.0	Paved Areas	4.0	0.8	3.6	245	10.0	5.0	0.80	0.85
C3	0.17	0.64	55	3.0%	4.3	145	4.0%	20.0	Paved Areas	4.0	0.6	4.9	200	10.6	5.0	0.64	0.73
C3a	0.49	0.75	167	5.0%	4.8	0	0.0%	20.0	Paved Areas	0.0	0.0	4.8	167	9.8	5.0	0.75	0.81
C7	1.54	0.76	55	3.0%	3.2	460	4.0%	20.0	Paved Areas	4.0	1.9	5.1	55	10.7	5.1	0.76	0.82
C8	0.74	0.81	15	3.0%	1.4	515	4.0%	20.0	Paved Areas	4.0	2.1	3.6	15	26.3	5.0	0.81	0.86

* L = 500' max for non-urban land uses and 300' max for urban land uses

$$T_i = \frac{0.395(1.1-C)L^{1/2}}{S^{1/3}} \qquad T_t = \frac{L}{60V} \qquad t_c = \frac{L}{180} + 10 \qquad V = C_v S_w^{0.5}$$

Table RO-2—Conveyance Coefficient, C_v

Type of Land Surface	Conveyance Coefficient, C_v
Heavy meadow	2.5
Tillage/field	5
Short pasture and lawns	7
Nearly bare ground	10
Grassed waterway	15
Paved areas and shallow paved swales	20

REDLAND

STANDARD FORM SF-3 - DEVELOPED
STORM DRAINAGE DESIGN - RATIONAL METHOD 2 YEAR EVENT

PROJECT NAME: Proposed - Lofts at Red Mountain Phase 3 DATE: 10/29/2019
PROJECT NUMBER: #######
CALCULATED BY: DTW
CHECKED BY: MDC

P_1 (1-Hour Rainfall) = 0.55

		DIRECT RUNOFF							TOTAL RUNOFF				STREET		PIPE			TRAVEL TIME			REMARKS
STORM LINE	DESIGN POINT	DESIGN BASIN	AREA (AC)	RUNOFF COEFF C2	t_c (min)	C*A(ac)	I (in/hr)	Q (cfs)	t_c(min)	S(C*A) (ac)	I (in/hr)	Q (cfs)	SLOPE (%)	STREET FLOW(cfs)	DESIGN FLOW(cfs)	SLOPE (%)	PIPE SIZE (in)	LENGTH (ft)	VELOCITY (fps)	tt (min)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)
	B16	B16	0.48	0.78	5.00	0.37	1.87	0.70													
	C3	C3	0.17	0.62	5.00	0.11	1.87	0.20													
	C3a	C3a	0.49	0.73	5.00	0.36	1.87	0.67													
	C7	C7	1.54	0.74	5.08	1.14	1.86	2.13													
	C8	C8	0.74	0.79	5.00	0.58	1.87	1.09													

REDLAND

STANDARD FORM SF-3 - DEVELOPED
STORM DRAINAGE DESIGN - RATIONAL METHOD 25 YEAR EVENT

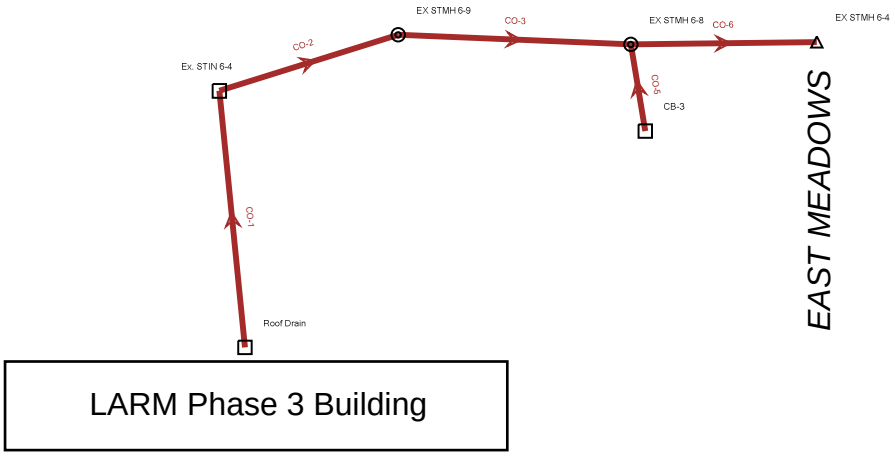
PROJECT NAME: Proposed - Lofts at Red Mountain Phase 3
PROJECT NUMBER: 12013.11
CALCULATED BY: DTW
CHECKED BY: MDC

DATE: 10/29/2019

P_1 (1-Hour Rainfall) = 1.2

STORM LINE	DESIGN POINT	DIRECT RUNOFF							TOTAL RUNOFF				STREET		PIPE			TRAVEL TIME			REMARKS
		DESIGN BASIN	AREA (AC)	RUNOFF COEFF C_{25}	tc (min)	C*A(ac)	I (in/hr)	Q (cfs)	tc(min)	S(C*A) (ac)	I (in/hr)	Q (cfs)	SLOPE (%)	STREET FLOW(cfs)	DESIGN FLOW(cfs)	SLOPE (%)	PIPE SIZE (in)	LENGTH (ft)	VELOCITY (fps)	tt (min)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)
	B16	B16	0.48	0.79	5.00	0.38	4.07	1.54													
	C3	C3	0.17	0.65	5.00	0.11	4.07	0.45													
	C3a	C3a	0.49	0.75	5.00	0.37	4.07	1.50													
	C7	C7	1.54	0.76	5.08	1.16	4.05	4.72													
	C8	C8	0.74	0.80	5.00	0.59	4.07	2.40													

Scenario: Base

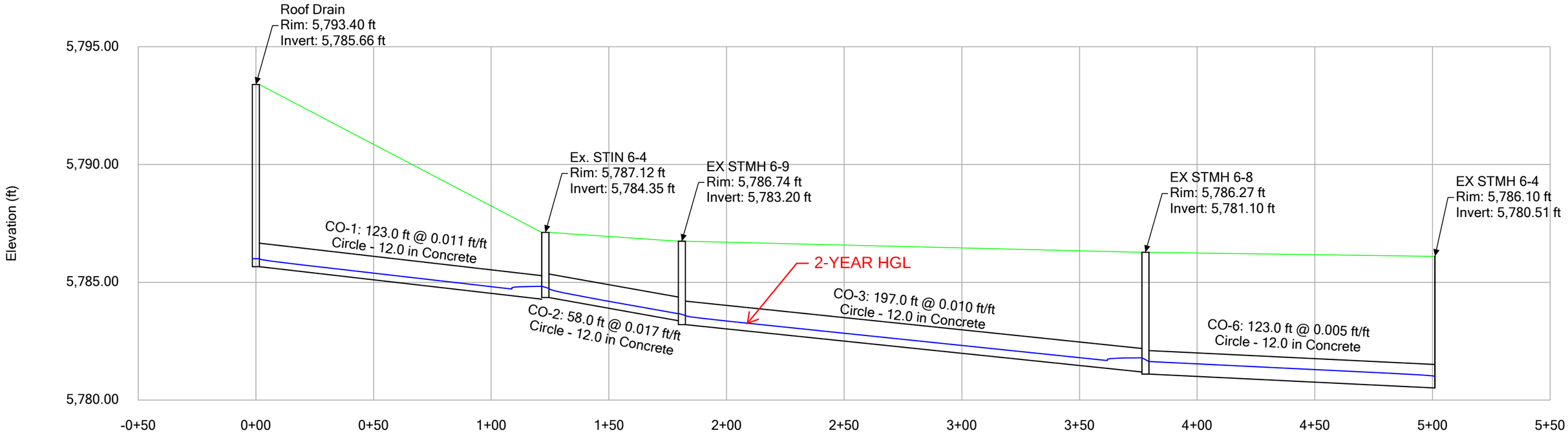


FlexTable: Conduit Table

Label	Start Node	Invert (Start) (ft)	Stop Node	Invert (Stop) (ft)	Length (User Defined) (ft)	Slope (Calculated) (ft/ft)	Diameter (in)	Manning's n	Flow (cfs)	Capacity (Full Flow) (cfs)	Velocity (ft/s)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (Out) (ft)	Hydraulic Grade Line (In) (ft)
CO-1	Roof Drain	5,785.66	Ex. STIN 6-4	5,784.28	123.0	0.011	12.0	0.013	0.67	3.77	3.63	5,793.40	5,787.12	5,784.83	5,786.00
CO-2	Ex. STIN 6-4	5,784.35	EX STMH 6-9	5,783.37	58.0	0.017	12.0	0.013	0.87	4.63	4.52	5,787.12	5,786.74	5,783.66	5,784.74
CO-3	EX STMH 6-9	5,783.20	EX STMH 6-8	5,781.19	197.0	0.010	12.0	0.013	0.87	3.60	3.77	5,786.74	5,786.27	5,781.79	5,783.59
CO-5	CB-3	5,783.61	EX STMH 6-8	5,781.32	26.0	0.088	12.0	0.013	0.50	10.57	6.90	5,787.39	5,786.27	5,781.79	5,783.90
CO-6	EX STMH 6-8	5,781.10	EX STMH 6-4	5,780.51	123.0	0.005	12.0	0.013	1.37	2.47	3.22	5,786.27	5,786.10	5,781.00	5,781.63

Profile Report

Engineering Profile - Profile - 1 (12013.11 Phase 3 - 2-year.stsw)

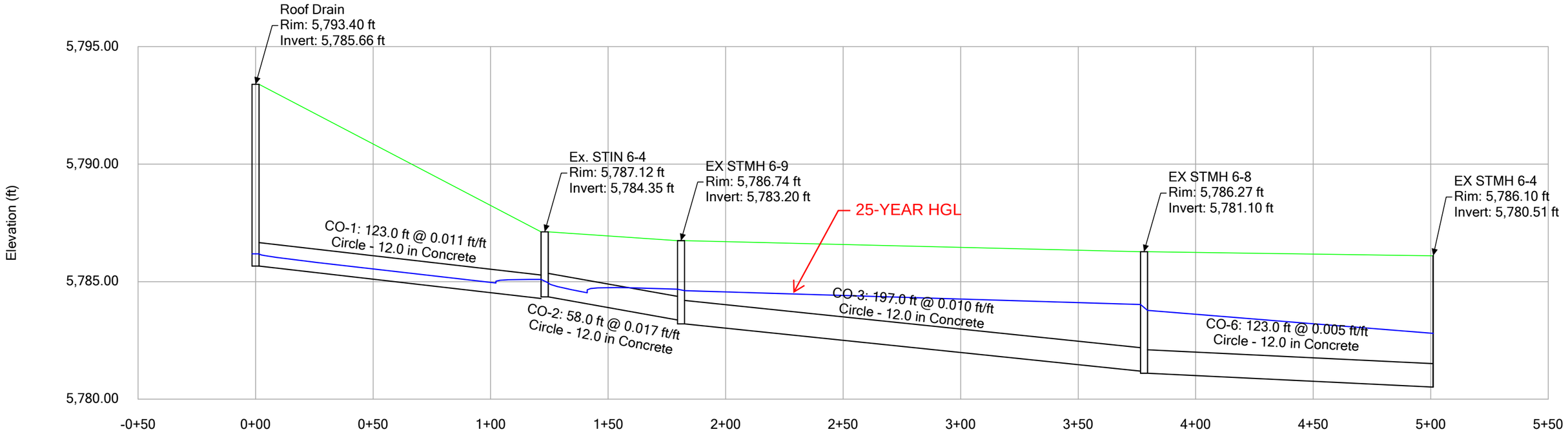


FlexTable: Conduit Table

Label	Start Node	Invert (Start) (ft)	Stop Node	Invert (Stop) (ft)	Length (User Defined) (ft)	Slope (Calculated) (ft/ft)	Diameter (in)	Manning's n	Flow (cfs)	Capacity (Full Flow) (cfs)	Velocity (ft/s)	Elevation Ground (Start) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (Out) (ft)	Hydraulic Grade Line (In) (ft)
CO-1	Roof Drain	5,785.66	Ex. STIN 6-4	5,784.28	123.0	0.011	12.0	0.013	1.50	3.77	4.53	5,793.40	5,787.12	5,785.09	5,786.18
CO-2	Ex. STIN 6-4	5,784.35	EX STMH 6-9	5,783.37	58.0	0.017	12.0	0.013	1.95	4.63	5.65	5,787.12	5,786.74	5,784.67	5,784.95
CO-3	EX STMH 6-9	5,783.20	EX STMH 6-8	5,781.19	197.0	0.010	12.0	0.013	1.95	3.60	2.48	5,786.74	5,786.27	5,784.03	5,784.62
CO-5	CB-3	5,783.61	EX STMH 6-8	5,781.32	26.0	0.088	12.0	0.013	1.22	10.57	8.97	5,787.39	5,786.27	5,784.03	5,784.08
CO-6	EX STMH 6-8	5,781.10	EX STMH 6-4	5,780.51	123.0	0.005	12.0	0.013	3.17	2.47	4.04	5,786.27	5,786.10	5,782.80	5,783.77

Profile Report

Engineering Profile - Profile - 1 (12013.11 Phase 3 - 25-year.stsw)



GLENWOOD MEADOWS
PERCENT IMPERVIOUS CALCULATIONS

TYPE OF AREA	PERCENT IMP.
PAVEMENT	100
ROOF	90
LANDSCAPE	5

MAJOR BASIN A

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
A1	0.95	11958	0.275	0	0.000	29424	0.675	32.5
A2	0.33	11755	0.270	0	0.000	2620	0.060	82.7
A3	0.38	9540	0.219	0	0.000	7081	0.163	59.5
A4	2.15	14013	0.322	0	0.000	79641	1.828	19.2
A5	0.27	0	0.000	11806	0.271	0	0.000	90.0
A6	0.27	0	0.000	11806	0.271	0	0.000	90.0
A7	0.27	0	0.000	11806	0.271	0	0.000	90.0
A8	0.27	0	0.000	11806	0.271	0	0.000	90.0
A9	0.27	0	0.000	11806	0.271	0	0.000	90.0
A10	0.27	0	0.000	11806	0.271	0	0.000	90.0
A11	0.27	0	0.000	11806	0.271	0	0.000	90.0
A12	0.27	0	0.000	11806	0.271	0	0.000	90.0
A13	0.27	0	0.000	11806	0.271	0	0.000	90.0
A14	0.27	0	0.000	11806	0.271	0	0.000	90.0
A15	0.32	12384	0.284	0	0.000	1673	0.038	88.7
A16	0.40	5035	0.116	0	0.000	12389	0.284	32.5
A17	0.44	11171	0.256	0	0.000	7995	0.184	60.4
A18	0.46	18038	0.414	0	0.000	2000	0.046	90.5
A19	1.15	36963	0.849	0	0.000	13131	0.301	75.1
A20	0.49	15771	0.362	0	0.000	5573	0.128	75.2
A21	2.71	104252	2.393	0	0.000	13796	0.317	88.9
A22	0.67	24864	0.571	0	0.000	4321	0.099	85.9
A23	0.27	0	0.000	11761	0.270	0	0.000	90.0
A24	0.75	28722	0.659	0	0.000	3948	0.091	88.5
A25	0.92	15442	0.355	0	0.000	24633	0.565	41.6
A26	0.50	17642	0.405	0	0.000	6362	0.095	82.0
A27	0.40	16858	0.387	0	0.000	566	0.013	96.9
A28	0.77	2609	0.060	0	0.000	30932	0.710	12.4
A29	0.16	6044	0.139	0	0.000	926	0.021	87.4
A30	0.24	10233	0.235	0	0.000	221	0.005	98.0
A31	0.44	15525	0.356	0	0.000	3642	0.084	82.0
A32	0.35	11743	0.270	0	0.000	3503	0.080	78.2
A33	0.95	31150	0.715	0	0.000	10232	0.235	76.5
A34	0.32	11989	0.275	0	0.000	1950	0.045	86.7

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
A35	1.81	70722	1.624	0	0.000	8122	0.186	90.2
A36	0.87	36205	0.831	0	0.000	1692	0.039	95.8
A37	0.66	22095	0.507	0	0.000	6655	0.153	78.0
A38	0.83	5215	0.089	0	0.000	32278	0.741	15.2
A39	0.16	0	0.000	6970	0.160	0	0.000	90.0
A40	0.23	0	0.000	10019	0.230	0	0.000	90.0
A41	0.25	8821	0.203	0	0.000	2069	0.048	82.0
A42	0.31	10938	0.251	0	0.000	2566	0.059	82.0
A43	0.65	25258	0.580	0	0.000	3000	0.069	89.7
A44	0.14	5954	0.137	0	0.000	0	0.000	100.0
A45	0.39	0	0.000	0	0.000	16988	0.390	5.0
A46	0.17	0	0.000	0	0.000	7405	0.170	5.0
A	25.70		14.41		3.37		7.92	69.4

MAJOR BASIN B

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
B1	1.25	52879	1.214	0	0.000	1571	0.036	97.3
B2	0.47	19473	0.447	0	0.000	1000	0.023	95.4
B3	0.32	13755	0.316	0	0.000	184	0.004	98.7
B4	0.38	15851	0.364	0	0.000	702	0.016	96.0
B5	2.34	10779	0.247	0	0.000	91151	2.093	15.0
B6	0.30	0	0.000	0	0.000	13068	0.300	5.0
B7	0.59	20651	0.474	0	0.000	5049	0.116	81.3
B8	0.49	16217	0.372	0	0.000	5127	0.118	77.2
B9	0.39	13604	0.312	0	0.000	3384	0.078	81.1
B10	0.10	0	0.000	4356	0.100	0	0.000	90.0
B11	0.11	0	0.000	4792	0.110	0	0.000	90.0
B12	0.40	17085	0.392	0	0.000	339	0.008	98.2
B13	0.35	14909	0.342	0	0.000	337	0.008	97.9
B14	0.10	0	0.000	4356	0.100	0	0.000	90.0
B15	0.12	0	0.000	5227	0.120	0	0.000	90.0
B16	0.71	29804	0.684	0	0.000	1124	0.026	96.5
B17	1.70	67431	1.548	0	0.000	6621	0.152	91.5
B18	1.16	47710	1.095	0	0.000	2820	0.065	94.7
B19	0.77	29380	0.674	0	0.000	4161	0.096	88.2
B20	0.12	0	0.000	5227	0.120	0	0.000	90.0
B21	0.12	0	0.000	5227	0.120	0	0.000	90.0
B22	0.70	28819	0.662	0	0.000	1673	0.038	94.8
B23	0.63	25770	0.592	0	0.000	1673	0.038	94.2
B24	0.12	0	0.000	5227	0.120	0	0.000	90.0
B25	0.12	0	0.000	5227	0.120	0	0.000	90.0
B26	0.08	3329	0.076	0	0.000	156	0.004	95.7
B27	2.12	83894	1.926	0	0.000	8453	0.194	91.3

EXCERPT FROM FINAL DRAINAGE REPORT

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
B28	0.03	0	0.000	1307	0.030	0	0.000	90.0
B29	0.58	0	0.000	25265	0.580	0	0.000	90.0
B30	0.58	0	0.000	25265	0.580	0	0.000	90.0
B31	1.15	0	0.000	50094	1.150	0	0.000	90.0
B32	0.02	0	0.000	871	0.020	0	0.000	90.0
B33	0.58	0	0.000	25265	0.580	0	0.000	90.0
B34	0.05	1285	0.029	0	0.000	1081	0.025	56.6
B35	1.07	28493	0.654	0	0.000	18116	0.416	63.1
B36	0.21	0	0.000	9148	0.210	0	0.000	90.0
B37	0.72	0	0.000	31363	0.720	0	0.000	90.0
B38	0.53	13549	0.311	0	0.000	9538	0.219	60.8
B39	0.06	1453	0.033	0	0.000	1025	0.024	60.7
B40	0.94	0	0.000	0	0.000	1025	0.940	5.0
B41	1.22	0	0.000	0	0.000	1025	1.220	5.0
B	23.80		12.77		4.78		6.25	73.0

MAJOR BASIN C

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
C1	1.39	59634	1.369	0	0.000	914	0.021	98.6
C2	0.47	0	0.000	20473	0.470	0	0.000	90.0
C3	0.26	9698	0.223	0	0.000	1628	0.037	86.3
C4	0.37	12153	0.279	0	0.000	3964	0.091	76.6
C5	0.18	6365	0.146	0	0.000	1476	0.034	82.1
C6	0.15	5422	0.124	0	0.000	1112	0.026	83.8
C7	1.66	66094	1.517	0	0.000	6216	0.143	91.8
C8	0.77	32023	0.735	0	0.000	1518	0.035	95.7
C9	0.42	12888	0.296	0	0.000	5407	0.124	71.9
C10	0.51	14715	0.338	0	0.000	7501	0.172	67.9
C11	0.39	15516	0.356	0	0.000	1472	0.034	91.8
C12	0.55	0	0.000	23958	0.550	0	0.000	90.0
C13	0.09	2960	0.068	0	0.000	960	0.022	76.7
C14	0.15	5374	0.123	0	0.000	1160	0.027	83.1
C15	0.68	22764	0.523	0	0.000	6857	0.157	78.0
C16	1.17	46697	1.072	0	0.000	4268	0.098	92.0
C17	0.48	20652	0.474	0	0.000	257	0.006	98.8
C18	0.28	11060	0.254	0	0.000	1137	0.026	91.1
C19	6.24	246985	5.670	0	0.000	24829	0.570	91.3
C20	0.21	0	0.000	9148	0.210	0	0.000	90.0
C21	0.15	0	0.000	6534	0.150	0	0.000	90.0
C	16.57		13.57		1.38		1.62	89.9

MAJOR BASIN D

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
D1	0.51	7318	0.168	0	0.000	14898	0.342	36.3
D	0.51		0.17		0.00		0.34	

MAJOR BASIN E

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
E1	0.65	4577	0.105	0	0.000	23737	0.545	20.4
E	0.65		0.11		0.00		0.54	

MAJOR BASIN F

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
F1	1.07	27318	0.627	0	0.000	19291	0.443	60.7
F	1.07		0.63		0.00		0.44	

MAJOR BASIN G

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
G1	6.55	259182	5.950	0	0.000	26136	0.600	91.3
G	6.55		5.95		0.00		0.60	

OFF-SITE BASINS*

SUBBASIN NAME	TOTAL AREA acres	PAVEMENT AREA sq-ft	PAVEMENT AREA acres	ROOF AREA sq-ft	ROOF AREA acres	LANDSCAPE AREA sq-ft	LANDSCAPE AREA acres	PERCENT IMP. %
OS1	3.77							5.0
OS2	8.18							65.0
OS3	3.00							65.0
OS4	5.23							65.0
OS5	1.58							85.0
OS6	10.02							65.0
OS7	1.31							85.0
OS8	8.78							65.0

*NOTE: Percent Impervious for Off-Site Basins OS1-OS8 is estimated for future developed open space, commercial and residential areas.
5.0% = Open Space
65.0% = Residential
85.0% = Commercial

APPENDIX M
INLET SIZING

Glenwood Meadows
Inlet Sizing, 25-yr Storm Event
CALCULATED BY: TJH

INLET NAME	DESIGN POINT	DIRECT RUNOFF							INLET CHARACTERISTICS				NOTES
		DRAINAGE BASINS	TOTAL AREA (ac)	RUNOFF COEFF. (C_{25})	t_c (min)	C x A (ac)	INTENSITY I (in/hr)	TOTAL FLOW Q_{25} (cfs)	MAX. DEPTH (ft)	STREET SLOPE (%)	MAX. INLET CAPACITY (cfs)	INLET LENGTH TYPE	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
STIN 1-1		A15	0.32	0.86	5.0	0.28	4.25	**1.2**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 1-2		A44	0.14	0.94	5.0	0.13	4.25	**0.5**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 1-3		A3	0.38	0.66	5.0	0.25	4.25	**1.1**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 1-4		A2	0.33	0.82	5.0	0.27	4.25	**1.1**	1.00	SUMP	**49.0**	**Trench Drain**	Neenah 10"x26' R-4990-CX w/Type-A Grate
STIN 1-5		A1	0.95	0.47	7.0	0.45	4.25	**1.9**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 2-1		A37	0.66	0.79	5.0	0.52	4.25	**2.2**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 2-2		A45	0.39	0.28	5.0	0.11	4.25	**0.5**	0.75	SUMP	**8.0**	**Area Drain**	Neenah R-4340-B Beehive Area Drain
STIN 3-1		A36	0.87	0.91	5.0	0.79	4.25	**3.4**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 3-2		A24	0.75	0.86	6.6	0.65	3.85	**2.5**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 3-3		A22	0.67	0.84	5.0	0.56	4.25	**2.4**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 3-4		A35	1.81	0.87	5.0	1.58	4.25	**6.7**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 3-5		A33	0.95	0.78	5.0	0.74	4.25	**3.1**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 3-6		A31	0.44	0.81	5.0	0.36	4.25	**1.5**	0.50	5.00	**4.0**	**5' TYPE R**	
STIN 3-7		A26	0.50	0.81	5.0	0.41	4.25	**1.7**	0.50	5.00	**4.0**	**5' TYPE R**	
STIN 3-8		A21	2.71	0.86	6.1	2.34	4.00	**9.4**	0.75	SUMP	**18.0**	**10' TYPE R**	
STIN 3-9		A32	0.35	0.79	5.0	0.28	4.25	**1.2**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 3-10		A20	0.49	0.77	5.4	0.38	4.10	**1.5**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 3-11		A42	0.31	0.81	5.0	0.25	4.25	**1.1**	0.50	5.00	**4.0**	**5' TYPE R**	
STIN 3-12		A41	0.25	0.81	5.0	0.20	4.25	**0.9**	0.50	5.00	**4.0**	**5' TYPE R**	
STIN 3-13		A16	0.40	0.47	5.0	0.19	4.25	**0.8**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 3-14		A17	0.44	0.66	5.0	0.29	4.25	**1.2**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 3-15		A30	0.24	0.93	5.0	0.22	4.25	**0.9**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 3-16		A29	0.16	0.85	5.0	0.14	4.25	**0.6**	0.50	3.13	**4.0**	**5' TYPE R**	
STIN 3-17		A18	0.46	0.87	5.0	0.40	4.25	**1.7**	0.50	3.70	**4.0**	**5' TYPE R**	
STIN 3-18		A43	0.65	0.87	5.0	0.56	4.25	**2.4**	0.50	3.70	**4.0**	**5' TYPE R**	
STIN 3-19		OS1	3.77	0.28	14.2	1.06	2.80	**3.0**	1.00	SUMP	**5.3**	**Area Drain**	Neenah R-4340-B Beehive Area Drain
STIN 3-20		OS2	8.18	0.54	9.1	4.42	3.35	**14.8**	1.00	SUMP	**34.0**	**CDOT Type-C**	
STIN 3-21		A19	1.15	0.77	5.1	0.88	4.25	**3.7**	1.00	SUMP	**13.0**	**3' TYPE-13**	
STIN 4-1		B38	0.53	0.67	5.0	0.35	4.25	**1.5**	0.75	SUMP	**8.0**	**5' TYPE R**	

EXCERPT FROM FINAL DRAINAGE REPORT

INLET NAME	DESIGN POINT	DIRECT RUNOFF							INLET CHARACTERISTICS				
		DRAINAGE BASINS	TOTAL AREA (ac)	RUNOFF COEFF. (C_{25})	t_c (min)	C x A (ac)	INTENSITY I (in/hr)	TOTAL FLOW Q_{25} (cfs)	MAX. DEPTH (ft)	STREET SLOPE (%)	MAX. INLET CAPACITY (cfs)	INLET LENGTH TYPE	NOTES
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
STIN 4-2		B39	0.06	0.67	5.0	0.04	4.25	**0.2**	0.50	SUMP	**5.3**	**Area Drain**	Neenah R-4340-B Beehive Area Drain
STIN 4-2A		B34	0.05	0.64	5.0	0.03	4.25	**0.1**	0.50	SUMP	**5.3**	**Area Drain**	Neenah R-4340-B Beehive Area Drain
STIN 4-3		B19	0.77	0.86	5.0	0.66	4.25	**2.8**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-4		B18	1.16	0.90	5.0	1.05	4.25	**4.5**	1.00	SUMP	**13.0**	**3' TYPE-13**	
STIN 4-5		B17	1.70	0.88	5.0	1.50	4.25	**6.4**	1.00	SUMP	**13.0**	**3' TYPE-13**	
STIN 4-6		B27	2.12	0.88	5.0	1.86	4.25	**7.9**	1.00	SUMP	**13.0**	**3' TYPE-13**	
STIN 4-7		B26	0.08	0.91	5.0	0.07	4.25	**0.3**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-8		B23	0.63	0.90	5.0	0.57	4.25	**2.4**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-9		B22	0.70	0.90	5.0	0.63	4.25	**2.7**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-10		B16	0.71	0.92	5.0	0.65	4.25	**2.8**	0.50	SUMP	**13.0**	**3' TYPE-13**	
STIN 4-11		B9	0.39	0.81	5.0	0.32	4.25	**1.3**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-12		B8	0.49	0.78	5.0	0.38	4.25	**1.6**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-13		B7	0.59	0.81	5.0	0.48	4.25	**2.0**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-14		B1	1.25	0.92	5.0	1.15	4.25	**4.9**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-15		B6	0.30	0.81	5.0	0.24	4.25	**1.0**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-16		OS3	3.00	0.54	5.2	1.62	4.25	**6.9**	1.00	SUMP	**34.0**	**CDOT Type-C**	
STIN 4-17		OS4	5.23	0.54	9.1	2.82	3.35	**9.5**	1.00	SUMP	**34.0**	**CDOT Type-C**	
STIN 4-18		B35	1.07	0.68	6.6	0.73	4.25	**3.1**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-19		--	--	--	--	--	--	**--**	--	--	**--**	**--**	REMOVED FROM PLANS
STIN 4-20		B13	0.35	0.93	5.0	0.32	4.25	**1.4**	0.50	2.80	**3.9**	**5' TYPE R**	
STIN 4-21		B12	0.40	0.93	5.0	0.37	4.25	**1.6**	0.50	2.80	**3.9**	**5' TYPE R**	
STIN 4-22		B4	0.38	0.91	5.0	0.35	4.25	**1.5**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-23		B3	0.32	0.93	5.0	0.30	4.25	**1.3**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 4-24		B2	0.47	0.91	5.0	0.43	4.25	**1.8**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 5-1		C14	0.15	0.82	5.0	0.12	4.25	**0.5**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 5-2		C13	0.09	0.78	5.0	0.07	4.25	**0.3**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 5-3		C9	0.42	0.74	5.0	0.31	4.25	**1.3**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 5-4		C8	2.43	0.89	5.0	2.16	4.25	**9.2**	0.75	SUMP	**13.0**	**3' TYPE-13**	
STIN 6-1		C10	0.51	0.72	5.0	0.37	4.25	**1.6**	0.50	4.25	**4.1**	**5' TYPE R**	
STIN 6-2		C11	0.39	0.88	5.0	0.34	4.25	**1.5**	0.50	4.25	**4.1**	**5' TYPE R**	
STIN 6-3		C4	0.37	0.78	5.0	0.29	4.25	**1.2**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 6-4		C3	0.26	0.85	5.0	0.22	4.25	**0.9**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 6-5		C5	0.18	0.82	5.0	0.15	4.25	**0.6**	0.50	4.25	**4.1**	**5' TYPE R**	
STIN 6-6		C6	0.15	0.83	5.0	0.12	4.25	**0.5**	0.50	4.25	**4.1**	**5' TYPE R**	
STIN 6-7		C1	1.39	0.93	5.0	1.29	4.25	**5.5**	0.75	SUMP	**8.0**	**5' TYPE R**	
		OS7	2.19	0.72	5.2	1.58	4.25	**6.7**		SUMP			
		OS8	8.78	0.54	9.3	4.74	3.30	**15.6**		SUMP			
STIN 6-8		OS7/OS8	10.97	0.58	9.3	6.32	3.3	**20.8**	1.00	SUMP	**34.0**	**CDOT Type-C**	
STIN 7-1		A27	0.40	0.92	5.0	0.37	4.25	**1.6**	0.50	5.00	**4.1**	**5' TYPE R**	

EXCERPT FROM FINAL DRAINAGE REPORT

INLET NAME	DESIGN POINT	DIRECT RUNOFF							INLET CHARACTERISTICS				
		DRAINAGE BASINS	TOTAL AREA (ac)	RUNOFF COEFF. (C_{25})	t_c (min)	C x A (ac)	INTENSITY I (in/hr)	TOTAL FLOW Q_{25} (cfs)	MAX. DEPTH (ft)	STREET SLOPE (%)	MAX. INLET CAPACITY (cfs)	INLET LENGTH TYPE	NOTES
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
STIN 7-2		A34	0.32	0.85	5.0	0.27	4.25	**1.2**	0.50	5.00	**4.1**	**5' TYPE R**	
STIN 8-1		C15	0.68	0.79	5.0	0.54	4.25	**2.3**	0.75	SUMP	**8.0**	**5' TYPE R**	
STIN 9-1		C18	0.28	0.88	5.0	0.25	4.00	**1.0**	0.50	4.25	**4.1**	**5' TYPE R**	
STIN 9-2		C17	0.48	0.93	5.0	0.45	4.00	**1.8**	0.50	4.25	**4.1**	**5' TYPE R**	
STIN 10-1		C19	1.50	0.88	6.9	1.32	4.00	**5.3**	0.75	SUMP	**8.0**	**Area Drain**	1.5 acres of C19 Neenah R-4340-B Beehive Area Drain
STIN 12-1		A25	0.92	0.53	5.5	0.49	4.25	**2.1**	0.50	SUMP	**5.3**	**Area Drain**	Neenah R-4340-B Beehive Area Drain
STIN 13-1		C16	1.17	0.88	5.0	1.04	4.25	**4.4**	0.50	SUMP	**5.3**	**Area Drain**	Neenah R-4340-B Beehive Area Drain
STIN 14-1		B40	0.94	0.28	5.0	0.26	4.25	**1.1**	0.50	SUMP	**5.3**	**Area Drain**	Neenah R-4340-B Beehive Area Drain
STIN 15-1		A46	0.17	0.28	5.0	0.05	4.25	**0.2**	0.50	SUMP	**5.3**	**Area Drain**	Neenah R-4340-B Beehive Area Drain

(1) Inlet Designation
(2) Design Point Location
(3) Basins Draining to Specified Inlet
(4) Total Drainage Area
(5) 25-year Runoff Coeffecient, Weighted for Contributing Basins
(6) Time of Concentration from tc = ti + tt
(7) Total C x A for All Contributing Basins
(8) Rainfall Intensity from I-D-F Curve for Glenwood Meadows
(9) Total Runoff from Contributing Basins
(10) Depth of Ponding/Gutter Flow
(11) Street Slope
(12) Maximum Inlet Capacity
(13) Required Inlet Type/Size
(14) Notes

EXCERPT FROM FINAL DRAINAGE REPORT

THE LOFTS AT RED MOUNTAIN - PHASE 3

MAJOR SITE/ARCHITECTURAL PLAN

LOT 7, GLENWOOD MEADOWS NO. 2

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

Know what's below. Call before you dig.

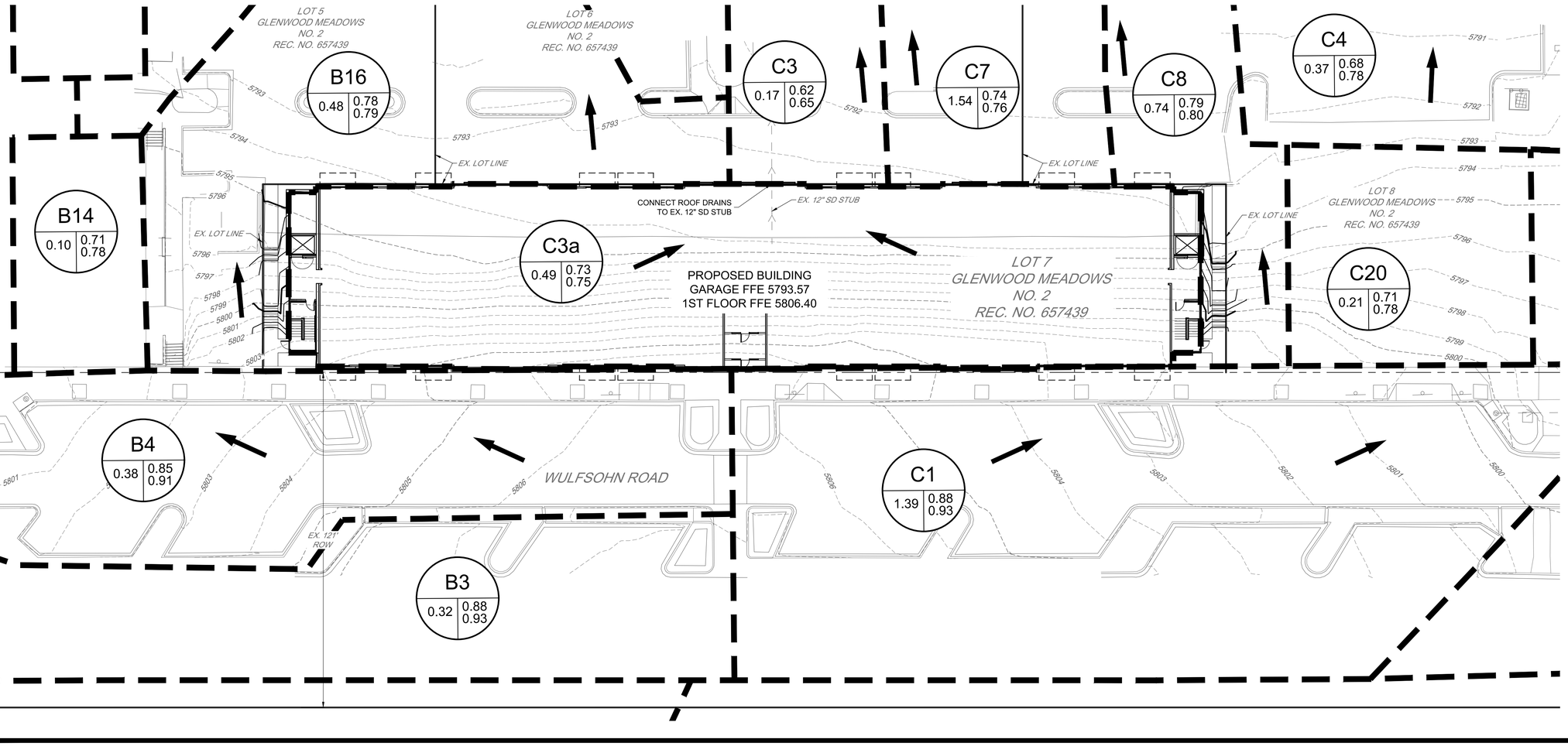
SCALE: 1" = 30'

Basin Summary Table - Developed

Basin	Area (AC)	Runoff Coefficients C2	Runoff Coefficients C25	I (%)	Peak Flows (cfs) Q2	Peak Flows (cfs) Q25
B16	0.48	0.78	0.79	94.9%	0.70	1.54
C3	0.17	0.62	0.65	79.4%	0.20	0.45
C3a	0.49	0.73	0.75	90.0%	0.67	1.50
C7	1.54	0.74	0.76	91.2%	2.13	4.72
C8	0.74	0.79	0.80	95.5%	1.09	2.40

DRAINAGE LEGEND

- 5281 — EXISTING MINOR CONTOUR
- 5280 — EXISTING MAJOR CONTOUR
- 5281 — PROPOSED MINOR CONTOUR
- 5280 — PROPOSED MAJOR CONTOUR
- PROPOSED STORM SEWER LINE
- PROPOSED MANHOLE
- PROPOSED BOX BASE MANHOLE
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- PROPOSED BASIN BOUNDARY
- A1 / 0.000 / 0.00 / 0.00 — BASIN ID; 2 YEAR RUNOFF COEFFICIENT; 25 YEAR RUNOFF COEFFICIENT; BASIN AREA (ACRES)
- 00 — PROPOSED DESIGN POINT
- FLOW ARROW



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PHASE I ENVIRONMENTAL SITE ASSESSMENT

Lot 7 – 0.54-acre Vacant Parcel
Northwest of Intersection of Wulfsohn Road and East Meadows Drive
Glenwood Springs, Colorado 81601

AEC Project No. 19-081C
October 17, 2019

Prepared for:

Stoneleigh Companies LLC
760 West Main Street Suite 140
Barrington, Illinois 60010

Prepared by:

Advantage Environmental Consultants, LLC
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone (720) 459-7251

October 17, 2019

Mr. Alex Eppel
Stoneleigh Companies LLC
760 West Main Street Suite 140
Barrington, Illinois 60010

Subject: **Phase I Environmental Site Assessment**
Lot 7 – 0.54-acre Vacant Parcel
Northwest of Intersection of Wulfsohn Road and East Meadows Drive,
Glenwood Springs, Colorado 81601
AEC Project No. 19-081C

Dear Mr. Eppel:

Advantage Environmental Consultants, LLC (AEC) has performed a Phase I Environmental Site Assessment (ESA) in conformance with the scope and limitations of American Society for Testing and Materials Practice E 1527-13 and 40 Code of Federal Regulations Part 312, of the above-referenced property (hereinafter referred to as "the Site"). This ESA included public environmental agency and historical record reviews, interviews, site observations, and report preparation. This report includes AEC's findings, conclusions, recommendations, and supporting documentation.

We appreciate the opportunity to be of service to you on this project. If you should have any questions regarding this report, or if we can be of further assistance, please contact David Svrjcek at (720) 459-7251.

Sincerely,

ADVANTAGE ENVIRONMENTAL CONSULTANTS, LLC

David F. Svrjcek
Branch Manager
ASTM Environmental Professional

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1.0 Introduction

1.1 Purpose

The purpose of this Phase I ESA is to provide a professional opinion on the presence of recognized environmental conditions and other suspect environmental conditions in connection with the Site as they existed on the date of the site inspection, and to recommend whether further investigation is required. ASTM Standard Practice E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, specifies minimum requirements for conducting an ESA of a parcel of commercial real estate with respect to the range of contaminants pertinent to the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as well as petroleum products. As such, this ESA is intended to satisfy one of the threshold criteria for satisfying the landowner liability protections to CERCLA liability assuming compliance with other elements of the defense. In other words, this ESA represents one of the practices that constitute “all appropriate inquiry” into the previous ownership and uses of the property consistent with good commercial or customary practice, as defined in 42 USC Section 9601(35)(B) and 40 CFR Part 312.

The goal of the process is to identify recognized environmental conditions, which are defined by the Practice as “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to any release to the environment; 2) under conditions indicative of a release to the environment; or 3) under conditions that pose a material threat of a future release to the environment. The term recognized environmental condition includes hazardous substances or petroleum products even under conditions in compliance with laws. In addition, the term also included historical recognized environmental conditions and controlled recognized environmental conditions. A historical recognized environmental condition is defined by the Practice as “a past release of hazardous substances or petroleum products that has occurred in connection with a property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).” A controlled recognized environmental condition is defined by the Practice as “a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk- based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).” The term recognized environmental condition is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

The term "environment" is defined in CERCLA 42 USC 9601(8) as "(A) the navigable waters, the water of the contiguous zone, and the ocean waters of which the natural resources are under the exclusive management authority of the United States under the Magnuson-Stevens Fishery conservation and Management Act, and (B) any other surface water, ground water, drinking water supply, land surface or subsurface strata, or ambient air within the United States or under the jurisdiction of the United States.

The term “release” means any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing into the environment (including the abandonment or discarding of barrels, containers, and other closed receptacles containing any hazardous substance or pollutant or contaminant), but excludes (A) any release which results in exposure to persons solely within a workplace, with respect to a claim which such persons may assert against the employer of such persons, (B) emissions from the engine exhaust of a motor vehicle, rolling stock, aircraft, vessel, or pipeline pumping station engine, (C) release of source, byproduct, or special nuclear material from a nuclear incident, as those terms are defined in the Atomic Energy Act of 1954 [42 U.S.C. 2011 et seq.], if such release is subject to requirements with respect to financial protection established by the Nuclear Regulatory Commission under section 170 of such Act [42 U.S.C. 2210], or, for the purposes of 42 USC 9604 or any other response action, any release of source byproduct, or special nuclear material from any processing site designated under section 7912(a)(1) or 7942(a) of this title, and (D) the normal application of fertilizer.

1.2 Detailed Scope of Services

The Phase I ESA was conducted in accordance with generally accepted Phase I industry standards using ASTM Standard Practice E 1527-13 and 40 CFR Part 312. The following services were provided for this assessment:

- A search for environmental liens in connection with the Site.
- An evaluation of standard environmental record sources contained within Federal, State and local environmental databases within specific search distances.
- A qualitative evaluation of the physical characteristics of the Site through a review of published topographic, geologic, and hydrogeologic maps; published groundwater data; and area observations to characterize surface water flow in the Site area.
- An evaluation of past Site and adjacent/nearby property uses through a review of historical resources including historical aerial photographs and topographic maps.
- A physical inspection of the Site (interior and exterior) conducted to search for conditions indicative of potential environmental concerns including underground storage tanks (USTs), above ground storage tanks (ASTs), and associated tank piping; stained soil or pavement; equipment that may contain or have historically contained polychlorinated biphenyls (PCBs); and other potential environmental concerns as defined in the ASTM E 1527-13 standard.
- A physical assessment of indications of past uses and visual observations of adjacent and surrounding properties (from curbside or public spaces) to assess potential impacts to the Site.
- Interviews completed with a representative of the current owner of the Site and local regulatory officials.
- The preparation of this Phase I ESA report, which includes the findings of the study and our opinion regarding their level of significance. Conclusions have been drawn based on the significance levels of the findings with subsequent recommendations provided.

1.3 Significant Assumptions

This Phase I ESA was conducted in accordance with ASTM guidelines and 40 CFR Part 312, for the performance of such assessment. No other warranties either express or implied, are made by AEC. AEC's evaluations, analyses, and opinions should not be taken as representations regarding subsurface conditions or the actual value of the Site. Subsurface conditions may differ from the conditions implied by the surficial observations, and can only be reliably evaluated through intrusive techniques.

Documentation and data provided by the client, designated representatives, other interested third parties, or from the public domain, and referred to in the preparation of this assessment, are assumed to be complete and correct and have been used and referenced with the understanding that AEC assumes no responsibility or liability for their accuracy. AEC's conclusions are based upon such information and documentation and on our observations of site conditions, as they existed on the date of the site inspection. Because Site conditions may change significantly over a short period of time and additional data may become available, data reported and conclusions drawn in this report are limited to current conditions and may not be relied upon on a significantly later date.

1.4 Limitations and Exceptions

Reasonable efforts have been made during this assessment to uncover evidence of USTs, ASTs, ancillary equipment associated with such tanks, and other subsurface structures. "Reasonable efforts" are limited to information gained from visual observation of unobstructed areas, recorded database information held in public record, and available information gathered from interviews. Such methods may not identify subsurface equipment that may have been hidden from view due to paving, construction or debris pile storage, or incorrect information from sources.

This investigation was not an environmental compliance audit. While some observations and discussion in this report may address conditions and/or operations that may be regulated, the regulatory compliance of those conditions and/or operations is outside the scope of this investigation. Nothing in this report constitutes a legal opinion or legal advice. For information regarding specific individual or organizational liability, AEC recommends consultation with independent legal counsel.

According to 40 CFR Part 312, Standards and Practices for All Appropriate Inquiry: Final Rule, CERCLA liability rests with the owner or operator of a property and not with an environmental professional hired by the prospective landowner and who is not involved with the ownership or operation of the property. This report meets the requirements set forth in 40 CFR Part 312 Standards and Practices for All Appropriate Inquiries; Final Rule. However, in order to qualify for certain landowner liability protections under CERCLA. Bona Fide Prospective Purchasers, Contiguous Property Owners, and/or Innocent Landowners must meet additional requirements of CERCLA (42 U.S.C. 9601 (35)(B)).

This ESA does not address non-scope ASTM considerations including asbestos containing materials, radon, lead-based paint, lead in drinking water, wetlands, protected environments and habitat, industrial hygiene concerns, indoor air quality (unrelated to releases of hazardous substances or petroleum products into the environment) and high voltage power lines.

1.5 Special Terms and Conditions

No special terms and conditions between AEC and the client pertinent to the findings of this ESA or methodology used to complete this assessment are noted. In addition, AEC does not have a financial interest in the Site.

1.6 User Reliance

This report was prepared for use solely and exclusively by Stoneleigh Companies LLC and is not for the use or benefit of, nor may it be relied upon by, any other person or entity for any purpose without the advance written consent of AEC. AEC makes no representation to any third party except that it has used the degree of care and skill ordinarily exercised by a reasonable prudent environmental professional in the same community and in the same time frame given the same or similar facts and circumstances. No other use or disclosure is intended or authorized by AEC, and no other warranties are made to any third party, either express or implied.

2.0 Site Description

2.1 Location and Legal Description

The Site is approximately 0.54 acres (23,653 square feet) and is identified as Lot 7 Glenwood Meadows. The Site is further identified by Garfield County Parcel No. 218508138007. The Site is located just northwest of the intersection of Wulfsohn Road and East Meadows Drive, in Garfield County, Glenwood Springs, Colorado. The Site consists of primarily vacant land with a small portion of an asphalt-paved parking lot. The Site Owner is Glenwood Meadows, LLC. A Vicinity Map depicting the general location of the Site is included in Section 12.1.

2.2 Site and Vicinity General Characteristics

The Site and its adjacent/nearby properties are situated within the City of Glenwood Springs, Garfield County, Colorado in an area comprised of vacant land, and light commercial and residential properties. Additional details pertaining to the Site and its adjoining properties are provided in the sections below.

2.3 Current Use of the Site

The Site is vacant of structures and includes a portion of an asphalt-paved parking lot along the northern border of the Site.

2.4 Description of Structures, Roads, Other Improvements on the Site

Other than public utilities and some parking areas, no improvements are located on the Site.

Potable water and sanitary sewer services in the area are provided by the City of Glenwood Springs. Electric and natural gas services in the area are provided by the City of Glenwood. A Site Plan is included in Appendix 12.2. Photographs taken of the Site during the visit are included in Appendix 12.3.

2.5 Current Uses of the Adjoining Properties

AEC performed a visual inspection of adjoining properties from the Site property boundaries, adjacent sidewalks and public right-of-ways. The following table identifies the adjacent property uses:

Direction	Adjoining Property Use
North	Parking lot followed by Glenwood Meadows Retail Center (105-135 East Meadows Drive).
South	Wulfsohn Road followed by residential developments (current and under construction) and vacant land.
East	Vacant parcel, followed by East Meadows Drive and a hotel (125 Wulfsohn Drive).
West	Commercial retail and restaurant buildings (10-45 Market Street).

No adjoining properties were observed to be an environmental concern to the Site based on AEC's visual inspection from public right-of-ways and none were identified on any of the provided regulatory databases.

3.0 User Provided Information

3.1 Title Records

No title information was provided to AEC. No environmentally related liens, deed restrictions, activity and use limitations or institutional/engineering controls related to environmental concerns are known for the Site.

3.2 Environmental Liens or Activity and Land Use Limitations

No knowledge of any environmental related liens, deed restrictions or activity and land use limitations that are related to potential environmental issues at the Site are known for the property.

3.3 Specialized Knowledge

The owner representative provided no specialized knowledge pertinent to potential recognized environmental conditions at the Site.

3.4 Commonly Known or Reasonably Ascertainable Information

The owner representative provided no knowledge of commonly known or reasonably ascertainable information pertinent to potential recognized environmental conditions at the Site.

3.5 Valuation Reduction for Environmental Issues

AEC was not made aware of information pertaining to the relationship of the purchase price to the estimated fair market value of the Site that might indicate that significant contamination exists.

3.6 Owner, Property Manager, and Occupant Information

As the Site has no occupants, no interviews were conducted during the Site visit. AEC was unescorted during the Site inspection.

3.7 Reason for Performing Phase I ESA

AEC has been retained to conduct this Phase I ESA to identify environmental issues that may be present and to comply with 40 CFR Part 312.

4.0 Records Review

4.1 Standard Environmental Record Sources

AEC reviewed Federal and State environmental databases provided by ERIS of Toronto, Canada for information pertaining to documented and/or suspected releases of regulated hazardous substances and/or petroleum products within specified search distances. A copy of the ERIS Report is included in Section 12.4.

AEC also reviewed unmappable sites listed in the environmental database report by cross-referencing addresses and site names. Unmappable sites are sites that cannot be plotted with confidence, but can be located by zip code or city name. In general, a site cannot be mapped because of inaccurate or missing location information in the record provided by the regulatory agency. Any unmappable sites that AEC identifies within the specified search radii were evaluated as part of the preparation of this report.

The following Federal databases related to potential on-site and off-site sources of contamination were reviewed and interpreted by AEC:

Federal Databases	Search Distance From Site
National Priorities List (NPL)	One mile
Delisted NPL	One mile
Superfund Enterprise Management System (SEMS)	One-half mile
SEMS No Further Remedial Action Planned (NFRAP)	One-half mile
Resource Conservation and Recovery Act (RCRA) Corrective Action Report (CORRACTS) Facilities	One mile
RCRA non-CORRACTS Hazardous Waste Treatment, Storage and Disposal Facilities (TSDF)	One-half mile
RCRA Hazardous Waste Generators (RCRA GEN)	One-eighth mile
Emergency Response Notification System (ERNS)	One-eighth mile
Institutional Controls/Engineering Control (IC/EC) Registries	One-half mile

The following State/local databases related to potential on-site and off-site sources of contamination were also searched and reviewed:

State/Local Databases	Search Distance From Site
State-equivalent NPL and SEMS	One mile
State and Tribal Voluntary Cleanup Sites (Indian VCP)	One-half mile
State and Tribal Landfill and/or Solid Waste Disposal Sites (SWF/LF)	One-half mile
State and Tribal Leaking Storage Tank (LST, LAST, Indian LUST)	One-half mile
State and Tribal Registered Storage Tank (UST, AST, Indian UST and FEMA UST)	One-eighth mile

Descriptions/sources of each of the above referenced regulatory databases and the dates these databases were last updated by the applicable regulatory agencies are included in the ERIS report

Subject Site

The Site was not identified on any of the reviewed regulatory databases.

Adjoining and Nearby Properties

Petco #1446 (105 East Meadows Drive) was listed on the Resource Conservation and Recovery Act (RCRA) Conditionally Exempt Small Quantity Generator (CESQG) database and is located approximately 550 feet northeast and topographically downgradient from the Site. This facility is a documented generator of hazardous products such as benzene, lead, mercury, and corrosive wastes. No violations were identified for this facility. Based on distance, topography, and reported regulatory status, this listing is not considered likely to have adversely impacted the Site.

Target Store T2029 (110 West Meadows Drive) was listed on RCRA Large-Quantity Generator (LQG) and FINDS/FRS database and is located approximately 625 feet north/northwest and topographically downgradient of the Site. This facility is a documented generator of hazardous products such as lead, benzene, formaldehyde, and corrosive waste. One violation was reported for this facility regarding waste management in mid-2017. No other violations were identified for this facility. Based on distance, topography and reported regulatory status, this listing is not considered likely to have adversely impacted the Site.

Five additional properties between one-eighth and one-mile of the Site were listed on regulatory databases. These additional properties are not considered environmental concerns to the Site. This opinion is based on several factors including distance of the off-Site listed properties from the Site, orientation of the listed properties relative to the Site, interpreted direction of groundwater flow, current operation of the Site, and/or regulatory case status information (i.e. “closed case”) for the various properties as described in the database report.

4.2 Additional Environmental Record Sources

State Health Departments

AEC searched the Colorado Division of Oil & Public Safety (OPS) online facility database system (COSTIS) for information pertaining to the Site. However, no records were identified for the Site location after searching the COSTIS database.

4.3 Physical Setting Sources

The following physical setting sources were reviewed to provide information about the topographic, hydrologic, geologic and/or hydrogeologic characteristics of the Site.

4.3.1 Topography and Hydrology

USGS Topographic Quadrangle

Based on the review of United States Geological Survey (USGS) 7.5-minute topographic map of the Glenwood Springs, CO Quadrangle (2016), regional topography is depicted with a northwestern/northeastern slope toward Atkinson Canal. The Site is situated on the map at an elevation ranging from approximately 5,800 feet above mean sea level. No structures are depicted on the Site. Public roadways bordering and in the general vicinity of the Site are depicted in their current configurations on the map.

Hydrology/Storm Water Management

Surface runoff at the Site and along adjacent roads moves north/northeast and occurs as sheet flow and infiltrates into nearby storm drains or into undeveloped and/or landscaped areas.

4.3.2 Geology

According to the United States Geological Survey (USGS) geologic map of Colorado, the Site is primarily underlain by the Eagle Valley Formation consisting of siltstone, shale, and evaporite, primarily of the Phanerozoic age.

4.3.3 Hydrogeology

Regional groundwater flow at the Site appears to flow northwest/northeast in the direction of the Colorado River. The depth to groundwater at the Site is anticipated to be approximately 30 to 50 feet below ground surface.

4.4 Historical Use Information on the Subject Site and Adjoining Properties

Historical sources (as described in the following sections) were reviewed during this assessment to develop a history of the previous uses of the Site and adjoining properties, and to help identify the likelihood of past uses having led to recognized environmental conditions in connection with the Site.

4.4.1 Topographic Maps

AEC reviewed topographic maps provided by the USGS dated 1927, 1930, 1961, 1981, 2011, 2013, and 2016. The results of the topographic map review are summarized in the following table:

Topographic Map Review	
Year	**Observations**
1927 **1930**	**Site:** The Site is illustrated with no structures. **Adjacent Properties:** Areas surrounding the Site are relatively undeveloped. A railroad track is depicted to the north of the Site.

1961 **1981**	**Site:** The Site is illustrated with no structures. **Adjacent Properties:** No structures are depicted. Atkinson Canal is depicted to the north of the Site.
2011	**Site:** The Site is illustrated with no structures. **Adjacent Properties:** No structures are depicted. Wulfsohn Road is depicted to the south of the Site.
2013 **2016**	**Site:** The Site is illustrated with no structures. **Adjacent Properties:** No structures are depicted. Roadways are depicted in their current configurations.

No on-Site or off-Site environmental concerns for adjacent facilities were noted on the topographic maps. A copy of representative maps is included in Section 12.5.1.

4.4.2 Aerial Photographs

AEC reviewed historical aerial photographs dated 1945, 1955, 1960, 1979, 1983, 1989, 1993, 2002, 2006, 2011, 2015, and 2017 provided by ERIS and Google Earth. The results of the aerial photograph review are summarized in the following table:

Aerial Photograph Review	
Year	**Observations**
1945-2002	**Site:** The Site appears as agricultural fields. **Adjacent Properties:** Areas surrounding the Site appears as undeveloped land and/or agricultural fields.
2006-2011	**Site:** The Site appears to be undeveloped with an asphalt-paved parking lot along the northern border of the Site boundary. **Adjacent Properties:** Areas surrounding the Site are developed to the northwest, northeast and southeast of the Site.
2015-2017	**Site:** The Site appears to be undeveloped with an asphalt-paved parking lot along the northern border of the Site boundary. **Adjacent Properties:** Areas surrounding the Site are developed to the northwest, northeast, southeast and south of the Site.

No on-Site or off-Site environmental concerns for adjacent facilities were noted on the aerial photographs. A copy of representative maps is included in Section 12.5.3.

4.4.3 City Directories

As the Site has been historically undeveloped, city directories were not researched.

4.4.4 Fire Insurance Maps

As the Site has been historically undeveloped, fire insurance maps were not researched as they are not expected to be available.

4.4.5 Prior Environmental Reports

AEC was provided with a Phase I ESA of a 436-acre tract of land that included the Site parcel referenced as the Wulfsohn Ranch Property, prepared by Western Technologies, Inc. and dated June 5, 1996. No RECs were identified for the parcel. A copy of the report is included in Section 12.7.

AEC was not provided with any additional environmental reports (i.e., Phase I ESAs or Phase II Subsurface Investigations) for the Site from the client.

4.4.6 Historical Use Summary

The past uses of the Site, as determined by a review of reasonably ascertainable historical information, are summarized in the following table:

Historical Use of the Site	
Years	**Site Use**
1945 to 2002	Vacant and/or agricultural land.
2006 to Present	Vacant brush-covered land with an asphalt-paved parking lot along the northern border of the Site boundary.

4.4.7 Historical Data Failure

AEC encountered no historical data failures as defined by ASTM E 1527-13 and 40 CFR Part 312.

5.0 Site Reconnaissance

The objective of the Site reconnaissance was to obtain information indicating the likelihood of recognized environmental conditions in connection with the Site. The reconnaissance was conducted on October 11, 2019 by Ms. Morgan Torstenson of AEC's Colorado office. Ms. Torstenson was unescorted during the survey.

5.1 Methodology and Limiting Conditions

The reconnaissance consisted of walking accessible portions of the Site, and walking accessible roadways and pedestrian walkways surrounding the Site. Full access to the Site was provided except for areas where construction was ongoing. As stated previously, a Site Plan is included in Section 12.2. Photographs of the Site were taken to document existing Site conditions, and are included and described in Section 12.3.

5.2 General Property Setting

The Site is vacant of structures with an asphalt-paved parking lot along the northern boundary of the Site. The Site and its adjacent/nearby properties are situated within Glenwood Springs, Colorado in an area comprised of undeveloped land, light commercial and residential properties. The current uses of nearby properties are not ones that are indicative of the use, treatment, storage, disposal or generation of hazardous substances.

5.3 Site Observations

AEC examined the Site for evidence of the following potential environmental concerns:

Conditions	Not Observed or Noted	Observed or Noted	Significant Concern?
Hazardous Substances/Petroleum Products	X		
Waste Generation/Storage/Disposal	X		
Aboveground Storage Tanks (ASTs)	X		
Underground Storage Tanks (USTs)	X		
PCB Containing Equipment	X		
Chemical/Petroleum Odors	X		
Pools of Liquid	X		
Floor Drains/Sumps/Wells	X		
Drums	X		
Stains or Corrosion	X		
Unidentified Substance Containers	X		
Stained Soil or Pavement	X		
Stressed Vegetation	X		
Pits, Ponds or Lagoons	X		
Wastewater Discharges/Disposal Systems	X		
Septic Systems/Cesspools	X		
Non-Hazardous Waste Disposal Areas	X		
Drinking Water Systems/Water Wells/Other Wells		X	No
Other Features	X		

Polychlorinated Biphenyls (PCBs)

No on-site equipment containing fluids potentially contaminated with PCBs, including capacitors, transformers, hydraulically operated elevators, trash compactors, box balers, or dock levelers were noted.

Natural Gas Pipeline

AEC observed a natural gas pipeline marker on the southwestern end of the Side, along Wulfsohn Road. No concerns related to releases from pipelines in the Site vicinity were noted on the database.

Water Wells/Other Wells

AEC observed a metal wall cap associated with the public water system, along with a few patched boring locations labeled “Kumar Borings” on the Site. The borings were part of a preliminary geotechnical study by Kumar and Associates. No concerns related to the referenced materials were noted.

6.0 Interview Information

6.1. Interview with Owner

AEC submitted an environmental questionnaire to a property owner representative. AEC received a response from Glenwood Meadows's Chief Operating Office, Mr. Michael Maple. Mr. Maple was unaware of any environmental concerns related to the Site. Mr. Maple reported there was some removal of dirt on the Site in 2004/2005 to lower the Site. This questionnaire response is provided in Appendix 12.6

6.2 Interview with Property Manager

The Site owner is also considered to be the Site manager. No structures are located on the Site.

6.3 Interviews with Occupants

No occupants are located on the Site, therefore, no interviews with Site occupants were conducted.

6.4 Interview with Local Government Official

No interviews with local government officials were conducted.

6.5 Interview with Others

No other interviews with others were conducted

7.0 Additional Services

7.1. Radon

The Site is located within EPA Radon Zone 1, indoor average level that typically exceeds 4 picoCuries per liter (pCi/L). Given the undeveloped nature of the Site, AEC does not consider radon to be an environmental concern at this time, but may be a concern if developed in the future.

7.2 Mold/Fungi/Microbial Growth

As the Site is vacant, a mold inspection was not completed.

7.3 Vapor Intrusion and Encroachment

In conjunction with this Phase I ESA, AEC has evaluated the potential for vapor intrusion to occur at the Site by way of a Tier 1 vapor encroachment screening (VES) consistent with ASTM International Standard E2600-10 (Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions). As stated in the ASTM E 2600-10 standard, a VES screening makes use of information similar to information generally collected as part of an ASTM-compliant Phase I ESA. As such, it is AEC's opinion that the information gathered during this Phase I ESA, including regulatory and historical research, the Site reconnaissance, physical setting characteristics, and interviews is sufficient to conclude that a vapor intrusion concern at the Site can be ruled out because such a condition is not likely to exist at the Site.

7.4 Asbestos Containing Building Materials

As the Site is vacant, no suspect asbestos containing building materials are present. In addition, no areas of dumping were noted that may contain suspect materials.

7.5 Lead-Based Pain (LBP)

As the Site is vacant, no suspect lead-based paint surfaces are present.

8.0 Findings, Opinions, Conclusions and Recommendations

Advantage Environmental Consultants, LLC has performed a Phase I Environmental Site Assessment, in conformance with the scope and limitations of ASTM Practice E1527-13 at Lot 7 Glenwood Meadows, Garfield County, Glenwood Springs, Colorado. Any exceptions to, or deletions from, this practice are described in Section 10.0 of this report.

Based on the results of this assessment, no evidence of recognized environmental conditions (RECs) were identified in connection with the Site and no further investigation (i.e., Phase II Subsurface Investigation) is recommended.

9.0 Deviations and Data Gaps

AEC encountered no historical data failures as defined by ASTM E 1527-13 and 40 CFR Part 312.

10.0 References

"All Appropriate Inquiry" as necessary to satisfy the defenses available under 42 U.S.C. §§ 9607(b) (3), 9607(r) (1), and 9607(q), relying on definitions provided at 42 U.S.C. §§ 9601(35) (B); and as further explained in 40 CFR §§ 312.1 – 312.31.

ASTM International, "Standard Practice for Environmental Site Assessments: Faze Me Environmental Site Assessment Process," ASTM Designation E 1527-13, Published November 2013;

Environmental Risk Information Services (ERIS), Inc., May,17 2018, Report, Inquiry #20191009107 at Lot 7 Glenwood Springs, Colorado";

ERIS, Inc., July 20, 2017, "Aerial Photographs, Inquiry #20170719160 at Glenwood Springs, Colorado" dated 1945, 1955, 1960, 1979, 1983, 1989, 1993, 2005, 2006, 2011, 2013, and 2015;

Google Aerials, dated 2002 and 2017;

Phase I Environmental Site Assessment of Wulfsohn Ranch Property, dated June 5, 1996, prepared by Western Technologies Inc;

US Geologic Map of Colorado;

United States Geological Survey (USGS), 1927, 1930, 1961, 1981, 2011, 2013, and 2016 "Glenwood Springs, CO, Quadrangle 7.5 Minute Topographic Maps".

11.0 Signatures and Qualifications of Environmental Professionals

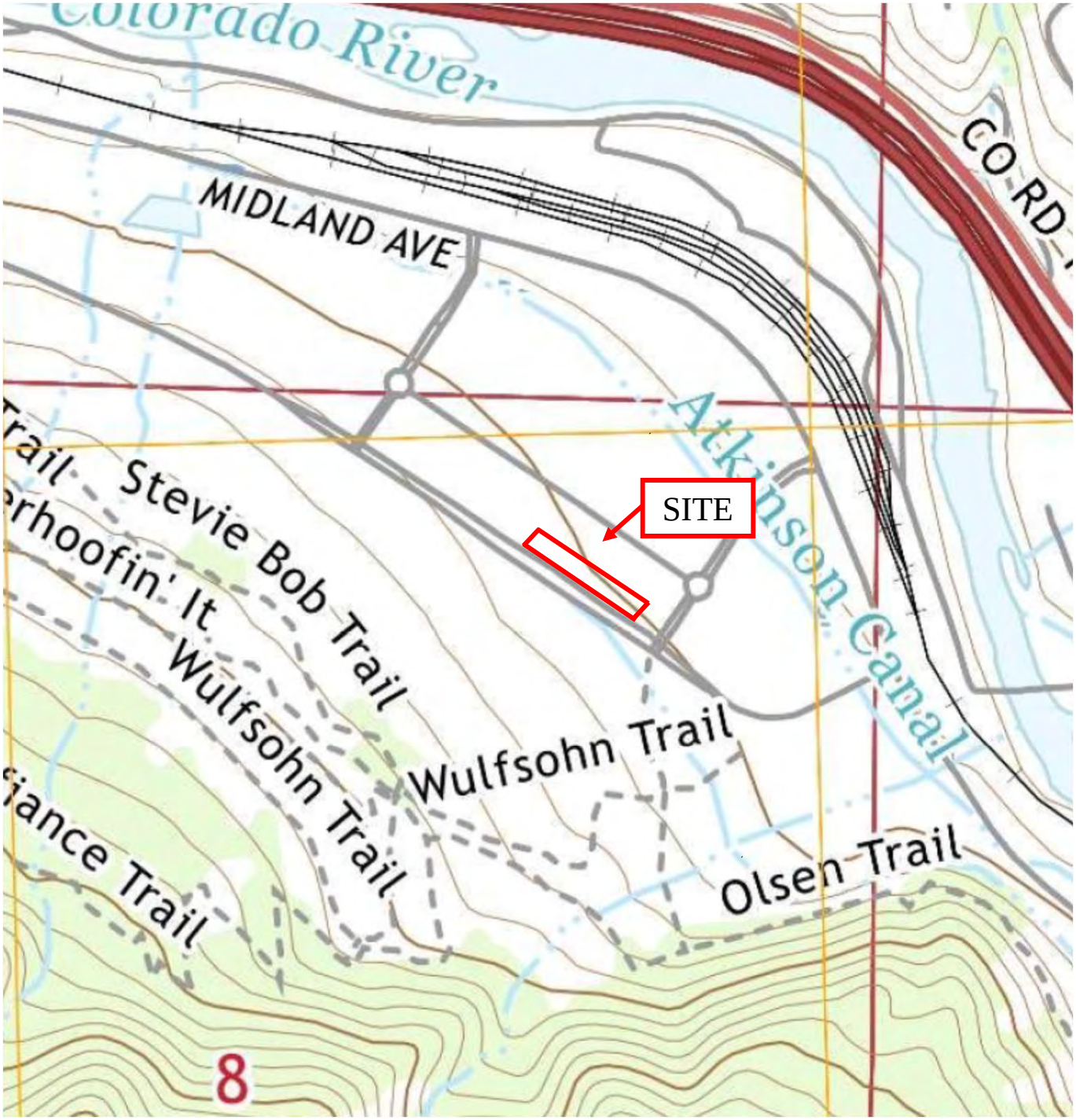
I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in 40 CFR 312.10. I have the specific qualifications based on education, training and experience to assess a property of the nature, history and setting of the subject Site. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

David F. Svrjcek
Branch Manager
AEC Colorado Regional Manager

Qualifications for the environmental professionals involved in the performance of the Phase I ESA are included in section 12.

12.0 Appendices

12.1 Vicinity Map



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle

Advantage Environmental Consultants, LLC
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

Site Vicinity Map
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

12.2 Site Plan

Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

Site Plan
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

12.3 Site Photographs

Photograph 1: View of the Site, facing southeast.

Photograph 2: Another view of the Site, facing northwest.

Photograph 3: Another view of the Site, facing east.

Photograph 4: Another view of the Site, facing south/southeast.

Photograph 5: Another view of the Site, facing southwest.

Photograph 6: View of water well on the Site.

Photograph 7: View of natural gas pipeline identification signage on the Site.

Photograph 8: View of an additional boring on the Site.

Photograph 9: View of property signage at the Site.

Photograph 10: View of the property to the east of the Site, facing southeast.

Photograph 11: View of the property to the west of the Site, facing northwest.

Photograph 12: View of the properties to the north of the Site, facing north.

Photograph 13: View of the property to the south of the Site, facing southeast.

Photograph 14: View of the vacant lot just east of the Site, facing north.

12.4 Regulatory Database Report

ENVIRONMENTAL RISK INFORMATION SERVICES

DATABASE REPORT

Project Property:	*Lot 7, Glenwood Springs, CO* *110 W MEADOWS DR GLENWOOD SPRINGS CO* *Glenwood Springs CO 81601*
Project No:	
Report Type:	*Database Report*
Order No:	*20191009107*
Requested by:	*Advantage Environmental Consultants, LLC*
Date Completed:	*October 11, 2019*

Environmental Risk Information Services
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

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Executive Summary

Property Information:

Project Property:		*Lot 7, Glenwood Springs, CO* *110 W MEADOWS DR GLENWOOD SPRINGS CO Glenwood Springs CO 81601*
Project No:		
Coordinates:		
	Latitude:	*39.553458*
	Longitude:	*-107.342584*
	UTM Northing:	*4,380,818.28*
	UTM Easting:	*298,730.61*
	UTM Zone:	*UTM Zone 13S*
Elevation:		*5,800 FT*

Order Information:

Order No:	*20191009107*
Date Requested:	*October 9, 2019*
Requested by:	*Advantage Environmental Consultants, LLC*
Report Type:	*Database Report*

Historicals/Products:

ERIS Xplorer	*ERIS Xplorer*
Excel Add-On	*Excel Add-On*

Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
Standard Environmental Records								
Federal								
NPL	Y	1	0	0	0	0	0	0
PROPOSED NPL	Y	1	0	0	0	0	0	0
DELETED NPL	Y	.5	0	0	0	0	-	0
SEMS	Y	.5	0	0	0	0	-	0
ODI	Y	.5	0	0	0	0	-	0
SEMS ARCHIVE	Y	.5	0	0	0	0	-	0
CERCLIS	Y	.5	0	0	0	0	-	0
IODI	Y	.5	0	0	0	0	-	0
CERCLIS NFRAP	Y	.5	0	0	0	0	-	0
CERCLIS LIENS	Y	PO	0	-	-	-	-	0
RCRA CORRACTS	Y	1	0	0	0	0	1	1
RCRA TSD	Y	.5	0	0	0	0	-	0
RCRA LQG	Y	.25	1	0	0	-	-	1
RCRA SQG	Y	.25	0	0	1	-	-	1
RCRA CESQG	Y	.25	0	0	1	-	-	1
RCRA NON GEN	Y	.25	0	0	0	-	-	0
FED ENG	Y	.5	0	0	0	0	-	0
FED INST	Y	.5	0	0	0	0	-	0
ERNS 1982 TO 1986	Y	PO	0	-	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	-	0
ERNS	Y	PO	0	-	-	-	-	0
FED BROWNFIELDS	Y	.5	0	0	0	0	-	0
FEMA UST	Y	.25	0	0	0	-	-	0
REFN	Y	.25	0	0	0	-	-	0
BULK TERMINAL	Y	.25	0	0	0	-	-	0
SEMS LIEN	Y	PO	0	-	-	-	-	0
SUPERFUND ROD	Y	1	0	0	0	0	0	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
State								
SHWS	Y	1	0	0	0	0	0	0
SWF/LF	Y	.5	0	0	0	0	-	0
HIST LF	Y	.5	0	0	0	0	-	0
LST	Y	.5	0	0	1	3	-	4
DELISTED LST	Y	.5	0	0	0	0	-	0
UST	Y	.25	0	0	0	-	-	0
AST	Y	.25	0	0	2	-	-	2
TANKS	Y	.25	0	0	0	-	-	0
DTNK	Y	.25	0	0	0	-	-	0
AUL	Y	.5	0	0	0	0	-	0
VCP	Y	.5	0	0	0	0	-	0
Tribal								
INDIAN LUST	Y	.5	0	0	0	0	-	0
INDIAN UST	Y	.25	0	0	0	-	-	0
DELISTED ILST	Y	.5	0	0	0	0	-	0
DELISTED IUST	Y	.25	0	0	0	-	-	0
County	***No County standard environmental record sources available for this State.***							
Additional Environmental Records								
Federal								
PFAS NPL	Y	.5	0	0	0	0	-	0
FINDS/FRS	Y	PO	1	-	-	-	-	1
TRIS	Y	PO	0	-	-	-	-	0
PFAS TRI	Y	.5	0	0	0	0	-	0
HMIRS	Y	.125	0	0	-	-	-	0
NCDL	Y	.125	0	0	-	-	-	0
TSCA	Y	.125	0	0	-	-	-	0
HIST TSCA	Y	.125	0	0	-	-	-	0
FTTS ADMIN	Y	PO	0	-	-	-	-	0
FTTS INSP	Y	PO	0	-	-	-	-	0
PRP	Y	PO	0	-	-	-	-	0
SCRD DRYCLEANER	Y	.5	0	0	0	0	-	0
ICIS	Y	PO	0	-	-	-	-	0
FED DRYCLEANERS	Y	.25	0	0	0	-	-	0
DELISTED FED DRY	Y	.25	0	0	0	-	-	0
FUDS	Y	1	0	0	0	0	0	0
MLTS	Y	PO	0	-	-	-	-	0
HIST MLTS	Y	PO	0	-	-	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
MINES	Y	.25	0	0	0	-	-	0
ALT FUELS	Y	.25	0	0	0	-	-	0
SSTS	Y	.25	0	0	0	-	-	0
PCB	Y	.5	0	0	0	0	-	0
State								
SPILLS	Y	.125	0	0	-	-	-	0
DRYCLEANERS	Y	.25	0	0	0	-	-	0
DELISTED DRYCLEANERS	Y	.25	0	0	0	-	-	0
NPDES	Y	PO	0	-	-	-	-	0
Tribal	***No Tribal additional environmental record sources available for this State.***							
County	***No County additional environmental record sources available for this State.***							
Total:			2	0	5	3	1	11

**** PO – Property Only***
**** 'Property and adjoining properties' database search radii are set at 0.25 miles.***

Executive Summary: Site Report Summary - Project Property

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
1	FINDS/FRS	TARGET STORE T2029	110 W MEADOWS DR GLENWOOD SPRINGS CO 81601-9516	-	0.00 / 0.00	0	17
1	RCRA LQG	TARGET STORE T2029	110 W MEADOWS DR GLENWOOD SPRINGS CO 81601-9516 ***EPA Handler ID:*** *COR000212498*	-	0.00 / 0.00	0	17

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
2	RCRA CESQG	PETCO STORE #1446	105 E MEADOWS DR GLENWOOD SPRINGS CO 81601 ***EPA Handler ID:*** COR000232926	ENE	0.17 / 902.51	-55	23
3	AST	Lowes #1905	215 W Meadows Dr Glenwood Springs 81601 CO ***Facility ID:*** 18586	NW	0.18 / 965.68	27	25
3	RCRA SQG	LOWES OF GLENWOOD SPRINGS CO #1905	215 W MEADOWS DR GLENWOOD SPRINGS CO 81601 ***EPA Handler ID:*** COR000247502	NW	0.18 / 965.68	27	26
4	AST	Envirotech	777 Deveroux Ln Glenwood Springs 81601 CO ***Facility ID:*** 17895	E	0.23 / 1,210.98	-69	28
4	LST	Envirotech	777 Deveroux Ln Glenwood Springs 81601 CO ***Facility ID:*** 17895 ***Event ID | Status:*** 9927 | Closed	E	0.23 / 1,210.98	-69	29
5	LST	Coca Cola Bottling Co	1220 Devereux Rd Glenwood Springs 81601 CO ***Facility ID:*** 6956 ***Event ID | Status:*** 7210 | Closed	NNE	0.34 / 1,821.46	-82	30
6	LST	CDOT Glenwood	202 Centennial Glenwood Springs 81601 CO ***Facility ID:*** 460 ***Event ID | Status:*** 9806 | Closed	ESE	0.38 / 2,007.08	-77	30
6	LST	CDOT Glenwood Springs	202 Centennial St Glenwood Springs 81601 CO ***Facility ID:*** 7564 ***Event ID | Status:*** 784 | Closed	ESE	0.38 / 2,007.08	-77	31
7	RCRA CORRACTS	EIMCO COAL MACHINERY	2222 DEVERUEX RD GLENWOOD SPRINGS CO 81601-8702 ***EPA Handler ID:*** COD981544786	WNW	0.90 / 4,752.18	-95	32

Executive Summary: Summary by Data Source

Standard

Federal

RCRA CORRACTS - RCRA CORRACTS-Corrective Action

A search of the RCRA CORRACTS database, dated Aug 26, 2019 has found that there are 1 RCRA CORRACTS site(s) within approximately 1.00 miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
EIMCO COAL MACHINERY	2222 DEVERUEX RD GLENWOOD SPRINGS CO 81601-8702 ***EPA Handler ID**: COD981544786*	WNW	0.90 / 4,752.18	7

RCRA LQG - RCRA Generator List

A search of the RCRA LQG database, dated Aug 26, 2019 has found that there are 1 RCRA LQG site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
TARGET STORE T2029	110 W MEADOWS DR GLENWOOD SPRINGS CO 81601-9516 ***EPA Handler ID**: COR000212498*	-	0.00 / 0.00	1

RCRA SQG - RCRA Small Quantity Generators List

A search of the RCRA SQG database, dated Aug 26, 2019 has found that there are 1 RCRA SQG site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
LOWES OF GLENWOOD SPRINGS CO #1905	215 W MEADOWS DR GLENWOOD SPRINGS CO 81601 ***EPA Handler ID**: COR000247502*	NW	0.18 / 965.68	3

RCRA CESQG - RCRA Conditionally Exempt and Very Small Quantity Generators List

A search of the RCRA CESQG database, dated Aug 26, 2019 has found that there are 1 RCRA CESQG site(s) within approximately 0.25 miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
PETCO STORE #1446	105 E MEADOWS DR GLENWOOD SPRINGS CO 81601 ***EPA Handler ID**: COR000232926*	ENE	0.17 / 902.51	2

State

LST - Leaking Storage Tanks

A search of the LST database, dated Sep 19, 2019 has found that there are 4 LST site(s) within approximately 0.50 miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
Envirotech	777 Deveroux Ln Glenwood Springs 81601 CO ***Facility ID**: 17895* ***Event ID | Status**: 9927 | Closed*	E	0.23 / 1,210.98	4
Coca Cola Bottling Co	1220 Devereux Rd Glenwood Springs 81601 CO ***Facility ID**: 6956* ***Event ID | Status**: 7210 | Closed*	NNE	0.34 / 1,821.46	5
CDOT Glenwood	202 Centennial Glenwood Springs 81601 CO ***Facility ID**: 460* ***Event ID | Status**: 9806 | Closed*	ESE	0.38 / 2,007.08	6
CDOT Glenwood Springs	202 Centennial St Glenwood Springs 81601 CO ***Facility ID**: 7564* ***Event ID | Status**: 784 | Closed*	ESE	0.38 / 2,007.08	6

AST - Aboveground Storage Tanks

A search of the AST database, dated Sep 19, 2019 has found that there are 2 AST site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Lowes #1905	215 W Meadows Dr Glenwood Springs 81601 CO ***Facility ID**: 18586*	NW	0.18 / 965.68	3

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
Envirotech	777 Deveroux Ln Glenwood Springs 81601 CO ***Facility ID**: 17895*	E	0.23 / 1,210.98	4

Non Standard

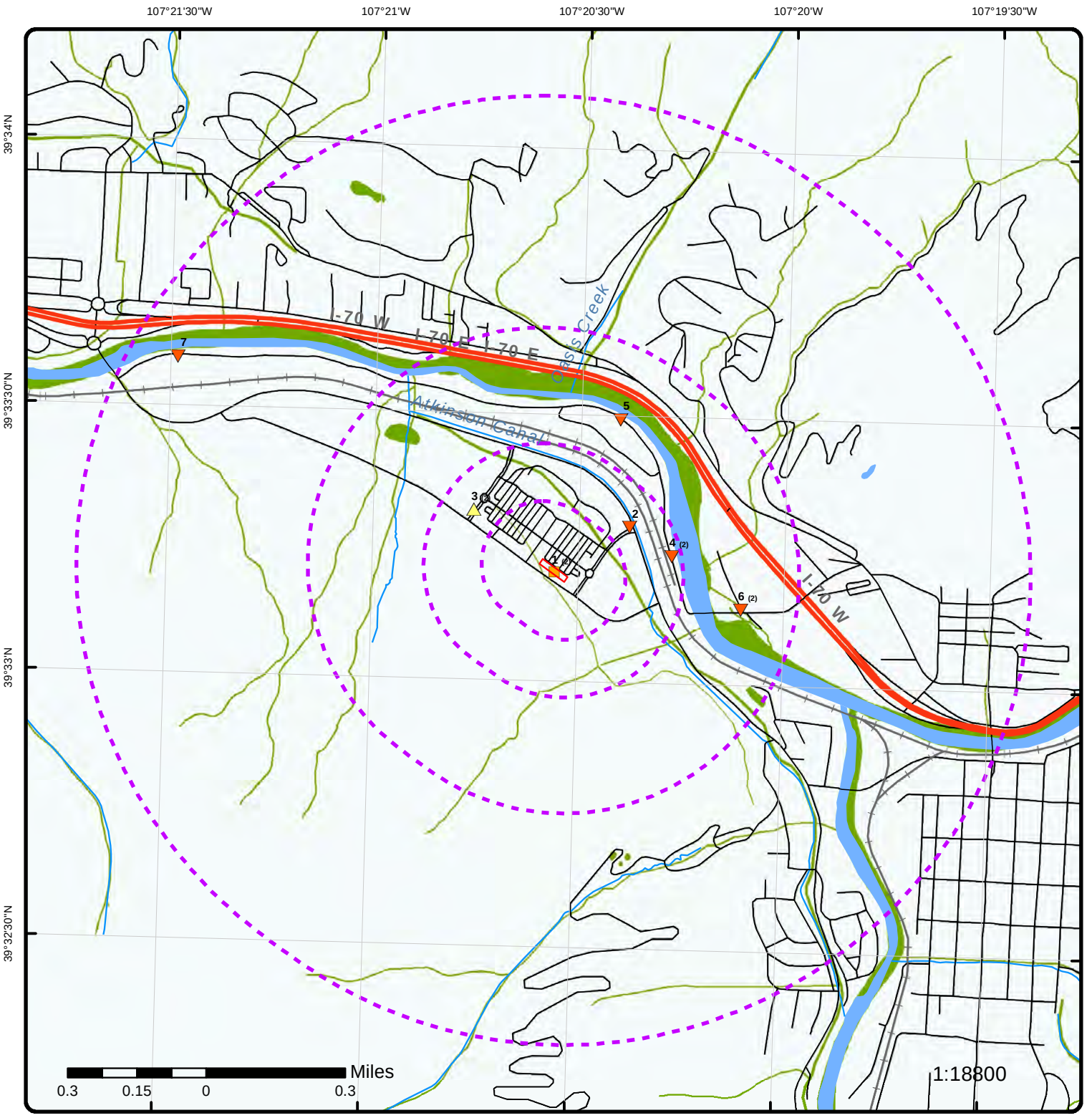
Federal

FINDS/FRS - Facility Registry Service/Facility Index

A search of the FINDS/FRS database, dated Apr 23, 2019 has found that there are 1 FINDS/FRS site(s) within approximately 0.02 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
TARGET STORE T2029	110 W MEADOWS DR GLENWOOD SPRINGS CO 81601-9516	-	0.00 / 0.00	1

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key



Map : 1 Mile Radius

Order No: 20191009107

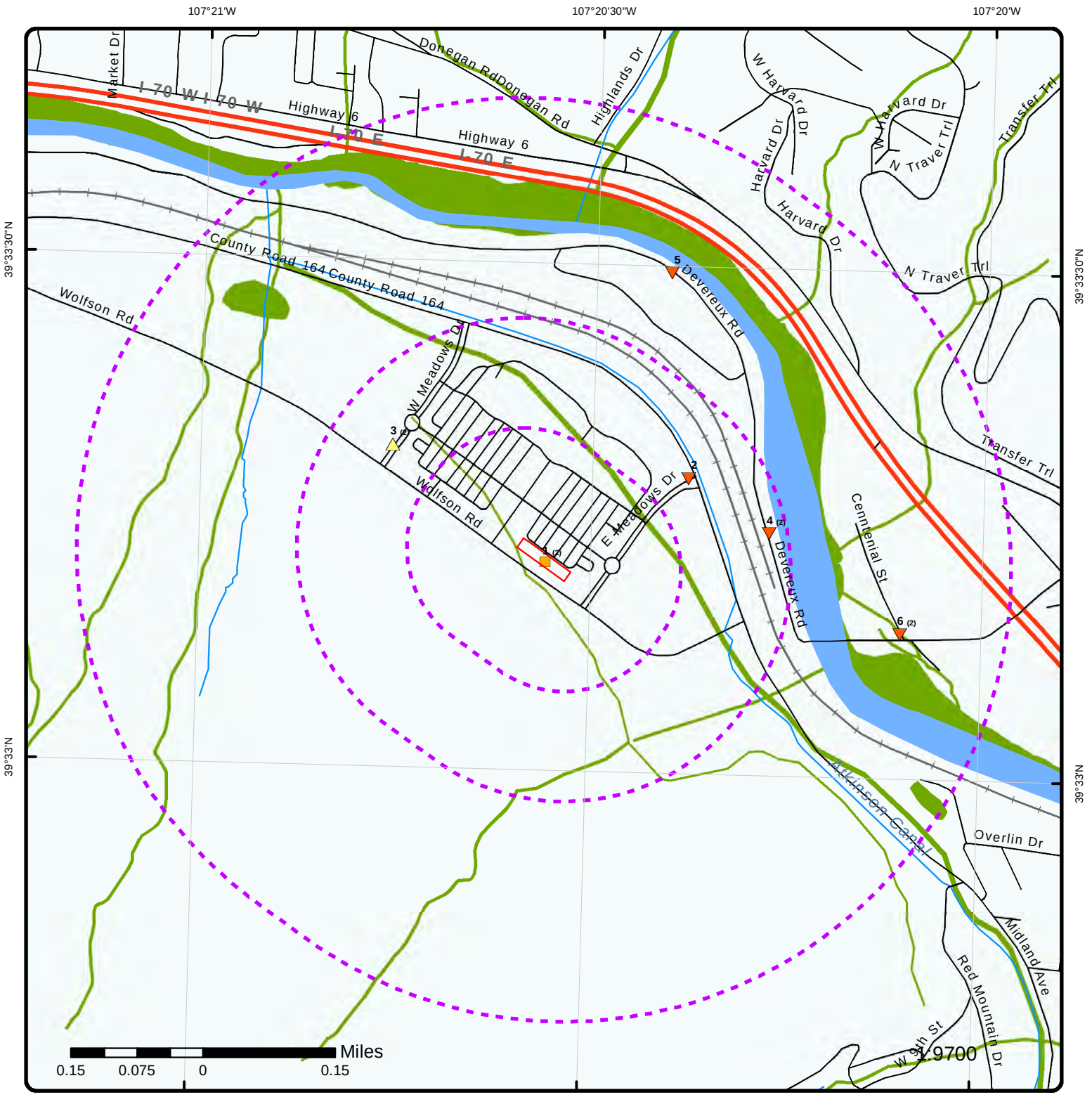
Address: 110 W MEADOWS DR GLENWOOD SPRINGS CO, Glenwood Springs, CO, 816

ENVIRONMENTAL RISK INFORMATION SERVICES

- Project Property
- **Buffer Outline**
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- County Boundary
- Rails
- Major Highways
- Major Highways Ramps
- Major Roads
- Major Roads Ramps
- Secondary Roads
- Secondary Roads Ramps
- Local Roads and Ramps
- State Boundary
- National Priority List Sites
- National Wetland
- Indian Reserve Land
- Historic Fill
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- State Brownfield Sites
- State Brownfield Areas
- State Superfund Areas:Dept. of Defense
- State Superfund Areas:NPL
- WQARF Areas
- Federal Lands: Dept. of Defense (owned/administered areas)

Source: © 2016 ESRI

© ERIS Information Inc.



Map : 0.5 Mile Radius

Order No: 20191009107

Address: 110 W MEADOWS DR GLENWOOD SPRINGS CO, Glenwood Springs, CO, 816

ENVIRONMENTAL RISK INFORMATION SERVICES

- Project Property
- **Buffer Outline**
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- County Boundary
- Rails
- Major Highways
- Major Highways Ramps
- Major Roads
- Major Roads Ramps
- Secondary Roads
- Secondary Roads Ramps
- Local Roads and Ramps
- State Boundary
- National Priority List Sites
- National Wetland
- Indian Reserve Land
- Historic Fill
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- State Brownfield Sites
- State Brownfield Areas
- State Superfund Areas:Dept. of Defense
- State Superfund Areas:NPL
- WQARF Areas
- Federal Lands: Dept. of Defense (owned/administered areas)

Source: © 2016 ESRI

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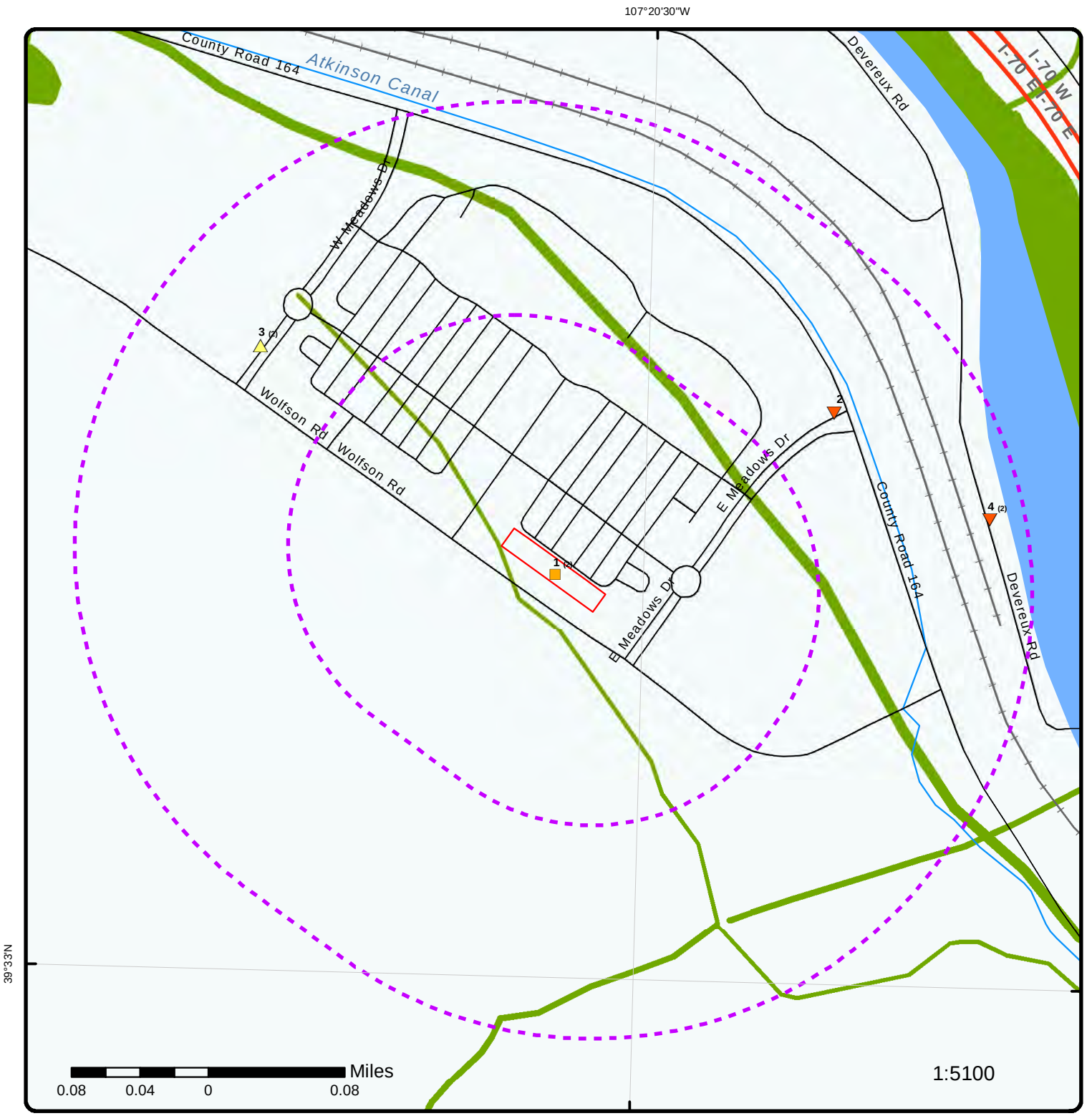


Map : 0.25 Mile Radius

Order No: 20191009107

Address: 110 W MEADOWS DR GLENWOOD SPRINGS CO, Glenwood Springs, CO, 816

ENVIRONMENTAL RISK INFORMATION SERVICES

Project Property	Rails	State Boundary	FWS Special Designation Areas
Buffer Outline	Major Highways	National Priority List Sites	State Brownfield Sites
Eris Sites with Higher Elevation	Major Highways Ramps	National Wetland	State Brownfield Areas
Eris Sites with Same Elevation	Major Roads	Indian Reserve Land	State Superfund Areas:Dept. of Defense
Eris Sites with Lower Elevation	Major Roads Ramps	Historic Fill	State Superfund Areas:NPL
Eris Sites with Unknown Elevation	Secondary Roads	100 Year Flood Zone	WQARF Areas
County Boundary	Secondary Roads Ramps	500 Year Flood Zone	Federal Lands: Dept. of Defense (owned/administered areas)
	Local Roads and Ramps		

Source: © 2016 ESRI

© ERIS Information Inc.

Aerial (2018)

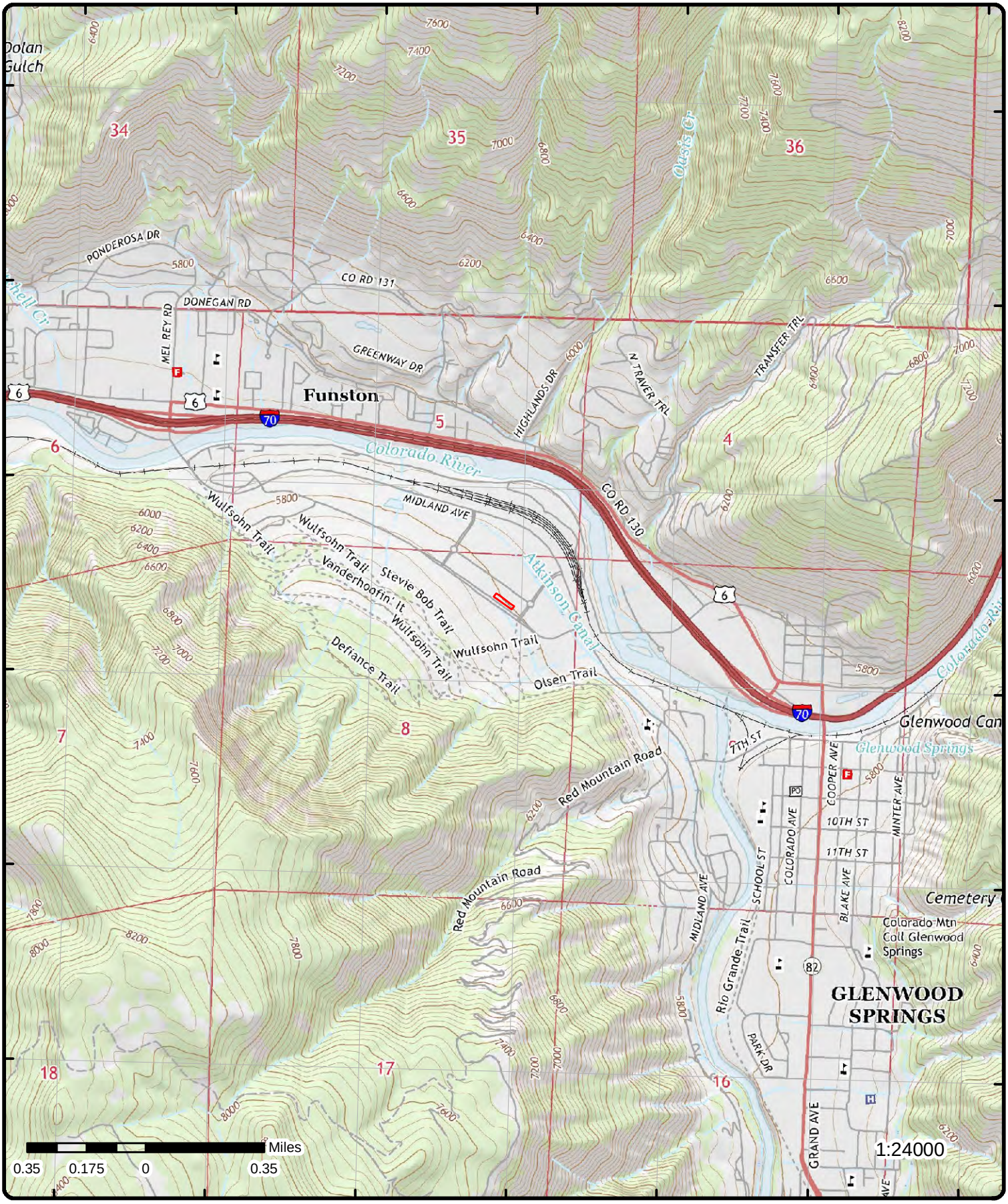
Order No: 20191009107

Address: 110 W MEADOWS DR GLENWOOD SPRINGS CO, Glenwood S

Source: ESRI World Imagery

ENVIRONMENTAL RISK INFORMATION SERVICES

© ERIS Information Inc.



Topographic Map (2016)

Order No: 20191009107

Address: 110 W MEADOWS DR GLENWOOD SPRINGS CO, Glenwood S

Quadrangle(s): Glenwood Springs,CO

Source: USGS Topographic Map

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Detail Report

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	1 of 2	-	0.00 / 0.00	5,800.00 / 0	TARGET STORE T2029 110 W MEADOWS DR GLENWOOD SPRINGS CO 81601-9516	FINDS/FRS

Registry ID: 110023074509
FIPS Code: 08045
HUC Code:
Site Type Name: STATIONARY
Location Description:
Supplemental Location:
Create Date: 28-NOV-2005 14:10:39
Update Date: 27-MAY-2016 17:37:22
Interest Types: HAZARDOUS WASTE BIENNIAL REPORTER, LQG
SIC Codes:
SIC Code Descriptions:
NAICS Codes: 452210
NAICS Code Descriptions:
Conveyor:
Federal Facility Code:
Federal Agency Name:
Tribal Land Code:
Tribal Land Name:
Congressional Dist No.:
Census Block Code:
EPA Region Code: 08
County Name: GARFIELD
US/Mexico Border Ind:
Latitude: 39.55635
Longitude: -107.34483
Reference Point:
Coord Collection Method:
Accuracy Value:
Datum: NAD83
Source:
Facility Detail Rprt URL: http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110023074509
Program Acronyms:

BR:COR000212498, RCRAINFO:COR000212498

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	2 of 2	-	0.00 / 0.00	5,800.00 / 0	TARGET STORE T2029 110 W MEADOWS DR GLENWOOD SPRINGS CO 81601-9516	RCRA LQG

EPA Handler ID: COR000212498
Gen Status Universe: Large Quantity Generator
Contact Name: STEVE MUSSER
Contact Address: P O BOX 111 , , MINNEAPOLIS , MN, 55440 , US
Contact Phone No and Ext: 800-587-2228
Contact Email: POC@TARGET.COM
Contact Country: US
County Name: GARFIELD
EPA Region: 08
Land Type: Private
Receive Date: 20180417

Violation/Evaluation Summary

Note: VIOLATION or UNDETERMINED: There are VIOLATION or UNDETERMINED details or records associated with this facility (EPA ID) in the Compliance Monitoring and Enforcement table dated August, 2019.

Violation Details

Citation:
Violation Short Description: Generators - Pre-transport
Violation Type: 262.C
Violation Determined Date: 20170719
Scheduled Compliance Date:
Return to Compliance: Documented
Actual Return to Compl: 20170821
Violation Responsible Agency: State

Enforcement Details

Enforcement Type: 175
Enforcement Type Description: COMPLIANCE ADVISORY
Enforcement Action Date: 20170719
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency: State
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: Universal Waste - General
Violation Type: 273.A
Violation Determined Date: 20170719
Scheduled Compliance Date:
Return to Compliance: Documented
Actual Return to Compl: 20170821
Violation Responsible Agency: State

Enforcement Details

Enforcement Type: 175
Enforcement Type Description: COMPLIANCE ADVISORY
Enforcement Action Date: 20170719
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency: State
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Evaluation Details

Evaluation Start Date: 20170821
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 20170719
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE

Violation Short Description: Universal Waste - General
Return to Compliance Date: 20170821
Evaluation Agency: State

Evaluation Start Date: 20170719
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - Pre-transport
Return to Compliance Date: 20170821
Evaluation Agency: State

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20051017
Handler Name: TARGET #2029
Generator Status Universe: Large Quantity Generator
Source Type: Notification

Waste Code Details

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Handler Details

Sequence No: 2
Receive Date: 20160411
Handler Name: TARGET STORE T2029
Generator Status Universe: Large Quantity Generator
Source Type: Notification

Waste Code Details

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D004
Waste Code Description: ARSENIC

Hazardous Waste Code:	D005
Waste Code Description:	BARIUM
Hazardous Waste Code:	D006
Waste Code Description:	CADMIUM
Hazardous Waste Code:	D007
Waste Code Description:	CHROMIUM
Hazardous Waste Code:	D008
Waste Code Description:	LEAD
Hazardous Waste Code:	D009
Waste Code Description:	MERCURY
Hazardous Waste Code:	D010
Waste Code Description:	SELENIUM
Hazardous Waste Code:	D011
Waste Code Description:	SILVER
Hazardous Waste Code:	D016
Waste Code Description:	2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)
Hazardous Waste Code:	D018
Waste Code Description:	BENZENE
Hazardous Waste Code:	D024
Waste Code Description:	M-CRESOL
Hazardous Waste Code:	D026
Waste Code Description:	CRESOL
Hazardous Waste Code:	D035
Waste Code Description:	METHYL ETHYL KETONE
Hazardous Waste Code:	P075
Waste Code Description:	NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS
Hazardous Waste Code:	U002
Waste Code Description:	2-PROPANONE (I) (OR) ACETONE (I)
Hazardous Waste Code:	U035
Waste Code Description:	BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL
Hazardous Waste Code:	U044
Waste Code Description:	CHLOROFORM (OR) METHANE, TRICHLORO-
Hazardous Waste Code:	U058
Waste Code Description:	2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE
Hazardous Waste Code:	U072
Waste Code Description:	BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE
Hazardous Waste Code:	U122
Waste Code Description:	FORMALDEHYDE
Hazardous Waste Code:	U129
Waste Code Description:	CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE
Hazardous Waste Code:	U150
Waste Code Description:	L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN
Hazardous Waste Code:	U154
Waste Code Description:	METHANOL (I) (OR) METHYL ALCOHOL (I)
Hazardous Waste Code:	U188

Waste Code Description: PHENOL

Hazardous Waste Code: U200
Waste Code Description: RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-

Hazardous Waste Code: U201
Waste Code Description: 1,3-BENZENEDIOL (OR) RESORCINOL

Hazardous Waste Code: U279
Waste Code Description: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20180417
Handler Name: TARGET STORE T2029
Generator Status Universe: Large Quantity Generator
Source Type: Annual/Biennial Report update with Notification

Waste Code Details

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D004
Waste Code Description: ARSENIC

Hazardous Waste Code: D005
Waste Code Description: BARIUM

Hazardous Waste Code: D006
Waste Code Description: CADMIUM

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D008
Waste Code Description: LEAD

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: D016
Waste Code Description: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

Hazardous Waste Code: D018
Waste Code Description: BENZENE

Hazardous Waste Code: D024
Waste Code Description: M-CRESOL

Hazardous Waste Code: D026
Waste Code Description: CRESOL

Hazardous Waste Code: D027
Waste Code Description: 1,4-DICHLOROBENZENE

Hazardous Waste Code: D035
Waste Code Description: METHYL ETHYL KETONE

Hazardous Waste Code: D039
Waste Code Description: TETRACHLOROETHYLENE

Hazardous Waste Code: P075
Waste Code Description: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Hazardous Waste Code: U002
Waste Code Description: 2-PROPANONE (I) (OR) ACETONE (I)

Hazardous Waste Code: U035
Waste Code Description: BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL

Hazardous Waste Code: U154
Waste Code Description: METHANOL (I) (OR) METHYL ALCOHOL (I)

Hazardous Waste Code: U188
Waste Code Description: PHENOL

Hazardous Waste Code: U279
Waste Code Description: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Owner/Operator Details

Owner/Operator Ind:	Current Owner	**Street No:**	
Type:	Private	**Street 1:**	P O BOX 111
Name:	TARGET CORPORATION	**Street 2:**	
Date Became Current:	20160411	**City:**	MINNEAPOLIS
Date Ended Current:		**State:**	MN
Phone:	800-587-2228	**Country:**	US
Source Type:	Notification	**Zip Code:**	55440

Owner/Operator Ind:	Current Operator	**Street No:**	
Type:	Private	**Street 1:**	PO BOX 111
Name:	TARGET CORPORATION	**Street 2:**	
Date Became Current:	20051005	**City:**	MINNEAPOLIS
Date Ended Current:		**State:**	MN
Phone:	800-587-2228	**Country:**	US
Source Type:	Annual/Biennial Report update with Notification	**Zip Code:**	55440

Owner/Operator Ind:	Current Operator	**Street No:**	110
Type:	Private	**Street 1:**	W MEADOWS DR
Name:	TARGET #2029	**Street 2:**	
Date Became Current:	20051102	**City:**	GLENWOOD SPRINGS
Date Ended Current:		**State:**	CO
Phone:		**Country:**	US
Source Type:	Notification	**Zip Code:**	81601-9516

Owner/Operator Ind:	Previous Operator	**Street No:**	110
Type:	Private	**Street 1:**	W MEADOWS DR
Name:	TARGET #2029	**Street 2:**	
Date Became Current:	20051102	**City:**	GLENWOOD SPRINGS
Date Ended Current:	20160411	**State:**	CO
Phone:		**Country:**	US
Source Type:	Notification	**Zip Code:**	81601-9516

Owner/Operator Ind:	Current Owner	**Street No:**	
Type:	Private	**Street 1:**	P O BOX 111
Name:	TARGET CORPORATION	**Street 2:**	
Date Became Current:	20051005	**City:**	MINNEAPOLIS
Date Ended Current:		**State:**	MN
Phone:	800-587-2228	**Country:**	US
Source Type:	Annual/Biennial Report update with Notification	**Zip Code:**	55440

Owner/Operator Ind:	Current Owner	**Street No:**	33
Type:	Private	**Street 1:**	S 6TH ST CC-3425

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Name:	TARGET CORP	**Street 2:**	
Date Became Current:	20051102	**City:**	MINNEAPOLIS
Date Ended Current:		**State:**	MN
Phone:		**Country:**	US
Source Type:	Notification	**Zip Code:**	55402
Owner/Operator Ind:	Previous Owner	**Street No:**	33
Type:	Private	**Street 1:**	S 6TH ST CC-3425
Name:	TARGET CORP	**Street 2:**	
Date Became Current:	20051102	**City:**	MINNEAPOLIS
Date Ended Current:	20160411	**State:**	MN
Phone:		**Country:**	US
Source Type:	Notification	**Zip Code:**	55402
Owner/Operator Ind:	Current Operator	**Street No:**	110
Type:	Private	**Street 1:**	W MEADOWS DR
Name:	TARGET STORE T2029	**Street 2:**	
Date Became Current:	20160411	**City:**	GLENWOOD SPRINGS
Date Ended Current:		**State:**	CO
Phone:	800-587-2228	**Country:**	US
Source Type:	Notification	**Zip Code:**	81601-9516

2	1 of 1	ENE	0.17 / 902.51	5,744.78 / -55	**PETCO STORE #1446** **105 E MEADOWS DR** **GLENWOOD SPRINGS CO 81601**	RCRA CESQG

EPA Handler ID:	COR000232926
Gen Status Universe:	Conditionally Exempt Small Quantity Generator
Contact Name:	AMY PATTON
Contact Address:	654 , RICHLAND HILLS DR , , SAN ANTONIO , TX, 78245 , US
Contact Phone No and Ext:	210-201-9241
Contact Email:	AMY.PATTON@PETCO.COM
Contact Country:	US
County Name:	GARFIELD
EPA Region:	08
Land Type:	Private
Receive Date:	20140506

Violation/Evaluation Summary

Note:	NO RECORDS: As of August 2019, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility:	No
Onsite Burner Exemption:	No
Furnace Exemption:	No
Underground Injection Activity:	No
Commercial TSD:	No
Used Oil Transporter:	No
Used Oil Transfer Facility:	No
Used Oil Processor:	No
Used Oil Refiner:	No
Used Oil Burner:	No
Used Oil Market Burner:	No
Used Oil Spec Marketer:	No

Hazardous Waste Handler Details

Sequence No:	1
Receive Date:	20140402

Handler Name: PETCO STORE #1446
Generator Status Universe: Conditionally Exempt Small Quantity Generator
Source Type: Notification

Waste Code Details

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D005
Waste Code Description: BARIUM

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D008
Waste Code Description: LEAD

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D016
Waste Code Description: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

Hazardous Waste Code: D018
Waste Code Description: BENZENE

Hazardous Waste Code: D035
Waste Code Description: METHYL ETHYL KETONE

Hazardous Waste Handler Details

Sequence No: 2
Receive Date: 20140506
Handler Name: PETCO STORE #1446
Generator Status Universe: Conditionally Exempt Small Quantity Generator
Source Type: Notification

Waste Code Details

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D005
Waste Code Description: BARIUM

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D008
Waste Code Description: LEAD

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D016
Waste Code Description: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

Hazardous Waste Code: D018

Waste Code Description: BENZENE

Hazardous Waste Code: D035
Waste Code Description: METHYL ETHYL KETONE

Owner/Operator Details

Owner/Operator Ind:	Current Operator	**Street No:**	105
Type:	Private	**Street 1:**	E MEADOWS DR
Name:	PETCO STORE #1446	**Street 2:**	
Date Became Current:	20140402	**City:**	GLENWOOD SPRINGS
Date Ended Current:		**State:**	CO
Phone:		**Country:**	US
Source Type:	Notification	**Zip Code:**	81601

Owner/Operator Ind:	Current Owner	**Street No:**	850
Type:	Private	**Street 1:**	ENGLEWOOD PKWY STE 200
Name:	WEINGARTEN MILLER GLENWOOD LLC	**Street 2:**	
Date Became Current:	20140402	**City:**	ENGLEWOOD
Date Ended Current:		**State:**	CO
Phone:		**Country:**	US
Source Type:	Notification	**Zip Code:**	80110

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3 | **1 of 2** | **NW** | **0.18 / 965.68** | **5,827.10 / 27** | **Lowes #1905
215 W Meadows Dr Glenwood Springs 81601
CO** | **AST**

Facility ID:	18586	**Owner County:**	Wilkes
Facility Type:	Emergency Generator	**Owner Zip:**	28697
Owner ID:	21296	**County:**	Garfield
Owner City:	Wilkesboro	**Latitude:**	39.556575
Owner State:	NC	**Longitude:**	-107.347139

Facility Category: Other
Owner Name:
Owner Last Name: Lowes Hiw Inc
Owner First Name:
Owner Middle Init:
Owner Address: 1605 Curtis Bridge Rd
Data Source(s): Colorado Storage Tank Information System (COSTIS), downloaded on Sep 19, 2019; Colorado Department of Labor and Employment (CDLE), received on Sep 19, 2019

Facility Information (CDLE-FOIA)

Tank Type ID:	1	**OCP Inspector:**	Murray Brown
Count of Tank Tag:	1	**City:**	Glenwood Springs
No. Dispensers:	0	**State:**	CO
Comp Inspector:	Murray Brown	**Zip:**	81601
LPG Inspector:	Chuck Simmons	**County:**	Garfield
RMFD Inspector:	Murray Brown	**Creation Date:**	7/28/2008 1:18:56 PM
Address:	215 W Meadows Dr		

AST Tanks (COSTIS-Online)

Tank ID:	41431	**Owner ID:**	21296
Tank Tag:	'18586-1	**Tank Owner:**	
Tank Type Desc:	AST	**County:**	Garfield
Tank Count:	44994	**Product Name:**	4 - Diesel
Capacity:	1500		

Facility Owner: Lowes Hiw Inc
Facility Name Address: Lowes #1905
215 W Meadows Dr
Glenwood Springs 81601

AST Tanks 1 (CDLE-FOIA)

Tank Tag:	18586-1	**Product:**	Diesel
Tank Type ID:	1	**Tank Material:**	AST: UL142/Equiv.
Tank Type:	AST	**Tank Wall Type:**	Double-Walled
Tank Status:	Currently In Use	**Piping System:**	SS: Safe Suction
Capacity:	1500	**Piping Type:**	NONE: No piping
Install Date:	1/1/2009	**Piping Material:**	No Piping
Date Closed:		**Piping Wall Type:**	
Overfill Preven:	ULL: Alarm and Fill Tube Valve		

AST Tanks 2 (CDLE-FOIA)

Alt Tank ID:		**Line CP ID:**	
Tank CP ID:	19	**Anch Method Desc:**	
Closure Meth ID:		**LLD ID:**	3
Unregulated:	False	**LLD Test Date:**	
Last Used Date:		**Pipe Reld Meth1 ID:**	10
Del Prohib Date:		**Pipe Reld Meth2 ID:**	
Corr Prot Date:		**Pipe Reldet Date:**	
Spill Protected:	True	**Backfill Mat Desc:**	
Spl Container Size:	5	**Bfill Drt Cover Amt:**	0
Spl Protection Dt:		**Concr Asph Inches:**	0
Spl Container Mfg:		**Manifold:**	False
Spl Container Mdel:		**Tm Name:**	
CP Impcur Ins Dt:		**Registration Date:**	
Tank Reld Meth1 ID:	12	**Compartment:**	False
Tank Reld Meth2 ID:		**Cpmet:**	True
Tank Reldet Date:		**Expr1012:**	0
Tank Lining Date:		**Amended:**	False
CP Test Date:		**Invault:**	False
No Fee:	False		
Serial No:			
Category Desc:	Other		

Owner Infomation (CDLE-FOIA)

Contact Name:	Melissa Call - Compliance Mngr	**State:**	NC
City:	Wilkesboro	**Zip Code:**	28697
County:	Wilkes		
Company Name:	Lowes Hiw Inc		
Last Name:	Lowes Hiw Inc		
First Name:			
Middle Init:			
Address:	1605 Curtis Bridge Rd		
Comment:	MELISSA CALL ENERGY SYSTEM SUPERVISOR (RDR contact)		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
3	2 of 2	NW	0.18 / 965.68	5,827.10 / 27	LOWES OF GLENWOOD SPRINGS CO #1905 215 W MEADOWS DR GLENWOOD SPRINGS CO 81601	RCRA SQG

EPA Handler ID:	COR000247502
Gen Status Universe:	Small Quantity Generator
Contact Name:	BOBBI TENBORG
Contact Address:	1000 , LOWES BLVD MAIL STOP A3WLP , , MOORESVILLE , NC, 28117 , US
Contact Phone No and Ext:	704-758-2955
Contact Email:	BOBBI.L.TENBORG@LOWES.COM
Contact Country:	US
County Name:	GARFIELD
EPA Region:	08
Land Type:	Private
Receive Date:	20180729

Violation/Evaluation Summary

Note: NO RECORDS: As of August 2019, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility:	No
Onsite Burner Exemption:	No
Furnace Exemption:	No
Underground Injection Activity:	No
Commercial TSD:	No
Used Oil Transporter:	No
Used Oil Transfer Facility:	No
Used Oil Processor:	No
Used Oil Refiner:	No
Used Oil Burner:	No
Used Oil Market Burner:	No
Used Oil Spec Marketer:	No

Hazardous Waste Handler Details

Sequence No:	1
Receive Date:	20180729
Handler Name:	LOWES OF GLENWOOD SPRINGS CO #1905
Generator Status Universe:	Small Quantity Generator
Source Type:	Notification

Waste Code Details

Hazardous Waste Code:	D001
Waste Code Description:	IGNITABLE WASTE
Hazardous Waste Code:	D002
Waste Code Description:	CORROSIVE WASTE
Hazardous Waste Code:	D005
Waste Code Description:	BARIUM
Hazardous Waste Code:	D006
Waste Code Description:	CADMIUM
Hazardous Waste Code:	D007
Waste Code Description:	CHROMIUM
Hazardous Waste Code:	D008
Waste Code Description:	LEAD
Hazardous Waste Code:	D009
Waste Code Description:	MERCURY
Hazardous Waste Code:	D011
Waste Code Description:	SILVER
Hazardous Waste Code:	D016
Waste Code Description:	2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)
Hazardous Waste Code:	D018
Waste Code Description:	BENZENE
Hazardous Waste Code:	D035
Waste Code Description:	METHYL ETHYL KETONE
Hazardous Waste Code:	U154
Waste Code Description:	METHANOL (I) (OR) METHYL ALCOHOL (I)

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Owner/Operator Details

Owner/Operator Ind:	Current Owner	***Street No:***	1605
Type:	Private	***Street 1:***	CURTIS BRIDGE RD
Name:	LOWES HOME CENTERS LLC	***Street 2:***	
Date Became Current:	20180729	***City:***	WILKESBORO
Date Ended Current:		***State:***	NC
Phone:	704-758-2955	***Country:***	US
Source Type:	Notification	***Zip Code:***	28697
Owner/Operator Ind:	Current Operator	***Street No:***	215
Type:	Private	***Street 1:***	W MEADOWS DR
Name:	LOWES OF GLENWOOD SPRINGS CO #1905	***Street 2:***	
Date Became Current:	20180729	***City:***	GLENWOOD SPRINGS
Date Ended Current:		***State:***	CO
Phone:		***Country:***	US
Source Type:	Notification	***Zip Code:***	81601

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
4	1 of 2	E	0.23 / 1,210.98	5,731.33 / -69	Envirotech 777 Deveroux Ln Glenwood Springs 81601 CO	AST

Facility ID:	17895	***Owner County:***	Weld
Facility Type:	Non-Retail	***Owner Zip:***	80634
Owner ID:	20293	***County:***	Garfield
Owner City:	Greeley	***Latitude:***	39.55465
Owner State:	CO	***Longitude:***	-107.338196
Facility Category:	Other		
Owner Name:	Smith; Gary		
Owner Last Name:	Smith		
Owner First Name:	Gary		
Owner Middle Init:			
Owner Address:	1140 38th Ave Ste #1		
Data Source(s):	Colorado Storage Tank Information System (COSTIS), downloaded on Sep 19, 2019; Colorado Department of Labor and Employment (CDLE), received on Sep 19, 2019		

Facility Information (CDLE-FOIA)

Tank Type ID:	1	***OCP Inspector:***	Murray Brown
Count of Tank Tag:	1	***City:***	Glenwood Springs
No. Dispensers:	0	***State:***	CO
Comp Inspector:	Murray Brown	***Zip:***	81601
LPG Inspector:	Chuck Simmons	***County:***	Garfield
RMFD Inspector:	Murray Brown	***Creation Date:***	8/15/2005 12:58:01 PM
Address:	777 Deveroux Ln		

AST Tanks (COSTIS-Online)

Tank ID:	39241	***Owner ID:***	20293
Tank Tag:	'17895-1	***Tank Owner:***	
Tank Type Desc:	AST	***County:***	Garfield
Tank Count:	44994	***Product Name:***	
Capacity:	1000		
Facility Owner:	Gary Smith		
Facility Name Address:	Envirotech 777 Deveroux Ln Glenwood Springs 81601		

AST Tanks 1 (CDLE-FOIA)

Tank Tag:	17895-1	***Product:***	
Tank Type ID:	1	***Tank Material:***	
Tank Type:	AST	***Tank Wall Type:***	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Tank Status:	Permanently Closed	**Piping System:**	
Capacity:	1000	**Piping Type:**	
Install Date:		**Piping Material:**	
Date Closed:	6/8/2005	**Piping Wall Type:**	
Overfill Preven:			

AST Tanks 2 (CDLE-FOIA)

Alt Tank ID:		**Line CP ID:**	
Tank CP ID:		**Anch Method Desc:**	
Closure Meth ID:	2	**LLD ID:**	
Unregulated:	False	**LLD Test Date:**	
Last Used Date:	6/7/2005	**Pipe Reld Meth1 ID:**	
Del Prohib Date:		**Pipe Reld Meth2 ID:**	
Corr Prot Date:		**Pipe Reldet Date:**	
Spill Protected:	False	**Backfill Mat Desc:**	
Spl Container Size:	0	**Bfill Drt Cover Amt:**	0
Spl Protection Dt:		**Concr Asph Inches:**	0
Spl Container Mfg:		**Manifold:**	False
Spl Container Mdel:		**Tm Name:**	
CP Impcur Ins Dt:		**Registration Date:**	
Tank Reld Meth1 ID:		**Compartment:**	False
Tank Reld Meth2 ID:		**Cpmet:**	False
Tank Reldet Date:		**Expr1012:**	0
Tank Lining Date:		**Amended:**	False
CP Test Date:		**Invault:**	False
No Fee:	True		
Serial No:			
Category Desc:	Other		

Owner Infomation (CDLE-FOIA)

Contact Name:		**State:**	CO
City:	Greeley	**Zip Code:**	80634
County:	Weld		
Company Name:	Gary Smith		
Last Name:	Smith		
First Name:	Gary		
Middle Init:			
Address:	1140 38th Ave Ste #1		
Comment:	SECOND CONTACT IS ERIC NEEMAN		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
4	2 of 2	E	0.23 / 1,210.98	5,731.33 / -69	Envirotech 777 Deveroux Ln Glenwood Springs 81601 CO	LST

Facility ID:	17895	**Latitude:**	39.55465
Owner ID:	20293	**Longitude:**	-107.338196
County:	Garfield		
Owner Name:	Smith; Gary		
Data Source(s):	Colorado Storage Tank Information System (COSTIS), downloaded on Sep 19, 2019; Colorado Department of Labor and Employment (CDLE), received on Sep 19, 2019		

Events (CDLE-FOIA)

Event ID:	9927	**Proj. Closure Date:**	
Alt Event ID:		**Category:**	9
Status:	Closed	**Sardonyx ID:**	
UST Tank Count:		**MTBE Classifica:**	
AST Tank Count:	1	**Sum of Reimbur Amt:**	
Source of Release:		**Reviewer Full Name:**	Tina Sandoval
Cause of Release:		**Logged On:**	10/24/2005 9:31:27 AM
Confirm Rel Dt:	10/21/2005	**Logged By:**	tsandova
Site Name:	Envirotech		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Loc Addr: 777 Deveroux Ln
Loc Addr2:
Loc Addr3:
Aka Name:
Aka Loc Addr:
Note: Colorado Department of Labor and Employment (CDLE), received on Jun 17, 2019

Events (COSTIS-Online)

Event ID: 9927
Process Status: Closed
Log Date: 10/24/2005 9:31:27 AM
Site Name: Envirotech
Loc Addr: 777 Deveroux Ln
Glenwood Springs 81601
Facility Name:
Address: 777 Deveroux Ln Glenwood Springs CO 81601
Note: Colorado Storage Tank Information System (COSTIS), downloaded on Jun 17, 2019
Loc City: Glenwood Springs
Loc County: Garfield

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
5	1 of 1	NNE	0.34 / 1,821.46	5,717.72 / -82	Coca Cola Bottling Co 1220 Devereux Rd Glenwood Springs 81601 CO	LST

Facility ID: 6956
Owner ID: 1239
County: Garfield
Owner Name: Coca Cola Bottling Co;
Data Source(s): Colorado Storage Tank Information System (COSTIS), downloaded on Sep 19, 2019; Colorado Department of Labor and Employment (CDLE), received on Sep 19, 2019
Latitude: 39.557969
Longitude: -107.340409

Events (CDLE-FOIA)

Event ID: 7210
Alt Event ID:
Status: Closed
UST Tank Count: 4
AST Tank Count:
Source of Release:
Cause of Release:
Confirm Rel Dt: 1/28/1999
Site Name: Coca Cola Bottling
Loc Addr: 1220 Devereux Rd
Loc Addr2:
Loc Addr3:
Aka Name:
Aka Loc Addr:
Note: Colorado Department of Labor and Employment (CDLE), received on Jun 17, 2019
Proj. Closure Date:
Category: 5
Sardonyx ID:
MTBE Classifica:
Sum of Reimbur Amt:
Reviewer Full Name: John Axelson
Logged On: 2/1/1999
Logged By: jaxelson

Events (COSTIS-Online)

Event ID: 7210
Process Status: Closed
Log Date: 2/1/1999
Site Name: Coca Cola Bottling
Loc Addr: 1220 Devereux Rd
Glenwood Springs 81601
Facility Name:
Address: 1220 Devereux Rd Glenwood Springs CO 81601
Note: Colorado Storage Tank Information System (COSTIS), downloaded on Jun 17, 2019
Loc City: Glenwood Springs
Loc County: Garfield

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
6	1 of 2	ESE	0.38 / 2,007.08	5,722.51 / -77	CDOT Glenwood 202 Centennial Glenwood Springs 81601 CO	LST

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Facility ID:	460	**Latitude:**	39.552707
Owner ID:	1047	**Longitude:**	-107.33554
County:	Garfield		
Owner Name:	CDOT;		
Data Source(s):	Colorado Storage Tank Information System (COSTIS), downloaded on Sep 19, 2019; Colorado Department of Labor and Employment (CDLE), received on Sep 19, 2019		

Events (CDLE-FOIA)

Event ID:	9806	**Proj. Closure Date:**	
Alt Event ID:		**Category:**	15
Status:	Closed	**Sardonyx ID:**	
UST Tank Count:		**MTBE Classifica:**	
AST Tank Count:	2	**Sum of Reimbur Amt:**	
Source of Release:	Surface spill - customer error other	**Reviewer Full Name:**	Tim Kelley
Cause of Release:		**Logged On:**	6/10/2005 9:10:23 AM
Confirm Rel Dt:	6/7/2005	**Logged By:**	tkelley
Site Name:	CDOT Glenwood		
Loc Addr:	202 Centennial		
Loc Addr2:			
Loc Addr3:			
Aka Name:			
Aka Loc Addr:			
Note:	Colorado Department of Labor and Employment (CDLE), received on Jun 17, 2019		

Events (COSTIS-Online)

Event ID:	9806	**Loc City:**	Glenwood Springs
Process Status:	Closed	**Loc County:**	Garfield
Log Date:	6/10/2005 9:10:23 AM		
Site Name:	CDOT Glenwood		
Loc Addr:	202 Centennial Glenwood Springs 81601		
Facility Name:	CDOT Glenwood		
Address:	202 Centennial Glenwood Springs CO 81601		
Note:	Colorado Storage Tank Information System (COSTIS), downloaded on Jun 17, 2019		

6	***2 of 2***	***ESE***	***0.38 / 2,007.08***	***5,722.51 / -77***	***CDOT Glenwood Springs 202 Centennial St Glenwood Springs 81601 CO***	***LST***

Facility ID:	7564	**Latitude:**	39.552707
Owner ID:	1047	**Longitude:**	-107.33554
County:	Garfield		
Owner Name:	CDOT;		
Data Source(s):	Colorado Storage Tank Information System (COSTIS), downloaded on Sep 19, 2019; Colorado Department of Labor and Employment (CDLE), received on Sep 19, 2019		

Events (CDLE-FOIA)

Event ID:	784	**Proj. Closure Date:**	
Alt Event ID:	6378-1	**Category:**	15
Status:	Closed	**Sardonyx ID:**	
UST Tank Count:	4	**MTBE Classifica:**	
AST Tank Count:		**Sum of Reimbur Amt:**	
Source of Release:		**Reviewer Full Name:**	Joe'l Lambe
Cause of Release:		**Logged On:**	8/17/1992
Confirm Rel Dt:	8/17/1992	**Logged By:**	jlambe
Site Name:	CDOT Glenwood Springs		
Loc Addr:	202 Centennial St		
Loc Addr2:			
Loc Addr3:			
Aka Name:			
Aka Loc Addr:			
Note:	Colorado Department of Labor and Employment (CDLE), received on Jun 17, 2019		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Events (COSTIS-Online)

Event ID:	784	***Loc City:***	Glenwood Springs
Process Status:	Closed	***Loc County:***	Garfield
Log Date:	8/17/1992		
Site Name:	CDOT Glenwood Springs		
Loc Addr:	202 Centennial St Glenwood Springs 81601		
Facility Name:			
Address:	202 Centennial St Glenwood Springs CO 81601		
Note:	Colorado Storage Tank Information System (COSTIS), downloaded on Jun 17, 2019		

7	***1 of 1***	***WNW***	***0.90 / 4,752.18***	***5,704.79 / -95***	***EIMCO COAL MACHINERY 2222 DEVERUEX RD GLENWOOD SPRINGS CO 81601-8702***	***RCRA CORRACTS***

EPA Handler ID:	COD981544786
Gen Status Universe:	No Report
Contact Name:	DALE CRUSE
Contact Address:	P.O BOX 844 , , GLENWOOD SPRINGS , CO, 81602 , US
Contact Phone No and Ext:	303-945-7836
Contact Email:	
Contact Country:	US
County Name:	GARFIELD
EPA Region:	08
Land Type:	Other
Receive Date:	20020913

Event/Area Details

Area Name:	ENTIRE FACILITY
Event Code:	CA190
Corrective Action Event Descri:	INVESTIGATION REPORT RECEIVED
Actual Date of Event:	19941121
Orig Sched Event Date:	
New Sched Event Date:	
Best Date:	19941121
Groundwater Release Indicator:	Yes
Soil Release Indicator:	
Air Release Indicator:	
Surface Waste Release Ind:	
Event Responsible Agency:	S

Area Name:	ENTIRE FACILITY
Event Code:	CA190
Corrective Action Event Descri:	INVESTIGATION REPORT RECEIVED
Actual Date of Event:	19950530
Orig Sched Event Date:	
New Sched Event Date:	
Best Date:	19950530
Groundwater Release Indicator:	Yes
Soil Release Indicator:	
Air Release Indicator:	
Surface Waste Release Ind:	
Event Responsible Agency:	S

Area Name:	ENTIRE FACILITY
Event Code:	CA190
Corrective Action Event Descri:	INVESTIGATION REPORT RECEIVED
Actual Date of Event:	19950530
Orig Sched Event Date:	
New Sched Event Date:	
Best Date:	19950530
Groundwater Release Indicator:	Yes
Soil Release Indicator:	

Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA831AS
Corrective Action Event Descri: OTHER REPORT RECEIVED
Actual Date of Event:
Orig Sched Event Date: 19970213
New Sched Event Date:
Best Date: 19970213
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA100
Corrective Action Event Descri: INVESTIGATION IMPOSITION
Actual Date of Event: 19910724
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19910724
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA110
Corrective Action Event Descri: INVESTIGATION WORKPLAN RECEIVED
Actual Date of Event: 19920701
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19920701
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA150
Corrective Action Event Descri: INVESTIGATION WORKPLAN APPROVED
Actual Date of Event: 19921124
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19921124
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SWMU-SUMP
Event Code: CA200
Corrective Action Event Descri: INVESTIGATION COMPLETE
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA250
Corrective Action Event Descri: CMS IMPOSITION
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA450
Corrective Action Event Descri: CORRECTIVE MEASURES DESIGN APPROVED
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA725YE
Corrective Action Event Descri: HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
Actual Date of Event: 19950801
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19950801
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA750YE
Corrective Action Event Descri: RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
Actual Date of Event: 20000501
Orig Sched Event Date:
New Sched Event Date:
Best Date: 20000501
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SWMU-SUMP
Event Code: CA150
Corrective Action Event Descri: INVESTIGATION WORKPLAN APPROVED
Actual Date of Event: 19921124
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19921124
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA150
Corrective Action Event Descri: INVESTIGATION WORKPLAN APPROVED
Actual Date of Event: 19921124

Orig Sched Event Date:
New Sched Event Date:
Best Date: 19921124
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA170
Corrective Action Event Descri: INVESTIGATION SUPPLEMENTAL INFO DEEMED SATISFACT
Actual Date of Event: 19930302
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930302
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA225YE
Corrective Action Event Descri: STABILIZATION MEASURES EVALUATION-FACILITY IS AMENABLE TO STABILIZATION
Actual Date of Event: 19950801
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19950801
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA250
Corrective Action Event Descri: CMS IMPOSITION
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA300
Corrective Action Event Descri: CMS WORKPLAN APPROVED
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA160
Corrective Action Event Descri: INVESTIGATION SUPPLEMENTAL INFORMATION RECEIVED
Actual Date of Event: 19930122
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930122
Groundwater Release Indicator: Yes

Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA180
Corrective Action Event Descri: INVESTIGATION IMPLEMENTATION BEGUN
Actual Date of Event: 19930413
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930413
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA200
Corrective Action Event Descri: INVESTIGATION COMPLETE
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA450
Corrective Action Event Descri: CORRECTIVE MEASURES DESIGN APPROVED
Actual Date of Event: 19990520
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19990520
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA155
Corrective Action Event Descri: INVESTIGATION SUPPLEMENTAL INFO REQ BY AGENCY
Actual Date of Event: 19960711
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19960711
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19950227
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19950227
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA010
Corrective Action Event Descri: RFA INITIATION
Actual Date of Event: 19900907
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19900907
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SWMU-SUMP
Event Code: CA075LO
Corrective Action Event Descri: CA PRIORITIZATION-LOW CA PRIORITY
Actual Date of Event: 19950811
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19950811
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19930608
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930608
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA200
Corrective Action Event Descri: INVESTIGATION COMPLETE
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA450
Corrective Action Event Descri: CORRECTIVE MEASURES DESIGN APPROVED
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA600SR
Corrective Action Event Descri: STABILIZATION/INTERIM MEASURES DECISION-PRIMARY MEAS IS SOURCE REMOVL &/OR TRT

Actual Date of Event: 19931107
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19931107
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA500
Corrective Action Event Descri: CMI WORKPLAN APPROVED
Actual Date of Event: 19990520
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19990520
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19940627
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19940627
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19941011
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19941011
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19960516
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19960516
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA060
Corrective Action Event Descri: NOTICE OF CONTAMINATION
Actual Date of Event: 19920526
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19920526

Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA260
Corrective Action Event Descri: CMS WORKPLAN RECEIVED
Actual Date of Event: 19930608
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930608
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA270
Corrective Action Event Descri: CMS WORKPLAN MODIFICATION REQ BY AGENCY
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA750YE
Corrective Action Event Descri: RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
Actual Date of Event: 19950801
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19950801
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SWMU-SUMP
Event Code: CA999RM
Corrective Action Event Descri: CA PROCESS IS TERMINATED-REMEDIAL ACTIVITIES COMPLETE
Actual Date of Event: 20000501
Orig Sched Event Date:
New Sched Event Date:
Best Date: 20000501
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA300
Corrective Action Event Descri: CMS WORKPLAN APPROVED
Actual Date of Event: 19990520
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19990520
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:

Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19940627
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19940627
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19950227
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19950227
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA006AC
Corrective Action Event Descri: AREA OF CONCERN
Actual Date of Event: 19900907
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19900907
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SWMU-SUMP
Event Code: CA500
Corrective Action Event Descri: CMI WORKPLAN APPROVED
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA500
Corrective Action Event Descri: CMI WORKPLAN APPROVED
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190

Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19940331
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19940331
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA725YE
Corrective Action Event Descri: HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
Actual Date of Event: 20000501
Orig Sched Event Date:
New Sched Event Date:
Best Date: 20000501
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19940919
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19940919
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19941121
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19941121
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA834AS
Corrective Action Event Descri: OTHER REPORT APPROVED
Actual Date of Event:
Orig Sched Event Date: 19970620
New Sched Event Date:
Best Date: 19970620
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA050
Corrective Action Event Descri: RFA COMPLETED
Actual Date of Event: 19900907
Orig Sched Event Date:
New Sched Event Date:

Best Date: 19900907
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SWMU-SUMP
Event Code: CA100
Corrective Action Event Descri: INVESTIGATION IMPOSITION
Actual Date of Event: 19910724
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19910724
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA100
Corrective Action Event Descri: INVESTIGATION IMPOSITION
Actual Date of Event: 19910724
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19910724
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA155
Corrective Action Event Descri: INVESTIGATION SUPPLEMENTAL INFO REQ BY AGENCY
Actual Date of Event: 19921124
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19921124
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SWMU-SUMP
Event Code: CA250
Corrective Action Event Descri: CMS IMPOSITION
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA330
Corrective Action Event Descri: CMS IMPLEMENTATION BEGUN
Actual Date of Event: 19931107
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19931107
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:

Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA400
Corrective Action Event Descri: REMEDY DECISION
Actual Date of Event: 19990520
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19990520
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA550
Corrective Action Event Descri: REMEDY CONSTRUCTION
Actual Date of Event: 20000421
Orig Sched Event Date:
New Sched Event Date:
Best Date: 20000421
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA999RM
Corrective Action Event Descri: CA PROCESS IS TERMINATED-REMEDIAL ACTIVITIES COMPLETE
Actual Date of Event: 20000501
Orig Sched Event Date:
New Sched Event Date:
Best Date: 20000501
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA999RM
Corrective Action Event Descri: CA PROCESS IS TERMINATED-REMEDIAL ACTIVITIES COMPLETE
Actual Date of Event: 20000501
Orig Sched Event Date:
New Sched Event Date:
Best Date: 20000501
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA155
Corrective Action Event Descri: INVESTIGATION SUPPLEMENTAL INFO REQ BY AGENCY
Actual Date of Event: 19960531
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19960531
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER

Event Code:	CA725YE
Corrective Action Event Descri:	HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
Actual Date of Event:	20000501
Orig Sched Event Date:	
New Sched Event Date:	
Best Date:	20000501
Groundwater Release Indicator:	Yes
Soil Release Indicator:	
Air Release Indicator:	
Surface Waste Release Ind:	
Event Responsible Agency:	S

Area Name:	ENTIRE FACILITY
Event Code:	CA750YE
Corrective Action Event Descri:	RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
Actual Date of Event:	20000501
Orig Sched Event Date:	
New Sched Event Date:	
Best Date:	20000501
Groundwater Release Indicator:	Yes
Soil Release Indicator:	
Air Release Indicator:	
Surface Waste Release Ind:	
Event Responsible Agency:	S

Area Name:	SWMU-SUMP
Event Code:	CA999RM
Corrective Action Event Descri:	CA PROCESS IS TERMINATED-REMEDIAL ACTIVITIES COMPLETE
Actual Date of Event:	20000501
Orig Sched Event Date:	
New Sched Event Date:	
Best Date:	20000501
Groundwater Release Indicator:	Yes
Soil Release Indicator:	
Air Release Indicator:	
Surface Waste Release Ind:	
Event Responsible Agency:	S

Area Name:	ENTIRE FACILITY
Event Code:	CA725YE
Corrective Action Event Descri:	HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
Actual Date of Event:	20000501
Orig Sched Event Date:	
New Sched Event Date:	
Best Date:	20000501
Groundwater Release Indicator:	Yes
Soil Release Indicator:	
Air Release Indicator:	
Surface Waste Release Ind:	
Event Responsible Agency:	S

Area Name:	ENTIRE FACILITY
Event Code:	CA190
Corrective Action Event Descri:	INVESTIGATION REPORT RECEIVED
Actual Date of Event:	19940919
Orig Sched Event Date:	
New Sched Event Date:	
Best Date:	19940919
Groundwater Release Indicator:	Yes
Soil Release Indicator:	
Air Release Indicator:	
Surface Waste Release Ind:	
Event Responsible Agency:	S

Area Name:	ENTIRE FACILITY
Event Code:	CA190
Corrective Action Event Descri:	INVESTIGATION REPORT RECEIVED
Actual Date of Event:	19960202
Orig Sched Event Date:	

New Sched Event Date:
Best Date: 19960202
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SWMU-SUMP
Event Code: CA300
Corrective Action Event Descri: CMS WORKPLAN APPROVED
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SITE:GROUNDWATER
Event Code: CA300
Corrective Action Event Descri: CMS WORKPLAN APPROVED
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: SWMU-SUMP
Event Code: CA450
Corrective Action Event Descri: CORRECTIVE MEASURES DESIGN APPROVED
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA500
Corrective Action Event Descri: CMI WORKPLAN APPROVED
Actual Date of Event: 19930610
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19930610
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA160
Corrective Action Event Descri: INVESTIGATION SUPPLEMENTAL INFORMATION RECEIVED
Actual Date of Event: 19960627
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19960627
Groundwater Release Indicator: Yes
Soil Release Indicator:

Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA750YE
Corrective Action Event Descri: RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
Actual Date of Event: 20000501
Orig Sched Event Date:
New Sched Event Date:
Best Date: 20000501
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19941011
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19941011
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Area Name: ENTIRE FACILITY
Event Code: CA190
Corrective Action Event Descri: INVESTIGATION REPORT RECEIVED
Actual Date of Event: 19940331
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19940331
Groundwater Release Indicator: Yes
Soil Release Indicator:
Air Release Indicator:
Surface Waste Release Ind:
Event Responsible Agency: S

Violation/Evaluation Summary

Note: VIOLATION or UNDETERMINED: There are VIOLATION or UNDETERMINED details or records associated with this facility (EPA ID) in the Compliance Monitoring and Enforcement table dated August, 2019.

Violation Details

Citation:
Violation Short Description: Generators - General
Violation Type: 262.A
Violation Determined Date: 19920328
Scheduled Compliance Date: 19950415
Return to Compliance: Observed
Actual Return to Compl: 19920508
Violation Responsible Agency: State

Enforcement Details

Enforcement Type: 310
Enforcement Type Description: FINAL 3008(A) COMPLIANCE ORDER
Enforcement Action Date: 19920415
Enf Disposition Status:
Disposition Status Date:

Enforcement Lead Agency: State
Proposed Penalty Amount: 17100
Final Amount: 17100
Paid Amount:

Violation Details

Citation:
Violation Short Description: Generators - General
Violation Type: 262.A
Violation Determined Date: 19900907
Scheduled Compliance Date:
Return to Compliance: Observed
Actual Return to Compl: 19920415
Violation Responsible Agency: State

Enforcement Details

Enforcement Type: 210
Enforcement Type Description: INITIAL 3008(A) COMPLIANCE
Enforcement Action Date: 19910326
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency: State
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type: 310
Enforcement Type Description: FINAL 3008(A) COMPLIANCE ORDER
Enforcement Action Date: 19910904
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency: State
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: Generators - General
Violation Type: 262.A
Violation Determined Date: 19880506
Scheduled Compliance Date: 19880605
Return to Compliance: Observed
Actual Return to Compl: 19880605
Violation Responsible Agency: State

Enforcement Details

Enforcement Type: 120
Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19880520
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency: State
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Evaluation Details

Evaluation Start Date: 20000501
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19990520
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19971008
Evaluation Type Description: CORRECTIVE ACTION COMPLIANCE EVALUATION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19970620
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19960814
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19960710
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19960522
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19960213
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19950718
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19950531
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19950306
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19941212
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:

Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19940922
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19940811
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19940421
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19930609
Evaluation Type Description: CORRECTIVE ACTION COMPLIANCE EVALUATION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19930209
Evaluation Type Description: CORRECTIVE ACTION COMPLIANCE EVALUATION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19921124
Evaluation Type Description: CORRECTIVE ACTION COMPLIANCE EVALUATION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19920505
Evaluation Type Description: NON-FINANCIAL RECORD REVIEW
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19920331
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19910827
Evaluation Type Description: COMPLIANCE SCHEDULE EVALUATION
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19900907
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - General
Return to Compliance Date: 19920508
Evaluation Agency: State

Evaluation Start Date: 19900907
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - General
Return to Compliance Date: 19920415
Evaluation Agency: State

Evaluation Start Date: 19890811
Evaluation Type Description: FOCUSED COMPLIANCE INSPECTION
Violation Short Description: Generators - General
Return to Compliance Date: 19920508
Evaluation Agency: State

Evaluation Start Date: 19880506
Evaluation Type Description: NON-FINANCIAL RECORD REVIEW
Violation Short Description: Generators - General
Return to Compliance Date: 19880605
Evaluation Agency: State

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner: No
Smelting, Melting and Refining: No
Underground Injection Control: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 19861113
Handler Name: EIMCO COAL MACHINERY
Generator Status Universe: No Report
Source Type: Notification

Hazardous Waste Handler Details

Sequence No: 2
Receive Date: 20020913
Handler Name: EIMCO COAL MACHINERY
Generator Status Universe: No Report
Source Type: Notification

Waste Code Details

Hazardous Waste Code: D000
Waste Code Description: DESCRIPTION

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Owner/Operator Details

Owner/Operator Ind: Current Owner
Type: Private
Name: BAKER INTERNATIONAL
Date Became Current: 18000101
Date Ended Current:
Phone: 999-999-9999
Source Type: Notification
Street No:
Street 1: DATA NOT REQUESTED
Street 2:
City: DATA NOT REQUESTED
State: CO
Country:
Zip Code: 99999

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Unplottable Summary

Total: 0 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip	ERIS ID

No unplottable records were found that may be relevant for the search criteria.

Unplottable Report

No unplottable records were found that may be relevant for the search criteria.

Appendix: Database Descriptions

Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13, Section 8.1.8 Sources of Standard Source Information:

"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."

Standard Environmental Record Sources

Federal

National Priority List: NPL

National Priorities List (Superfund)-NPL: EPA's (United States Environmental Protection Agency) list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action.

Government Publication Date: Aug 20, 2019

National Priority List - Proposed: PROPOSED NPL

Includes sites proposed (by the EPA, the state, or concerned citizens) for addition to the NPL due to contamination by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.

Government Publication Date: Aug 20, 2019

Deleted NPL: DELETED NPL

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Government Publication Date: Aug 20, 2019

SEMS List 8R Active Site Inventory: SEMS

The Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted.

Government Publication Date: Aug 20, 2019

Inventory of Open Dumps, June 1985: ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

Government Publication Date: Jun 1985

SEMS List 8R Archive Sites: SEMS ARCHIVE

The Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time.

Government Publication Date: Aug 20, 2019

Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS: CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

Government Publication Date: Oct 25, 2013

EPA Report on the Status of Open Dumps on Indian Lands: IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

Government Publication Date: Dec 31, 1998

CERCLIS - No Further Remedial Action Planned: CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Government Publication Date: Oct 25, 2013

CERCLIS Liens: CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Jan 30, 2014

RCRA CORRACTS-Corrective Action: RCRA CORRACTS

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

Government Publication Date: Aug 26, 2019

RCRA non-CORRACTS TSD Facilities: RCRA TSD

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

Government Publication Date: Aug 26, 2019

RCRA Generator List: RCRA LQG

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

Government Publication Date: Aug 26, 2019

RCRA Small Quantity Generators List: RCRA SQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Government Publication Date: Aug 26, 2019

RCRA Conditionally Exempt and Very Small Quantity Generators List: RCRA CESQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Conditionally Exempt and Very Small Quantity Generators (VSQG and CESQG) generate 100 kilograms or less per month of hazardous waste, or one kilogram or less per month of acutely hazardous waste. Additionally, VSQG and CESQG may not accumulate more than 1,000 kilograms of hazardous waste at any time.

Government Publication Date: Aug 26, 2019

RCRA Non-Generators: RCRA NON GEN

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

Government Publication Date: Aug 26, 2019

Federal Engineering Controls-ECs: FED ENG

Engineering controls (ECs) encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Sep 20, 2018

Federal Institutional Controls- ICs: FED INST

Institutional controls are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's (United States Environmental Protection Agency) expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site.

Government Publication Date: Sep 20, 2018

Emergency Response Notification System: ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1982-1986

Emergency Response Notification System: ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1987-1989

Emergency Response Notification System: ERNS

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Mar 21, 2019

The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database: FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Sep 3, 2019

FEMA Underground Storage Tank Listing: FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

Government Publication Date: Dec 31, 2017

Petroleum Refineries: REFN

List of petroleum refineries from the U.S. Energy Information Administration (EIA) Refinery Capacity Report. Includes operating and idle petroleum refineries (including new refineries under construction) and refineries shut down during the previous year located in the 50 States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, and other U.S. possessions. Survey locations adjusted using public data.

Government Publication Date: Jul 17, 2018

Petroleum Product and Crude Oil Rail Terminals: BULK TERMINAL

List of petroleum product and crude oil rail terminals made available by the U.S. Energy Information Administration (EIA). Includes operable bulk petroleum product terminals located in the 50 States and the District of Columbia with a total bulk shell storage capacity of 50,000 barrels or more, and/or the ability to receive volumes from tanker, barge, or pipeline; also rail terminals handling the loading and unloading of crude oil that were active between 2017 and 2018. Petroleum product terminals comes from the EIA-815 Bulk Terminal and Blender Report, which includes working, shell in operation, and shell idle for several major product groupings. Survey locations adjusted using public data.

Government Publication Date: Jan 18, 2019

LIEN on Property: SEMS LIEN

The EPA Superfund Enterprise Management System (SEMS) provides LIEN information on properties under the EPA Superfund Program.

Government Publication Date: Aug 20, 2019

Superfund Decision Documents: SUPERFUND ROD

This database contains a listing of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD), along with other associated memos and files. This information is maintained and made available by the US EPA (Environmental Protection Agency).

Government Publication Date: Aug 20, 2019

State

Superfund Sites: SHWS

A list of Superfund sites in Colorado made available by the Colorado Department of Public Health and Environment (CDPHE). In Colorado, the cleanup of Superfund sites is overseen by the CDPHE or the Environmental Protection Agency (EPA). This list includes active Superfund sites, deleted sites, proposed sites, and natural resource damage sites.

Government Publication Date: Aug 20, 2019

Solid Waste Facilities and Landfills: SWF/LF

The Colorado Department of Public Health and Environment (CDPHE) regulates the management and disposal of solid waste and landfill facilities.

Government Publication Date: Jul 5, 2019

Historical Solid Waste (Closed or Abandoned Landfills): HIST LF

In the early 1980s the Hazardous Materials Waste Management Division of the Colorado Department of Public Health and Environment (CDPHE) conducted a survey of staff members and local agencies. The information gathered was compiled in 1984 for sites that were known or thought to have waste issues. The information is not complete and generally not very definitive or verifiable. This data became the Solid Waste Historical Data. The data is not maintained and has not been since the late 1980s.

Government Publication Date: 1984

Leaking Storage Tanks: LST

A list of leaking storage tank locations from the Colorado Storage Tank Information System (COSTIS) database, including those which have applied for reimbursement from the Petroleum Storage Tank Fund. This list has been made available by the Colorado Department of Labor and Employment (CDLE).

Government Publication Date: Sep 19, 2019

Delisted Leaking Storage Tanks: DELISTED LST

This database contains a list of leaking storage tank sites and their Funds for reimbursement of costs related to assessment and cleanup that were removed from the Colorado Department of Labor and Employment (CDLE) database.

Government Publication Date: Sep 19, 2019

Underground Storage Tanks: UST

A list of underground storage tanks from the Colorado Storage Tank Information System (COSTIS) database. This database is made available by the Division of Oil and Public Safety of the Colorado Department of Labor and Employment (CDLE).
Government Publication Date: Sep 19, 2019

Aboveground Storage Tanks: AST
A list of aboveground storage tanks from the Colorado Storage Tank Information System (COSTIS) database. This list is made available by the Division of Oil and Public Safety of the Colorado Department of Labor and Employment (CDLE).
Government Publication Date: Sep 19, 2019

Storage Tank Information System (COSTIS): TANKS
The Department of Labor and Employment/Division of Oil and Public Safety manages the Colorado Storage Tank Information System (COSTIS) database that stores information on facilities with storage tanks. This database contains facilities with liquified petroleum gas, liquefied natual gas, and compressed natural gas tanks which are not classified as either USTs or ASTs.
Government Publication Date: Sep 19, 2019

Delisted Storage Tanks: DTNK
This database contains a list of closed storage tank sites that were removed from the Division of Oil and Public Safety of the Colorado Department of Labor and Employment (CDLE) Tank Information System.
Government Publication Date: Sep 19, 2019

Environmental Covenants and Environmental Use Restrictions List: AUL
The Colorado Department of Public Health and Environment (CDPHE) maintains a list of sites that have environmental covenants and use restrictions in place. Land use restrictions may be used to ensure the cleanup remedy adequately protects human health and the environment when a contaminated site is not cleaned up completely.
Government Publication Date: Sep 3, 2019

The Voluntary Cleanup and Redevelopment Program: VCP
The Voluntary Cleanup and Redevelopment program of the Colorado Department of Public Health and Environment (CDPHE) was created in 1994 with the objective to facilitate the redevelopment and transfer of contaminated properties.
Government Publication Date: Aug 15, 2019

Tribal

Leaking Underground Storage Tanks (LUSTs) on Indian Lands: INDIAN LUST
LUSTs on Tribal/Indian Lands in Region 8, which includes Colorado.
Government Publication Date: Oct 12, 2017

Underground Storage Tanks (USTs) on Indian Lands: INDIAN UST
USTs on Tribal/Indian Lands in Region 8, which includes Colorado.
Government Publication Date: Oct 12, 2017

Delisted Tribal Leaking Storage Tanks: DELISTED ILST
Leaking Underground Storage Tank facilities which have been removed from the Regional Tribal LUST lists made available by the EPA.
Government Publication Date: Oct 14, 2017

Delisted Tribal Underground Storage Tanks: DELISTED IUST
Underground Storage Tank facilities which have been removed from the Regional Tribal UST lists made available by the EPA.
Government Publication Date: Oct 14, 2017

County

No County standard environmental record sources available for this State.

Additional Environmental Record Sources

Federal

PFOA/PFOS Contaminated Sites: PFAS NPL

List of sites where PFOA or PFOS contaminants have been found in drinking water or soil. Made available by the Federal Environmental Protection Agency (EPA).

Government Publication Date: Nov 15, 2018

Facility Registry Service/Facility Index: FINDS/FRS

The US Environmental Protection Agency (EPA)'s Facility Registry System (FRS) is a centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, data collected from EPA's Central Data Exchange registrations and data management personnel.

Government Publication Date: Apr 23, 2019

Toxics Release Inventory (TRI) Program: TRIS

The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment.

Government Publication Date: Dec 31, 2017

Perfluorinated Alkyl Substances (PFAS) Releases: PFAS TRI

List of Toxics Release Inventory (TRI) facilities at which the reported chemical is a Per- or polyfluorinated alkyl substance (PFAS) included in the Environmental Protection Agency (EPA)'s consolidated PFAS Master List of PFAS Substances. The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment.

Government Publication Date: Dec 31, 2017

Hazardous Materials Information Reporting System: HMIRS

US DOT - Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) Incidents Reports Database taken from Hazmat Intelligence Portal, U.S. Department of Transportation.

Government Publication Date: Jan 8, 2019

National Clandestine Drug Labs: NCDL

The U.S. Department of Justice ("the Department") provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

Government Publication Date: Sep 26, 2019

Toxic Substances Control Act: TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

Government Publication Date: Jun 30, 2017

Hist TSCA: HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

Government Publication Date: Dec 31, 2006

FTTS Administrative Case Listing: FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

FTTS Inspection Case Listing: FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

Potentially Responsible Parties List: PRP

Early in the cleanup process, the Environmental Protection Agency (EPA) conducts a search to find the potentially responsible parties (PRPs). EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site.

Government Publication Date: Jun 11, 2019

State Coalition for Remediation of Drycleaners Listing: SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Government Publication Date: Nov 08, 2017

Integrated Compliance Information System (ICIS): ICIS

The Integrated Compliance Information System (ICIS) is a system that provides information for the Federal Enforcement and Compliance (FE&C) and the National Pollutant Discharge Elimination System (NPDES) programs. The FE&C component supports the Environmental Protection Agency's (EPA) Civil Enforcement and Compliance program activities. These activities include Compliance Assistance, Compliance Monitoring and Enforcement. The NPDES program supports tracking of NPDES permits, limits, discharge monitoring data and other program reports.

Government Publication Date: Nov 18, 2016

Drycleaner Facilities: FED DRYCLEANERS

A list of drycleaner facilities from the Integrated Compliance Information System (ICIS). The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.

Government Publication Date: May 29, 2018

Delisted Drycleaner Facilities: DELISTED FED DRY

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).

Government Publication Date: May 29, 2018

Formerly Used Defense Sites: FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DoD) is responsible for an environmental restoration. This list is published by the U.S. Army Corps of Engineers.

Government Publication Date: Oct 23, 2018

Material Licensing Tracking System (MLTS): MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.

Government Publication Date: Nov 1, 2018

Historic Material Licensing Tracking System (MLTS) sites: HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.

Government Publication Date: Jan 31, 2010

Mines Master Index File: MINES

The Master Index File (MIF) contains mine identification numbers issued by the Department of Labor Mine Safety and Health Administration (MSHA) for mines active or opened since 1971. Note that addresses may or may not correspond with the physical location of the mine itself.

Government Publication Date: May 3, 2019

Alternative Fueling Stations: ALT FUELS

List of alternative fueling stations made available by the US Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Biodiesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE). The National Renewable Energy Laboratory (NREL) obtains information about new stations from trade media, Clean Cities coordinators, a Submit New Station form on the Station Locator website, and through collaborating with infrastructure equipment and fuel providers, original equipment manufacturers (OEMs), and industry groups.

Government Publication Date: Oct 1, 2019

Registered Pesticide Establishments: SSTS

List of active EPA-registered foreign and domestic pesticide-producing and device-producing establishments based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that facilities producing pesticides, active ingredients, or devices be registered. The list of establishments is made available by the EPA.

Government Publication Date: May 31, 2019

Polychlorinated Biphenyl (PCB) Notifiers: PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.

Government Publication Date: Mar 20, 2019

State

Spills: SPILLS

A list of hazardous material spills and releases (including Meth Labs) that were reported to the Colorado Department of Public Health and Environment (CDPHE).

Government Publication Date: Nov 15, 2018

Dry Cleaning Facilities: DRYCLEANERS

A list of drycleaning facilities in Colorado that have submitted an Air Pollutant Emission Notice (APEN). This list was provided by the Department of Public Health & Environment.

Government Publication Date: Sep 16, 2019

Delisted Dry Cleaning Facilities: DELISTED DRYCLEANERS

List of sites removed from the drycleaners database made available by the Department of Public Health & Environment.

Government Publication Date: Sep 16, 2019

Permitted Facilities Listing: NPDES

A list of permitted facilities tracked by the Water Quality Control Division of the Department of Public Health & Environment (DPHE). This list is the state version of the NPDES (National Pollution Discharge Elimination System).

Government Publication Date: Jul 24, 2019

Tribal

No Tribal additional environmental record sources available for this State.

County

No County additional environmental record sources available for this State.

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

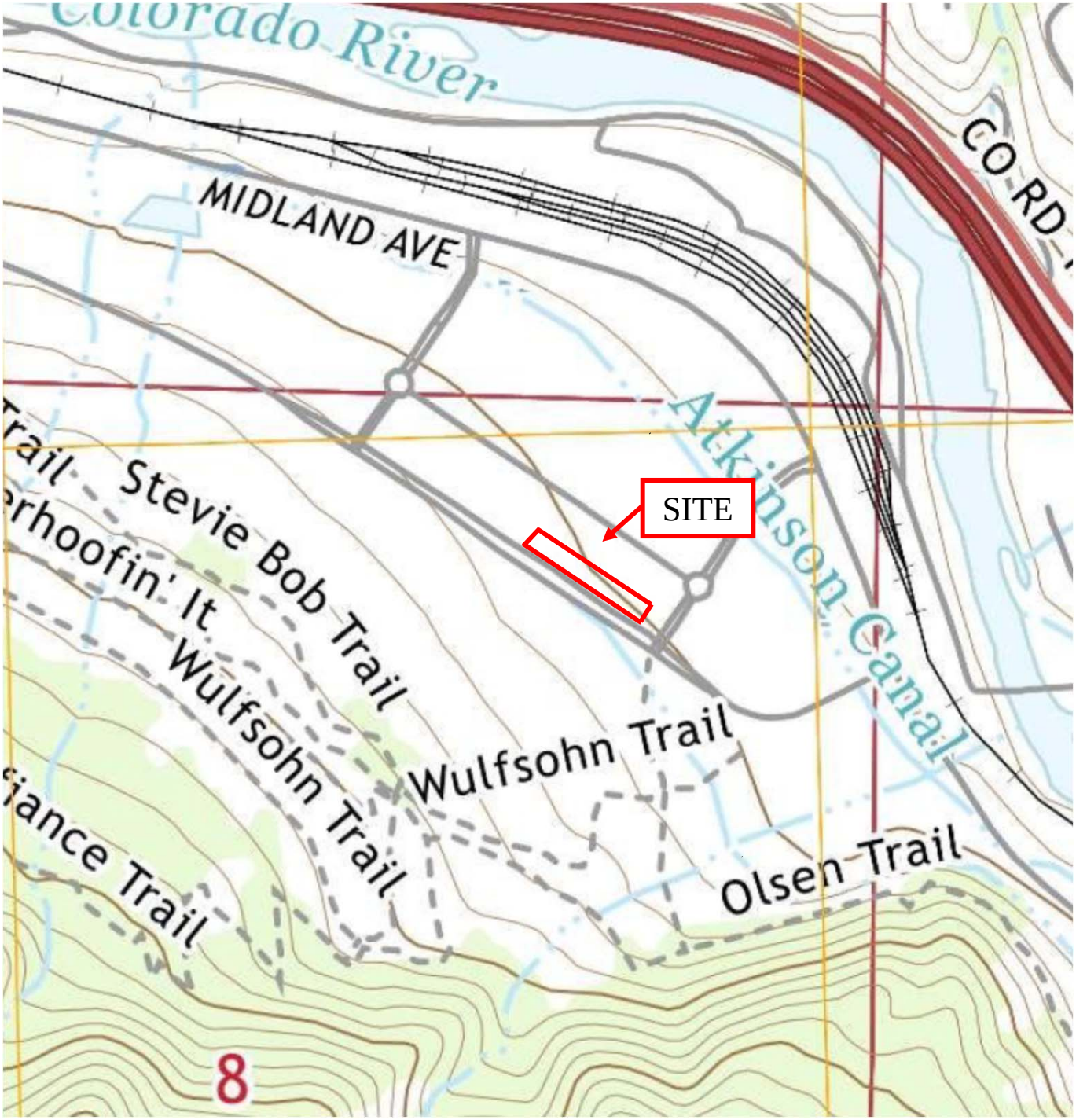
Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

12.5 Historical Research Documentation

12.5.1 Historical Topographic Maps

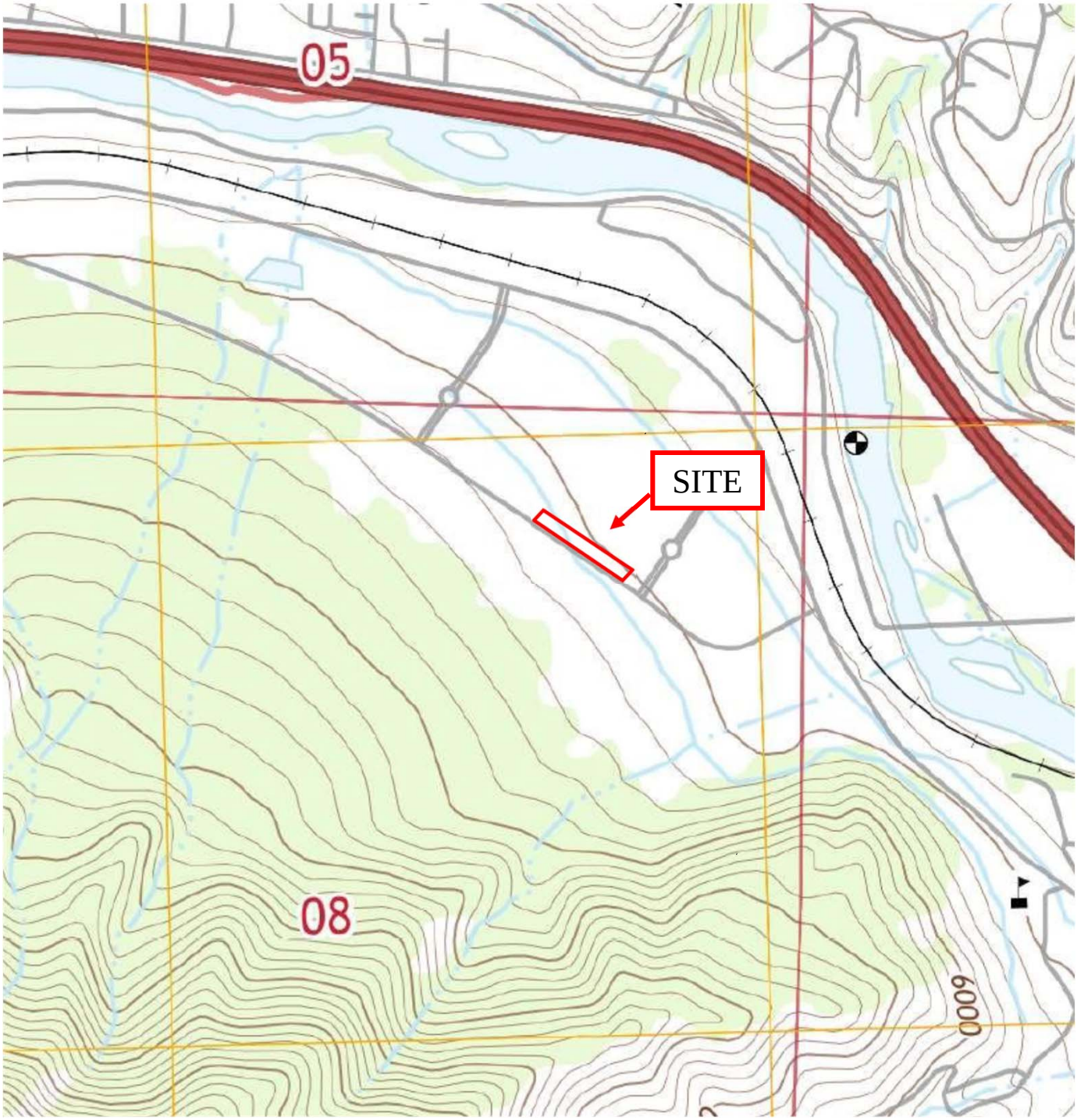


Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle

Advantage Environmental Consultants, LLC
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

2016 Historical Topographic Map
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT



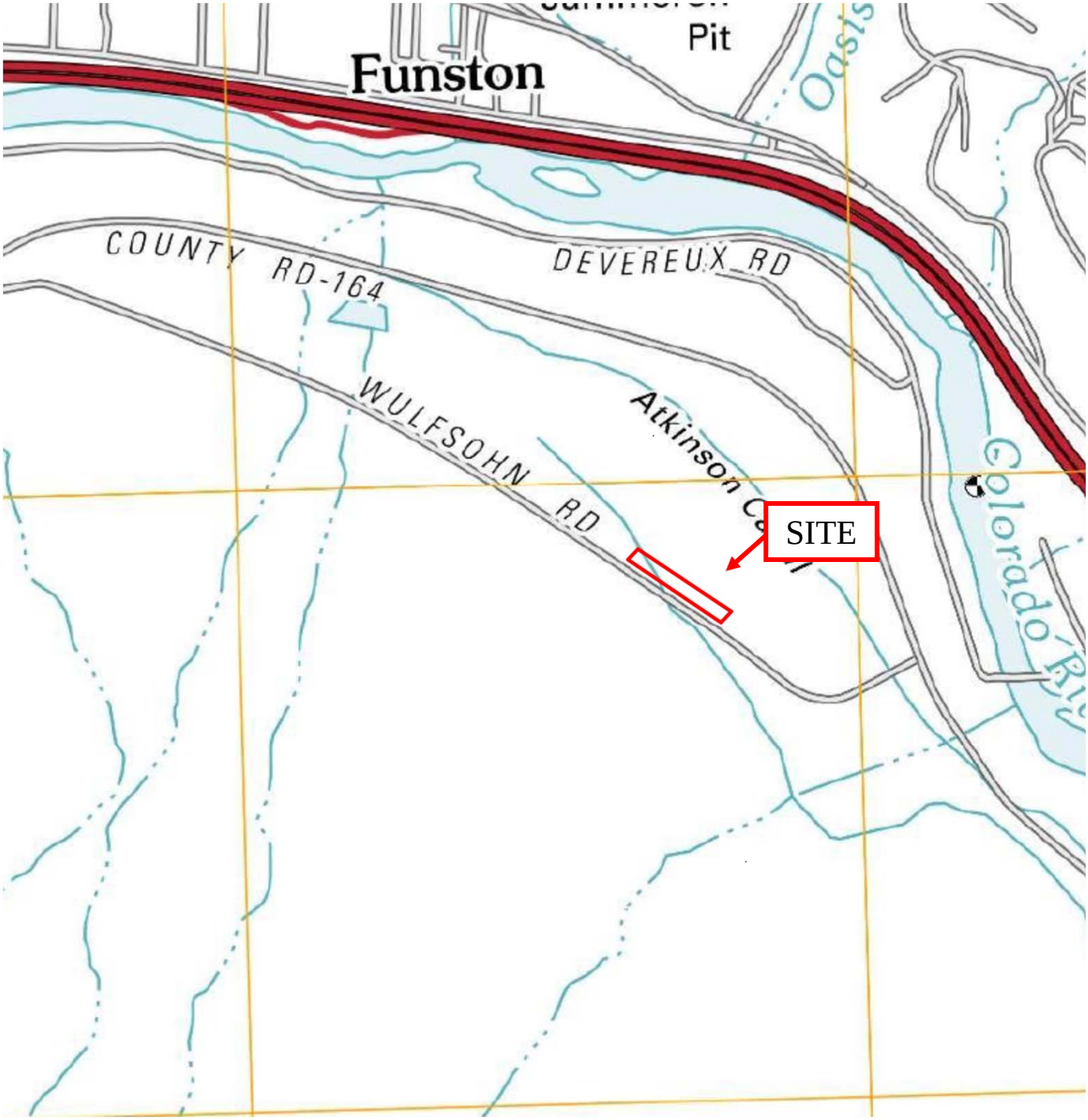
Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle

Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

2013 Historical Topographic Map
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle

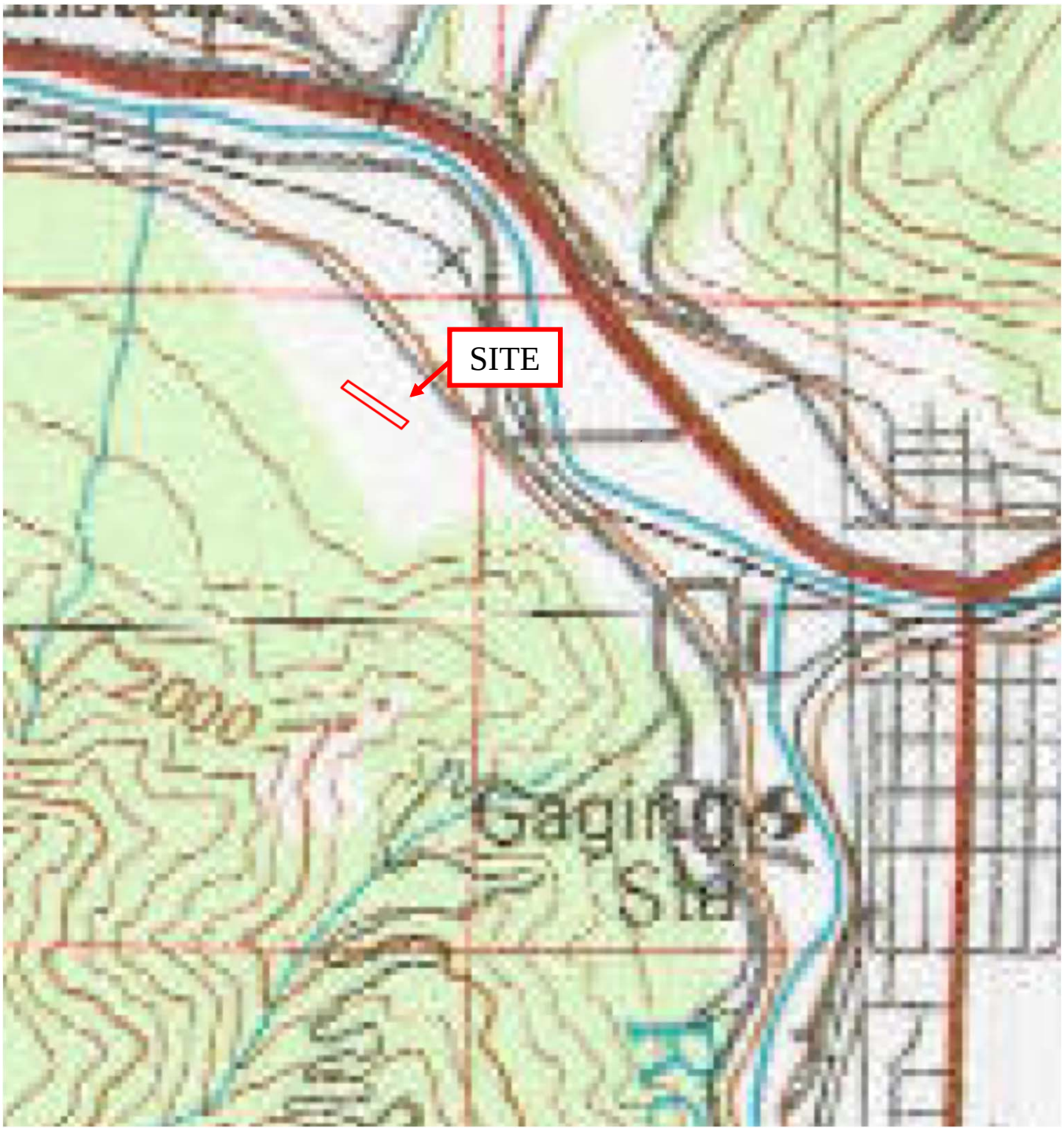
N

Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

2011 Historical Topographic Map
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT



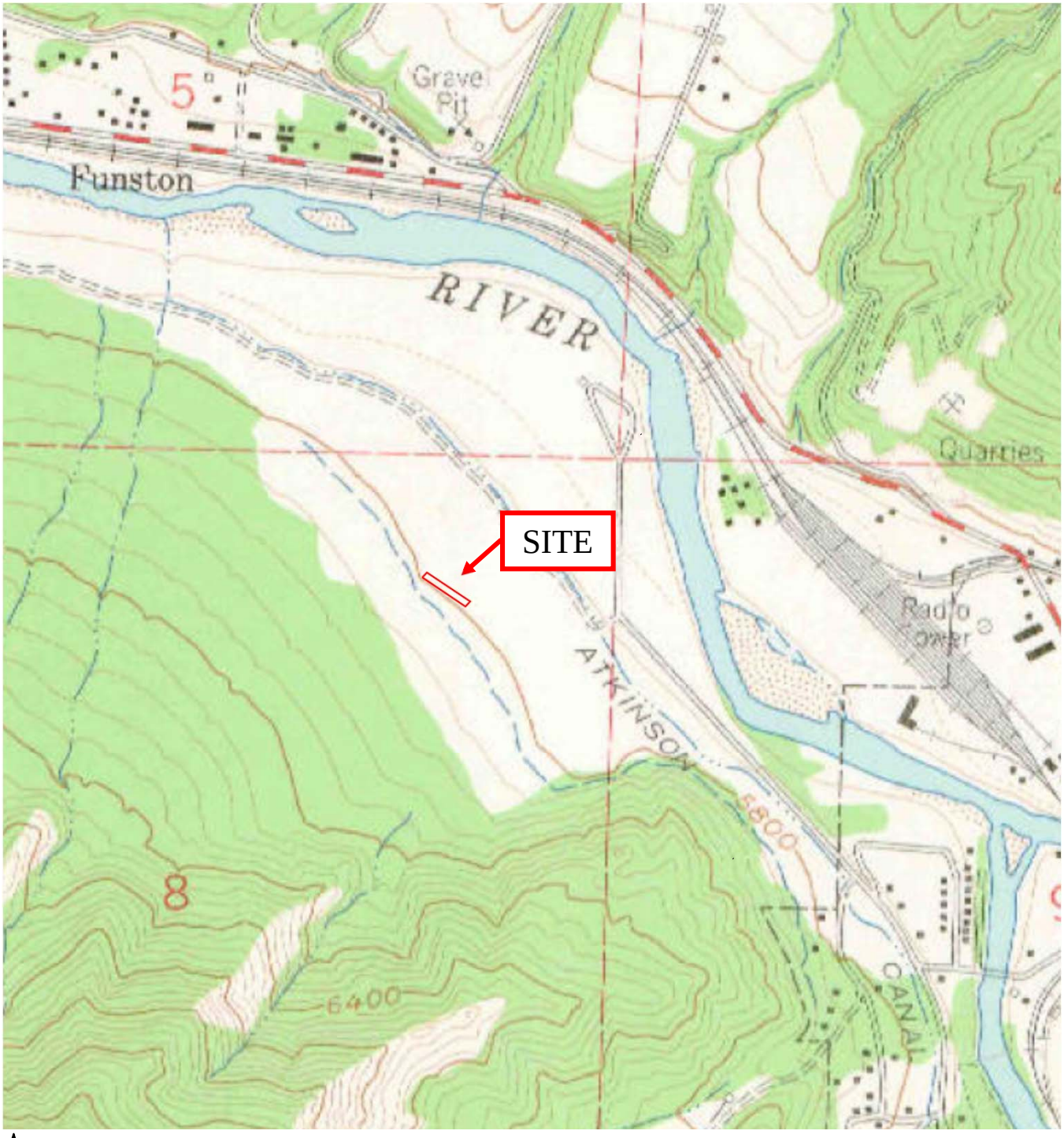
Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle

Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

1981 Historical Topographic Map
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle

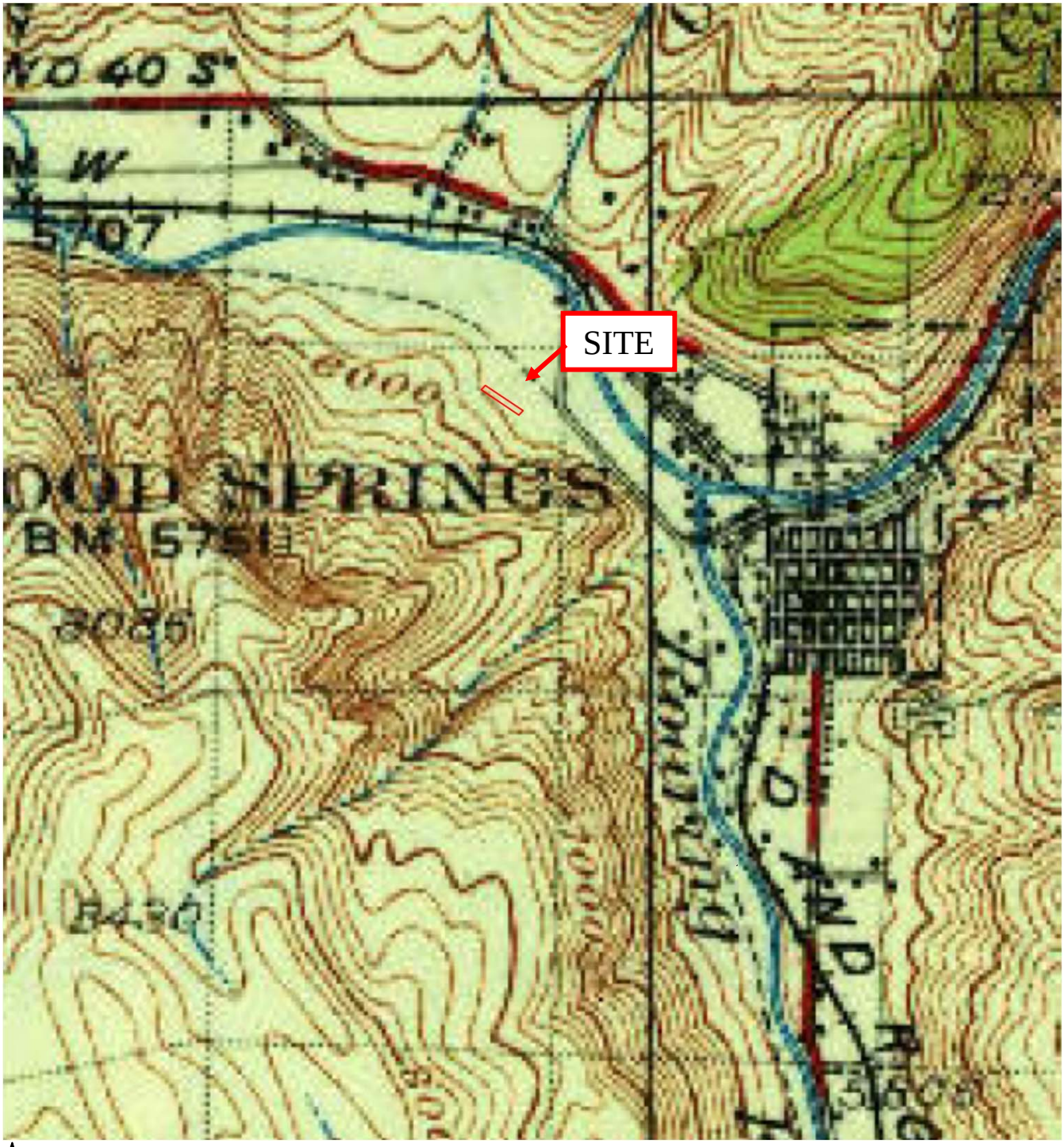
N

Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

1961 Historical Topographic Map
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT



Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle

Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

1930 Historical Topographic Map
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

Source: United States Geological Survey Glenwood Springs, Colorado 7.5 Minute Quadrangle

N

Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Fax: 720-459-7298

1927 Historical Topographic Map
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

12.5.2 Fire Insurance Maps (NOT USED)

12.5.3 Aerial Photographs

Advantage Environmental Consultants, LLC
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

2017 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

Advantage Environmental Consultants, LLC
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

2015 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

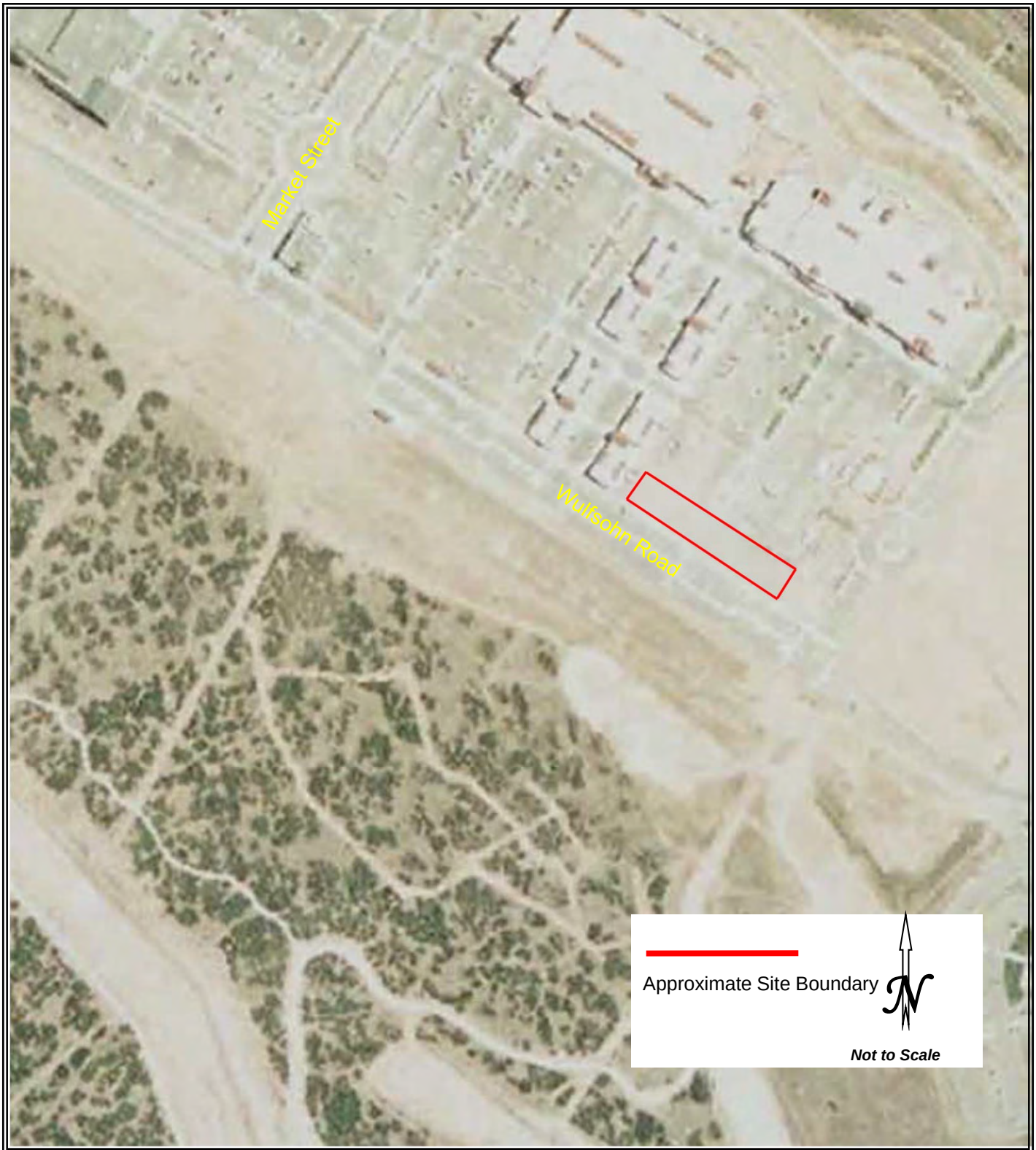
Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

2011 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT



Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

2006 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

Advantage Environmental Consultants, LLC
6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

2002 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

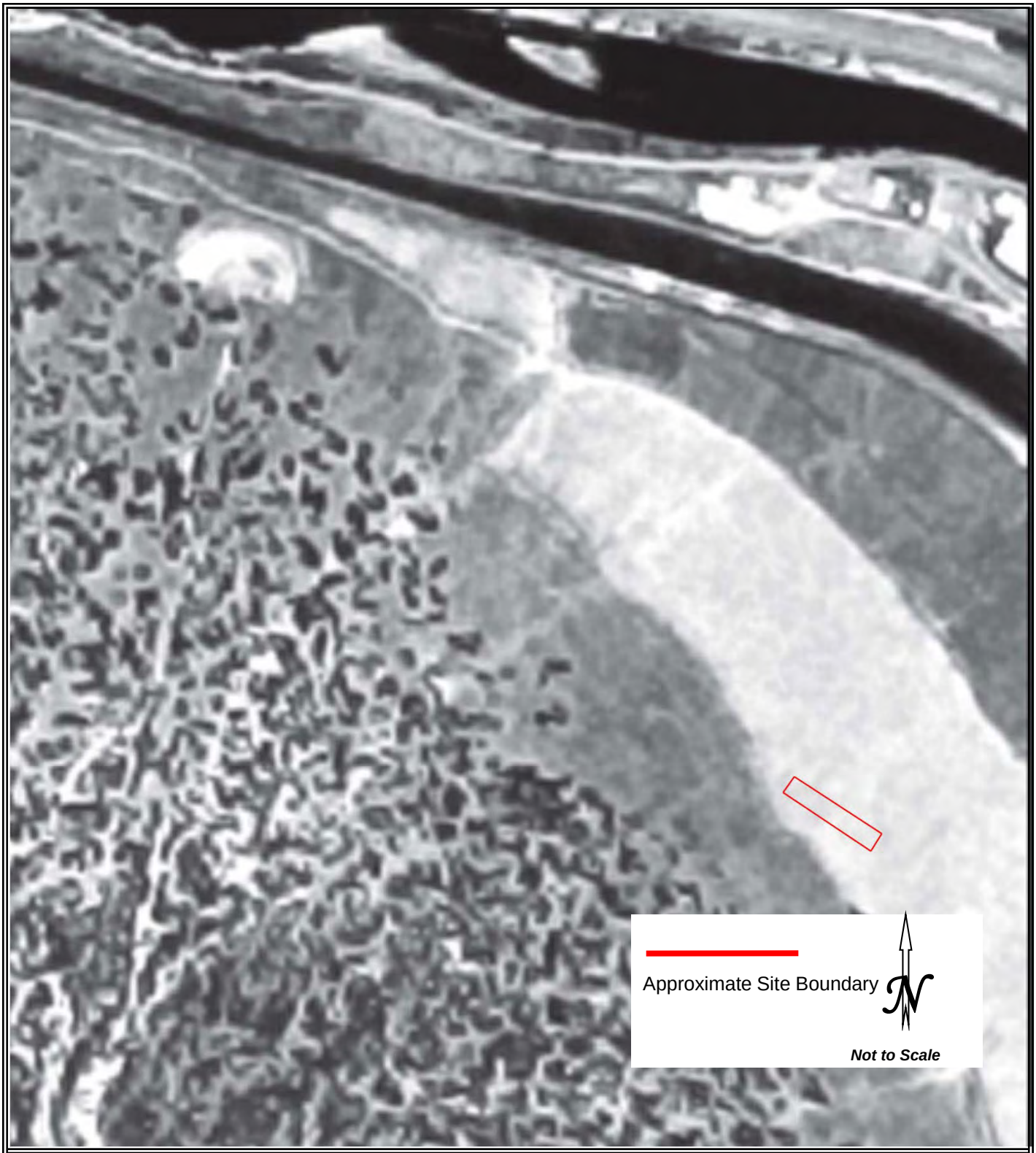
Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

1993 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT



Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

1989 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

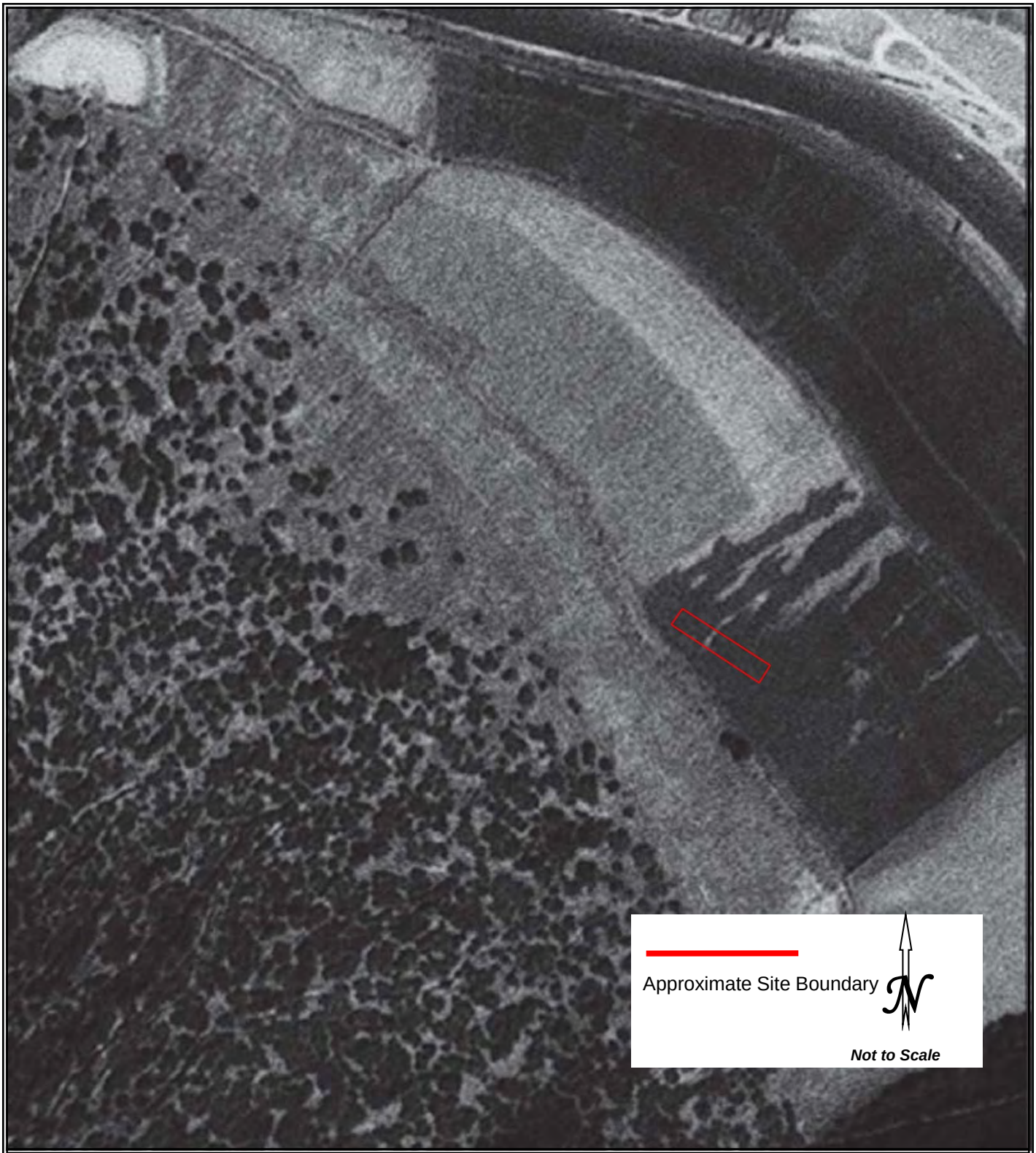
Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

1983 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

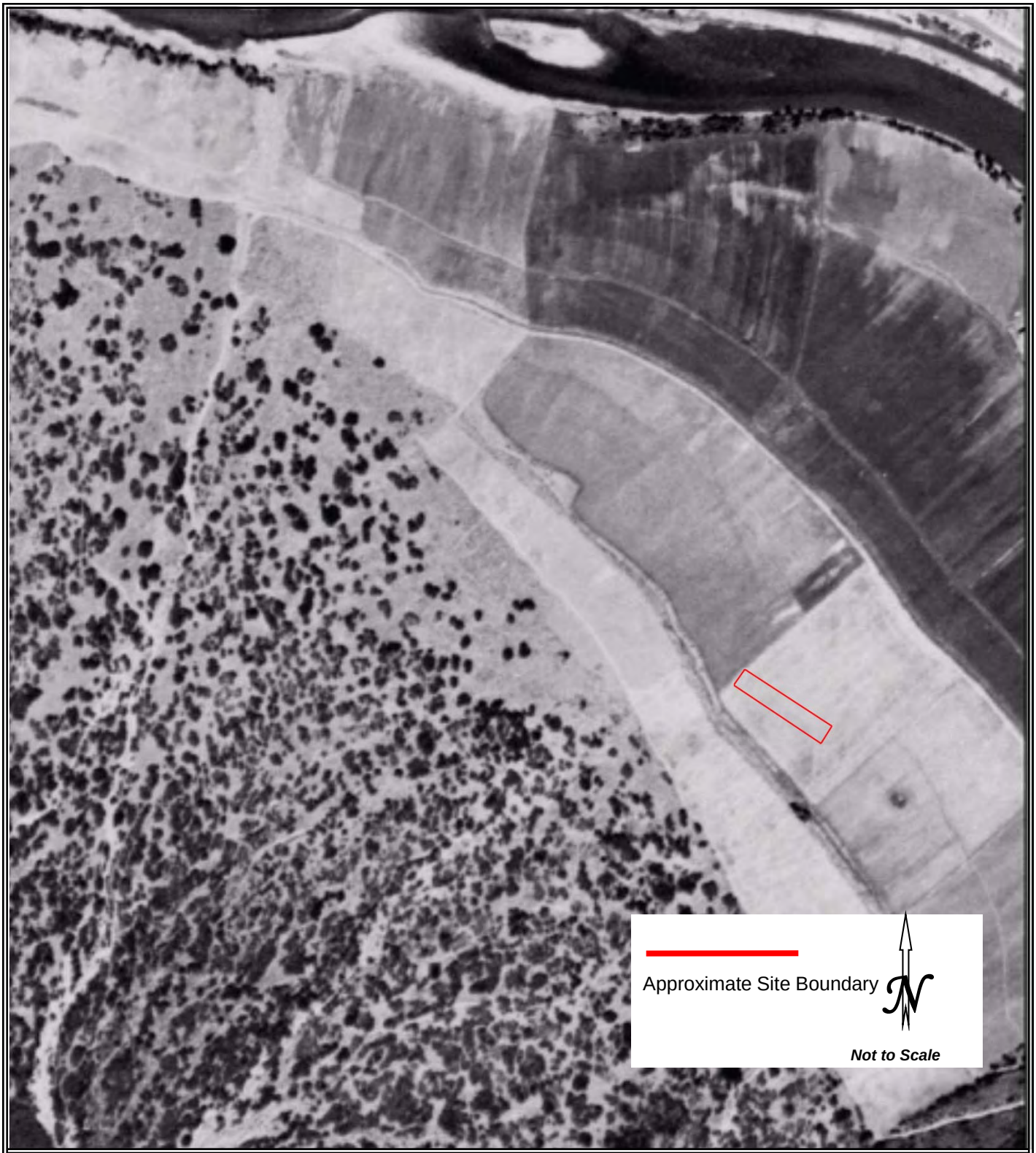


Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

1979 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT



Advantage Environmental Consultants, LLC

6395 Gunpark Drive, Unit W
Boulder, Colorado 80301
Phone: 720-459-7251 • Website: www.aec-env.com

1960 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

Advantage Environmental Consultants, LLC

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1955 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

Advantage Environmental Consultants, LLC
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Phone: 720-459-7251 • Website: www.aec-env.com

1945 Aerial Photograph
Lot 7 Glenwood Meadows
Glenwood Springs, Colorado 81601

Work Order No.:	Report Date:	Drawn By:
19-081C	October 2019	MLT

12.5.4 City Directories (NOT USED)

12.6 Interviews/Telecommunications/FOIA Responses

Phase I ESA Due Diligence Environmental Questionnaire – *Owner Representative*

Subject Property: Lot 7, Glenwood Meadows, Glenwood Springs, CO

Completed by: Michael C Maple, Chief Operating Officer

Company/Title: Glenwood Meadows LLC by its Manager, Dunrene Management, Inc.

Date: October 15, 2019

1.) How long have you owned the property?

Acquired 10/16/1998 – 21 years

2.) Are you aware of any current or historic petroleum underground storage tanks (USTs) or above ground storage tanks (ASTs) on the subject property?

No.

3.) Are you aware of any environmental cleanup liens that are filed or recorded against the subject property?

No.

4.) Are you aware of any activity and land use limitations that are in place on the property that have been filed or recorded in a registry?

Annexation and Development Agreement dated September 18, 2002 together with four amendments and one Memorandum of Understanding. Easements Covenants and Restrictions Agreement dated August 5, 2004. Please see TBD Title Commitment for a complete listing of recorded documents that may affect this property.

5.) Are you aware of any specialized knowledge or experience related to the property or nearby properties that is pertinent to potential adverse environmental conditions?

No known potential adverse environmental conditions.

6) Are you aware of commonly known or reasonably obtainable information that would help us to identify conditions indicative of releases or threatened releases of hazardous wastes/materials at the property? Such information includes knowledge of specific chemicals that are present or were once present on the property, spills or other chemicals releases that may have occurred, or environmental cleanups that have been conducted on the subject property.

No known conditions indicative of releases or threatened releases of hazardous wastes/materials at the property.

6.) Based on your knowledge and experience related to the property, are there any obvious indicators that point to the presence or likely presence of contamination at the subject property?

None.

7.) Do you have knowledge what occupied the property prior to your ownership?

Pursuant to recollections and the Phase 1 Environmental Assessment dated June 5, 1996, the site was an irrigated field used for harvesting hay and grazing livestock for a couple of decades prior to 1996. As part of the 2004/2005 development of the site, a substantial amount of earth was removed from the site – i.e. the site surface was lowered.

8.) Do you have knowledge of any prior environmental reports conducted on the property?

Phase 1 Environmental Assessment by Western Technologies, Inc. dated June 5, 1996.

Thanks for completing this questionnaire. Please email document to mtorstenson@aec-env.com

Advantage Environmental Consultants, LLC
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12.7 Supporting Documentation/Prior Reports

COPY

PHASE I
ENVIRONMENTAL SITE ASSESSMENT

WULFSOHN RANCH PROPERTY
GARFIELD COUNTY, COLORADO

WT REF. NO. 3186JC077

Prepared For:

Unocal Real Estate Division
Unocal Corporation
4289 County Road 215
Parachute, Colorado 81635

Western Technologies Inc.
The Quality People
Since 1955

PHASE I
ENVIRONMENTAL SITE ASSESSMENT
WULFSOHN RANCH PROPERTY
GARFIELD COUNTY, COLORADO

PROJECT NO. 3186JC077
DATE: JUNE 5, 1996

PREPARED FOR:

UNOCAL REAL ESTATE DIVISION
UNOCAL CORPORATION
4289 COUNTY ROAD 215
PARACHUTE, COLORADO 81635

PREPARED BY:

WESTERN TECHNOLOGIES INC.
400 SOUTH LORENA AVENUE
FARMINGTON, NEW MEXICO 87401

David R. Cesark, R.G., R.E.A.
Project Manager

Ken Hunter, R.E.A.
Document Review

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EXECUTIVE SUMMARY

Western Technologies Inc. (WT) conducted a Phase I Environmental Site Assessment (ESA) at the 436-acre Unocal Wulfsohn Ranch property, located in Garfield County, Colorado. The ESA is based on a site visit to the property, interviews with persons knowledgeable about the property, a historical aerial photograph review, a regulatory records review, and a review of site ownership/use history.

WT concludes that no recognized environmental conditions have been identified for the subject property and no further environmental studies related to this scope of work are necessary at this time.

PHASE I
ENVIRONMENTAL SITE ASSESSMENT
WULFSOHN RANCH PROPERTY
GARFIELD COUNTY, COLORADO

1.0 INTRODUCTION

1.1 PROJECT AUTHORIZATION: This report presents the results of a Phase I ESA conducted for Unocal. The subject property is the 436-acre Wulfsohn Ranch property, located in Garfield County, Colorado (please refer to Plate 1, Vicinity Map). WT was retained by Mr. Gary Parks, Senior Property Supervisor, Unocal, to conduct the assessment. This report of findings completes the scope of services.

1.2 PROJECT OBJECTIVE AND SCOPE OF SERVICES: The objective of this ESA was to observe current site conditions, and evaluate the potential for hazardous or toxic substance contamination. The ESA focused on past and present uses of the subject property and sites within the American Society for Testing Materials (ASTM) specified distances from the property. The report discusses the presence of materials which could contribute to potential environmental liability due to past and current activities on or adjacent to the subject property, and the presence of any hazardous materials on the property.

The scope of work for the project included the following activities:

- Review of VISTA Site Assessment Report of regulatory agency databases covering the areas occupied by the property and sites within search distances specified by ASTM Standard Practice E 1527;
- Evaluation of the physical setting of the property and study area;
- Description of current and past uses of the property;
- Reconnaissance of the property during a site visit;
- Reconnaissance of adjoining sites within ASTM-specified distances, during a site visit;
- Review of a 50-year Chain-of-Title report provided by Land Title Guarantee Company;
- Interviews with persons knowledgeable of the site history and usage;
- Evaluation of the information developed through the assessment tasks; and,
- Presentation of this report.

1.3 METHODOLOGY AND LIMITING CONDITIONS: In general, and to the extent described elsewhere in this report, WT initiated this ESA through systematic review and observation of current conditions at the subject property and adjoining sites. As part of this approach, WT personnel conducted visual and physical reviews of the property and made observations regarding its condition and uses. WT observed accesses onto the property, such as roads, utility easements, railroads, pathways or other discernable access points leading into the property from it's periphery. WT also reviewed the areas adjoining the subject property to the extent that these areas were visible from the property or from public thoroughfares. The observations made during the WT review of the property and adjoining areas included the following features:

- Geologic, hydrogeologic, hydrologic, and topographic features;
- Site drainage characteristics including washes, canals, basins, culverts, and dry wells;
- Physical improvements including buildings, roads, and parking lots;
- Septic systems;
- Aboveground storage tanks (ASTs);
- Evidence of underground storage tanks (USTs) including fuel pumps, pump islands, vent pipes, and inspection ports;
- Electrical or hydraulic equipment;
- Groundwater wells;
- Material and waste storage areas including storage containers;
- Environmental indicators such as odors, stressed vegetation, staining or corrosion on soil or paved areas;
- Oil sheens, films, or coatings on standing water;
- Solid wastes on the ground surface, in solid waste containers, or within open excavations;
- Non-natural filling or surface grading including mounding and depressions; and,
- Ponds, pits, lagoons, sumps and drains, and excavations.

No conditions limiting the site investigation procedure were encountered during the site visit.

2.0 ENVIRONMENTAL SETTING

2.1 SITE LOCATION: The subject property is an undeveloped parcel of land consisting of 436.27 acres, more or less, located within portions of sections 5, 6, 8, 9, Township 6 South, Range 89 West; Garfield County, Colorado (please refer to Plate 1, Vicinity Map). The property is located approximately 1 mile northwest of downtown Glenwood Springs, Colorado.

The subject property is located immediately west of the city limits of Glenwood Springs. Two parcels of the property were separated from the main body of the ranch during recent construction of the extension of Midland Avenue. The "West Parcel" consists of 5.75 acres of land and the "East Parcel" consists of 4.20 acres. Both parcels are located on the north side of the Midland Avenue extension. The property is bounded to the north by private lands (Denver & Rio Grande Railroad); to the east by the City of Glenwood Springs (City; Yampah Mountain H.S., residential); and to the south and west by private land and public lands administered by the Bureau of Land Management (BLM).

The only potential for environmental concern indicated by the setting was the fact that the subject property is virtually unpatrolled and not entirely "secure". The subject property can currently be accessed from the southeast via a locked gate. Future access will be from the new extension of Midland Avenue (under construction). In addition, a direct access from the Midland Avenue extension to the "West Parcel" will be provided. Access to the "East Parcel" from Midland Avenue is provided by an existing private road which is part of the property (Plate 2).

2.2 TOPOGRAPHY/DRAINAGE: The property is located in west-central Colorado. The elevation of the property ranges from a high of approximately 6,760 feet above mean sea level (msl) in the southern edge of the western property line, to a low of approximately 5,710 feet msl in the northern edge of the "Western Parcel" of the property, according to the Glenwood Springs, Colorado, 1961 (photorevised 1987) U.S. Geological Survey 7.5-minute topographic sheet. The subject property lies in the Colorado River valley immediately west of Glenwood Springs. The northeast 1/3 of the property is relatively flat and grass-covered. The middle section and majority of the property is slightly to moderately sloped and grass/sagebrush/tree - covered. The southern boundary of the property is steeply sloped and either barren or covered with sagebrush and/or trees (please refer to site photographs; Appendix A).

Several natural drainages exist on the property trending generally north-northeast toward the Colorado River. The local surface drainage is also north-northeast toward the Colorado River. The regional gradient is generally west along the Colorado River. Two retention ponds were observed on the subject property for the watering of livestock. The first pond was only damp and was located .4 mile from the southeast access point. The second pond (main retention pond) contained water and was located immediately south of center of the northern property line. Several irrigation ditches (including the Atkinson Canal) trending generally NW-SE were observed, but none contained water.

The Garfield County (County) Municipal Building located in Glenwood Springs, Colorado, maintains a variety of databases of environmental significance. The National Flood Insurance Program's Flood Insurance Rate Map (FIRM) of the County dated January 3, 1986 indicated that the "West Parcel" was in "Zone C" (area of minimal flooding), and the remainder of the property was located in "Zone D" (area of undetermined, but possible flood hazards). Mr. Mark Bean, County Building and Planning Department Director, stated that the subject property was in an area zoned for Agricultural/Residential/Rural Density (A/R/RD) with a minimum 2-acre lot size. Mr. Gary Parks, Unocal Senior Property Supervisor stated in his report titled, "Unocal Roaring Fork Ranches - Colorado", dated February 9, 1996, that the "West Parcel" has been annexed to the City and is zoned C-1 Limited Commercial.

2.3 REGIONAL GEOLOGY: The subject property lies within the western flank of the Southern Rocky Mountains geomorphic province located within the Rocky Mountain System. The Southern Rocky Mountains Province terminates just west of the property at the Grand Hogback, where the Colorado Plateaus Province commences. The Glenwood Springs Hot Springs, for which the City is famous, flow 123 degree fahrenheit water at the rate of 2,500 gallons per minute from Pennsylvanian shales. The hot water rises rapidly from considerable depth through broken and shattered rocks along a fault zone near the Colorado River.

The majority of the property (low-lying) is underlain by modern (Quaternary) alluvium. This alluvium was deposited over the past 2 million years by the nearby Colorado River. Rocks comprising the surrounding cliffs include: Mississippian Leadville Limestone (massive gray rock); contorted gypsum-bearing Pennsylvanian shales, Triassic redbeds (lower slopes on the southern boundary); and the Maroon Formation, which comprises "Red Mountain", on the southern boundary of the property.

Because of the large areal extent of the subject property, two different series of soils have been identified. The soils types are summarized below in Table 1.

Table 1. Soil Description

SOIL TYPE	DESCRIPTION	SHRINK/SWELL POTENTIAL	CORROSION RISK	
			Uncoated Steel	Concrete
Jerry-Lamphier-Cochetopa. 12 to 50% slopes - 15 to 50% slopes - 9 to 50% slopes.	Deep, well-drained, moderately sloping to steep soils on mountains and fans.	low-high	high	low
Morval-Villa Grove. 3 to 12% slopes - 15 to 30% slopes.	Deep, well-drained, moderately sloping to moderately steep soils on mesas, mountainsides, and alluvial fans.	low-moderate	high-moderate	low

2.4 REGIONAL HYDROGEOLOGY: In western Colorado, groundwater is extracted from the following aquifers: Valley fill alluvial deposits, Green River Formation, Mesa Verde group, Dakota sandstone, Entrada sandstone, Glen Canyon group, Wingate sandstone, Leadville limestone, pre-Mississippian age rocks, Precambrian crystalline rocks. With the exception of Valley fill deposits, the ability to produce water from any of the aforementioned aquifers is dependent on several geological factors, the most critical being structure. Throughout much of western Colorado, the rocks have been subjected to complex deformation processes that directly affect the hydrogeologic conditions. Therefore, it is quite possible for groundwater to occur under artesian or flowing artesian conditions locally within the same aquifer.

An example of how local geologic conditions effect water quality of the surface waters in the Colorado River Basin is evident in the Piceance Creek structural basin where the Green River Formation is exposed. Large quantities of water exist in varying degrees of quality. Groundwater produced from the upper member is typically of high quality while water produced from the lower member is typically of poor quality with total dissolved solids (TDS) content as high as 63,000 milligrams per liter (mg/l). Groundwater discharge has a deleterious effect on surface water quality in the Piceance Creek Basin. Near the headwaters of Piceance Creek, the water is a predominantly calcium, magnesium, bicarbonate type. However, at the mouth of the creek, the water is a sodium bicarbonate type and the TDS showed an increase from 600 mg/l to 2,000 mg/l.

However, the single geologic factor having the most impact on water quality in western Colorado are the many mineral springs found throughout the area. These springs add over 528,000 tons of dissolved minerals annually to the western Colorado rivers. The waters produced by these springs are generally a sodium chloride type, but some are sodium bicarbonate or sulfur in type. Depth to groundwater beneath the subject property is unknown.

3.0 SITE CONDITIONS

Information in this section is based solely on: a site visit to the property on April 23, 1996; interviews with persons knowledgeable of the subject property; and any specific references included in the following subsections. A Site Plan is provided as Plate 2. Photo-documentation of site conditions at the time of WT's site visit is provided as Appendix A.

3.1 CURRENT LAND USE: The subject property was rural and undeveloped, and was utilized exclusively for agricultural purposes (primarily cattle pasture and raising hay). Site improvements included fencing, two catch basins, an irrigation system of ditches/canals, and roads. Much of the property consisted of rugged terrain which was not easily accessible (please refer to Plate 2 for areas visited by car and on foot). No staining of soils or stressed vegetation were observed during the site visit.

3.2 BUILDINGS: No buildings were observed on the subject property.

3.3 UTILITIES: The City of Glenwood Springs maintains underground electrical utilities which are located in the corral area of the property and service an irrigation pump. In addition, two pole-mounted transformers were located along the north property line fence near the southeast corner of the property. However, the transformers are scheduled to be removed in a month and replaced by new pad-mounted transformers as part of the Midland Avenue extension. No other utilities were observed on the subject property, however, several downed utility poles were noted.

3.4 ELECTRICAL TRANSFORMERS AND OTHER POTENTIAL PCB SOURCES: Some older transformers, capacitors, generators, fluorescent light ballasts, and other electrical equipment may contain polychlorinated biphenyls (PCBs) in the dielectric fluid. PCBs are suspected carcinogens and were banned from manufacture by the 1976 Toxic Substance Control Act. Transformer oils are classified in one of three categories:

- Non-PCB - containing less than 50 parts per million (ppm) of PCBs.

- PCB-contaminated - containing between 50 and 500 ppm of PCBs. Transformers which have not been tested are assumed by federal regulations to be PCB-contaminated.

- PCB transformer - containing more than 500 ppm of PCBs. All PCB transformers were to have been removed from the public domain by October 1990.

The property was surveyed for the presence of potential PCB sources and two pole-mounted transformers were observed 3-feet north of the of the north property line fence near the southeast corner of the property. Mr. Ken George of the City was contacted on May 23, 1996 regarding the condition of the two transformers. Mr. George responded to WT that the transformers have never been tested for PCBs. However, the transformers are scheduled to be removed in a month and replaced by new pad-mounted transformers as part of the Midland Avenue extension. The existing transformers showed no indications of leakage.

3.5 ABOVEGROUND STORAGE TANKS: AST registration is not generally required unless the tank contains hazardous waste/materials or requires a flammable contents permit from the local fire department.

No ASTs or surface indications of former ASTs were noted on the subject property during the site visit. The Assistant Fire Chief noted that the City does not require local ranches and farms to register ASTs, and he was not aware that any ASTs were ever located on the subject property.

3.6 UNDERGROUND STORAGE TANKS: Underground storage tanks (USTs) are tanks that store regulated substances and have at least 10 percent of their volume (including contents of associated pipe systems), underground. Surface evidence of former UST locations would include pump islands, cut-off pipes, vent pipes, and asphalt patches. No surface evidence of existing or former USTs was noted on the subject property.

3.7 HAZARDOUS MATERIAL STORAGE AREAS: Hazardous materials, if present, should be stored is such a manner as to contain any potential leaks, spills or other discharges. Proper storage would also include container integrity, secondary containment capacity of 110 percent of the total volume or the largest container, whichever is greater, and storage of volatile chemicals in properly vented fireproof room or cabinet. All containers of hazardous materials should be properly labelled and Material Safety Data Sheets should be present at the facility for all hazardous materials. Records of waste disposal should be maintained at the facility. All ignitable and reactive wastes should be stored at least 50 feet inside the property boundary.

No hazardous materials were observed on the subject property during the site reconnaissance.

3.8 WASTE INDICATORS: Waste indicators would include: stressed vegetation; spillage/leakage of hazardous substances; staining of soil or other permeable surfaces; leachate or waste seeps; waste materials; disposal areas; construction/demolition debris; drums, barrels or containers which presently or could have formerly contained hazardous substances; unusual odors; and surface water discoloration, odor, sheen or free floating product. No waste indicators were observed on the subject property.

3.9 WASTEWATER/EFFLUENT DISCHARGES: Wastewater/effluent discharge would include: existing or former oil/water separators, sumps, dry wells, catch basins, injection wells, groundwater/wastewater treatment systems, septic tanks, leach fields, floor drains, compressor blowdown and exterior pipe discharges.

Two catch basins were observed on the subject property located adjacent to the access road. The catch basins had no indication of surface water discoloration, odor, sheen or free floating product.

3.10 RADON GAS: Radon is a naturally occurring radioactive gas. It is odorless, tasteless and invisible. Several years of research, based on the medical records of uranium mine workers, have shown a correlation between exposure to elevated radon concentrations and subsequent irradiation of lung tissues which can result in lung cancer. Because radon occurs as a gas, the pathway for exposure is via inhalation. Radon, itself, is an inert gas and does not interact with the body. It is the radioactive decay products of radon ("radon daughters") which are retained as solids and actually irradiate the lungs.

Radon is one of several materials produced through the natural decay of uranium to stable lead. As a gas, radon escapes from the soil and becomes airborne. Thus, the potential exists for radon to accumulate to concentrations above the remedial action level of 4.0 picocuries per liter (pCi/l) in structures throughout the United States.

Geologic materials that contain above average levels of uranium are potential sources of radon gas that can seep into homes and buildings and accumulate in elevated concentrations. Radon can be found in high concentrations in soils and rocks containing uranium, such as granite, shale, phosphate and pitchblende. Locations of these materials are highly unpredictable. Elevated levels of radon may also be found in soils contaminated with certain types of industrial wastes, such as the by-products from uranium or phosphate mining.

According to a publication from the Colorado Geological Survey, Department of Natural Resources, entitled "Results of the 1987-88 EPA Supported Radon Study in Colorado", radon gas levels are considered low to moderate for structures tested in the area of the subject property according to the following categories: Geological Area, County, and Zip Code. In all three categories the average reading was below the state average of 5.60 pCi/l. However, two of the three categories were above the remedial action level of 4.0 pCi/l.

Table 2. Radon Study Results

CATEGORY	# OF SAMPLES	AVG. PCI/L	≥0<4	≥4<10	≥10<20	≥20
			PERCENTAGE IN EACH RANGE			
Geological Area (Older Complex Sediments)	109	3.60	60.55	35.78	3.67	0.00
County (Garfield)	64	4.12	59.38	35.94	3.13	1.56
Zip Code (81601)	16	5.04	56.25	37.50	0.00	6.25

4.0 OFF-SITE RECONNAISSANCE

An off-site reconnaissance was performed by WT on April 24, 1996. The reconnaissance consisted of a survey of adjoining properties, and nearby land uses which could have an adverse environmental impact on the Site. The Site is bordered by the following streets, properties, and/or land uses.

The Site is located adjacent to the I-70 corridor of Glenwood Springs, Colorado. The developed portion of the Site is currently utilized exclusively for agricultural purposes, i.e. cattle pasture and raising hay.

- The Site is bounded on the north by private lands (Denver & Rio Grande Railroad).
- The Site is bounded on the east by the City of Glenwood Springs (Yampah Mountain H.S./residential)
- The Site is bounded on the south and west by private land (ski area), and public lands administered by the BLM.

Immediately north of the Midland Avenue extension and railroad tracks exists an industrial area. The industrial area consists of: a state highway department facility, a storage area for the railroad, a hardware store/lumber yard, a "Coca Cola" facility, a "Coors" facility, an electrical substation, an auto repair facility, and a building materials facility. Several ASTs were noted in the adjoining industrial area. The Assistant City Fire Chief explained to WT on April 23, 1996 that the ASTs contained magnesium chloride and were utilized by the state highway department for "ice melt". In addition, WT observed an apparent fuel AST at the same facility. Due to access problems, the off-site ASTs could not be closely inspected for integrity or spillage/leakage.

5.0 REGULATORY RECORDS REVIEW

This section is based solely on information provided by VISTA Information Solutions, Inc. (Vista) of San Diego, California. Because of the large areal extent and rural location of the subject property, the most practical, cost effective, computerized records search was based on the postal zip code (81601) of the nearest town, Glenwood Springs, Colorado. Sources of information may include: commercially available and proprietary regulatory databases, regulatory agency files, personal interviews, and telephone interviews. In some of the following subsections, the words up-gradient, cross-gradient and down-gradient refer to the presumed groundwater flow direction in relation to the subject property. These determinations are based subjectively on regional hydrogeologic information, topographic maps and local site conditions. A copy of the Federal/State regulatory agency records search report provided by Vista is included as Appendix B. This records search exceeded ASTM standards.

5.1 FEDERAL: The following subsections detail Vista's findings based on a review of various federal databases.

5.1.1 CERCLIS Database: Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) sites are potential hazardous waste sites which have been evaluated by the EPA for a release or threatened release of hazardous substances into the environment.

According to the December, 1995 database, one site was identified within the zip code area. However, CERCLIS facilities were within a one-half mile radius of the property.

5.1.2 FINDS Database: The Facility Index System (FINDS) is a compilation of any site which the EPA has investigated, reviewed, or been notified of in connection with its various regulatory programs.

According to the December, 1995 database, 83 sites were identified within the zip code in the FINDS records search. No further information is available from FINDS.

5.1.3 NPL Database: The National Priorities List (NPL) is the EPA's database of uncontrolled or abandoned hazardous waste sites that have been identified for priority remedial action.

According to the September, 1995 database, no NPL sites were identified within the zip code area.

5.1.4 RCRA Database: The Resource Conservation and Recovery Act (RCRA) database lists facilities that have notified the EPA of hazardous waste activity. The notifiers may engage in the generation of hazardous wastes. Generators are listed as either large, small or conditionally exempt generators. Large quantity (Code 1) generators produce at least 1000 kg/month of non-acutely hazardous waste or 1 kg/month of acutely hazardous waste. Small quantity (Code 2) generators produce 100-1000 kg/month of non-acutely hazardous waste. Conditionally exempt generators (Code 3) are those which generate less than 100 kg/month of non-acutely hazardous waste. "Non-regulated" indicates that the facility filed a notification and/or a permit application, but claims not to generate, transport, treat, store or dispose of hazardous waste; or the facility falls into other specified categories of non-regulated under RCRA. The EPA also maintains a list of facilities on which treatment, storage, and/or disposal (TSD) takes place, as defined and regulated by RCRA.

According to the February, 1996 RCRA database, 33 sites were identified within the zip code area. The search of the RCRA database did not list the subject property. No adjoining properties were listed as RCRA-regulated facilities. No RCRA regulated treatment, storage or disposal (TSD) facilities were listed within a distance of one mile from the property.

5.1.5 ERNS Database: The Emergency Response Notification System (ERNS) is a listing compiled by the EPA of reported releases to the air, soil and/or water of hazardous and/or unidentified substances. This listing provides a limited amount of information on the type of material involved, the cause of the release, and damages or injuries associated with the release. The ERNS database also lists the agencies notified, the responsible party, and the reporter of the release.

A review of Vista's ERNS database dated September, 1993 identified 5 sites within the zip code area, but did not list the property.

5.2 STATE OF COLORADO: The following subsection details WT's findings based on a review of Vista's various Colorado State Government (Colorado) databases.

5.2.1 Registered UST Database: Under Subtitle of the 1984 RCRA Amendments, owners of underground storage tanks that contain regulated substances were required to notify (register with) the designated state agency of the existence of the tank(s) by May 8, 1986. The Colorado Division of Labor, Oil Inspection Section maintains a database of registered USTs with hazardous contents, for the State of Colorado. The minimum ASTM search distance for state registered UST sites includes the subject property and adjoining properties.

The search of the registered UST database (dated December, 1995) did not list the subject property, but did list 49 sites within the zip code area. Two sites were listed adjacent to the subject property:

- Coca Cola Bottling Company; 1220 Devereux Road; cross-gradient
- R.M. Natural Gas Operations; 1320 Devereux Road; cross-gradient

5.2.2 Storage Tank Remedial Section Databases: The CDPH&E Storage Tank Remedial Section maintains two databases of leaking underground storage tanks (LUST): LUST "Trust Funds" (dated August, 1995); and Location of Reported LUSTs (dated December, 1995). The first database lists LUST sites which completed cleanup activities. These sites may still have contamination present, however, the CDPH&E has granted "closure" for the site. The second database lists sites which are presently undergoing remediation, are in the process of determining the extent of contamination, or which have just been identified as having a release. The minimum ASTM search distance for LUST sites is one-half mile.

The subject property was not listed as a LUST site. Ten sites were listed within the zip code area, however based on the report provided by VISTA, none of the sites appeared to be within a one-half mile radius from the subject property.

5.2.3 Solid Waste Facility Database: The CDPH&E maintains listings of solid waste facilities, and transfer stations located within the State.

The Solid Waste Database (dated February, 1995) did not list any landfill, solid waste facilities or transfer stations within a one-half mile radius of the property.

6.0 OWNERSHIP/USE HISTORY

6.1 INTERVIEWS: Mr. Norm Chandler who resides at 5960 County Road 109, Carbondale, Colorado, was interviewed on April 24, 1996. Mr. Chandler stated that he has been harvesting hay and grazing livestock at the subject property for approximately the last two years, and to the best of his knowledge, the current land use is consistent with the past use of the property. The only herbicides and/or pesticides used on the property that he is aware of was herbicide "24D" for weed control in the irrigation ditches. There are no utilities at the property, because there are no buildings. Mr. Chandler was not aware of any hazardous material storage/dumping that took place at the property. There are presently no ASTs or USTs located on the subject property and there never has been to the best of Mr. Chandler's knowledge. Mr. Chandler stated that no incidents of environmental significance are known to have impacted the subject property.

Mr. Guy Meyer is the Community Service Coordinator for Garfield County and is the County environmental representative. Mr. Meyer was contacted on May 23, 1996 regarding the environmental condition of the subject property. Mr. Meyer stated that the County has really only been keeping environmental records since the early 1990's, and he knows of no incidents of environmental significance to have impacted the subject property.

6.2 TOPOGRAPHIC MAPS: The Glenwood Springs, Colorado, 1961 (photorevised 1987) U.S. Geological Survey 7.5-minute topographic sheet was reviewed. This topographic map provided a limited amount of site-specific information for the subject property. The topographic map did not identify any structures on the subject property. The railroad right-of-way is located immediately north of the property, and the City airport is located approximately 3 miles southeast and upgradient of the property. The map did not identify any other facilities of potential environmental concern at or around the property.

6.3 HISTORICAL AERIAL PHOTOGRAPHS: Aerial photographs dated 1968, 1978, 1982, and 1988 were reviewed at the U.S. Department of Agriculture, Soil Conservation Service office in Glenwood Springs, Colorado, on April 22, 1996. The purpose of the review was to determine and assess the nature of previous activities on the subject property and adjacent properties. A brief summary of the aerial photograph review is as follows:

The earliest available photograph depicting the subject property (1968; Scale: 1" = 660') shows the entire property as a vacant lot. The upper 2/3 of the property (SW portion) is undeveloped and vegetated by a juniper cover. The lower 1/3 of the property (NE portion) is developed for agricultural use; i.e. the vegetation appears non-native. A catch basin is visible in the central portion of the property, just south of the northern property line. A second catch basin, possibly dry, is also visible. The railroad is visible just north of the property. A development is visible just southeast of the property. The City of Glenwood Springs is visible to the east of the property.

The photograph dated 1978 (Scale: 1" = 660') shows the entire subject property. Changes since the previous photograph include the addition of a building, AST, and an access road leading up a ski area which borders the property to the southeast. Interstate Highway 70 (I-70) is located immediately north of the Colorado River (and the property) and appears to be complete. There is increased residential development north of the property (across I-70).

The photograph dated 1982 (Scale: 1" = 1,000') shows the entire subject property. The property boundaries have been marked on the photograph. Development in the area surrounding the property has increased since the previous photograph.

The most recent available photograph dated 1988 (Scale: 1" = 660') shows the entire subject property. Structures are visible immediately south of the railroad tracks. Two irrigation ditches are visible on the northern (developed) portion of the property running parallel to the Colorado River. Development in the area surrounding the property has increased since the previous photograph.

The review of aerial photographs provided no visual surface evidence of gross environmental concern on the subject property or adjoining properties.

6.4 TITLE HISTORY: A 50-year (plus) Chain-of-Title search was performed by Land Title Guarantee Company, Glenwood Springs, Colorado for the subject property. The research covered all title changes including: Land Contracts, Leans, Deed Restrictions, Easements, Fee Ownerships, Leases and other encumbrances. A review of the Chain-of-Title indicated the following past ownership of the property.

Julius Wulfsohn conveyed the property to The Wulfsohn Mercantile Company in the form of a Warranty Deed on September 26, 1923.

The Wulfsohn Mercantile Company conveyed the property in a Warranty Deed to Mollie and Sophie Wulfsohn on December 30, 1940.

Mollie and Sophie Wulfsohn conveyed the property in a Warranty Deed as Joint Tenants to Mollie and Sophie Wulfsohn on July 28, 1949.

The Wulfsons conveyed to J.V. Rose and J.F. Gregory a Quit Claim Deed dated October 27, 1949, and a Warranty Deed dated August 2, 1949.

J.V. Rose and J.F. Gregory conveyed the property in a Warranty Deed dated April 6, 1953 to Brinkley B. Brown.

Brinkley B. Brown conveyed the property in a Warranty Deed dated July 30, 1955 to the Glenwood Hot Springs Company.

The Glenwood Hot Springs Company conveyed the property in a Warranty Deed dated January 4, 1957 to Union Oil Company of California.

Exceptions included: a tract of land previously conveyed to the Colorado Department of Highways in deed recorded September 22, 1967; and, a tract of land conveyed to the City in deed recorded October 7, 1994.

A review of the title history revealed no previous property ownerships which would indicate any potential for contamination of the property. The property has undergone several historical changes of ownership since it was first developed in 1923. Please refer to Appendix C for the Chain-of-Title Report.

7.0 SUMMARY OF FINDINGS

Based on the site visit, the off-site reconnaissance, interviews, the regulatory records review, and a review of ownership/use history, WT reiterates the following:

- The subject property is not identified as a CERCLIS, NPL, RCRA notifier/TSD, NMED UST/LUST, or ERNS site. Two UST sites were listed adjacent to the subject property.
- No surface indications of USTs were observed or reported on the subject property. No LUST sites were reported within one-half mile of the subject property.
- The property was surveyed for the presence of potential PCB sources. The pole-mounted transformers noted on the property line are scheduled to be removed in a month showed no indications of leakage.
- According to the Vista Solid Waste Facility database, no current or former landfills or illegal open dumps are located on or within one-half mile of the subject property.
- Depth to groundwater beneath the subject property is unknown. The local surface drainage is NNE toward the Colorado River. The regional gradient is generally west along the Colorado River.
- Insufficient data exists to adequately characterize groundwater quality beneath the subject property.

- No aboveground storage tanks (ASTs) or surface indications of former ASTs were noted on the subject property. ASTs were observed on adjacent lands. A fuel AST and several magnesium chloride ASTS were located at the state highway department facility.

- No hazardous materials were noted on the subject property during the site visit.

- The subject property was generally well maintained and had a clean appearance. No unusual odors were noted on the subject property during the site visit. No other waste indicators were observed.

- No surface evidence of any of the wastewater/effluent discharges was noted on the subject property during the site visit.

- Radon gas levels are considered low to moderate for structures tested in the area of the subject property according to the following categories: Geological Area, County, and Zip Code. In all three categories the average reading was below the state average of 5.60 pCi/l. However, two of the three categories were above the remedial action level of 4.0 pCi/l.

- No RCRA TSD or NPL sites were identified on or within a distance of one mile from the subject property.

- No CERCLIS sites were identified on or within a distance of one-half mile from the subject property.

- A review of the EPA ERNS database of records did not identify any release incidents on or within a distance of one-eighth mile from the subject property.

- The FIRM map for the County dated January 3, 1986 indicated that the "West Parcel" was in "Zone C" (area of minimal flooding), and the remainder of the property was located in "Zone D" (area of undetermined, but possible flood hazards). The subject property was in an area zoned for A/R/RD.

8.0 CONCLUSIONS AND RECOMMENDATIONS

Western Technologies, Inc., has performed a Phase I Environmental Site Assessment of the subject property in an effort to conform with the scope and limitations of ASTM Practice E1527.

This assessment has not revealed evidence of any recognized environmental conditions in connection with the subject property.

No further assessment activities are indicated at this time.

9.0 LIMITATIONS

9.1 GENERAL: The scope of this Phase I Environmental Site Assessment is limited to: observations made during the site visit; observations made during the off-site reconnaissance; interviews with knowledgeable persons, with public agency personnel; reviews of readily available published and unpublished reports, literature, and aerial photographs. As a result, these conclusions are based on information supplied by others, and interpretations made by qualified personnel. Any conclusions and/or recommendations made in this report are subject to modification if subsequent information is obtained by WT.

The focus of this Environmental Site Assessment was to assess the potential for hazardous or toxic substance contamination resulting from previous and current uses of the subject and adjacent properties. As a result, this assessment does not address the presence of the following conditions unless they were the express concerns of contacted personnel, report and literature authors, or the work scope.

- Naturally occurring toxic or hazardous substances in the subsurface soils, rocks, and water.
- Toxicity of substances common in current habitable environments, such as stored household products, building materials, and consumables.
- Contaminants or contaminant concentrations that are not currently regulated but may be regulated under future standards.

It is impossible to predict events that may occur after the site visit, such as illegal disposal, accidental spillage, or the inaccuracy of the published or unpublished reports, literature, or documents referenced herein. There is not assessment thorough enough to completely exclude the presence of hazardous substances at any site. Therefore, if none are identified as part of a limited scope of work, such a conclusion should not be construed as a guaranteed absence of such materials. It is merely the result of the assessment.

Project services have been completed in agreement with our understanding with Unocal Corporation. This document and the information contained herein have been prepared for the use of Unocal Corporation and their assigned parties.

This Phase I Environmental Site Assessment was completed by an environmental specialist under a limited scope of work in accordance with the work agreement. This report provides opinions of WT concerning recognized environmental conditions at the subject property. It is possible, despite the use of reasonable care and interpretation, that WT may have failed to identify regulatory violations or the presence of hazardous substances, underground storage tanks, or other obscured or subsurface areas of potential environmental concern. WT assumes no responsibility for conditions that were not specifically evaluated or conditions that were not generally recognized as environmentally unacceptable at the time this report was prepared.

9.2 EXCEPTIONS TO AND DELETIONS FROM ASTM PRACTICE E1527:

- Report format is different and adapted to individual locale.
- Credentials of the environmental assessors (resumes) and of the company (Statement of Qualifications) have not been included with the report but are available upon request.

12.8 Qualifications of the Environmental Professionals

David F. Svrjcek
Branch Manager – Denver Metro Region
Boulder, Colorado

EDUCATION

B.S. Marketing, University of Maryland, College Park, 1992

PROFESSIONAL REGISTRATIONS, LICENSES, AND CERTIFICATIONS

- Meets Environmental Professional Standards as defined in 40 CFR 312
- Certified/Licensed EPA AHERA Asbestos Building Inspector for Colorado, New Mexico, Arizona, Wyoming, and Virginia
- 16-Hour Radon Measurement Operators Course, WRTC
- 24-Hour Mold Inspector Training
- Lead in Drinking Water Training

PROFESSIONAL SUMMARY

Mr. Svrjcek is the branch manager of AEC's western regional office in Boulder, Colorado and has been with Advantage Environmental Consultants, LLC (AEC) since June 2002. Mr. Svrjcek has 18 years of experience in the environmental consulting field. He has interacted with industry management, developers, banks, general contractors, legal counsel, and regulatory agencies on a diverse range of local, state, and federal regulatory and environmental issues. His experience in environmental consulting ranges from staff scientist to senior project manager and includes: environmental regulatory issues for FCC Wireless Telecommunications Industry; Environmental Assessments for Housing and Urban Development and local Housing Authorities; Phase I Environmental Site Assessments (ESAs); Phase II subsurface investigations; groundwater monitoring well installations and sampling; mold surveys, and Industrial Hygiene services including asbestos surveys. As branch manager, Mr. Svrjcek is responsible for client/development/management, project management and technical-related tasks of projects.

Phase I Environmental Site Assessments (ESAs)

Meets the Phase I ESA Environmental Professional Standards as defined in 40 CFR 312. Eighteen (18) years of experience conducting, preparing, and reviewing over 600 environmental site inspections and technical reports of Phase I ESAs and Transaction Screens for state and county governments, various commercial lending institutions, insurance companies, REITS, property managers, telecommunication carriers, non-profit agencies, construction managers, and real estate developers. Mr. Svrjcek has conducted Phase I ESA's and related environmental services in Colorado, New Mexico, Minnesota, Texas, Maryland, Virginia, West Virginia, the District of Columbia, Delaware, New Jersey, New York, and North Carolina.

Comprehensive Hazardous Materials Demolition Surveys

Certified/Licensed EPA AHERA Asbestos Building Inspector since 1998. Experience conducting and preparing Asbestos Building Surveys and associated reports for facilities located in Colorado, New Mexico, Maryland, Virginia, and the District of Columbia. Experience managing large-scale projects involving initial asbestos surveys, assistance with abatement specifications/bid documents, turnkey abatement oversight, and implementation of Operations and Maintenance (O&M) Programs.

National/Regional Account Management/ FCC Wireless Regulatory and NEPA Compliance

Fifteen (15) years of experience performing technical review of approximately 2,500 Federal Communication Commission NEPA assessments and screenings for wireless telecommunications carriers including T-Mobile, Verizon Wireless, and AT&T, as well as several regional tower builders. Experience includes account management, project coordination, technical review, and management oversight of all environmental engineering services and federal compliance (i.e., FCC NEPA compliance, Phase I ESAs, Asbestos and Lead-Based Paint testing, subsurface investigations, cultural resources, and geotechnical engineering). Maintained close client contact to ensure program implementation and client satisfaction. Implemented various internal programs to monitor quality and cost issues. Account management experience also includes managing large projects involving building owners, regulatory officials, subcontractors, and other professionals.

PROFESSIONAL EXPERIENCE

Managed numerous Phase I and Phase II due diligence studies and hazardous materials surveys of abandoned schools located in Washington, DC prior to redevelopment. The schools were being assessed to evaluate feasibility for conversion into charter schools and to establish budgetary abatement/remediation costs. Laboratory results from the hazardous materials surveys verified that significant quantities of asbestos and lead-based paint were present in the buildings. In addition, the Phase I ESA identified the presence of an underground storage tanks on the property. Subsurface investigations using a geoprobe were performed at both properties in the area adjacent to the suspected USTs.

Oversaw and managed all environmental services for a portfolio of seven District of Columbia recreational center facilities that were proposed for complete redevelopment and/or significant renovations. Scope of work performed typically included a Phase I ESA and a Hazardous Materials Survey. Properties generally included approximate 6,000 square-foot recreational centers, swimming pools, and adjacent playground areas. Most of the facilities were constructed from approximately 1928 to 1950. Since AEC was working for the construction management firm responsible for redevelopment, soil excavation, as well as identifying any lead and asbestos issues was of primary concern to the Client. Based on AEC's historical review and site visit, AEC identified additional environmental concerns for one of the facilities due to leaking underground storage tanks on adjacent parcels.

Served as Project Manager for the assessment and evaluation of environmental liability as part of property refinancing of an approximate 10-acre shopping center in New Carrollton, Maryland. The site was impacted with chlorinated solvents and was taken through the MDE's Voluntary Cleanup Program (VCP). Performed pilot studies including soil vapor extraction studies prior to designing/implementing an on-site remediation system.

National program management of wireless telecommunications sites for T-Mobile Northeast, LLC. (or related turnkey consultants) for their expansion throughout DC, Maryland, West Virginia, Pennsylvania, New York, and Virginia. The scope of work for these sites includes the following services: Phase I ESAs, FCC NEPA Checklist reports, cultural resources, asbestos and lead-based paint testing (for building collocation sites), and photosimulations. Working with various district, state and federal agencies including the State Historic Preservation Office, National Park Service, and the United States Fish and Wildlife Service to comply with all applicable federal requirements. Mr. Svrjcek has managed approximately 2,000 sites for T-Mobile since 2000.

Managed the environmental review process for approximately 200 proposed telecommunication installation sites for AT&T Wireless Services, Inc. through a contract with Bechtel Telecommunications. The telecommunications expansion included the states of Maryland, Virginia, District of Columbia, Pennsylvania, and West Virginia. The scope of work for these sites typically included the following services: Phase I ESAs, FCC NEPA Checklist reports, asbestos and lead-based paint testing (for building collocation sites), photosimulations, and when necessary, Environmental Assessments. Worked with various local, state, and federal agencies including the State Historic Preservation Office, National Park Service, the United States Fish and Wildlife Service, and numerous county wildlife and planning agencies to comply with all applicable federal NEPA requirements.

Client manager for a large-scale HOPE VI revitalization project that included the demolition of 1,107 existing public housing units and the construction of 555 residential units. This project involved coordination with numerous private and public agencies including: the Housing and Urban Development, the District of Columbia Housing and Community Development, the District of Columbia Housing Authority, the District of Columbia Department of Consumer and Regulatory Affairs, Historic Preservation Division, as well as various private contractors. The scope of work included the completion of Environmental Assessments (as required by the National Environmental Protection Act), Phase I ESAs, hazardous material surveys, underground storage tank removals, preparation of abatement specifications, and the completion of a Comprehensive Site Assessment (CSA) and Corrective Action Plan (CAP) for a former gasoline filling station parcel.

Assisted a private investor with the acquisition of an abandoned 5.6-acre automobile dealership property located in New Jersey. The assessment was used to assist the Client with a purchase price for the property and to work out an indemnification agreement with the current owner. Work included a Phase I ESA, subsurface soil and groundwater investigation, magnetic remote sensing for USTs and groundwater monitoring well installations. The preliminary field investigation discovered two suspected abandoned USTs on the Site which were confirmed during the magnetic sensing activities. Environmental impact was determined to exist on the property associated with the former USTs and the former operation of hydraulic lifts. Additional activities included performance of a Comprehensive Site Characterization using geoprobe soil and groundwater sampling coupled with the installation of groundwater monitoring wells and the development of a Remedial Action Plan. Based on the preliminary sampling results, the Client was able to establish a significantly reduced purchase price.

LOWE'S
Marshalls
BED BATH & BEYOND

From: Matthew Langhorst
To: Trent Hyatt
Subject: RE: December 16, 2019 Department Review Meeting
Date: Monday, December 16, 2019 1:12:28 PM
Attachments: image001.png

Trent

I am out sick today, but wanted to get my two cents in on the meeting.

Iron Mountain:

- Do they plan on updating the goetech report? They only have one TP-3 boring that is near the new project, and it shows a lot of placed fill. May be a good idea to get more information.
- Should the water and sewer mains be extended up the driveway toward I-70 so CDOT cold use them later on with their redevelopment?
- Will this sewer and water mains be private with an agreement with CDOT's lot, or is this anticipated to be a City main in the developers opinion?
- Power and fiber out here will need to be discussed in detail with Doug and Michael, coordinated with the relocated lift station work and future planning as planned into the discussion as possible
- Are we leaving the new lift station easements off of this plat?

Lofts:

- I would really like the shoring detail to show width of shoring, depth that the shoring will be left at, and what the cross section looks like after construction with the sidewalk replaced, building in place, etc. What are the construction methods for putting in the shoring? Looks like driven piles, how bad is that going to be for the buildings and residents around the work? How long will the work take to complete? The cross section shown has all kinds of utilities show near the wall, but the survey does not show any of these, please correct detail to actual conditions.
- No deliveries will be allowed off of Wulfsohn Road. No construction parking in the upper stalls other than passenger sized vehicles. I want before and after phots and video of the surface condition of all roadway and sidewalks adjacent to the project for final signoff of conditions at the end of the project.
- How are they planning to access the sewer system?
- We will need the electrical load form filled out sooner than later, they have done this before with Doug.
- Do they want broadband microducts brought to each unit in the building as we did with 6 canyons.
- Will they be using any of the lower parking as their requirement or are all of the spots on Wulfsohn?

Thanks Trent,

Matt

CITY OF GLENWOOD SPRINGS

Engineering Department

Engineering Department

Ryan Johnson
Asst. City Engineer

Date: December 20, 2019

To: Trent Hyatt, Senior Planner

Re: 48-19 Loft Phase III Development Review

Please see the following comments from Engineering on the development review items submitted for the proposed development.

Initial comments to be addressed prior to Building Permit or Grading Permit Issuance:

1. General Utility Comments
    a. Ex. 4" Sanitary Service stubs are to be removed if not used.
2. Drainage Report Comments
    a. Rainfall intensities should be updated to be consistent with the master drainage plan for meadows.
    b. Check the 25-year runoff coefficients for consistency with the master plan. A 25-year storm at 90% imperviousness have a runoff coefficient of 0.79.
    c. Provide a comparison table between the master planned and proposed conditions for site imperviousness, runoff coefficients, and proposed flows.
3. Grading Plan Comments
    a. Grading should remain within the property boundary unless agreement with neighboring property is acquired.

General Requirements:

4. Encroachment agreements for balconies overhanging adjacent properties will be required.
5. A Grading Permit from engineering will be required when this project goes to construction.
    a. Provide S.U.E. plan per Colorado Law CRS 9-1.5-102 requirements or provide a stamped letter determining why this is not a Subsurface Utility Engineering-Required Project.
6. A Right of Way Permit will be required for any access modifications or work within the right of way. Access locations, widths, and design should meet the City of Glenwood Springs Engineering Standards.
7. Disturbance over one (1) acre will require a CDPHE Construction Stormwater Discharges Permit.

Permit Closeout and Issuance of Certificate of Occupancy Requirements:

8. As-Built plans with and Improvement Survey Plat (ISP)
9. Maintenance Agreement for water quality and detention facilities.
10. Signed/Stamped Certification Letter for Drainage improvements verifying that the site was built per plan.

From:	Greg Bak
To:	Trent Hyatt; Bill Kimminau; Doug Hazzard; Jake Velasquez; Jason Sharpe; Jennifer Ooton; Jessica Bowser; Matthew Langhorst; Mike Hoffman; Ryan Johnson; Terri Partch; Todd Ellsworth; Victor Meraz; Warren Hays; Gretchen E Ricehill
Subject:	Re: Planning Item 48-19, Lofts Phase III
Date:	Thursday, January 2, 2020 4:30:13 PM
Attachments:	image001.png

Planning and Development Phase:

- Ensure adequate turning radius access for the GSFD Aerial Ladder truck is accomplished on the north/parking lot area side of the building. This includes the overhang at the front of the truck -- approximately 14 feet forward of the front axle and 13 feet in height. When computer modeling the turn radius, note that there is a fire hydrant on the western-most parking lot island.

During Construction Phase:

- Provide adequate access for workers in the event of a fire emergency. On the previous project, the upper levels of Building 3 (which had no stairwells) were served by a series of single ladders and one inverted staircase. This would have made escape from upper floors impossible in the event of a fire during construction. This was mentioned to the contractors but no action was taken. I will require evidence of a plan for two egress routes from upper floors early on in this project.
- Suitable parking for workers needs to be addressed. Parking along Wulfsohn Road should be discouraged or prohibited as traffic there has increased -- especially with residential occupancy of 300 Wulfsohn.

Greg Bak
Fire Marshal
Glenwood Springs Fire Department

From: Trent Hyatt <trent.hyatt@cogs.us>
Sent: Tuesday, December 31, 2019 10:57 AM
To: Bill Kimminau <bkimminau@glenwoodpolice.com>; Doug Hazzard <doug.hazzard@cogs.us>; Greg Bak <greg.bak@cogs.us>; Jake Velasquez <jake.velasquez@cogs.us>; Jason Sharpe <jason.sharpe@centurylink.com>; Jennifer Ooton <jenn.ooton@cogs.us>; Jessica Bowser <jessica.bowser@cogs.us>; Matthew Langhorst <matthew.langhorst@cogs.us>; Mike Hoffman <mike.hoffman@cogs.us>; Ryan Johnson <ryan.johnson@cogs.us>; Terri Partch <terri.partch@cogs.us>; Todd Ellsworth <todd.ellsworth@blackhillscorp.com>; Victor Meraz <victor.meraz@cogs.us>; Warren Hays <warren.hays@cogs.us>; Doug Hazzard <doug.hazzard@cogs.us>; Gretchen E Ricehill <gretchen.ricehill@cogs.us>; Terri Partch <terri.partch@cogs.us>
Subject: RE: Planning Item 48-19, Lofts Phase III

Hi all,
I did not receive many official comments related to this application. Please send me any comments you have as soon as possible but no later than this Friday, January 3.

Happy New Year,

Trent L. Hyatt
970.384.6427 (p)
trent.hyatt@cogs.us

From: Jeff Gatlin
To: Trent Hyatt
Subject: Re: Planning Item 48-19, Lofts Phase III
Date: Wednesday, December 11, 2019 4:31:11 PM
Attachments: image001.png

Hi Trent,

The school district would like to ensure that the correct land dedication or fee in lieu of is calculated correctly and applied.

Thanks,
Jeff

Jeff Gatlin
Chief Operating Officer
Roaring Fork Schools
jgatlin@rfschools.com

On Mon, Dec 9, 2019 at 5:24 PM Trent Hyatt <trent.hyatt@cogs.us> wrote:

> Referral Agencies,
>
> The City has received applications for a Major Site/Architectural Plan Review, Special Use Permit, Variance, and License to Encroach for Phase III of the Lofts development in Glenwood Meadows. The proposal includes the construction of a three story (plus walkout), 90 (42 studio and 48 one bedroom) multi-family units on Lot 7 of the Glenwood Meadows Subdivision. You can review application submittal materials at: https://glenwoodsprings-my.sharepoint.com/:f:/g/personal/trent_hyatt_cogs_us/EuvOB2juSPNDt1rzepcVFYgBTou0IRkkXeg8AA8vlqUz7g?e=pNSFQ8.
>
> Planning Item: 48-19, Lofts Phase III
>
> Applicant: Realty Capital Management, LLC
>
> Owner: Glenwood Meadows, LLC
>
> Location: TBD Wulfsohn Road
>
> Zone: Mixed Use Central Core (M2), also subject to the Glenwood Meadow Zoning and Development Plan
>
> Parcel: 2185-081-38-007
>
> Please submit any official comments you have to me by the end of business **Monday, December 23**. Be advised, a department review meeting to discuss the application is scheduled next **Monday, December 16, 2019 at 1:30PM**.
>
> Cordially,
>
> Trent L. Hyatt
>
> Senior Planner
>
> City of Glenwood Springs
>
> 101 W. Eighth Street

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1 of 83 R 416.00 D 0.00 GARFIELD COUNTY CO

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ANNEXATION AND DEVELOPMENT AGREEMENT{PRIVATE}
GLENWOOD MEADOWS, LLC ANNEXATION

THIS ANNEXATION AND DEVELOPMENT AGREEMENT ("Agreement") is made and entered into this 18 day of September, 2002, by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado municipal corporation (hereinafter "City"), and GLENWOOD MEADOWS, LLC, a Colorado limited liability company, its successors, assigns, and its legal or other representatives (hereinafter collectively "Owner");

W I T N E S S E T H:

WHEREAS, Owner owns approximately three hundred forty-five (345) acres of real property currently located in unincorporated Garfield County, Colorado, and more particularly described on Exhibit A, attached hereto and incorporated herein by this reference (hereinafter "Property"), which Property shall be known as "Glenwood Meadows"; and

WHEREAS, Owner and City entered into that certain Pre-Annexation Agreement concerning the Property dated August 20, 1999 and subsequently amended by instrument dated January 12, 2000 (as amended, the "PAA"); and

WHEREAS, in February, 2000, Owner filed with the City Clerk a petition and request for annexation of the Property into the City; and

WHEREAS, a duly noticed public hearing was held on March 2, 2000, whereat the City adopted a Resolution finding said petition and request to be in substantial compliance with the statutory requirements for annexation of the Property to the City; and

WHEREAS, Owner applied to the City for approval of certain Planned Unit Development zoning for the Property in March, 2000 (Zoning Application #42-99), which zoning application was subsequently withdrawn by Owner at a public hearing before the City Council on November 15, 2000; and

WHEREAS, upon the request of the City, approximately 4.63 acres of the Property was approved for annexation and zoning as C-1 Limited Commercial (the "MOC Entrance Parcel") and is subject a separate Annexation Agreement between the Owner and City; and

WHEREAS, on September 19, 2001 (Zoning Application #59-01) Owner submitted an application to the City for approval of a zoning plan for the Property which included C-1 Limited Commercial, C-2 Core Commercial, C-4 Resort Commercial and R-3 Residential zoning districts for the portions of the Property not intended for public dedication (any portion of the Property intended for public dedication pursuant to this Agreement and the instruments incorporated herein may be zoned under the same application and review process as HP Hillside Preservation) as more fully described upon Exhibit B attached hereto and by this reference incorporated herein (the "Zoning Map"); and

WHEREAS, on March 21, 2002, the Owner did amend its original February, 2000 Annexation Petition to reflect the distinct characteristics of the Property subject to this Agreement and the MOC Entrance Parcel; and

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2 of 83 R 416.00 D 0.00 GARFIELD COUNTY CO

WHEREAS, on March 21, 2002 a Public Hearing was held pursuant to C.R.S. Section 31-12-109, as amended, at which public hearing it was determined that the annexation petition had satisfied all requirements of C.R.S. Section 31-12-101 et. Seq.; and

WHEREAS, on July 18, 2002 the City Council of the City of Glenwood Springs ("Council") did adopt Ordinance No. , Series of 2002, and Ordinance No. , Series of 2002, which respectively approved the Owner's petition and request for annexation of the Property and approved the Owner's application for municipal zoning of the Property; and

WHEREAS, during the public review of the annexation and zoning processes, the parties hereto have agreed to amend and eliminate the provisions of the prior PAA and to set forth and memorialize all agreements regarding the annexation, zoning and development of the Property in the instant Agreement; and

WHEREAS, the City and Owner desire to enter into this Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City, the zoning of the Property under the City's Municipal Code and the adopted Zoning and Development Plan (Exhibit C attached hereto and by this reference incorporated herein), as well as the other conditions of the development of the Property as hereinafter described; and

WHEREAS, Owner intends to submit its development proposal to the City for subdivision review and approval and to construct the development in phases which correspond to the Zoning Plan parcels, it being understood that nothing herein shall confer upon Owner any other or further rights not expressly contained herein or by instruments incorporated herein.

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and Owner agree as follows:

1. Purpose. The purpose of this Agreement is to set forth the terms and conditions of the annexation of the Property to the City, and the zoning and development of the Property in the City. Except as expressly provided for herein to the contrary, all conditions herein are in addition to any and all requirements concerning annexation and development contained in the Municipal Code of the City of Glenwood Springs, Colorado (hereinafter "Municipal Code"), the Municipal Annexation Act of 1965, as amended at C.R.S. §31-12-101 et seq., and other applicable laws.

Except as expressly provided herein to the contrary, the complete execution, delivery and recording of this Agreement shall render null and void the PAA between these same parties. Furthermore, and except as expressly stated otherwise herein, all terms and conditions of the following agreements, contracts and documents shall remain in full force and effect:

(i) Midland Avenue Right Of Way Extension Agreement, dated September 20, 1994;

(ii) Community Center Acquisition and Exchange Agreement, dated March 16, 1999;

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(iii) Municipal Operations Facility Site Acquisition Agreement, dated December 27, 1999

(iv) MOC Water and Sewer Fee Credits Assignment and Bill of Sale, dated January 17, 2000;

(v) MOC Entrance Parcel Annexation and Development Agreement.

2. Zoning Characteristics/Constraints/Requirements. The Zoning and Development Plan attached hereto as Exhibit C (the "Plan") shall govern the development of the Property. Any and all future site planning, whether in the form of an application for planned unit development, major or minor subdivision, major or minor development permit approval or any other form requiring the review and approval of the City, shall, as an element of its application for approval and review, evidence, to the satisfaction of the applicable City department, commission and/or City Council, compliance with the criteria and conditions of the Plan, as said Plan relates to such development application and the underlying Municipal Code requirements. All zoning and development hereunder is deemed to require the application of the more stringent of either (i) the Municipal Code or (ii) the Plan. An applicant may seek relief from specific elements of the Plan and/or the Municipal Code only through appropriate variance processes outlined in the City of Glenwood Springs Municipal Code.

Owner shall, within ninety (90) days after the mutual execution of this Agreement, submit a surveyed zoning map to the City. Such surveyed zoning map shall include legal descriptions for each of the twelve (12) zoning parcels (Parcels A through L, inclusive) identified by Exhibits B and C attached hereto. The City's Community Development Director and the City Attorney shall review such descriptions and, if generally consistent with the representations and approvals of the annexation and zoning public processes, shall approve the same. The City shall incorporate the surveyed zoning map into the Citywide zone district designation mapping and maintain an accurate and current copy thereof in accordance with State and local laws.

Prior to or contemporaneous with the first subdivision and/or development application for the Property, the Owner shall submit an overall geologic hazards map and mitigation plan of the Property to the City Engineer for his review and approval, which approval shall not be unreasonably withheld. The City shall incorporate the approved overall geologic hazards map and mitigation plan into the Citywide mapping and maintain an accurate and current copy thereof in accordance with applicable laws.

Prior to the first subdivision and/or development application for the Property, the Owner shall submit a Master Grading Plan and Master Drainage Plan for the development areas of the Property to the City Engineer. Said plans shall be consistent with the requirements of the Colorado Geologic Survey's letter dated October 23, 2001 and maintained on file with the City. Upon approval of said plans, Owner may apply for a grading permit to commence the preparation of all or part of the Property scheduled for development under the Plan. Based upon the detailed requirements and master planning of the Property as set forth herein and upon the Zoning and Development Plan attached hereto, such grading permit request may be granted by the City in advance of site specific development plans for an individual Parcel of the Property and may include certain off-site earth work, including, without limitation, (i) the "rough grading" of certain areas, as directed by the City, of Parcel L for said area's future use as active park facilities, and (ii) the

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construction of debris mitigation structures within Parcel L as more fully described in Section 14 hereinbelow. All Master Grading Plans, Master Drainage Plans and grading permit requests shall include revegetation plans acceptable to the City Engineer and City Planning Department. At a minimum said revegetation plans shall incorporate grass, forb and shrub species into any debris flow mitigation structure development in a manner beneficial to wildlife for forage and cover and shall adequately address erosion control.

Prior to the first subdivision and/or development application for the Property, the Owner shall submit a Master Utility Plan for the development areas of the Property to the City Engineer. The City shall incorporate the Master Utility Plan into the Citywide mapping and maintain an accurate and current copy thereof in accordance with State and local laws and with City policy.

3. Non-Specific Assessments/Credits/Fees-in-Lieu of School Land Dedication

a. Non-Specific Assessments/Credit. Any future impact fees, surcharges, special permit fees, special taxes or assessments, development fees or tap fees, and other items not addressed by this Agreement shall be exacted uniformly and non-discriminatorily on the Property and as exacted throughout the City. Notwithstanding the foregoing, nothing herein affects or shall affect the City's ability to exact impact fees for different facilities from certain residents or as to certain geographical areas. Owner shall receive full credit against any such future imposition for the full costs of all improvements, dedications, or payments made with respect to the matters to which such imposition relates. For example, in the event of a City's imposition of a fee for pedestrian trail facilities, Owner would be entitled to credit for the costs of all such trail improvements (as properly evidenced by invoices for design and construction) and dedications of land for trails (the value of which shall be established by the same appraisal mechanism described in Section 13.c. below) Owner had made up to that point in time on or concerning the Property.

Owner's credit for such costs shall include all costs incurred with respect to the applicable on-site or off-site improvements or dedications, including without limitation, all land costs (based upon the value of such land as vacant land, agricultural land or land for commercial or residential development, whichever is applicable, at the time the final plat for such land is approved), construction and construction management costs (excluding Owner's profit), and design, legal, consulting, and financing costs for the land so dedicated or on which the applicable improvements are constructed.

Notwithstanding the foregoing, Owner shall not receive credit as against such costs for the value of water rights dedicated or otherwise transferred to the City or the ownership shares of the attendant Atkinson ditch structure, both as more fully described by Section 11 hereinbelow. Further, in the case of an imposition of general applicability to provide general fund revenues, Owner shall not be entitled to credit against any impact fees or general assessments.

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Except with respect to Parcel I as identified on Exhibits B and C hereof, Glenwood Meadows, its successors and assigns, shall not be required to pay any future Traffic/Transportation Impact Fee established by the City subsequent to the execution and recordation of this Agreement. The City and Glenwood Meadows have established the full and complete obligations of Glenwood Meadows with respect to on-site and off-site traffic/transportation improvements and financial contributions as set forth by Section 12 hereinbelow.

Owner does own, and the City acknowledges and ratifies such ownership herein, certain water and sewer system "Fee Credits" (specifically, 135 sewer system improvement fee credits and 135 water system improvement fee credits) arising from Owner's prior transfer to the City of certain lands for development of the Municipal Operations Center (see instruments dated December 27, 1999 "Municipal Operations Facility Site Acquisition Agreement" and January 17, 2000 "Assignment and Bill of Sale"). Owner and City shall maintain accurate records regarding Owner's use of such Fee Credits as the Property is developed.

b. Fee-in-Lieu of School Land Dedication. Owner shall pay and the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-1 School District (the "District") pursuant to Ordinance No. 34 Series of 1999 and Municipal Code Section 070.030.150. D.; or any amended version thereof in force and effect at the time of the final development permit approval of a given portion of the Property by the City. Such fees shall be applicable to the number of units proposed for all residential phases scheduled for development and shall be payable upon the issuance of a building permit for a residential dwelling unit. Owner shall have the right to seek relief from the obligation to pay such school impact fees for any "affordable housing dwelling units" or "employee housing dwelling units" provided by Owner or its assignees within the Property.

c. Credit to Owner for Actual Development of Public Facilities. Owner is specifically entitled to a credit against any City parkland improvement fee or similar fees if eventually implemented and which would be otherwise applicable to development on the Property as follows:

(i) the value of land dedicated to public use and the costs of construction of pedestrian and bicycle trails within the Property as more fully described by Section 13(a) and 13 (b) below;

(ii) the value of land dedicated to public use and the costs of construction or Owner's contributions to the costs of construction of pedestrian and bicycle trails outside the boundaries of the Property as more fully described by Section 13(c) below;

(iii) the value of any "rough grading" performed by Owner, its successors and assigns, as requested by the City pursuant to the provisions of Section 15 below; and

(iv) the value of land, if any, dedicated by the Owner to the City for public use and enjoyment as open space, active parklands and passive parklands in

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Parcel L, which lands represent a dedication in excess of the quantity of such lands otherwise required to be dedicated in support of the development on the Property.

Owner shall not be entitled to any credit against such fees for the development of commonly owned open spaces and recreation facilities within the development of Parcels A through K.

4. Conditions Precedent.

a. The provisions of this Annexation Agreement shall not be effective until the following conditions have been satisfied in full:

(1) Final approval has occurred as follows:

(a) For the purposes of this Agreement, final approval occurs on the thirtieth (30th) day following the effective date of the latest of the motion, ordinance and/or resolution by which the City Council (hereinafter "Council") approves:

(i) This Agreement;

(ii) The formal annexation of the Property to the City;

(iii) The zoning for the Property as C-1 Limited Commercial, C-2 Core Commercial, C-4 Resort Commercial, R-3 Residential and HP Hillside Preservation; and

(2) Owner and City have mutually executed and delivered this Agreement for recordation with the Garfield County Clerk and Recorder.

b. If any legal proceedings, referenda, or elections are commenced regarding any of the items specified in Section 4(a) hereinabove, and in accordance with the City's Municipal Charter, but are not favorably concluded within fifteen (15) months thereafter (subject to each party's obligations pursuant to Section 5 below), this Agreement may be terminated by either party upon written notice to the other.

c. If none of the actions addressed in Section 4(b) above is taken or commenced within such thirty (30) days, or if an election is called pursuant to said Section 4(b) and ratification thereafter made by the voters of the City, then Final Approval shall occur upon conclusion of the election.

5. Cooperation in Defending Legal Challenges. If any legal or equitable action or other proceeding is commenced by a third party: (a) within one (1) year after the Final Approval, challenging the validity of the annexation of the Property into the City or the City's zoning of the Property or the City's execution and delivery of this Agreement, Owner and the City shall defend

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such action or proceeding; or (b) subsequent to such one-year period, challenging the validity of any provision of this Agreement (other than as set forth in clause (a) above), Owner and the City agree to cooperate in defending such action or proceeding, and in connection with any such action or proceeding, the City shall bear its own expenses and Owner shall bear Owner's expenses. Unless the City and Owner otherwise agree, each party shall select its own legal counsel to represent it in connection with any such action or proceeding.

6. Interim Use of Available Raw Water During Site Development. The parties agree that the developer of the Property may utilize the Atkinson Canal and associated water rights being dedicated to the City for dust mitigation and site preparation during the grading and construction activities on the Property. If the developer elects to so utilize the water structures and water rights, all cost, including but not limited to construction, maintenance and legal fees associated with such use shall be borne exclusively by said developer.

7. Deannexation. The provisions of this Agreement, as well as acceptable City zoning of the Property, are material considerations of Owner's agreement to annex the Property to the City. Therefore, in the event (a) the City fails to perform under the terms of this Agreement, or (b) Owner is unable to obtain, either before or after annexation proceedings are complete, C-1 Limited Commercial, C-2 Core Commercial, C-4 Resort Commercial and R-3 Residential zoning and/or subdivision and/or development approval (subject to limitations herein set forth) which it in its sole discretion finds acceptable, Owner and the City stipulate and agree, pursuant to C.R.S. §31-12-501, that it shall be in the best interest of the City that the Property be de-annexed from the City. In such event, the City agrees that it shall initiate de-annexation proceedings, and to take all steps necessary to effect the de-annexation. The City further acknowledges and agrees that de-annexation is not prohibited by the City Charter or Municipal Code and ordinances, and that the City will not amend its ordinances to preclude a de-annexation permitted hereunder. The parties' right to de-annex shall be in addition to those rights set forth in Section 4, above. Upon the de-annexation of the Property from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner, its successors and assigns, any and all land and water rights (the public dedication of which is more fully described by Section 11 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

8. Owner Representations. All representations of Owner set forth in its annexation petition, annexation plat, public hearings on the application for C-1 Limited Commercial, C-2 Core Commercial, C-4 Resort Commercial and R-3 Residential zone district classification, the Zoning and Development Plan and mapping and related documents shall, if accepted by the City, be considered incorporated into this Agreement as if set forth in full herein. Notwithstanding their incorporation by reference, the City makes no representations about the accuracy of such documents.

9. Site Planning/Density Limits/Plats/Subdivision Improvements Agreements. The City and Owner agree to the following terms and conditions regarding site planning, vested rights, subdivision improvements agreements (hereinafter "SIAs") or development permit agreements (hereinafter, "Development Permits") and plat recordation:

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a. Site Planning. Unless otherwise mutually agreed upon by the parties, Owner shall develop the property in eleven (11) distinct phases; each of which shall correspond, according to the surveyed zoning map described by Section 2 hereinabove, to one of the zoning parcels (A through K) generally set forth by Exhibit B and Exhibit C (hereinafter, a "Parcel" or the "Parcels"). One or more zone parcels may be commenced as a single phase of site specific planning and development, provided the developer thereof complies with all obligations of each parcel's development; to wit, the timing and amount of applicable Off-Site Transportation Improvements (Section 12 hereof), the Geotechnical Mitigation requirements (including debris flow detention facility extensions) (Section 14 hereof) and all other applicable fees and conditions of development associated with each zoning parcel. During any planned unit development ("PUD") review process, subdivision process, development permit process or other development process, Owner shall submit to the City a final plat for each encompassed Parcel, which plat shall correspond to and indicate the proposed plan of development in each Parcel of the Property (the "final plat"), which shall include, at a minimum, the intended locations and densities of such development. The parties agree that the final plat shall be recorded promptly following approval.

The City and Owner agree that, together with the application for the first subdivision and/or development on the Property, except the subdivision and or development of Parcel I, and otherwise regardless of which zoning parcel or phase is involved, an element of the approval of the final plat thereof shall be the public dedication to the City, either by such plat or by separate conveyance instrument, of the HP Hillside Preservation (Parcel L) lands. It is further agreed that such conveyance shall and does provide part of the consideration herein agreed to and accepted by the parties as support for Owner's enforceable vested rights as further described and defined in Section 10 hereinbelow. It is also agreed that the dedication and conveyance of other, future public lands and facilities (such as publicly dedicated streets and utility easements) will occur in conjunction with future subdivision and/or development application approvals.

b. Infrastructure Easements. Regardless of Owner's schedule, Owner agrees to provide infrastructure for roads, water and sewer facilities, electrical and natural gas service, and other facilities and services as mutually agreed upon by Owner and the City Engineer to serve the Property adequately during the period(s) between development of parcels. Such infrastructure shall be provided at Owner's expense, and shall be reviewed and subject to approval by the City. Owner will loop water or sewer lines or provide other stand-alone features of such infrastructure, all as approved by the City engineer, to accomplish this goal. The City shall accept easements for such public facilities pending the actual and final public dedication of the same upon the final platting of the affected Parcel(s).

c. Density Cap. Notwithstanding the zoning designation of the Property as: (i) a C-1 Limited Commercial zoning district (Parcels A, C, D and H on the Plan) or C-2 Core Commercial zoning district (Parcels E, F and G on the Plan), Owner agrees that it shall not plan, develop, construct or sell more than 490,000 total square feet of

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commercial space (exclusive of any development which may occur within that area of the C-4 Resort Commercial zone district identified as "Hospitality" [Parcel I on the Plan], the density maximums of which are separately limited by the City's Municipal Code) within the Property; and (ii) an R-3 Residential zoning district (Parcels B, J and K of the Plan), Owner agrees not to plan, develop, construct or sell more than 475 residential dwelling units (subject to the provisions of Section 9(c)(i) below) within Parcels B, J and K.

(i) *Specific Housing Agreements between Owner and City.* The Owner and its successors-in-interest shall comply with the City's community housing requirements contained in Ordinance #24, Series of 2001, Inclusionary Residential Requirements for Affordable Housing and the applicable Guidelines, as contained in Resolution #2001-16. Glenwood Meadows further agrees that a minimum of twenty (20) dwelling units shall be developed on the Property and shall be located within the mixed-use Parcels E, F and G. Finally, the City and Owner agree that no more than three hundred (300) of the total residential dwelling units permitted hereunder shall be commercial apartment rentals as "apartments" are now or may hereafter be defined in the City's Municipal Code.

(ii) *Limitation.* The foregoing density limits shall not apply to portions of the Property conveyed to or developed as (i) governmental services facilities (including a public school district facility) or (ii) non-governmental, non-profit health and human services facilities. Except as expressly provided herein to the contrary, proposed land uses which exceed the maximum density limits established hereby and reiterated by the incorporated Zoning and Development Plan shall require the written mutual execution of a specific amendment to this Agreement. No such amendment shall be valid unless approved at a duly and properly noticed, public hearing before both the City's Planning & Zoning Commission and the Glenwood Springs City Council on the question.

d. SIAs/Development Permits and Plat Recordation. The City and Owner shall, following Council approval of the final plat of one or more of the Parcels of the Property's development, but before the final plat is recorded, negotiate acceptable terms of a separate subdivision improvements agreement ("SIA") for the Parcel(s) scheduled to proceed to development. The City shall authorize the Mayor to execute the SIA for the Parcel(s) following final plat approval. The City shall further authorize the Mayor to execute the SIAs for subsequent Parcel(s), subject to the foregoing:

i. No SIA for any Parcel shall be recorded until all necessary documents in support of that Parcel, including a financial guarantee acceptable to the City, updated cost estimates for public improvements, and an updated title commitment, all pursuant to the Municipal Code (the "Financial Items") have been provided to the City and approved by City staff. For purposes of this Agreement, both (i) Off-Site Transportation Improvements in

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accordance with the provisions of Section 12 hereinbelow and the Glenwood Meadows' Transportation Improvements Plan and (ii) Geotechnical mitigation requirements applicable to a given phase of development (including debris flow detention structure extensions) in accordance with the provisions of Section 14.a. hereinbelow, shall be deemed included within the definition of "Financial Items" requiring review and approval of the City's Community Development Director prior to recordation of the final plat of a given approved phase of development. Upon the City's receipt of the Financial Items, no public hearing shall be necessary if all City review departments approve the Financial Items without imposing conditions thereon and without recommending or requesting a public hearing. Nevertheless, the SIA for each phase of the Property's development shall be subject to Council review and approval at a regular Council meeting. Promptly following final approval and execution, the City shall record the SIA for the Parcel(s), which will thereafter proceed to be developed.

ii. The parties agree that any filing or other numbers which appear on the final plat for the various phases of development of the Property are for reference and identification purposes only and have no bearing on the sequence in which the Property may be developed.

iii. Owner may only sell lots on the Property located within a Parcel:

A. which includes within its final plat and design an identification of the lot(s) to be sold;

B. for which an SIA designating said lots has been executed and recorded; and

C. for which acceptable financial guarantees have been posted to secure construction of improvements.

In the absence of a specific "subdivision" request, the Financial Items and other obligations required hereunder may be enforced by the City through conditions of Major Development Permitting or other similar and enforceable mechanics.

e. Compliance With Agreement and Subsequent Obligations. Owner's compliance with all requirements of this Agreement, the Plan, the Municipal Code and other governing documents incorporated herein or as part of the zoning approval process, including future SIA/Development Permit instruments, is a condition of subdivision and/or major development permit approval. Notwithstanding the foregoing or Section 10 hereinbelow, nothing herein shall constitute a guarantee, covenant or agreement that the City shall approve such application(s) in the event of non-compliance.

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10. Vested Rights. In order to allow Owner a reasonable opportunity to develop the Property in accordance with this Agreement, the Zoning and Development Plan, the Final Approval and in consideration of the substantial public dedications of land as described herein and upon the attachments hereto, the development rights and uses approved thereby shall, to the extent allowed by law, constitute a "site specific development plan" under C.R.S. §§24-68-101 et seq., as amended. Subject to Owner's satisfactory completion of Parcel phases of development pursuant to this Agreement, the site specific development plan shall be vested in Owner under the following conditions:

a. The site specific development plan shall be vested for a period of ten (10) years, beginning on the date the final plat of the first phase of development on the Property is recorded (the "Vested Period"). The Property as to which rights have been vested shall be immune from changes in the City's land use regulations for the duration of the Vested Period, subject to the below provisions.

b. After the Vested Period expires, this Agreement shall be deemed terminated and of no further force or effect as to such phase; provided, however, that such termination shall not affect (a) annexation to and zone district designations of the Property in the City; (b) any common-law vested rights obtained prior to such termination; (c) any right arising from City permits, approvals or other entitlements for the Property which were granted or approved prior to, concurrently with, or subsequently to the approval of this Agreement; (d) any continuing obligations of Owner regarding providing services or facilities to such phase, performing covenants implied within this Agreement, or other Owner responsibilities under this Agreement, which shall survive termination; or (e) any rights of the City relating in any way to Owner's performance or nonperformance hereunder.

c. Notwithstanding the foregoing, if Owner does not complete the items listed and intended for each phase within the time period allotted for construction of such phase pursuant to an applicable SIA, the Vested Period as to all uncompleted work on the Property in connection with the subject phase(s) shall expire, vested rights as to such uncompleted work shall be extinguished, and this Agreement shall terminate in favor of the provisions of the applicable SIA. "Completion" for the purpose of this paragraph shall mean that all work for such phase shall have been performed, submitted to the City for approval, and finally approved pursuant to applicable City subdivision and platting requirements, and that Owner properly posted financial guarantees acceptable to the City to assure completion of that phase's improvements within the time period allotted by the subject SIA.

d. Except in instances of force majure, the requirements of federal or state law, cases of preemption or other superior jurisdictional mandate, the City shall not initiate any zoning or land use action which would alter, impair, prevent, diminish, impose a moratorium on development, or otherwise unreasonably delay any of Owner's rights set forth in this Agreement or Owner's plans for development or zoning, as approved by the City.

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e. Notwithstanding the foregoing, the establishment of vested property rights under this Agreement shall not prevent the City from enacting and enforcing regulations of general applicability (including, but not limited to, building, fire, plumbing, electrical and mechanical codes, including the preliminary plat and final plat subdivision requirements under the Municipal Code and other City ordinances), except where the approved plans for development of the Property or state or federal regulations provide otherwise, as all of such regulations exist on the date of this Agreement or may be enacted or amended after the date of this Agreement.

11. Water Rights Dedication and Ditch Structure Conveyance. At or before the time the recordation of the final plat for the first phase of subdivision and/or development (whereupon the land zoned as HP Hillside Preservation shall be dedicated to the City for public use and enjoyment as open space, active park lands and passive park lands), but in no event later than six (6) months after the mutual execution of this Agreement, Owner shall convey by special warranty deed to the City, free and clear of all liens and encumbrances (but subject to the provisions of Section 6 hereinabove), water rights acceptable to the City, as determined by mutual agreement to be satisfactory to provide a secure, legal water supply for appropriate useful application within the proposed development contemplated by this Agreement and the Plan; provided, however, Owner's obligations in this regard shall be limited to the historic water rights owned by Owner and used on the Property. Prior to dedication, the Owner and City shall agree to the maximum needs of the contemplated uses. The water rights dedicated shall be those historically associated with the subject Property and more specifically known as priorities 105A, 107A, 228 and 594 as decreed in Case Nos. 1056, 1225, 1338 and 4033 respectively. The Owner may retain water rights which exceed the needs described above, provided that the water rights retained are junior in priority to those dedicated and that any change in the point of diversions downstream of the point of diversion utilized to service the annexed Property. In addition, the Owner hereby agrees not to oppose any application by the City for an alternate point of diversion for the dedicated water rights in order to better serve the Property and the City's needs. Owner shall be entitled to sever and maintain ownership of those water rights not necessary for the City to offset the future use on the Property. Owner shall be solely responsible for the costs associated with any legal proceedings, including those related to approval of an augmentation plan or request for change in use, arising from the retention by Owner of any portion of its present water rights. By this conveyance, Owner shall fully satisfy any and all water rights dedication requirements of the City for annexation and development of the Property as set forth in the Municipal Charter and Municipal Code and as approved by the City Council.

As an element of the consideration hereunder, Owner agrees to assign one hundred percent (100%) of its ownership interest in and to the Atkinson Canal Company to the City contemporaneous with the dedication of water rights described by this Section 11. Such assignment shall include, without limitation, all right, title and interest of the Atkinson Canal Company in any agreements, contracts, easements, rights-of-way and other appurtenant benefits.

Owner, as an element of its Master Drainage Plan and its Master Utility Plan, shall at Owner's sole cost, design a raw water irrigation system, acceptable to the City Engineer, serving the Property and adjacent City-owned lands (i.e. Community Center, MOC Site and the Parcel L property). The City shall be the owner of any such raw water irrigation system and shall pay for the

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costs associated with construction of the same. Upon the City's development of a raw water irrigation system, all development within the Property shall be required to purchase such taps and pay such other fees as are generally applied to the system's use.

12. Off-Site Traffic Improvements Obligations. As an element of the City's approval of (i) Owner's Petition for Annexation, (ii) Owner's Application for Zoning and (iii) acceptance of this Agreement, the Owner has agreed to make certain improvements to the surrounding transportation system and to cooperate financially with the City on specified future transportation system improvements as described herein:

(a) As a specific requirement of any application for a Parcel's subdivision and/or development, the Owner shall calculate the estimated number of daily trips attributable to the site specific development's intended uses and provide the City with a complete copy of said calculations for the City's records.

(b) Owner shall cooperate with the City to obtain a CDOT Access Permit on behalf of, and in the name of the City. The City shall be provided a copy of any Access Permit granted hereunder. Said Access Permit shall describe the nature and impacts of construction and improvements affecting the Interstate 70/Midland Avenue right-of-way areas. Owner shall pay the costs of the Access Permitting process and shall comply with the terms associated therewith.

(c) Owner shall be responsible for the design and, upon approval of the City Engineer, the construction of improvements at the intersection of Midland Avenue and Eighth Street. Said improvements shall accommodate existing and anticipated traffic as described by the Owner's Transportation Improvements Plan through intersection modification, grade modification and/or signalization. Owner and or its assigns shall be responsible for all costs of administration, design and actual construction of the approved improvements; the City shall be responsible for all necessary costs of right-of-way acquisition for the approved improvements. The improvements contemplated hereby shall be completed prior to or contemporaneous with the issuance of a final and permanent certificate of occupancy by the City's Building Department for any structure within the first Parcel of commercial and/or residential development (exclusive of any proposed subdivision and development on Parcel I). Provided, however, Owner may apply for and obtain subdivision and/or development permit approval for development on the Property in advance of the actual construction of the improvements herein described; provided however that (i) the obligation to complete the improvement is included in the Financial Items of the respective SIA(s) (see Section 9(d) above) and thereby, the performance secured, and (ii) no permanent certificate of occupancy for any structure on Parcels A, B, C, D, E, F, G, H, J or K shall be issued until the completion of said improvements; provided, however, in the event circumstances warrant, the Owner may apply for relief from the constraints of this Section 12(c) by application to the City Council. Any such relief shall be within the sole and exclusive discretion of the

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City Council and may be subjected to such other conditions, as determined by the City Council at that time.

(d) Owner shall be responsible for the design and, upon approval of the Colorado Department of Transportation ("CDOT") and the City Engineer, the construction of two (2) roundabouts or other acceptable and approved improvements at the Interstate 70 and Midland Alternate Route highway interchange at Exit 114. Said improvements shall accommodate a potential full interchange at the North and at the South sides of said Exit 114. Owner and or its assigns shall be responsible for all costs of administration, design and actual construction of the approved improvements; the City shall be responsible for all necessary costs of right-of-way acquisition for the approved improvements. The improvements contemplated hereby shall be completed prior to or contemporaneous with the issuance of a final and permanent certificate of occupancy by the City's Building Department for any structure within the first Parcel of commercial and/or residential development (exclusive of any proposed subdivision and development on Parcel I). Provided, however, Owner may apply for and obtain subdivision and/or development permit approval for development on the Property in advance of the actual construction of the improvements herein described; provided however that (i) the obligation to complete the improvement is included in the Financial Items of the respective SIA(s) (see Section 9(d) above) and thereby, the performance secured, and (ii) no permanent certificate of occupancy for any structure on Parcels A, B, C, D, E, F, G, H, J or K shall be issued until the completion of said improvements; provided, however, in the event circumstances warrant, the Owner may apply for relief from the constraints of this Section 12(d) by application to the City Council. Any such relief shall be within the sole and exclusive discretion of the City Council and may be subjected to such other conditions, as determined by the City Council at that time.

The Owner and the City have agreed to jointly pursue the recovery of any funds which may be available from CDOT or other sources to reimburse the parties for the capital costs associated with the improvements contemplated by this Section 12(d). In the event the Owner and City are able to recapture any such funds within ten (10) years of the anniversary of this Agreement, Owner or its successors and assigns shall be entitled to recover therefrom only the amount of the actual costs of design, engineering and construction for the subject off-site transportation improvement project. All other recaptured funds, regardless of their source, shall be paid to the City and applied to other City transportation improvements.

(e) Owner shall, at the earlier of either (i) the completion of seventy-five percent (75%) of the total commercial square footage approved hereunder, or (ii) upon the request of the City Engineer following the commencement of actual construction and development on the Property (such request being evidenced by

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documentation of escalating traffic counts along the Midland Avenue corridor which the City Engineer has then determined warrants the improvement of the width of the Midland Avenue Alternate Route), pay all costs of administration, design and construction for the four-laning of the section of the Midland Avenue Alternate route from the present Community Center access point at Wulfsohn Road westerly to the present MOC access point at Wulfsohn Road, inclusive. Owner's responsibility for the four-laning of said section of the Midland Avenue Alternate Route is contingent upon the City's assumption of the obligation to simultaneously pay all of the costs for the administration and design of four lanes on two (2) other sections of the Midland Avenue corridor, to wit: (i) the section form the Colorado River to Wulfsohn Road at the present MOC access point and (ii) the section from Wulfsohn Road at the present Community Center access point to the Eighth Street and Midland intersection. Owner shall contribute to City twenty-five percent (25%) of the actual construction costs for these improvements. The City shall not attribute any financial responsibility for right-of-way acquisition for the improvements hereunder to the Owner. In the event the City Engineer has not required the four-laning of these sections of the Midland Avenue corridor prior to the Owner's commencement of any part of the final twenty-five (25%) of the total approved commercial square footage on the Property, the Owner may estimate, subject to the reasonable approval of the City Engineer, the costs of all improvements contemplated hereby and pay to the City as full and final discharge of Owner's obligations under this Section 12(e) its proportionate share of the estimated costs (i.e. 100% of the costs of the four-lane construction of Midland Avenue Alternate Route adjacent and contiguous to the Property and 25% of the costs of the four-lane construction of Midland Avenue Alternate Route at the two (2) non-adjacent, non-contiguous sections as described herein).

(f) Owner shall be responsible for one hundred percent (100%) of the costs associated with the design and construction of one new access point from the Property to Midland Avenue. The design of any such access point and roadway intersection shall require the prior approval of the City Engineer. Owner shall be responsible for one hundred percent (100%) of the costs associated with the design and construction of a new limited purpose (i.e. an unsignalized right-turn-in/right-turn-out only) access point from the Property to Midland Avenue. The design of any such secondary access point and roadway intersection shall require the prior approval of the City Engineer. Any new access points contemplated by this Section 12 (f) shall, as an element of their design and construction, incorporate a pedestrian grade separation, the design for which shall be subject to the review and approval of the City Engineer. The City may, upon the request of Owner, waive this pedestrian grade-separation obligation if the City has determined that a westward extension of the City-wide or regional trail system is not anticipated.

The City and Owner hereby agree that in the event a city-wide off-site transportation improvement fee program of general applicability within the City's municipal limits shall be hereafter duly

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adopted by the City, said program of general applicability shall apply only to the development of Parcel I on the Plan.

Owner's contribution to the construction and land dedication for on-site pedestrian and bicycle trail connections, including the costs incurred in developing grade-separated crossings, shall be credited to Owner, its successors and assigns, against any other applicable fee(s) now in the Municipal Code or hereafter adopted by the City for the express purpose of improving trails and similar parkland facilities. The Owner shall be responsible for providing to the City copies of all applicable cost records for such expenditures.

13. On-Site Pedestrian/Off-Site Pedestrian Commitments, Transportation Demand Management Commitment; and Transit Commitments. The following commitments regarding pedestrian and bicycle trails development are intended to be exclusive of obligations by the Owner or a future developer with respect to sidewalks and other connections which are distinctly required by the Zoning Plan, the City Code or other applicable requirements.

a. On-Site Hard Trail. The City and Owner have agreed that the City Rivertrail system shall be continued across the Property. Owner has agreed to design and build such a Rivertrail extension as set forth hereby in phases which correspond to the sections of such trail affected by the site specific development of the Parcels of the Property. Upon completion of any phase or section of the Rivertrail, the Owner or its successor-in interest shall dedicate a permanent easement for the Rivertrail's public use, benefit and maintenance using specific, as-built legal descriptions for such transfer of interest. Therefore, within any Parcel of the Property burdened by the existing thirty foot (30') wide underground Public Utility Easement granted by Owner to the City by that certain instrument dated August 8, 2000 (being, specifically, Parcels A, C, D, E, H and I), which Parcel is the subject of application for site specific development, the design and construction of the Rivertrail extension shall be included within such application and planning in a manner substantially in compliance with the City adopted Rivertrail Standards and at a minimum shall be designed in a quality similar to comparable existing Rivertrail improvements in the City. The estimated costs therefor shall be included in the Financial Items accompanying any approval of the Parcel's development. In the event the City desires to proceed with the design and construction of the Rivertrail extension on Parcels of the Property in advance of Owner's application for development on such Parcel(s), then at the time Owner or its successors do develop such Parcel(s), it shall be required, as a Financial Item of approval, to reimburse the City for its actual design and construction costs associated with said Rivertrail extension as determined on a per linear foot basis.

b. On-Site Soft Trail. The City and Owner have agreed that, in conjunction with Owner's development of any section of the debris flow mitigation structures as described in Section 14 hereinbelow, and whether the actual approved location of said debris flow mitigation structure is within the Parcel L lands or within portions of the Parcels B, J or K lands, that Owner or its successors-in-interest shall design

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and construct a "Soft Trail" (i.e. no asphalt or concrete) within, on or near the subject debris flow mitigation structure. The design characteristics of the Soft Trail shall, at a minimum, conform to the design characteristics of other City-owned soft trail systems within the City. In the event the City, at the time of the application for development requiring the construction of a section of the debris flow mitigation structures, determines that such a Soft Trail is, at that time, inconsistent with the City's goals, policies and plans for the public use and benefit of the Parcel L lands, then it may direct the Owner to eliminate the Soft Trail development from said application for development.

c. Off-Site Rivertrail Contribution. The City and Owner have agreed that Owner shall be responsible for contributing fifty percent (50%) of the actual costs of constructing the section of the City Rivertrail system, or other City-adopted pedestrian connection, from the existing Community Center access point at Wulfsohn Road (commencing at Owner's eastern boundary of Parcel I) to the intersection of Eighth Street and Midland Avenue. In no event shall Owner's obligation hereunder exceed the lesser amount of either (i) fifty percent (50%) of the actual construction costs of such off-site trail project as are presently set forth by that certain Pedestrian Feasibility Study dated March 6, 2002 and conducted by OTAK on behalf of the City (the "Study"), which Study estimates a total cost for the City-adopted Alternate B solution at $1,055,000.00 or (ii) fifty percent (50%) of the actual construction costs of such off-site trail project as determined upon completion of said project, regardless of the estimates set forth in the Study (each of the two foregoing limitations upon Owner's financial obligations are further subject to any credits for land dedication as set forth hereafter). Owner owns a 100% undivided interest in certain, presently unincorporated land situate on the northeastern boundary of the Midland Avenue Right-of-Way (commonly known and referred to as the "Wulfsohn East" parcel). Owner has agreed to grant the City an above ground permanent easement for the use of a part of the Wulfsohn East parcel for purposes of providing a safe and beneficial connection from the area of the Community Center to existing City pedestrian corridors. The value of the land dedicated to the City on the Wulfsohn East parcel, by easement or otherwise as hereafter agreed by the parties, shall be deducted from Owner's financial contribution obligations pursuant to this Section 13(c). The "value" shall include any diminution of the value of Owner's other land within the Wulfsohn East parcel, if any. In the event the parties are unable to agree as to the value of Owner's land contribution hereunder, each party shall engage a qualified, licensed appraiser to research and analyze such value. The value shall then be permanently established by the average of the two (2) appraisals. The City agrees that it shall be solely and exclusively responsible for the design and construction of the pedestrian improvements contemplated hereby and shall use all reasonable means to construct the same prior to the commencement of development on the Property; provided, however, that the City further agrees that it shall not unreasonably withhold any subsequent Permits or other development approvals based upon the City's inability to timely complete such trail/pedestrian path construction.

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d. West Property Park and Ride Land Reservation. Owner has agreed to reserve from development, for a period not to exceed five (5) years after the mutual execution of this Agreement, a section of land, not to exceed two and one-half (2.5) acres in size at the west end of Parcel A on the Property (hereafter, the West Park and Ride Site"), for the possible acquisition by the City or other appropriate governmental entity through purchase, exchange or other mutually agreeable mechanism of transfer, for the express use of such West Park and Ride Site as a public park-and-ride/transit facility. In the event the City, or other appropriate governmental authority as assignee of the City's rights hereunder, does not notify Owner or its successors and assigns in writing, on or before the established deadline described immediately above, of its intention to exercise the acquisition of the West Park and Ride Site, Owner shall be relieved from any obligation hereunder to further reserve the Site. In determining the price of the West Park and Ride Site, the parties shall either (i) agree to a price, or (ii) each party shall retain the services of a qualified, licensed Colorado real estate appraiser to appraise the value of the land as such land was zoned immediately prior to the annexation of the Property (Garfield County zone district A/R/R/D), with such value escalated for the passage of time during the reservation period at a rate equal to the published Denver/Boulder Consumer Price Index established as of the date of final annexation and adjusted annually on each anniversary thereof; the average of the appraised value by each appraiser shall be deemed the purchase price for the governmental acquisition of the West Park and Ride Site.

e. East Property Transit Center. This Agreement shall obligate the Owner and/or eventual developer of the land within Parcel I of the Property to negotiate in good faith, at the time of site specific development application, for the dedication to the City of an adequate land area, not to exceed one (1) acre, and location therefor for the City or its agent's development of a transit center facility and attendant parking area. In the event the City and Owner are unable to reach agreement as to the location, size and dedication of such a transit facility and parking area within the proposed development of Parcel I, then, upon the approval of a site specific development proposal for Parcel I, the Owner or is successors and assigns shall make a mandatory contribution to the City in an amount equal to the value of one (1) acre of land within said Parcel I as determined by mutual agreement or as determined by the average of two appraisals; one such appraisal shall be commissioned by the City and one such appraisal shall be commissioned by the Owner, its successors and assigns. In the event the parties do agree on a mutually acceptable size and location for the transit center and parking area, the City shall accept transfer of the site following the issuance of appropriate development approvals and the City shall accept sole and exclusive responsibility for the costs of designing and constructing the facility. The City agrees that any such development of a public transit center and parking area shall comply with all applicable underlying design criteria established by this Agreements and the exhibits hereto in addition to any applicable Municipal Code requirements.

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14. Public Improvements/Geotechnical Mitigation Improvements and Maintenance Obligations. All public improvements required by the Plan, including the development of internal public streets and public utility line extensions, shall be included and subject to performance and financial guarantee requirements referenced in the respective SIA(s)/Development Permit(s). Additionally, at the time a final plat is recorded, Owner shall commit to the dedication, conveyance and assignment to the City all public improvements within the subject phase, together with any land, by deed or easement instrument acceptable to the City, necessary to accommodate such public improvements, and shall, upon completion and acceptance by the City of said public improvements, so dedicate, convey and assign the same in perpetuity. Finally, Owner shall dedicate or convey such public improvements by bill of sale or special warranty deed, free and clear of any liens or encumbrances which would prevent the City from using said public improvements or associated land for their intended purposes.

a. Specific Geotechnical Mitigation Improvements Obligations. All land use and development undertaken on the Property shall comply with the recommendations and requirements of both the Geotechnical Analysis Summary prepared by High Country Engineering, dated September 17, 2001, as amended, and the Drainage Summary prepared by High Country Engineering, dated September 17, 2001, as amended; both of which were reviewed by the office of the Colorado Geological Survey and were incorporated into the City's approval of the Plan. Copies of each report are maintained in the records of the City. More specifically, any application for development of any phase of development on the Property shall, at a minimum, comply with the following conditions and recite the same as a plat note on the recorded plat instrument:

"Foundation/Grading Requirements. Preliminary soils investigations encountered low density and compressible silty sand and gravel debris fan deposits. These soils are hydro-compressive and tend to settle under load when wetted. Subsurface wetting is likely to occur as the result of surface runoff, irrigation and leaky utilities, therefore measures to mitigate settlement shall be required as a part of the site development. Foundation and grading requirements are as follows:

a. Foundations for the site may include driven or drilled pile, reinforced mat, spread footings placed on either pre-wetted soils or structural backfill.
b. Site Grading shall be performed prior to building pad and foundation construction. Site grading and building pad construction should be performed as early as possible to allow for settlement.
c. The ground surface should be sloped at a minimum of 5% for the first ten feet away from foundations in all directions in unpaved areas and 2.5% in paved areas.
d. The Owner shall be responsible for submitting an engineer certified soils report that includes a section on paving requirements. The soils report should include moisture and compaction requirements, excavation and backfill requirements, evaluation of swell and consolidation potential, slope stability and foundation recommendations for structures. The pavement section of the report should include traffic loadings, sub-grade preparation and pavement recommendations. This report must be submitted

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and approved prior to beginning either foundation construction or roadway/parking lot construction.

Surface/Subsurface Drainage Requirements.

Downspouts and drains should discharge outside the limits of the backfill.
Landscape requiring irrigation should be placed a minimum of ten feet from foundation walls.
An under-drain system will be required for all below-grade construction.

Utility Construction

a. Wet utilities will be required to utilize restrained joints throughout the project limits.

Debris Flow Mitigation

a. It is anticipated that the project area will be developed in phases. Each individual phase will be required to construct debris flow mitigation measures in accordance with the Debris Flow Mitigation Plan prepared for the entire development and as approved by the City Engineer. In the event the City desires to proceed with the design and construction of a portion or all of the structures required by the Debris Flow Mitigation Plan, as may be amended from time to time with the approval of the City, upon the lands identified as Parcel L of the Property in advance of Owner's application for development, then at the time Owner or its successors do develop such any Parcel(s) which would have required, as an element of development the construction of such debris flow mitigation structures, such Owner or its successor shall be required, as a Financial Item of approval, to reimburse the City for its actual construction costs associated with said debris flow mitigation structure(s), together with interest on such costs, from the time expended by the City to the time of such reimbursement, at a rate equal to the local construction price index.

b. Debris flow mitigation measures for the project include diversion ditches, berms and debris detention basins located along the southwest perimeter of the property.

c. The Owner's Association or a special district will be responsible for maintenance of the debris flow mitigation measures. Maintenance should include removal of debris following an event and routine mowing.

d. The Owner's Association or a special district will be responsible for irrigation of the slopes until permanent vegetation has been established.

Rockfall

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a. Rockfall hazards are limited to those areas identified in the Geologic and Preliminary Geotechnical Investigation Glenwood Meadows Glenwood Springs, Colorado prepared by CTL Thompson dated February 1, 2000. There is not a potential rockfall hazard associated with the development of this Property. The only rockfall hazard identified for the area is to the west of the land zoned for future development near the existing City Municipal Operations Center site."

Additionally, as an element of Owner's obligation to submit a Master Drainage Plan and a Master Debris Flow Mitigation Plan as set forth under Section 2 hereinabove, such plans submitted to the City shall specifically include (i) an analysis of acceptable outfall corridors from the low points in all identified detention basins, (ii) an analysis of the preferred routes for such flows from the basins to be conveyed through the Property to existing or improved drainage facilities along the north boundary of the Property, and (iii) an analysis of the capacity of the aforementioned existing or improved drainage facilities and related conveyance structures which are intended to deliver excess moisture to the Colorado River. All of the foregoing data shall be reviewed and approved by the City Engineer prior to the issuance of any building permit on the Property.

15. Open Space and Park Land Dedication. In full and complete compliance with relevant park land public dedication and open space public dedication requirements referenced in the Municipal Code, Owner will dedicate the area zoned as HP Hillside Preservation, shown on the Plan as Parcel L, to the City at final plat recordation for the first phase of land use on the Property. Neither the Owner nor its successors-in-interest shall be required by the City to develop any portion of the publicly dedicated lands for active recreation purposes, except as may be otherwise hereafter agreed as an element of the development of Parcel K of the Property's development (Owner or its assigns shall "rough grade" the area of Parcel L, adjacent to said Parcel K and the City's Community Center, for no more than two (2) baseball/softball fields, upon the direction of the City if such direction is provided to Owner prior to commencement of Owner's initial grading for the development of Parcel K of the Property). In partial consideration of the dedication of the Parcel L lands, the City has agreed to plan and develop a permanent water source retention structure for the benefit of indigenous wildlife; such structure shall be developed by the City, subject to the necessary appropriation of funding, following the dedication of the Parcel L land by Owner. The City agrees that its acceptance of the dedication of such lands shall be deemed a "governmental use" (as defined by the Glenwood Springs' Municipal Charter) of the same and thereby prohibits the City from conveying any of the publicly dedicated property to a third party without first submitting the matter to an election of the City's voters. Nothing contained herein is intended to limit or prevent the City from developing some or all of the public dedication lands for the use and benefit of the public as the City may deem appropriate and advisable in the future.

The City shall convey to the Owner or its successors-in-interest in providing, at the time of actual dedication of the HP zoned lands, a mutually acceptable, non-specific, easement for the development within the publicly dedicated land of (i) the geotechnical mitigation structures to be constructed and maintained by the Owner, or a special district established by Owner and assigned such responsibility, pursuant to the general description of such structures set forth by the Zoning and

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Development Plan application materials provided by High Country Engineering, and maintained in the records of the City, (ii) any reasonable and necessary street and utility easements (i.e. for the connection of Wulfsohn Road between Parcels A and C as set forth by the Plan) and (iii) any reasonable and necessary street or public utility easements connecting Wulfsohn Road to Parcel K of the Property, which streets and/or utility easements shall require the review and approval of the City Council. The actual location of such geotechnical mitigation structures shall require the prior approval of the City, which approval shall not be unreasonably withheld. After completion of the actual construction of such geotechnical mitigation structures and any features attendant thereto (i.e. a Soft Trail), an amended permanent easement, complete with as-built legal descriptions, shall be excecuted by the parties and recorded in the Garfield County Clerk and Recorder's Office.

All "commonly-owned" parklands and open space within the Parcels A through K, shall be owned and maintained by the Owner and/or the developer thereof, its successors, an association or a special district.

16. Establishment of Special District(s) and Owners' Association/Downtown Development Authority Incorporation Petition.

(a) Owner agrees that it shall undertake the establishment of a drainage and erosion control special district for the purposes of managing and maintaining in perpetuity all Property drainage and debris flow mitigation functions. The City agrees to join such district to the extent of the City's proportional ownership of land and improvements on the Property which benefit from the geotechnical protections of said structures.

(b) Owner agrees to form, or have formed, a property owners' association as soon as practicable and agrees to include the City, upon the City's written request, as a third party beneficiary with respect to the association's enforcement of Covenants, Conditions, Restrictions, Declarations or other regulations governing the property owners or common areas within the Property, including but not limited to the ability to impose assessments or penalties for noncompliance therewith. At a minimum, the formed association shall include within in its adopted Covenants, Conditions and Restrictions, the recommendations of the Colorado Division of Wildlife ("CDOW") as set forth by letter dated October 1, 2001 and maintained on file with the City; provided, however, neither the Owner nor any association hereafter formed, shall be responsible for any land dedications or indemnification as referenced in said CDOW letter. In the absence of the prior formation of a special district responsible for the maintenance of debris flow mitigation structures within the Property, either (i) the Owner or (ii) such a property association shall be formed with the specific responsibility for such maintenance obligations.

(c) Owner agrees that within one (1) year after the effective date of annexation of the Property to the City as described by Section 4 hereof, but in no event later than the filing of the first application for subdivision and/or development, Owner or its successor-in-interest shall petition for inclusion within the boundaries of the Glenwood

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Springs Downtown Development Authority (hereafter, the "DDA"). The DDA shall, at its discretion, forward such petition to the City Council for approval or disapproval, in whole or in part, of the request for inclusion. This provision in no way obligates the City to include any or all of the Property in the boundaries of the DDA. Should the City choose not to include all or any part of the Property in the boundaries of the DDA at the time of initial petition by Owner for inclusion, the City shall not be precluded from consideration of the same matter at some point in the future.

17. Provisions Exclusive. The City and Owner acknowledge and agree that this Agreement contains all basic requirements of Owner concerning the provision of water and sewer service to the property, potential joint development of a raw water irrigation system, public open space dedication, and public park land dedication, utilities, infrastructure, water rights dedications and other matters expressly addressed under this Agreement. Additional reasonable specifications and regulations may be imposed by the City upon Owner during the subdivision or development approval processes with regard to these enumerated items as well as other items, as appropriate.

18. Breach by Owner; City's Remedies. In the event of any default or breach by Owner of any term, condition, covenant or obligation under this Agreement, the Owner shall be notified immediately in writing. The City may take such action as it deems necessary to protect the public health, safety, and welfare; to protect lot buyers and builders, and to protect the citizens of the City from any and all damages and/or injury to persons and/or property. The City's remedies include:

a. The refusal to issue to Owner any building permit or certificate of occupancy; provided, however, that this remedy shall not be available to the City until after the affidavit described in subparagraph b. below has been recorded. This remedy shall not affect sales to bona fide purchasers nor be applied to bona fide purchasers;

b. The recording with the Garfield County Clerk and Recorder of an affidavit, approved in writing by the City Attorney and signed by the City Manager or his designee, stating that the terms and conditions of this Agreement have been breached by Owner. At the next scheduled Council meeting, the Council shall either approve the filing of said affidavit or direct the City Manager to file an affidavit stating that the breach, or default, has been cured. Upon the recording of such an affidavit, no further lots or parcels may be sold within the Property until the default has been cured. The execution and filing of an affidavit by the City Manager or his designee and approved by the Council stating that the default has been cured shall remove this restriction;

c. A demand that the security given for the completion of the public improvements be paid or honored;

d. The refusal to consider further development plans within the Property; and/or

e. Any other remedy available at law or in equity.

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Unless necessary to protect the immediate health, safety, and welfare of the City or City residents, the City shall provide Owner thirty (30) days' written notice of its intent to take any action under this paragraph during which thirty-day period Owner may cure the breach described in said notice and prevent further action by the City. Furthermore, unless an affidavit as described in this paragraph has been recorded with the Garfield County Clerk and Recorder, any person dealing with Owner shall be entitled to assume that no default by Owner has occurred hereunder unless a notice of breach has been served upon Owner as described above, in which event Owner shall be expressly responsible for informing any such third party of the claimed default by the City.

19. Breach By City; Owner's Remedies.

a. A "breach" or "default" by the City under this Agreement shall be defined as:

i. any zoning or land use action by the City which would alter, impair, prevent, diminish, impose a moratorium on development, or unreasonably delay the development or use of the Property as set forth in the Zoning and Development Plan, and specifically excluding any non-discriminatory regulatory actions, inaction, or circumstances beyond the reasonable control of the City; or

ii. the City's failure to fulfill or perform any material obligation of the City contained in this Agreement.

b. If any default by the City under this Agreement is not cured as described herein, Owner shall have the right to pursue the defaulting party's remedies allowable by Colorado law, subject to the limitations herein. Although C.R.S. Sections 24-68-101 et seq. allow for certain monetary damages in the event of City breach or default, Owner's sole remedies hereunder shall be to enforce the City's obligations under this Agreement by an action for any available equitable remedy, including, without limitation, specific performance or mandatory or prohibitory injunction. Each remedy provided for in this Agreement is cumulative and is in addition to every other remedy provided for in this Agreement.

20. Miscellaneous.

a. Expenses. The costs and expenses associated with the recordation of this Agreement shall be paid by Owner.

b. Waiver of Defects. By executing this Agreement, Owner waives all objections it may have concerning defects, if any, in the formalities whereby it is executed, or concerning the power of the City to impose conditions on Owner as set forth herein, and concerning the procedure, substance, and form of the ordinances or resolutions adopting this Agreement.

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c. Final Agreement. This Agreement supersedes and controls all prior written and oral agreements and representations of the parties regarding annexation and zoning of the Property and is the total integrated agreement between the City and Owner as to those limited matters.

d. Modifications. This Agreement shall not be amended, except by subsequent written agreement of the City and Owner.

e. Captions. The captions in this Agreement are inserted only for convenience and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

f. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, successors, and assigns. Further, the terms and conditions of this Agreement shall constitute a covenant running with the land.

g. Invalid Provision. If any provisions of this Agreement shall be determined to be void by any court of competent jurisdiction, then such determination shall not affect any other provision hereof, all of which other provisions shall remain in full force and effect. It is the intention of the parties hereto that, if any provision of this Agreement is capable of two constructions, one of which would render the provision void, and the other of which would render the provision valid, then the provision shall have the meaning which renders it valid.

h. Governing Law. The laws of the State of Colorado shall govern the validity, performance, and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Garfield County, Colorado.

i. Attorneys' Fees; Survival. Should this Agreement become the subject of litigation between the City and Owner, the prevailing party shall be entitled to attorneys' fees and costs of suit actually incurred, including expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

j. Authority. Each person signing this Agreement represents and warrants that he, she or they is/are fully authorized to enter into and execute this Agreement, and to bind the party represented to the terms and conditions hereof.

k. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, and all of which, when taken together, shall be deemed one and the same instrument.

l. Notice. All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by facsimile transmission or registered or certified mail, return receipt requested, postage prepaid, to the addresses of the parties herein set forth. All notices by hand delivery shall be effective upon receipt. All facsimile transmissions shall be effective upon transmission receipt. All notices by mail shall be considered effective seventy-two (72) hours after deposit in the United States mail with the proper address as set forth below. Either party by notice so given may change the address to which future notices shall be sent.

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Notice to City:

City of Glenwood Springs
Michael Copp, City Manager
806 Cooper Avenue
Glenwood Springs, CO 81601

With copy to:

Teresa Williams, Esq.
City Attorney
806 Cooper Avenue
Glenwood Springs, CO 81601

Notice to Owner:

Glenwood Meadows, L.L.C.
Attn: Robert Macgregor
525 East Cooper
Aspen, CO 81611

With copy to:

Thomas J. Hartert, Esq.
802 Grand Avenue, Suite 303
Glenwood Springs, CO 81601

m. Nothing contained herein, or in any Exhibit hereto, shall affect or impair the City's powers of eminent domain or other similar authority.

n. Gender. Whenever the context shall require, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

WHEREFORE, the parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS, COLORADO

By _____
Donald L. Vanderhoof, Mayor

ATTEST:

_____
Robin Clemons, City Clerk

COLORADO

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GLENWOOD MEADOWS, L.L.C., a Colorado limited liability company

By _____
Robert Duncan Macgregor as President of Dunrene Management, Inc., the Manager

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Acknowledged, subscribed, and sworn to before me this 23rd day of August, 2002, by Donald Vanderhoof, as Mayor, and by Robin S. Clemons, as Clerk, on behalf of the City of Glenwood Springs, Colorado.

WITNESS my hand and official seal.

My Commission expires: MY COMMISSION EXPIRES 11/28/2005

Notary Public
Barbara Gately

NOTARY PUBLIC BARBARA M. CATELY STATE OF COLORADO

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Acknowledged, subscribed, and sworn to before me this 18th day of September 2002, by Robert Duncan Macgregor as President of Dunrene Management, Inc., the Manager of Glenwood Meadows, L.L.C.

WITNESS my hand and official seal.

My Commission expires: 10/26/2005.

Notary Public
Barbara P. Kozelka

NOTARY PUBLIC BARBARA P. KOZELKA STATE OF COLORADO

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LIST OF EXHIBITS

Exhibit A	Property Description (from Annexation Plat – 345 acres)
Exhibit B	Zoning Map
Exhibit C	Zoning and Development Plan

EXHIBIT "A"

ANNEXATION DESCRIPTION

A PARCEL OF LAND SITUATED IN THE S1/2S1/2 OF SECTION 5, THE SE1/4SE1/4 OF SECTION 6, THE NE1/4NE1/4 OF SECTION 7, THE N1/2 OF SECTION 8 AND THE NW1/4NW1/4 OF SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN; SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 5, THE POINT OF BEGINNING; THENCE S75°55'37"W A DISTANCE OF 1316.16 FEET; THENCE N01°07'55"E A DISTANCE OF 582.46 FEET; THENCE N90°00'00"E A DISTANCE OF 1265.15 FEET; THENCE S30°38'55"E A DISTANCE OF 522.34 FEET; THENCE S19°31'13"E A DISTANCE OF 160.53 FEET; THENCE S12°53'54"E A DISTANCE OF 181.17 FEET; THENCE N47°17'45"E A DISTANCE OF 1171.28 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 1260.00 FEET AND A CENTRAL ANGLE OF 10°27'43", A DISTANCE OF 230.07 FEET (CHORD BEARS N65°22'14"W 229.75 FEET); THENCE N63°26'47"E A DISTANCE OF 283.45 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 137.50 FEET AND A CENTRAL ANGLE OF 24°20'19", A DISTANCE OF 58.41 FEET (CHORD BEARS N51°16'35"E 57.97 FEET); THENCE N63°30'55"E A DISTANCE OF 61.83 FEET; THENCE S70°03'24"E A DISTANCE OF 42.54 FEET; THENCE N19°56'36"E A DISTANCE OF 75.00 FEET; THENCE N70°03'24"W A DISTANCE OF 522.96 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 337.50 FEET AND A CENTRAL ANGLE OF 28°23'27", A DISTANCE OF 167.24 FEET (CHORD BEARS N84°15'08"W 165.53 FEET); THENCE S81°33'05"W A DISTANCE OF 198.69 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 1260.00 FEET AND A CENTRAL ANGLE OF 01°42'55", A DISTANCE OF 37.72 FEET (CHORD BEARS N31°49'38"W 37.72 FEET); TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF MIDLAND AVENUE; THENCE N62°28'35"E ALONG SAID RIGHT-OF-WAY A DISTANCE OF 262.30 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N70°48'52"E A DISTANCE OF 233.79 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 400.00 FEET AND A CENTRAL ANGLE OF 19°48'21", A DISTANCE OF 138.27 FEET (CHORD BEARS N80°43'04"E 137.58 FEET); THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S89°22'47"E A DISTANCE OF 220.22 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S04°05'51"W A DISTANCE OF 84.94 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S88°21'25"E A DISTANCE OF 29.12 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N84°12'24"E A DISTANCE OF 200.33 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N13°23'18"E A DISTANCE OF 18.04 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S79°22'12"E A DISTANCE OF 693.85 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S15°25'14"W A DISTANCE OF 81.35 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S72°50'58"E A DISTANCE OF 30.90 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S87°49'17"E A DISTANCE OF 164.69 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N47°19'34"E A DISTANCE OF 37.65 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S74°59'10"E A DISTANCE OF 294.83 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S08°06'53"E A DISTANCE OF 62.58 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S77°46'27"E A DISTANCE OF 150.75 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N14°20'16"E A DISTANCE OF 62.19 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S79°08'31"E A DISTANCE OF 369.05 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S18°40'31"E A DISTANCE OF 29.17 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S66°03'20"E A DISTANCE OF 143.01 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N25°40'28"E A DISTANCE OF 42.89 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S74°19'33"E A DISTANCE OF 339.00 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S76°23'22"E A DISTANCE OF 559.87 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1190.00 FEET AND A CENTRAL ANGLE OF 53°10'47", A DISTANCE OF 1104.51 FEET (CHORD BEARS S48°18'54"E 1065.29 FEET); THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S21°43'32"E A DISTANCE OF 179.06 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S68°16'28"W A DISTANCE OF 31.36 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S23°26'58"E A DISTANCE OF 78.05 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N68°16'28"E A DISTANCE OF 29.01 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S21°43'32"E A DISTANCE OF 613.97 FEET; THENCE LEAVING SAID RIGHT-OF-WAY S62°49'19"W 292.63 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 760.00 FEET AND A CENTRAL ANGLE OF 24°24'13", A DISTANCE OF 323.70 FEET (CHORD BEARS S75°01'26"W 321.26 FEET); THENCE S27°10'41"E 147.90 FEET; THENCE S62°49'19"W A DISTANCE OF 281.27 FEET; THENCE S16°27'24"E A DISTANCE OF 1206.11 FEET; THENCE N89°15'16"W A DISTANCE OF 3719.58 FEET; THENCE N01°13'52"E A DISTANCE OF 1360.08 FEET; THENCE N88°45'05"W A DISTANCE OF 1367.66 FEET; THENCE N01°04'56"E A DISTANCE OF 1369.90 FEET; TO THE POINT OF BEGINNING; SAID PARCEL CONTAINING 344.473 ACRES, MORE OR LESS.

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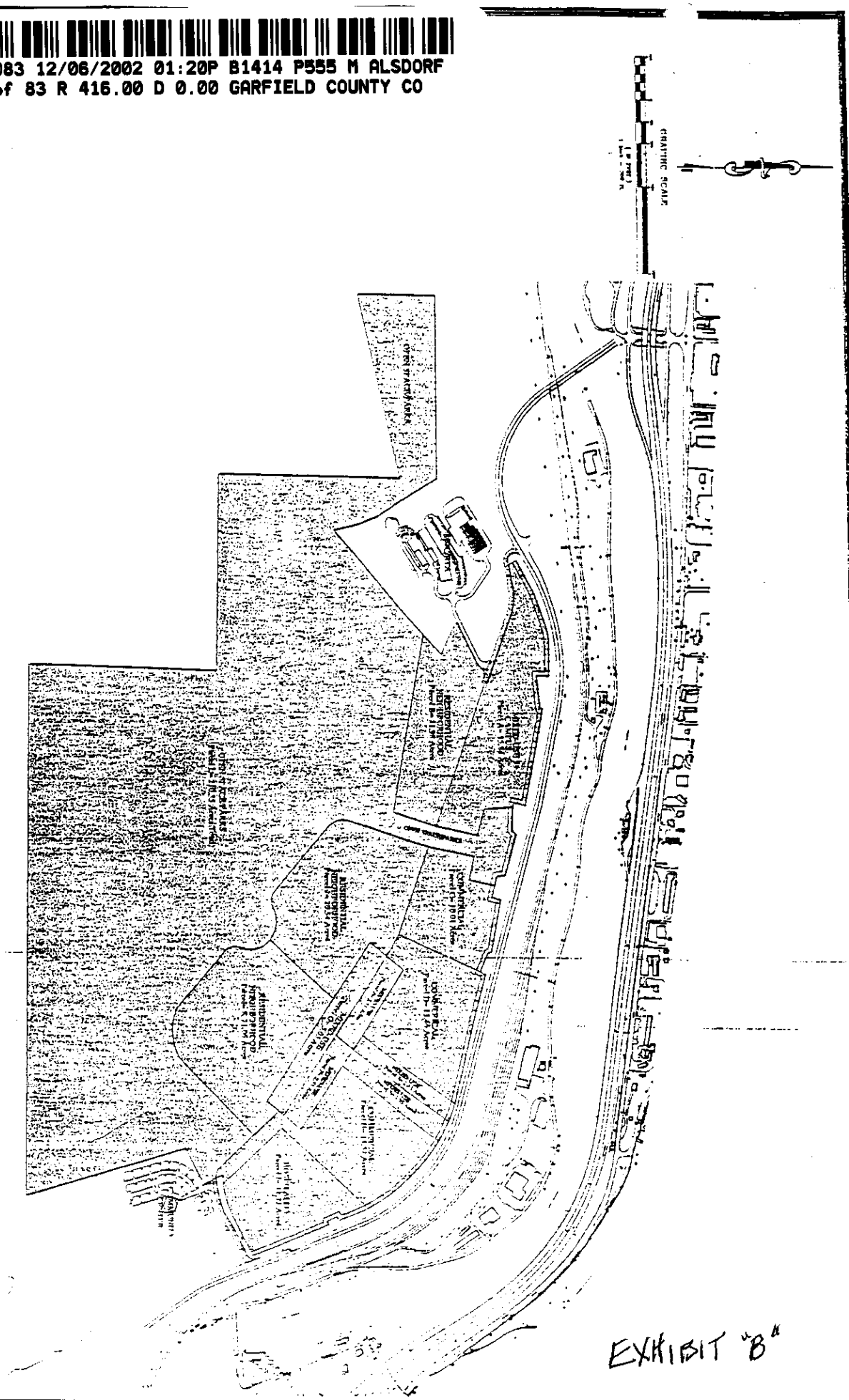

CLEANWOOD MEADOWS
ANNEXATION PARCEL MAP

HIGH COUNTRY ENGINEERING, INC.

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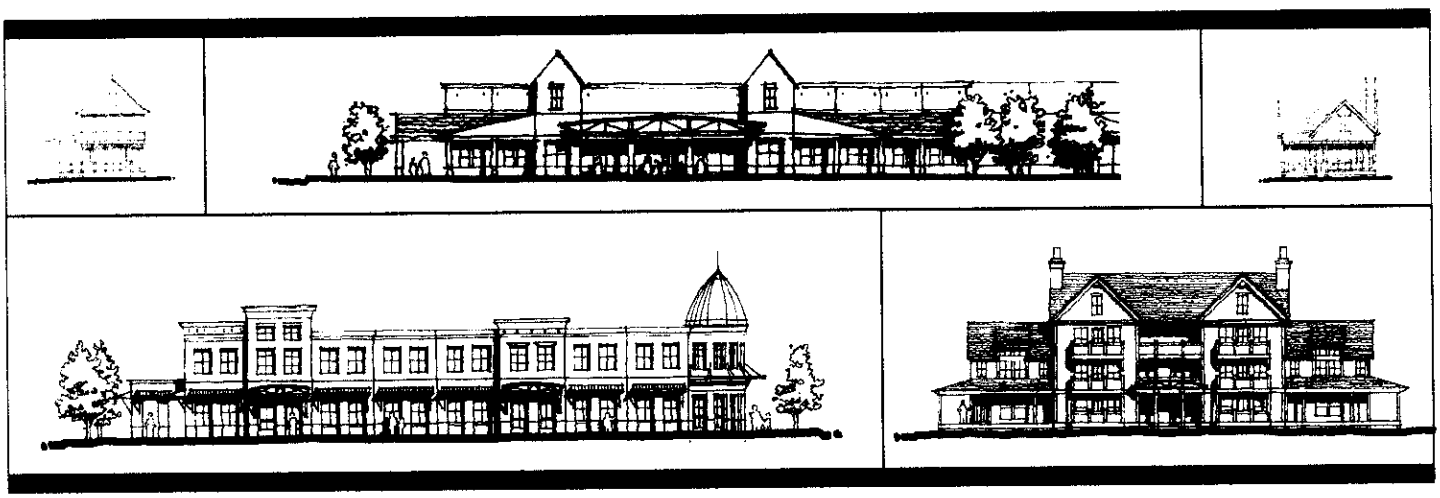
ZONING AND DEVELOPMENT PLAN

GLENWOOD MEADOWS



Glenwood Meadows, LLC

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I. Introduction

A. PROJECT BACKGROUND

Glenwood Meadows is an approximately 345-acre parcel of unincorporated land surrounded on three sides by the municipal limits of Glenwood Springs, Colorado ("City"). The Midland Alternate Route, a 100 foot wide public right-of-way, serves as the northern border to the site and two new City facilities are under construction on the east and west ends; a new community center to the east of Glenwood Meadows and a municipal operations facility to the west of the site. While Red Mountain serves as a backdrop to the site on the south, it is not owned by or a part of the Glenwood Meadows' zoning application and development plan. The subject property, which is owned by Glenwood Meadows, L.L.C. was historically referred to as the "Wulfsohn" property.

Glenwood Meadows is situated west of the core of Downtown Glenwood Springs and directly across the Colorado River from the significant neighborhoods and commercial operations of West Glenwood. Glenwood Meadows and the City's Community Center are highly visible from Interstate 70, the primary entry point to the City from both the east and the west. Despite its juxtaposition with the City, Exit 114 to Interstate 70, the Midland Alternate Route and the two City facilities mentioned, Glenwood Meadows currently resides in the jurisdiction of Garfield County, Colorado. Prior to the completion of the Midland Alternate Route and the City's adoption of its Land Use Plan, annexation of the land was not feasible.

When the oil shale industry collapsed in the early 1980's, the then owner of the site, Union Oil Company, considered various development options. In the mid-1980s, Union Oil Company and the City of Glenwood embarked on negotiations for the joint development of the site as a municipal golf course, residential and commercial venture. The efforts failed, as did two subsequent attempts to pass open space and recreation tax measures aimed at the City's ability to purchase portions of the site.

In 1996, Glenwood Land Company, LLC purchased the property from the Union Oil Company. Approximately two years later Glenwood Meadows, LLC, the current owner of the property, acquired the land. Shortly thereafter, Glenwood Meadows undertook a land exchange with the City of Glenwood Springs, which provided the city with 37.24 acres for use as a Community Center. The city subsequently annexed the Community Center site and has provided a public access point to the property, which is currently under construction. This access point will be shared when the remaining property is developed. In early 2000, the City of Glenwood Springs and Glenwood Meadows undertook another land transaction by which the city acquired an additional 35.57 acres for development of a Municipal Operations Center (MOC). The MOC site was thereafter annexed and the City created a second public access point to Glenwood Meadows, which is also under construction. In addition to the City development of the MOC facility, the site west of Glenwood Meadows is also planned to provide the base operational facility for the newly organized Rural Transportation Authority ("RTA").

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Regardless of how Glenwood Meadows is developed (i.e. for residential, commercial, mixed-use purposes, through the jurisdiction of either Garfield County or the City), Glenwood Meadows is entitled to use both City developed access points as well as two other access points along the Midland Route. Further, Glenwood Meadows has legal rights to utilize the City's municipal sewer and potable water systems.

For the past two years the City and Glenwood Meadows have mutually expressed their desire to annex the land to the City and to subject the property to stringent criteria which would result in the highest quality of future development specifically planned to address the present and future needs of the community as a whole. Through extensive discussions with City staff, it was determined that seeking "enhanced" traditional zoning for the property (traditional zoning with additional development standards and more restrictive uses) would be a more effective tool than the P.U.D. process to achieve the highest quality of future development. This decision was based on the fact that through the traditional zoning process; additional development standards and use restrictions could be applied to traditional zone districts in order to achieve a high level of development quality without the unnecessary analytical and administrative confusion of a cumbersome P.U.D. process. This Zoning Plan, together with the associated Annexation and Development Agreement and the additional information provided represents the culmination of these efforts.

B. STATEMENT OF PURPOSE AND INTENT

This Zoning Plan is intended to serve as a supporting document for the accompanying Annexation Agreement in order to establish appropriate zoning for the 12 individual development parcels within the overall site. In addition, the Zoning Plan establishes standards for the property to ensure that future planning and construction quality remains high, regardless of the phasing of development on different parcels. The following goals serve as the basis for this Zoning Plan and development standards. The goals were identified during an unprecedented and invaluable public hearing process, through community meetings dating back to the original adoption of the City's Comprehensive and Land Use Plans, during work sessions with City staff, citizen committees, the Planning Commission, and City Council members as items to be addressed by this Zoning Plan.

Land Use

- *Promote Glenwood Springs as the governmental hub and the local/tourism service center of the Roaring Fork and Colorado River Valleys.*
- *Establish Glenwood Meadows not as a development, but as a new Glenwood Springs neighborhood with housing opportunities, jobs, shopping, hospitality, and recreation.*
- *Enhance the City's Community Center project through placement of adjacent zoning for uses that include active and passive open areas as well as for tourism and hospitality.*

Development Quality

- *Preserve, maintain, and enhance the visual qualities of the west entrance to Glenwood Springs.*
- *Focus neighborhood retail around pedestrian-oriented streets to break up larger commercial uses.*
- *Provide development standards that supplement from the City's standard development regulations, encouraging creative, quality design.*

Housing

- *Provide a mix of housing types and densities within the Glenwood Meadows neighborhood.*

Open Space and Natural Amenities

- *Balance the quantity of development on the site with the natural characteristics of the site.*
- *Maximize dedicated open space and integrate open space corridors throughout the Glenwood Meadows neighborhood, minimizing impacts to existing site vegetation.*

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Transportation

- *Encourage the allocation of future traffic west of the core Downtown and provide a West Glenwood mass transit option.*
- *Promote directed investment, through any development, aimed at the restoration and enhancement of the City's transportation infrastructure through adoption of an Off-Site Transportation Improvements Fee Program.*

C. RELATIONSHIP TO GLENWOOD SPRINGS COMPREHENSIVE PLAN

Vision

The Glenwood Springs Comprehensive Plan provides the community with a tool for managing its long-term growth and character. Ensuring that the goals and ideals of the Comprehensive Plan were addressed was a critical component of this zoning plan. The following excerpt from the City's Vision Statement outlined in the Comprehensive Plan echoes the overall development vision for Glenwood Meadows.

> *"The City of Glenwood Springs desires to maintain its small town character and preserve its cultural and natural resources...to achieve directed and balanced development, social and economic diversity and address its transportation needs."*

Maintaining Small Town Character

Today, the City consists of a series of individual neighborhoods. While these neighborhoods vary in their size, appearance, and mix of uses, they all function as part of the greater community; each providing different types of housing, shops, employment, and recreational opportunities. This proposed zoning plan focuses on establishing Glenwood Meadows as a new and independent neighborhood that contributes to the small-town character of Glenwood Springs and community need for housing and commercial services. Keeping this appealing character and scale in mind, the plan is focused around a central retail core designed to invoke an intimate, pedestrian-oriented feeling enhanced by plazas, seating areas, and public art. These smaller retail uses will flank the center's two regional commercial anchors along Market Street and Wulfsohn Road, helping to create a more inviting and active space. Other spaces along Wulfsohn will provide offices and additional neighborhood-type retail to serve the adjacent neighborhoods, which will provide a variety of housing types and prices, ranging from apartments to town homes, duplexes, and single-family homes. The plan has been designed so that none of the residences are located farther than ¼ mile away from the retail core, which will give the neighborhood a friendly, walk able scale similar to that found in many of Glenwood's existing neighborhoods. A small employment campus will also contribute to the "small town" feeling of the neighborhood, providing the opportunity for individuals to live near their jobs, reducing commute time and local traffic. Hospitality uses are located across from the new Community Center where both will be easily accessed by adjoining neighborhoods and downtown. Each of the uses identified in the proposed zoning plan has been specified within the Land Use Plan as an appropriate "Regional Use", as designated for the Glenwood Meadows site.

Preserving Natural Resources

Another core community value that has been integrated into the development plan is the careful treatment of the site's natural resources. In fact, approximately 215 acres, or +/- 62 percent of the site will be dedicated as open space and parkland, providing recreational opportunities, such as hiking trails or a public golf venue. The public dedication of this significant parcel of land is specifically designed to provide direct public access to the area through sections of major contiguity with existing publicly owned property at the Community Center and MOC sites. The dedication land

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also specifically provides direct connection to the surrounding BLM land adjacent to it in compliance with the direction of the Glenwood Springs Comprehensive Plan.

The site's topography and dramatic Red Mountain backdrop make it highly visible from major roadways, such as I-70, State Highway 6&24 and the Midland Alternate Route as each enters Glenwood Springs from the east and west. Glenwood Meadows is also visible from other areas of Glenwood Springs where a higher elevation provides a birds-eye vantage of the site. A thick Gambel Oak stand, which blankets the upper 2/3's of the site providing scenic value and wildlife habitat, is another of the site's significant natural features. Each of these factors was given strong consideration in the development of the proposed zoning plan. As a result, the residential neighborhoods at the southern edge of the site have been focused below the 6000-foot Urban Development Boundary contour. Not only does this protect the scenic quality of the site, but also leaves much of the Gambel Oak stand intact.

Addressing Transportation Needs

Transportation is another component of the Land Use Plan that was an important consideration during the development of the zoning plan. The plan strives to provide a mix of uses within a walk able proximity of one another to minimize short automobile trips. However, it is acknowledged that some uses, such as the retail and employment components will draw from a more regional customer base, generating additional trips along the Midland Alternate Route. Perhaps more significant, though, is that the location of the site on the western fringe of Glenwood Springs will be serving a market that currently must travel through downtown along the often congested Grand Avenue to reach similar uses on the south side of town, or even further south in neighboring communities, potentially minimizing the need for many of these cross-town trips. The project will provide funding for several necessary road improvements along the Midland Alternate Route that will result in improved future traffic conditions. The specifics of this are addressed in the Annexation Agreement. With these proposed road improvements, an efficient traffic flow would be maintained. In addition, the compact form of the development plan was conceived with the intention of being able to efficiently incorporate future bus service and future regional rail connections into the community. The plan provides the flexibility, not to exceed 2.5 acres, at the west end of Parcel A for the construction of a park and ride/transit facility. The park and ride would be complemented by the site's retail uses and the potential for limited shared parking where appropriate.

II. Authority

These standards shall apply to all property contained within the approved Glenwood Meadows Annexation Plat and the Annexation Agreement. The regulations and requirements shall become the governing standards for review, approval, and modification of all development activities occurring on the Glenwood Meadows site. Provisions of this guide shall prevail and govern the development of Glenwood Meadows superseding existing zoning ordinances. The proposed zoning regulations and design standards are intended to be more restrictive than the underlying Municipal Code standards. The Glenwood Springs zoning ordinance shall apply where the provisions of this guide do not address a specific subject.

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III. Zoning Map

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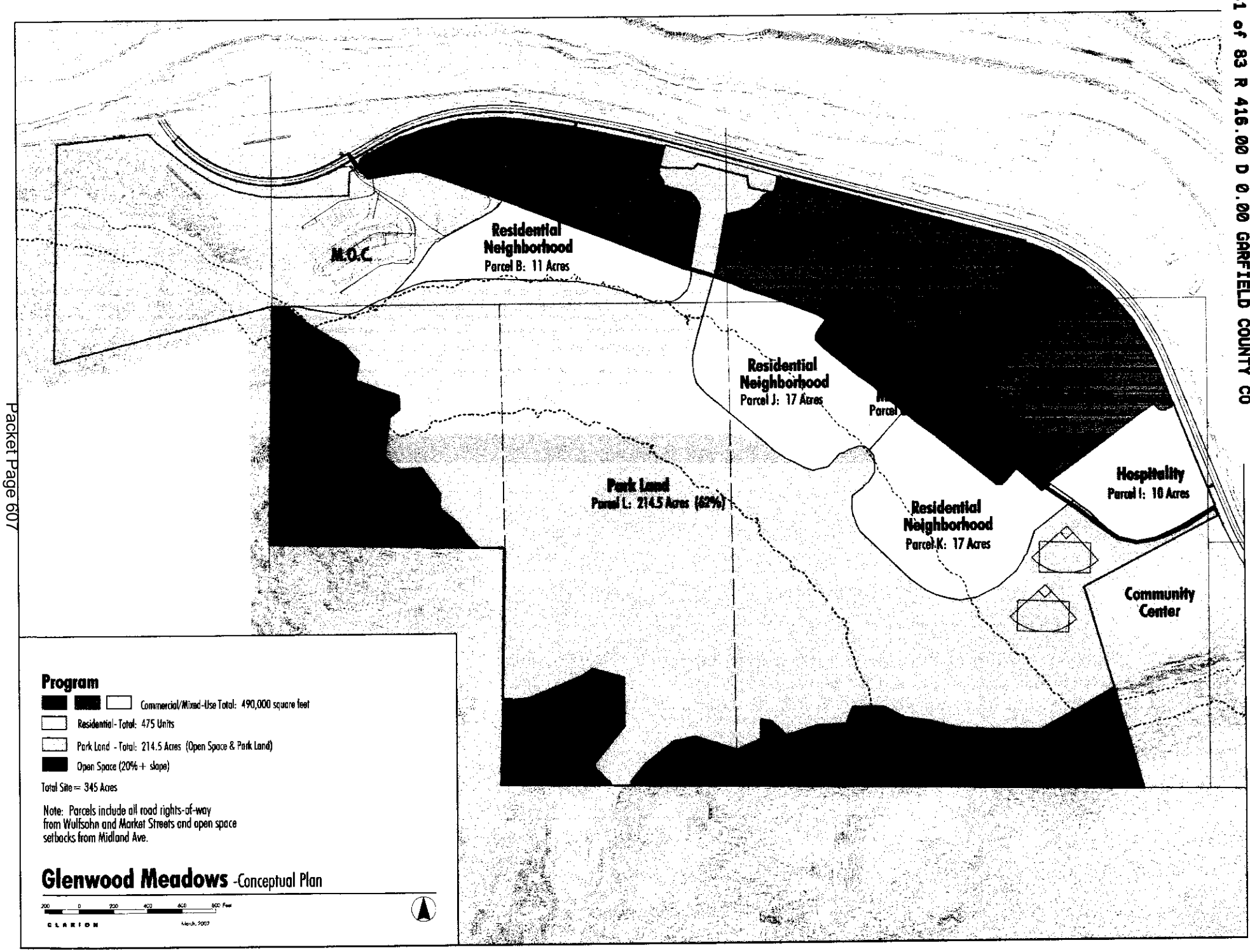

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IV. Zoning Districts

There are 12 distinct parcels within Glenwood Meadows. Each of these parcels falls within one of 5 zoning categories according to the City of Glenwood's Zoning Ordinance: Multi-family Residential District (R-3), Limited Commercial District (C-1), Core Commercial District (C-2), Resort District (C-4), and Hillside Preservation (HP). The actual boundaries of the parcels may be modified during the preliminary and final design of each area, prior to approval by the City. A table of prohibited uses for each zone district is provided in the Appendix of this document.

The following table provides a brief summary of each zoning category as it applies to individual parcels identified on the zoning map on the following page:

Parcel	Zoning	Acreage	Percentage
A (Mixed-Use Campus)	C-1	20	6%
B (Residential Neighborhood)	R-3	11	3.25%
C (Commercial)	C-1	11	3.25%
D (Commercial)	C-1	12	3%
E (Mixed-Use)	C-2	7.5	2%
F (Mixed-Use)	C-2	7	2%
G (Mixed-Use)	C-2	5	1.5%
H (Commercial)	C-1	13	4%
I (Hospitality)	C-4	10	3%
J (Residential Neighborhood)	R-3	17	5%
K (Residential Neighborhood)	R-3	17	5%
L (Open Space)	HP	214	62%
TOTAL:		345	
Residential Total: 475 units Commercial Total: 490,000 square feet			

*Acreages are subject to change upon completion of final legal descriptions.

*Parcels include all road-rights-of way and open space setbacks from Midland Avenue.

V. General Development Standards

A. GENERAL INTENT

The intent of these General Development Standards is to establish an indigenous style and high level of development quality for Glenwood Meadows that is derived from and builds upon established neighborhoods in Glenwood Springs. These standards set the framework for a new, mixed-use neighborhood that strives to incorporate the most desirable features of Glenwood's most appreciated areas, such as the downtown core and it's attractive, pedestrian-friendly residential neighborhoods. In order to identify these desirable features, existing neighborhoods and developments throughout Glenwood Springs and the Western Slope were evaluated and "dissected" for successful site and building design elements. The result of this evaluation are these standards for character defining features such as appropriate building mass, scale, and materials based on lessons learned, both positive and negative. The standards also establish a cohesive pedestrian and vehicular circulation network within and between neighborhoods, a unified landscape theme for streetscapes and common open space areas, and general standards for parking, and signage. These standards have been developed to provide an additional level of quality to Glenwood Meadows, not required within the City Code, and will be applied *in addition to* those existing standards.

B. APPLICABILITY

These General Development Standards shall apply to *all* development within Glenwood Meadows, including C-1 (Commercial), C-2 (Mixed Use), C-4 (Hospitality), and R-3 (Mixed-Use Campus and Residential Neighborhoods). *These standards shall be applied in addition to standards outlined in the City of Glenwood Springs Municipal Code.*

C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards is to ensure that all non-residential and residential development on the site works creatively within the site's natural constraints, such as slope, geologic hazards, and significant vegetation.

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2. General

a) The siting of all buildings shall respond to existing site features to minimize the need for retaining walls, excavation, and other unnecessary site disturbances. Non-residential zones are purposefully located near primary roads on land with lesser degrees of slope.

D. BUILDING DESIGN

1. Intent

These standards are intended to encourage creative, quality commercial and residential building design that utilizes a variety of design techniques to break up larger building masses and emphasizes a pedestrian orientation at the street level.

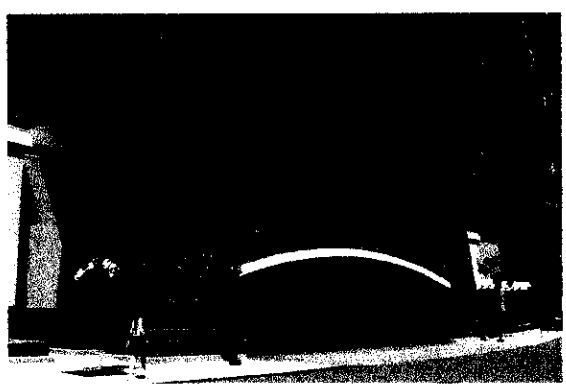
2. Non-Residential

a) No single-user building footprint shall exceed a maximum of 130,000 square feet of enclosed floor area, nor shall the total useable area of any one user exceed 130,000 square feet.

b) Buildings shall have recessed, highly visible customer entrances that feature no less than 2 of the following:

(1) Canopies or porticos;
(2) Overhangs, recesses/projections;
(3) Arcades;
(4) Distinctive roof forms;
(5) Arches;
(6) Outdoor patios;
(7) Display windows;
(8) Planters or wing walls that incorporate landscaped areas and/or places for sitting.

c) For buildings less than 60,000 square feet, two or more of the following design elements shall be incorporated for each 30 horizontal feet of a building façade or wall. For buildings equal to and greater than 60,000 square feet, two or more of the following elements shall be incorporated for each 50 horizontal feet of a building façade or wall:



(1) Changes in color, texture, or materials;
(2) Projections, recesses, and reveals, expressing structural bays, entrances, or other aspects of the architecture with a minimum change of plane of 4-6 inches;
(3) Arcades or pergolas providing pedestrian interest;
(4) Trellises with vines, or
(5) An equivalent element that subdivides the wall into human scale proportions.

d) Building facades or walls that face public

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streets, adjacent developments, or connecting pedestrian frontage shall be subdivided and proportioned along 60% of their horizontal length using features such as:

(1) Windows;
(2) Entrances;
(3) Arcades;
(4) Awnings; or
(5) Other such features.

e) Parapet walls shall be incorporated when a flat roofline is required. The design or height of the parapet shall include a minimum of one change in setback or height along each 60 lineal feet of façade.

f) Sloping roofs shall have a minimum of one of following elements incorporated into their design for each 60 lineal feet of roof:

(1) Projecting gables;
(2) Hips;
(3) Horizontal/vertical breaks; or
(4) Other similar techniques.

g) Sloping roofs shall be integrated into the building architecture and shall be consistent with the characterized architectural style.

h) Sloping roofs shall be used at entries and other prominent features to add prominence. Other features intended to accent entries may be considered.

i) Intense, bright, or fluorescent colors shall not be used on any roof area visible from a public or private right-of-way or open space.

3. Residential

a) A building's special architectural features and treatments shall not be restricted to a single façade. All sides of a multi-family building open to view by the public, whether viewed from public or private property, shall display a similar level of quality and architectural interest.

b) All multi-family buildings shall be designed to provide complex massing configurations with a variety of different wall planes and roof planes. Plain, monolithic structures with long, monotonous, unbroken wall and roof plane surfaces are prohibited. At least every 50 linear feet, wall planes shall contain offsets or setbacks with a differential in horizontal plane of at least 5 feet.

c) The maximum length of a multi-family building shall be 125 feet.

d) All elevations on multi-family buildings shall contain windows.

An eave or overhang of at least 12-inches shall be provided on the perimeter of all residential buildings, except gable roof ends, where an 8-inch overhang shall be required.

For additional specificity, see Section X.

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E. BUILDING MATERIALS

1. Intent

The intent of these standards is to establish a palette of high-quality building materials to be used to add texture, color, and visual interest to the overall development.

2. Non-Residential

a) One or more of the following building materials shall be incorporated into a structure's design:

(1) Stucco;
(2) EIFS (Exterior Insulation and Finish Systems);
(3) Brick;
(4) Stone (cultured and natural);
(5) Tinted, textured and integral color masonry block.

b) Exterior building materials shall not include the following:

(1) Smooth-faced gray concrete block, painted concrete block, tilt-up concrete panels;
(2) Field-painted or pre-finished standard corrugated metal siding; or
(3) Standard single or double tee concrete systems.

c) Ribbed metal siding is prohibited as a primary exterior surface material. It may be used as trim material covering no more than 10% of the façade.

d) Exterior building material shall be continued down to within 9 inches of finished grade on any elevation.

e) High-intensity primary, metallic, or fluorescent colors are prohibited on any roof area visible from any public or private property.

f) All sloping roof areas with a pitch of 3:12 or greater, and visible from any public or private right-of-way, shall be surfaced with attractive and durable materials such as:

(1) Concrete, clay, or slate tiles; or
(2) Seamed architectural metals such as tin or copper; or
(3) Asphalt shingles.

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3. Residential

a) One or more of the following building materials shall be incorporated into a structure's design:

(1) Split shakes;

(2) Rough-sawn wood; or

(3) Board and batten wood.

b) Exterior building materials shall not include the following:

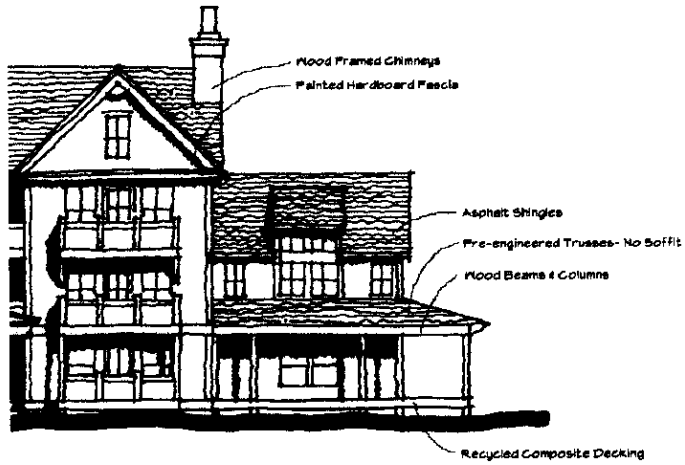
(1) Concrete block (including split face and ground face block), or

c) High-intensity primary, metallic, or fluorescent colors are prohibited on any roof area visible from any public or private property.

d) All sloped roofs visible from the ground or from a surrounding property shall be clad with one of the following:

(1) High profile composition shingles; or

(2) Seamed architectural metals.



F. VEHICULAR AND PEDESTRIAN CIRCULATION AND ACCESS

1. Intent

The intent of these standards is to create a hierarchy of streets within Glenwood Meadows that efficiently facilitate traffic flow, yet are designed to discourage speeds and volumes that impede pedestrian activity.

2. Vehicle Access and Circulation

a) Traffic calming devices, such as bulb-outs or curb extensions, traffic calming circles, and narrower street widths shall be used in residential neighborhoods to discourage through traffic and excessive speeds.

b) To the maximum extent feasible, common or shared service and delivery access shall be provided between adjacent parcels and/or buildings.

c) Internal vehicle circulation patterns shall provide a clear and direct path to the principal entrance of the primary building, to outlying pad sites where applicable, and to each parking area.

d) Internal vehicle circulation patterns shall provide the most direct vehicular route(s) between the development site's main entrance and the primary building's main customer entrance.

e) Main drive aisles shall be continuous and connect to the main entrance to the development site.

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f) Internal intersections shall have adequate sight lines, design geometrics, and/or traffic controls to minimize accident potential.

3. Pedestrian Access and Circulation

a) Continuous sidewalks or trails shall provide connections to and between:

(1) The primary entrance or entrances to each building, including pad site buildings;

(2) All parking lots or parking structures that serve such buildings;

(3) Any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the development;

(4) Any public sidewalk system along the perimeter streets adjacent to the development;

(5) Adjoining land uses;

(6) Any greenway on or adjacent to the property; and

(7) Other community amenities or gathering spaces.

b) Covered shelters shall be provided at transit shuttle sites in locations as determined by the landowner and the City.

G. PARKING

1. Intent

The intent of these standards is to minimize the visual impacts of large blocks of parking, both from within the development and from other areas of Glenwood Springs that, because of their higher elevation, view Glenwood Meadows from above, by breaking it into a series of smaller "rooms". These rooms may be defined by landscaped medians, pedestrian walkways, or tree plantings.

2. General

a) Parking quantities shall be no less than current city requirements, unless specifically noted otherwise.

b) Structured parking is strongly encouraged. Incentives shall be provided to the maximum extent feasible.

c) To the maximum extent feasible, parking shall be distributed between the front, sides, and rear of a building to further break up large parking areas.

d) In addition to the above standard, the visual appearance of parking blocks shall be further mitigated through the establishment of a shady canopy created by orchard plantings or regularly spaced tree diamonds within each parking block.

e) The use of terracing to further break up parking areas is strongly encouraged where grade changes allow. Where terracing is utilized, the standards for retaining walls and

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terracing outlined in Section V.H.6, shall be applied.

f) The above standards shall be applied in addition to the standards outlined in Section V.H. Landscaping and Screening.

H. LANDSCAPING AND SCREENING

1. Intent

The intent of these standards is to provide a high quality appearance for building sites, rights-of-way, parks, and open spaces within Glenwood Meadows. These standards exceed City of Glenwood requirements in some cases in order to enhance the appearance and pedestrian-oriented feeling of all development in Glenwood Meadows. For instance, additional landscape coverage is required for parking areas in order to ensure that the visual impacts of parking on this highly visible site are adequately mitigated by generally improving the appearance of these areas from both within the site and from surrounding neighborhoods with a birds-eye view of Glenwood Meadows. In addition, the spacing of required street tree plantings are significantly smaller that those required in the City Code. This again, is in intended to further enhance the appearance of the overall project and to create an inviting environment for pedestrians.

2. General

a) All landscape areas shall comply with City of Glenwood Springs Municipal Code in addition to these regulations.

b) Landscape architectural design elements shall relate to the physical site and built structures. A combination of evergreen plantings and other landscape elements, as defined in Table 1-Landscape Requirements, shall be used to screen and buffer service areas, mechanical features and break up large lengths of building walls.

c) Unless prohibited by a particular site's geologic mitigation requirements, building foundations shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers and shall include a variety of plant materials to provide year round interest.

d) Development entryways shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.

e) Planting shall be massed and scaled as appropriate for the entryway size and space.

f) Landscaping shall break down in scale and increase in detail, color, and variety to mark entryways into developments.

g) All turf areas within individual sites shall be established by sodding. Un-manicured natural areas may be seeded when adjacent to open space as a transition to turf areas.

h) Due to the site's soil conditions and the arid nature of the Glenwood climate, xeric or low-water plant materials shall be required.

i) The use of the following xeriscape principles shall be required:

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(1) Grouping plants with similar water requirements together;
(2) Utilizing mulch and soil amendment to reduce irrigation requirements;
(3) Utilizing drip irrigation where possible to minimize run-off from sprinklers; and
(4) Restricting the amount of water comsumptive sod.

i) Irrigation systems shall be professionally designed to limit water consumption. The use of moisture sensors to reduce water consumption shall be encouraged.

k) Each owner or owner's association shall be responsible for the maintenance and repair of all site landscaping, including common open space areas.

l) Landscaping and maintenance shall comply with the Glenwood Meadows Geotechnical Mitigation Requirement.

3. Streetscape Improvements

a) Landscaping, decorative paving, and/or other site amenities shall be required to promote and enhance a comfortable pedestrian scale and orientation of the property.

b) The property between curb and the adjacent property line shall be landscaped according to Table 1-Landscape Requirements or paved with decorative paving in heavily used pedestrian areas, such as Market Street and Wulfsohn Road, or be treated with some combination of the two alternatives. Approval of all paving materials shall be subject to review by the Architectural Review Committee.

c) Streetscape shall be developed in a consistent manner and be reviewed as part of the overall development permit, if areas within the pod are developed separately, the design shall be consistent with that previously approved.

d) Trees selected from the plant list in this document shall be required within the back of curb landscaping strip. Such trees shall be planted every 40 feet maximum on center or depending on species at some other distance to ensure their proper spacing so as to develop a continuous canopy when mature.

e) Streetscape plantings shall be provided according to Table 1-Landscape Requirements. Variations in the tree species used from street to street are encouraged to avoid creating monocultures of trees. Landscape in the right-of-way and on individual sites is subject to review by the City of Glenwood Springs and any Design Review Committee of an owner's association.

4. Site Furnishings

a) Site furnishings, including, but not limited to: benches, seating, trash receptacles, bike racks, lighting fixtures and tree grates shall be incorporated with the theme of the building's architecture. All materials shall be considered and approved by any Design Review Committee of an owner's association and be in conformance with the City of Glenwood Springs Standards and these regulations.

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5. Parking Lot Landscaping

a) For lots with less than 20 spaces, a minimum of 10 percent of the total uncovered parking area, including access ways, shall be devoted exclusively to landscaping. For lots with twenty or greater spaces, a minimum of 20 percent of the total uncovered parking area, including access ways, shall be devoted exclusively to landscaping.

b) Required parking area interior landscaping shall be distributed in such a configuration so as to divide groups of parking spaces. No grouping of parking spaces shall exceed 8 in a row.

c) Parking lot edges shall be screened from public streets and sidewalks, public open space, and adjacent properties.

d) Landscaped islands shall be planted with ground cover or sod and a minimum of 2 deciduous trees (minimum caliper of 3 inches) per 200 square feet of landscaped island area.

e) Where a landscaped setback of at least 25 feet is not present, the perimeter of all parking lots shall be screened from adjacent streets, public sidewalks, and adjacent uses, with the exception of the area reserved as a site triangle at intersections, by either of the following methods:

(1) A berm 3 feet high with a maximum slope of 2:1 in combination with coniferous and deciduous trees and shrubs, as specified in table V.H.9.a, or

(2) A low continuous landscaped hedge at least 3 feet high consisting of a double row of shrubs planted 3 feet on center in a triangular pattern; or

(3) A low decorative masonry wall at least 3 feet high in combination with landscaping; or

(4) A combination of any of these methods.

f) Non-living ground cover, such as wood, bark, and rock mulches, decorative stone, brick or concrete paving, shall not exceed 20 percent of the required landscaped area.

6. Retaining Walls

a) Use of designed retaining walls shall be encouraged to reduce the slope and to provide planting pockets or terraces for revegetation and landscaping.

b) Retaining walls may be permitted to support slopes but shall not exceed 10 feet in height in commercial areas or 6 feet in height in residential areas from the finished grade without stepping back a minimum of 3 feet between walls to create a terraced effect.

c) No more than three tiers of retaining walls, as described above, shall be permitted to create terracing on a slope. Terraces created between retaining walls shall be permanently landscaped or revegetated and shall not exceed a 2:1 slope.

d) Retaining walls shall be constructed of or faced with stone or earth-colored materials, or a material compatible with the primary building materials. Railroad ties, timber, and gabion-type retaining walls are prohibited. Retaining walls shall not exceed 50 feet in length without providing an offset at least 12 inches.

e) All exposed retaining walls shall be textured or colored.

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7. Detention/Retention Ponds/Debris Channels

a) Detention/retention ponds and debris channels shall be visually integrated into the surrounding landscape.

b) Embankment slopes shall not exceed a 2:1 ratio.

8. Plant Materials

a) To meet the above standards, Plant Materials shall be chosen from the Plant List provided in the Appendix of this document. Xeric or low-water plant materials shall be utilized to the maximum extent feasible.

9. Landscape Requirements

a) For the purposes of meeting the requirements in the table below, appropriate screening shall mean plant material, a low wall, or combination to provide an opaque barrier between the street and the adjoining use to be screened.

Use	Residential Neighborhood	Mixed-Use	Commercial	Hospitality	Mixed-Use Campus
Required Open Space	40%	15%	15%	30%	30%
Open Space Planting	▪ 1 tree/1200 s.f. ▪ 4-shrubs/1200 s.f.	▪ 1 tree/500 s.f. ▪ 4-shrubs/500 s.f.	▪ 1 tree/1000 s.f. ▪ 4-shrubs/1000 s.f.	▪ 1 tree/1000 s.f. ▪ 4-shrubs/1000 s.f.	▪ 1 tree/1000 s.f. ▪ 4-shrubs/1000 s.f.
Setbacks Buffers Screens	▪ 1 tree/25 l.f. ▪ 1/3 deciduous 2/3 evergreen ▪ 10 shrubs/25 l.f	▪ 1 tree/25 l.f. ▪ 1/3 deciduous 2/3 evergreen ▪ 10 shrubs/25 l.f	▪ 1 tree/25 l.f. ▪ 1/3 deciduous 2/3 evergreen ▪ 10 shrubs/25 l.f	▪ 1 tree/25 l.f. ▪ 1/3 deciduous 2/3 evergreen ▪ 10 shrubs/25 l.f	▪ 1 tree/25 l.f. ▪ 1/3 deciduous 2/3 evergreen ▪ 10 shrubs/25 l.f
Midland Avenue ROW	N/A	▪ 1tree/40 l.f. ▪ Irregular spacing	▪ 1tree/40 l.f. ▪ Irregular spacing	▪ 1tree/40 l.f. ▪ Irregular spacing	▪ 1tree/40 l.f. ▪ Irregular spacing
Wulfson Road ROW	▪ 1tree/35 l.f. ▪ Irregular spacing	▪ 1tree/35 l.f. ▪ Regular spacing	▪ 1tree/35 l.f. ▪ Irregular spacing	▪ 1tree/35 l.f. ▪ Irregular spacing	▪ 1tree/35 l.f. ▪ Irregular spacing
Internal Neighborhood Streets	1 deciduous tree/35 l.f. Evenly spaced	▪ 1 deciduous tree/40 l.f. Evenly spaced	▪ 1 deciduous tree/35 l.f.	▪ 1 deciduous tree/35 l.f.	▪ 1 deciduous tree/35 l.f.

Table 1—Landscape Requirements

I. SERVICE AREA AND MECHANICAL/UTILITY EQUIPMENT SCREENING

1. Intent

The intent of these standards is to minimize the visual and noise impacts created by service areas and mechanical equipment on surrounding uses and neighborhoods from public rights-of-way, surrounding high elevation neighborhoods, and adjacent uses within Glenwood Meadows.

2. Service Areas

a) No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 20 feet of any public street, public sidewalk, or internal pedestrian

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walkway.

b) Loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets.

c) Screening materials shall be the same as, or of equal quality to, the materials used for the primary building and landscaping.

3. Mechanical/Utility Equipment

a) Mechanical/utility screening shall be an integral part of the building structure and architecture and not give the appearance of being "tacked on" to the exterior surfaces.

b) All mechanical, electrical, and communications equipment, including but not limited to air-conditioning, heating and soft water tanks, television antennas, satellite dishes, security apparatus, transformers, electric and gas meters, shall be integrated into the building design, screened from public view, or when appropriate, enclosed in a suitable structure.

c) Roof-mounted equipment shall be contained within a completely enclosed structure. Such structure shall be an integral part of the building's architectural design and shall use materials compatible with those used on the façade of the building. However, if it can be demonstrated that the roof mounted equipment shall be screened or shall be placed such that the equipment can not be viewed or silhouetted in profile from public vantage points and neighboring properties, this may be considered as an alternative by the City.

d) Roof mounted equipment shall be clustered to the maximum extent feasible.

e) Roof mounted equipment shall utilize neutral colors and/ or materials that are compatible with adjacent natural or constructed colors.

f) A decorative wall constructed of materials compatible with the overall architectural design of the development and softened with landscaping shall screen ground-mounted equipment.

J. OPEN SPACE AND PARKS

1. Intent

The intent of these standards is to provide an interconnected network of open spaces and parks within non-residential and residential areas of Glenwood Meadows as well as to provide a high level of visual interest and a variety of recreational and leisure opportunities within a short walk of each residence in Glenwood Meadows.

2. General

a) Open spaces and parks within Glenwood Meadows shall include traditional, urban gathering spaces such as a village green, plaza, or town square in addition to a network of pathways and informal trails that help integrate the built environment of the neighborhood with adjacent open space and the natural environment. Appropriate locations for the above amenities shall be determined in part by the type of use they are integrated with.

b) Existing trees and vegetation shall be preserved whenever possible to act as buffers between adjoining developments and as site amenities within the neighborhood.

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3. Non-Residential

a) Outdoor Spaces

(1) Pedestrian-oriented outdoor spaces shall be placed near activity generating uses, such as street corners, shops, stores, offices, day care, and dwellings.

(2) To the maximum extent feasible, outdoor spaces shall be linked and visible from streets and sidewalks.

(3) Sculpture, fountains, kiosks, or shelters shall be prominently placed in outdoor spaces.

(4) In developments with multiple buildings, outdoor spaces and landscaped areas shall be integrated into an overall open space system in conjunction with streets and connections and not merely assembled from residual land remaining after buildings and parking lots have been sited.

b) Community Amenities

(1) A minimum of 1,000 s.f. of community amenities, open areas, and public gathering places per 50,000 s.f. of Commercial building area or a percentage thereof. This shall be considered a component of the landscape requirements as referenced in Section H.9.Community amenities may consist of any of the following:

(a) Patio or plaza with seating area;
(b) Mini-parks, squares, or village greens;
(c) Water feature,
(d) Clock tower;
(e) Public art;
(f) Any other, similar deliberately shaped area and/or focal feature that, in the City's judgment, adequately enhances such community and serves as a gathering place.

(2) All community amenities within a commercial development shall be an integral part of the overall design and within easy walking distance of major buildings, major tenants, and any transit stops.

4. Residential

a) Common Open Space

(1) Common open space shall be organized to create integrated systems of open space that connect with the following types of lands located within or adjacent to the development:

(a) Dedicated public park or greenway lands;
(b) Other dedicated open spaces;
(c) Common open space located within or adjacent to the development;
(d) Portions of the trail and open space system;
(e) Neighborhood retail and commercial centers; and
(f) Adjacent employment centers.

Common open space with pedestrian access shall be reasonably accessible to all of the residents of the Glenwood Meadows:

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(2) Where provided, access to common open space shall be a minimum of six feet wide and shall be located where such access is visible to dwelling units and shall not be isolated by walls, screening, landscaping, or any other kind of barrier that would prevent resident surveillance of the open space.

(3) If an applicant constructs recreational facilities in the common open space as a community amenity, such recreational facilities shall be constructed in accordance with applicable city standards regarding, but not limited to, size, siting, use, materials, and similar matters.

(4) Where common open space is bordered by private rear or side yards, opaque fences and walls shall not be erected in such yards bordering the open space. Open style fences, with a maximum 50% opacity (e.g., post and rail), shall be allowed on the perimeter of open space.

b) Parks

(1) One neighborhood park shall be provided within each residentially zoned parcel or "neighborhood". Each park shall be at least 1acre in size.

(2) Each neighborhood park shall be located where the network of local streets provides access and where direct pedestrian and bicycle access are provided from adjacent uses.

(3) Neighborhood parks shall be located in a visible, secure setting that is easily observed from streets. Rear facades of multi-family dwellings that do not contain building entrances shall not abut more than two sides of the park's perimeter.

(4) Each neighborhood park shall contain one or more of the following features:

(a) Multi-use areas;
(b) Community gardens;
(c) Walking paths;
(d) Plazas;
(e) Pavilions;
(f) Picnic tables;
(g) Benches; or
(h) Other similar features for various age groups to enjoy.

K. SIGNAGE

1. Intent

The intent of these standards is to provide consistent, high quality signage for Glenwood Meadows. All signage must be reviewed and approved by the Architectural Review Committee prior to permit application and must conform to all City of Glenwood Springs standards.

2. General

a) Each building group, user, or tenant shall be allowed at least one sign on the primary storefront elevation, providing such signage meets these standards and does not exceed the ordinance and requirements of the City of Glenwood Springs.

b) Signage placed at locations other than site locations and/or storefront elevation (such as rear and side wall locations) shall be considered provided that the total square footage allowance of all signage does not exceed the total aggregate area allowed by requirements of the City of Glenwood Springs Code.

c) All attachment devices, wiring, clips, transformers, lamps, tubes, and other mechanisms for signs shall be concealed.

d) Permanent signage may be illuminated providing it is designed so the source is not visible.

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Individual internally lit channel letter signs or accent lighting, which is incorporated to enhance the signage, is acceptable. All signage lighting shall conform to lighting standards provided by the City of Glenwood Springs.

e) Each tenant shall provide signage at its expense and shall apply for and obtain their individual signage permits and approvals from the City of Glenwood Springs.

3. Freestanding Signs

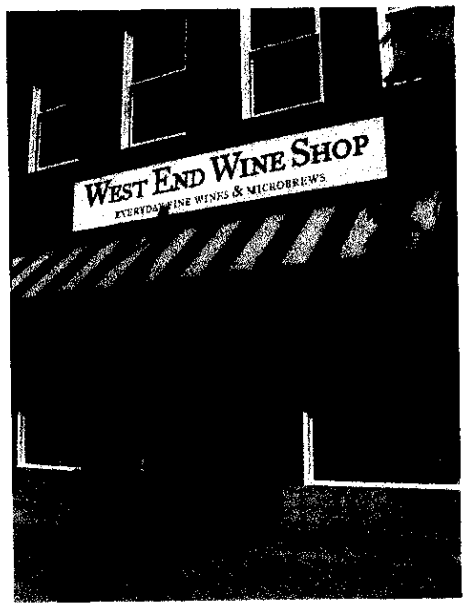
a) No individual sign shall exceed 200 square feet in area nor shall the total sign area of any tenant exceed 600 square feet.

b) The placement of all signs shall be based on visibility and legibility. All freestanding identification signs shall be integrated into the surrounding landscape with good visibility to approaching vehicular traffic.

c) All freestanding signs shall be set back a minimum of 10 feet from the edge of curb and/or property line and six feet from all sidewalks.

d) Freestanding signs shall not be placed within the site triangle of an intersection as defined in the City of Glenwood Springs Code.

e) The information contained on freestanding identification signs shall be limited to company and corporate logos, and may include building names and addresses.



4. Regulatory Signs

a) The basic design and mounting heights of regulatory signs shall follow Federal Highway Administration standards.

5. Building Mounted Signage

a) Building mounted signage shall be allowed only for commercial developments for the specific purpose to provide identification to the tenant.

b) Signage style shall be as approved by the Architectural Review Committee.

6. Colors and Materials

a) The Architectural Review Committee shall consider all colors for approval.

7. Informational/Directional

a) Informational/directional signs shall be designed to conform to the proportions shown in these guidelines and shall not have a sign face which exceeds 20 square feet.

b) The number of informational/directional signs may vary by site, but shall be sufficient to accommodate both vehicular and pedestrian traffic.

c) Informational/directional signs for motorists shall be located between 100 and 200 feet from intersections.

d) Signs for pedestrians shall be placed at decision points in parking lots, in plazas, and where highly traveled walkways intersect.

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L. LIGHTING

1. Intent

The intent of these standards is to ensure that building, site, street, and signage lighting is sensitive to adjoining uses and is compatible with the overall development character in terms of scale and design.

2. General

a) All development shall by in compliance with the City of Glenwood Spring's Lighting Standards or comparable document as provided by the City.

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VI. Development Standards: Parcel "A", Mixed-Use Campus (C-1)

A. GENERAL INTENT

The intent of these standards, when combined with the General Development Standards, is to provide a framework for the development of a quality office and business park for Glenwood Springs. The Campus is envisioned to accommodate a variety of office, research and development activities in addition to complementary secondary uses such as restaurants, convenience shopping, childcare and housing. Additionally, the Campus is intended to function as an integral part of the overall Glenwood Meadows development, providing a range of employment opportunities for nearby residents.

B. APPLICABILITY

These standards shall apply to all development within Parcel "A", Mixed-Use Campus as defined on the accompanying Zoning Map. These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.

C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards is to encourage the creation of a park-like campus environment within the mixed-use campus zone and to ensure that non-residential uses within the mixed-use campus environment provide appropriate height and scale transitions to adjacent or adjoining residential uses.

2. General

a) All uses shall be carried out within completely enclosed buildings or structures, except for off-street parking and loading areas.

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3. Landscaping

a) All open space areas shall be landscaped according to Table 1-Landscape Requirements.

D. BUILDING DESIGN

1. Intent

The intent of these standards is to create a cohesive, office park environment through the use of common materials, architectural features, and colors.

2. General

a) See Section V. General Development Standards.

3. Orientation

a) Buildings shall be oriented towards the adjacent street or towards the center of a campus or park-like development block with an internal framework of outdoor spaces or connecting walkway.

4. Transition

a) Buildings abutting a residential area shall provide a gradual transition in height and scale to minimize conflicts between uses.

E. MIX OF USES

1. Intent

The intent of these standards is to provide general standards for appropriate percentages and locations of supporting uses within the mixed-use campus environment. Secondary uses are envisioned to include restaurants, convenience shopping, childcare, housing, or similar uses to complement primary office and research and development activities.

2. General

a) All supporting uses shall be visually and functionally integrated into an overall plan that emphasizes the primary uses of office and employment uses.

b) Retail uses shall not occupy more than 25 percent of the total gross area of the zone district.

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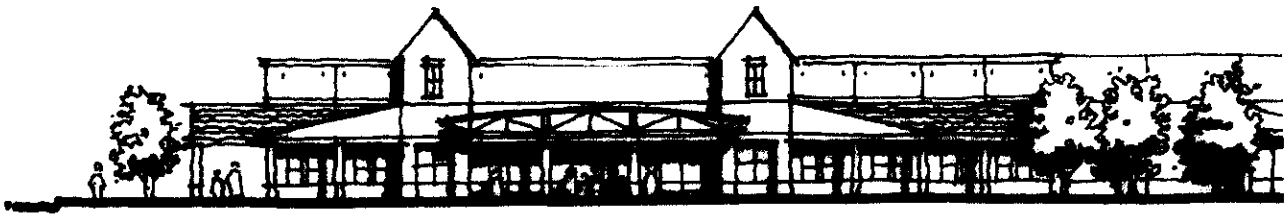
VII. Development Standards: Parcels "C", "D", and "H"-Commercial (C-2)



A. GENERAL INTENT

The intent of these standards is to achieve a high quality, pedestrian-friendly commercial core within Glenwood Meadows. This core will be anchored by large format retail anchors such as a grocery store and/or discount store and will be supplemented with a variety of smaller retail businesses. The purpose of this zone district is to serve both the needs of regional consumers for goods and services and the day-to-day needs of the surrounding residential neighborhoods in a functional and inviting environment that strays from the typical auto-oriented designs found in many commercial centers. The district is intended to function as an integrated center of activity within the overall Glenwood Meadows development through the establishment of clear pedestrian and vehicular circulation patterns and through transitions in the scale and character of development where they abut adjacent uses.

B. APPLICABILITY

These standards shall apply to all development within Parcels "C", "D", and "H", Commercial as defined on the accompanying Zoning Map. *These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.*

C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards is to ensure that primary and secondary retail uses utilize careful building placement and orientation to create and enhance an active, attractive, pedestrian environment within the commercial core of Glenwood Meadows. Primary Commercial Buildings will serve as "anchors" for the commercial and mixed-use zones. These larger uses will be flanked by a variety of supporting, pedestrian-oriented retail storefronts and secondary commercial uses located on pad sites. The siting and design of smaller retail stores, or "pads," can create a more inviting appearance along Midland Ave and with in the neighborhood by visibly reducing the project's scale and by expanding the range of activities and businesses found within the neighborhood. The location, orientation of the entry, and architecture of pad site buildings also provide opportunities to frame the entry into the neighborhood and contribute to the development's visual interest by placing storefront spaces closer to the street and creating a street scene. Accordingly, pad site structures shall be compatible with the main buildings on a commercial site. The layout of pad site buildings shall relate coherently to the public streets and surroundings (outward) as well as to the main center (inward), and specific siting decisions shall further the general intent of creating a "sense of place," focal points,

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community amenities, and arrival into the commercial center.

2. General

a) See Section V. General Development Standards.

b) Pad Sites The primary façade of a building located on a pad site, typically the façade containing the primary customer entrance, may be oriented in a variety of ways, including:

(1) Toward the primary access street;
(2) Toward an internal "main street";
(3) Framing a primary entrance to the development or center;
(4) Toward the side (especially when that side faces another pad site building); or
(5) Toward the interior of the center.

c) Regardless of primary orientation, all sides of a pad site building that directly face and have access to a public street shall contain a customer entrance.

d) Pad sites shall be clustered together to define street edges and entry points or to enclose and create community amenities and visual interest between buildings.

e) Wherever practicable, spaces between adjacent pad site buildings shall be improved to provide small pockets (preferably heavily landscaped) of customer parking, pedestrian connections, small-scale project amenities, or focal points. Examples include, without limitation:

(1) A landscaped pedestrian way linking customer entrances between two or more pad site buildings;
(2) A public seating or outdoor eating area;
(3) An area landscaped with living materials emphasizing 4-season colors, textures, and varieties; or
(4) Sculptures or fountains.

D. BUILDING DESIGN

1. Intent

The intent of these standards is to ensure that the design of buildings located in parcels "C", "D", and "H", present a cohesive appearance through the use of common materials, architectural features, and colors.

2. General

a) See Section V. General Development Standards.

b) Pad site buildings and other accessory uses shall incorporate a similar façade and building design as those on the primary commercial building(s) in the zone district, including:

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(1) Exterior building materials;
(2) Roofline or roof materials;
(3) Façade colors;
(4) Pedestrian entry locations and entryway architecture/design;
(5) Amounts of glazing on facades visible from public streets; and
(6) Other distinctive architectural features.

c) Pad site buildings and other accessory uses shall select their exterior building materials from the material palette used on the primary commercial building(s).

3. Large Format Commercial

a) Large format commercial buildings of 60,000 square feet or greater shall have a minimum of one side of the building "wrapped" with independent retail storefronts. Uses adjoining Market Street shall "wrap" the edge closest to the street to help establish a pedestrian-oriented environment and create a transition to the mixed-use zone along Market Street, as discussed in Section VIII.

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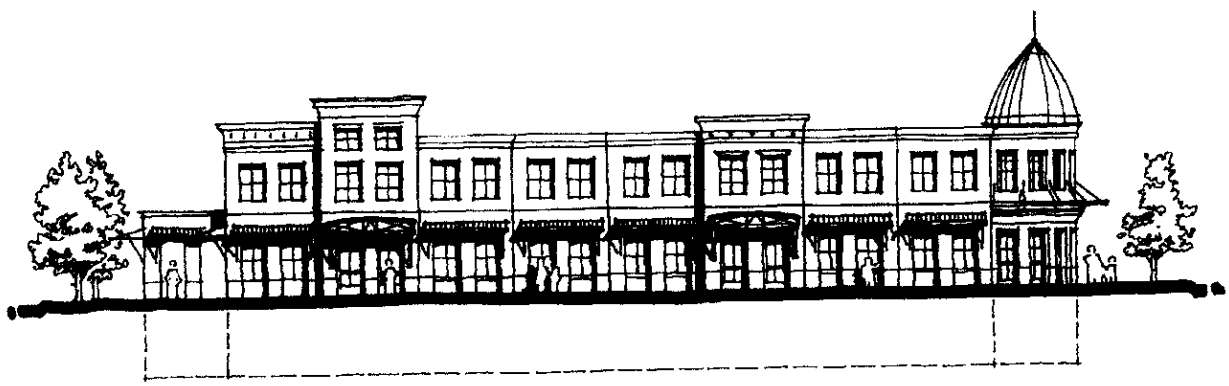
VIII. Development Standards: Parcel "E", "F", "G"-Mixed-Use (C-2)

A. GENERAL INTENT

The intent of these standards is to create the framework for a pedestrian-oriented neighborhood retail street that will serve as the focal point for Glenwood Meadows. Oriented along a key connection between Midland Avenue and Wulfsohn Road, Market Street will be defined by a variety of smaller-scale retail shops and restaurants and will be designed with the pedestrian in mind. Storefronts will frame the broad sidewalk, while outdoor seating, landscaping, fountains, and other amenities will combine to create an inviting destination for nearby residents and retail customers alike. Diagonal parking will line either edge of the street, further enhancing the comfortable, pedestrian-oriented feeling by creating a buffer between outdoor activity and through traffic.

Market Street

Along the north side of Wulfsohn Road, bi-level structures will be used to help accommodate a transition in grade between larger commercial uses below and uses at grade with Wulfsohn Road. A variety of retail, offices and flex spaces, and upper-story residential will complement uses along Market Street and on the south side of Wulfsohn Road. Upper stories also help screen views from residential neighborhoods stepping up the hillside over large format uses below. Lower level uses will be oriented towards adjacent commercial and retail while primary uses located on the upper level along Wulfsohn Road will be oriented towards the street and the adjoining neighborhood. Buildings will be pulled up to the sidewalk to create a defined edge along the broad sidewalk. Off-street parking will be focused behind buildings to the extent feasible to enhance the pedestrian nature of the street and diagonal or parallel parking will be provided along Wulfsohn Road. Wulfsohn Road shall be designed to accommodate on-street bicycle circulation.



Wulfsohn Road

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On the south side of Wulfsohn Road, the zone takes on a more neighborhood-oriented character; with small-scale first floor retail uses lining the street and the opportunity for upper-story residences. The addition of residential uses within the zone would provide a transition between commercial uses to the north and residential neighborhoods to the south and provide attainable options within an already varied mix of housing products. This also provides opportunities for live/work units if desired and creates more of an active street environment. The pedestrian nature of the street along Wulfsohn Road provides opportunities for pedestrian-oriented uses such as sidewalk cafes.

B. APPLICABILITY

These standards shall apply to all development within Parcels "E", "F", and "G", Mixed-Use as defined on the accompanying Zoning Map. *These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.*

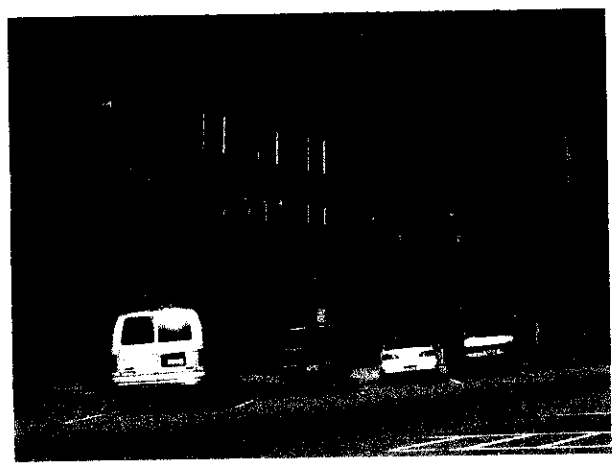
C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards is to ensure that building placement, setbacks, and orientation support the creation of a pedestrian scaled neighborhood retail street to serve as the retail core of the larger commercial development and Glenwood Meadows as a whole.

2. General

a) Compatible uses (i.e., office building and a movie theatre) shall explore opportunities for shared-use parking to minimize overall space requirements for parking.

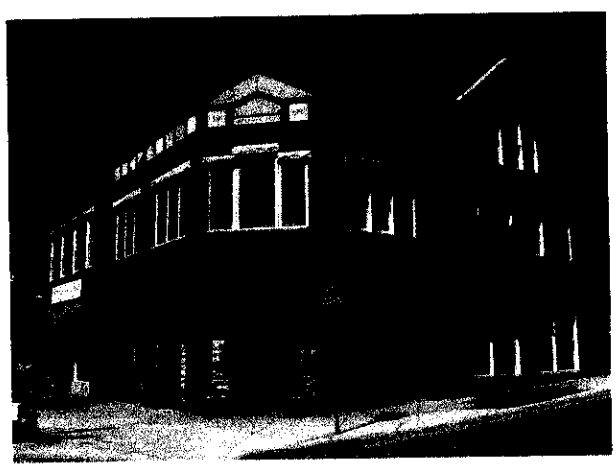


3. Mix of Uses

a) Each pod of development within the zone shall contain at least 2 of the following uses:

(1) Residential;
(2) Retail; or
(3) Office.

b) A minimum of 20 residential units shall be provided within the E, F and G mixed use parcels.



4. Location of Parking along Market Street and Wulfsohn Road

a) Parking shall be angled or parallel on-street parking.

b) Off-street parking shall not be permitted between buildings and either Market or Wulfsohn.

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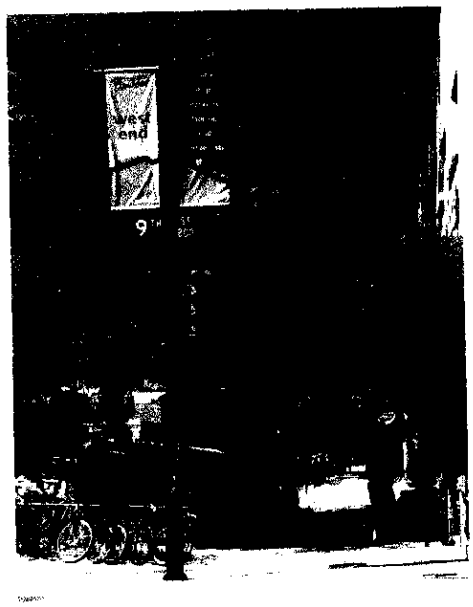


5. Building Setback from Market Street and Wulfsohn Road

a) There shall be no minimum front, rear, and side yard setbacks required to promote a more urban, pedestrian-oriented environment along the street, provided local building code requirements are met.

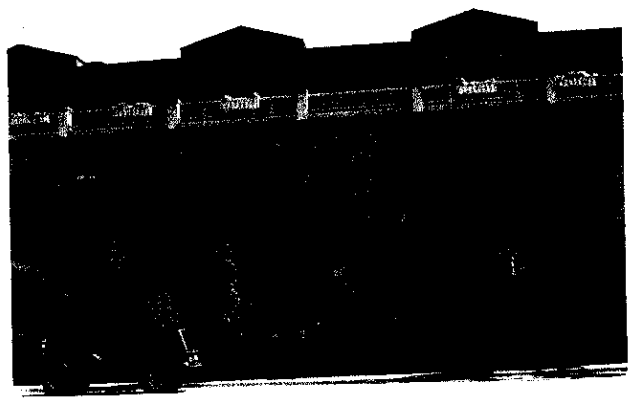
b) Should retail be constructed in phases, the front setback of later structures shall be built to equal the average setback of those structures already in place.

c) Buildings at the corners of Market Street and Wulfsohn Road shall be anchored, or brought up to meet the sidewalk edge and shall utilize a similar scale and massing as other buildings along the street edge.

6. Building Orientation

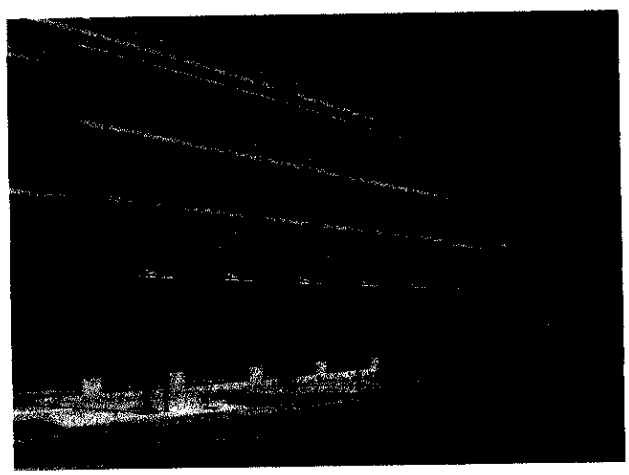
a) All buildings and building entries shall be oriented towards the primary street.

b) New buildings shall be aligned with existing buildings located across the intersecting streets to "complete" the space around the corner and create visual continuity.



7. Sidewalk Width

a) Sidewalk widths shall be a minimum of 10 feet along Market Street and Wulfsohn Road in order to provide ample space for outdoor seating and smooth pedestrian movement.



D. BUILDING DESIGN

1. Intent

The intent of these standards is to create a pedestrian-oriented feeling for the facades of retail establishments along Market Street and along Wulfsohn Road.

2. General

a) See Section V. General Development Standards.

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3. Building Height

a) Buildings shall be a minimum of 2 stories in height along the street edge. However, in order to create an active street environment along Market Street, especially at the intersection of Market St. and Midland Ave., portions of building or key buildings may be less than 2 stories if it can be demonstrated that the establishments add to the vitality of the street environment.

b) Along the north edge of Wulfsohn Road, buildings may need to be 3 stories in height to accommodate changes in grade and meet the above requirement.

4. Façade Articulation

a) One or more of the following design elements shall be incorporated for each 25 horizontal feet of a building façade or wall:

(1) Changes in color, texture, or materials;

(2) Projections, recesses, and reveals, expressing structural bays, entrances, or other aspects of the architecture with a minimum change of plane of 4-6 inches;

(3) Arcades or pergolas providing pedestrian interest.

b) Retail storefronts shall consist of predominantly transparent display windows on the first floor sidewalk edge.

c) Darkly tinted glass or other opaque materials shall not be used in display windows.

d) Traditionally, windows in multi-story commercial buildings have a width to height ratio of one to two. Second story or upper story windows should generally be smaller than the storefront windows at ground level and shall be evenly spaced across all facades adjacent to the street.

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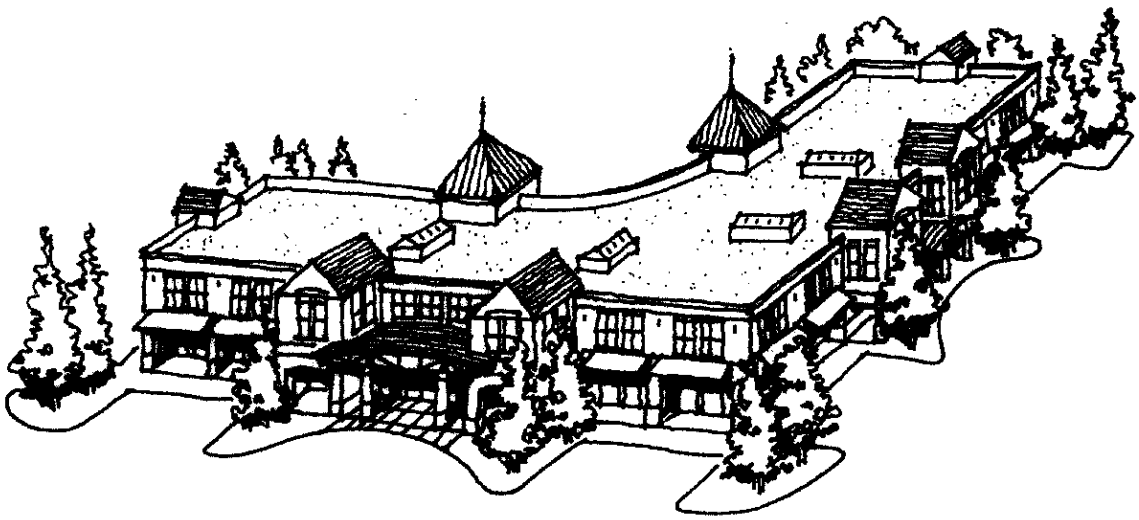
IX. Development Standards: Parcel "I", Hospitality (C-4)



A. GENERAL INTENT

The general intent of these standards is to create a full service hospitality site within Glenwood Meadows that accommodates a hotel with conference space or meeting rooms, a multi-screen movie theatre or other entertainment venue, such as a performing arts facility or outdoor amphitheater, visitor center, and/or a limited assortment of supporting retail uses such as restaurants or small stores, outdoor recreational opportunities, and the potential integration of a future park and ride and transit stop. The hospitality site is intended to function as more of a "campus" type environment, with more flexibility regarding the placement and relationship of uses as compared to the site's adjacent commercial areas based on the "campus" concept, meeting rooms or a separate dedicated facility on the site could serve as an extended learning facility or a business education and training facility. In addition to the adjacent commercial uses, all uses found on this site are also intended to complement the adjacent Community Center.

B. APPLICABILITY

These standards shall apply to all development within Parcel "I", Hospitality as defined on the accompanying Zoning Map. These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.

C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards are to ensure that the design of hospitality uses are compatible in terms of scale and mass with adjacent residential and commercial development and with the

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Community Center.

2. General

a) Compatible uses (i.e., office building and a movie theatre) shall explore opportunities for shared-use parking to minimize overall space requirements for parking.

3. Setbacks

a) Minimum front yard setbacks shall be as follows:

(1) From Midland Avenue and Wulfsohn Road: 25 ft.

(2) From uses in ajacent commercial parcel: 20 ft.

b) There shall be no minimum side or rear yard setback to promote a more urban, pedestrian-oriented environment within the Hospitality zone district.

c) At the time of the development permit application, a build to line shall be established to create a strong relationship to Wulfsohn Road, the Community Center, and adjacent mixed-use structures. The location of this line may vary depending on the site layout concept.

4. Landscaping

a) All open space areas shall be landscaped according to Table 1-Landscape Requirements.

5. Mix of Uses

a) Retail uses shall be limited to 25% of the total square footage permitted within the zone district. For the purposes of this standard, a theater shall not be defined as a retail use.

6. Relationship to Community Center

a) All uses with frontage along Wulfsohn Road shall provide an entrance along that frontage.

7. Parking

a) Large areas of parking shall be distributed between at least two sides of the primary structure, with not more than 35% of the parking for the entire Hospitality parcel remaining between the principal building and Wulfsohn Road.

D. BUILDING DESIGN

1. Intent

The intent of these standards are to ensure that the design of full service hospitality uses are compatible in terms of scale and mass with adjacent residential and commercial development and with the Community Center.

2. General

a) See Section V. General Development Standards.

b) When public or semi-public spaces such as the hotel/motel lobby, restaurants, meeting rooms, and banquet-facilities are sited at ground level adjacent to a connecting pedestrian walkway, these spaces shall be accented with the use of glass and transparent materials between the height of 3 feet and 8 feet above the walkway or street grade.

3. Building Height

a) The maximum height of buildings shall not exceed 45 feet.

b) A variety of heights within the zone are encouraged. In addition, the use of height to create a focal point or prominent structure within the zone is also encouraged.

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X. Development Standards: Parcels "B", "F", and "G", Residential Neighborhoods (R-3)

A. GENERAL INTENT

The intent of these standards is to establish general criteria for the development of a series of compact residential neighborhoods that provide a range of housing types within a short walk of community amenities, such as parks and open space, retail and commercial services, and employment.

B. APPLICABILITY

These standards shall apply to all development within Parcels "B", "F", and "G", Residential Neighborhoods as defined on the accompanying Zoning Map. *These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.*

C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards is to ensure that residential neighborhoods within Glenwood Meadows provide a variety of housing types in a cohesive, pedestrian-oriented environment and provide appropriate transitions to adjacent non-residential uses and open space, and work with the more pronounced topographical features of the site.

2. Mix of Housing Types

a) A range of housing types is strongly encouraged to promote a diverse community of mixed ages, family-types and incomes. Out of the 475 approved residential units, a maximum of 300 apartments shall be provided.

3. Block Layout

a) Residential neighborhoods shall be designed in a pattern of blocks and interconnecting streets and/ or alleys, defined by buildings, streetscape, sidewalks, and trails.

b) The maximum block length for a block shall be 500 feet. Where mid-block pedestrian walkways are provided, blocks may be up to 800 feet.

4. Lot Sizes

a) Lot sizes shall be a minimum of 3000 square feet where permitted by Glenwood Springs Municipal Code.

5. Setbacks

a) Homes shall be setback a minimum of 20 feet from the front property line.

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6. Site Grading

a) The use of extensive grading or unusual site improvements to force a preconceived design onto a particular piece of property is strongly discouraged. Modifying the design of a multifamily development to fit the site generally results in a reduced potential for environmental problems and an improved level of visual interest and variety.

b) To the maximum extent feasible, the layout of residential developments shall follow and respect the natural topography of the site.

c) Berms, channels, swales, and similar man-made changes to the landscape shall be designed and graded to be an integral part of the natural landscape and to provide a smooth transition in changes of slope.

7. Site Layout

a) Each of the three residential parcels within the Glenwood Meadows shall be considered an individual "neighborhood". A mix of housing types is encouraged within each neighborhood.

b) Multifamily buildings shall be separated by common open space, public open space (e.g., a greenway), natural features located on the site (e.g., a stream corridor), or community amenities such as swimming pools or other recreational facilities.

c) To the maximum extent practicable, multi-family buildings shall be oriented or arranged in a manner to enclose common open spaces required above (*Common Open Space*). Such common open spaces should include gardens, courtyards, recreation, or play areas and shall contain at least 3 of the following features:

(1) Seasonal planting areas;
(2) Large, flowering trees;
(3) Seating;
(4) Pedestrian-scaled lighting;
(5) Gazebos or other decorative shelters;
(6) Play structures for children; or
(7) Natural features or areas.

8. Development Transition

a) When any portion of a building or structure within a multifamily development is located adjacent to property used or zoned for lower-density residential, the following standards shall apply to ensure the privacy of nearby residents:

(1) The developer shall site multifamily structures with either fewer units or structures with two-story "end" units adjacent to property zoned or used for single-family residential.

b) Accessory structures, including garages and recreational facilities, shall be set back at least

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5 feet from the adjacent residential property line or zoning district boundary, and the developer shall provide a buffer between the structure and adjacent property. The buffer may be a fence, wall, heavy landscaping, or combination thereof. Fences and walls used for buffer purposes shall be a maximum of 6 feet in height, with finished side facing out.

c) Residential neighborhoods adjacent to open space shall incorporate one or more of the following techniques to create a visual transition between development and surrounding open space:

(1) Staggering building setbacks to create a softer development edge.
(2) Establishing a landscape buffer along the rear or visible edge(s) of the property to create a soft visual edge to the development.
(3) Locating structures near or behind existing stands of significant trees or vegetation so that the cluster of vegetation provides a buffer between the development and the adjoining open space. When siting structures in such a manner, care should be taken to not disturb existing vegetation either during or following construction.
(4) Utilizing a variety of native plant species and planting forms similar to those found on the adjoing open space, to create the appearance of a natural transition in the landscape.

9. Community Amenities

a) All residential projects with more than 10 dwelling units shall reserve and develop internal open space/outdoor leisure space, at a minimum ratio of 200 s.f. per unit. These open spaces/outdoor leisure areas shall be improved with a variety of community amenities, including, but not limited to the following:

(1) Community Garden;
(2) Grove of trees;
(3) Village green;
(4) Pocket park;
(5) Swimming pool;
(6) Resident clubhouse;
(7) Tot lots;
(8) Basketball, volleyball, or other sport court; or
(9) Picnic areas.

b) To the maximum extent feasible, internal open spaces/outdoor leisure spaces as required above shall be consolidated to create larger common spaces for residents.

10. Fencing

a) Perimeter fencing shall be of an open style, such as 2, 3, or 4 rail, split rail, wood post, or other similar style characteristic of the area's rural heritage.

b) Consistent styles of fencing shall be used throughout the neighborhood in order to achieve a cohesive appearance.

11. Storage of Personal Property

a) Dedicated storage for Recreational Vehicles (RV's), snowmobiles, trailers, and other personal property, not including personal automobiles, shall be provided off-street. Such property shall not be stored within the public right-of-way.

b) Storage areas, as outlined above, shall be screened to minimize visibility from adjacent streets and property lines as follows:

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(1) One continuous row of evergreen trees (minimum of 6 feet tall) shall be planted with a minimum spacing of 10 feet on center; or

(2) One continuous row of evergreen shrubs (minimum of 5gallon in size) planted at a minimum spacing of 3 feet on center, and deciduous trees planted at an average of one tree every 15 linear feet.

D. PARKING

1. Intent

The intent of these standards is to ensure that garages and parking areas within Glenwood Meadow's residential neighborhoods are appropriately scaled and sited to minimize their visual impact upon the street.

2. Location and Layout

a) To the maximum extent feasible within slope constraints, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from street frontage.

b) Parking areas and freestanding parking structures (detached garages or carports) shall not occupy more than 50% of each perimeter street frontage.

c) To the maximum extent practicable, freestanding parking structures (detached garages or carports) that are visible from perimeter public streets shall be sited perpendicular to the perimeter street in order to reduce visual impacts on the streetscape.

d) Carports shall be limited to 72 feet in length, with a maximum of 8 parking spaces per carport structure.

e) If a carport backs to the street, a landscape buffer shall be provided according to the requirements contained in Table 1-Landscape Requirements., within Section V.

f) A detached garage structure shall contain parking for no more than 8 cars.

g) No more than 2 detached garage structures or 2 carport structures shall be located adjacent to each other end to end.

h) The minimum separation between adjacent detached parking structures (detached garages or carports) shall be 10 feet, and such separation area shall be landscaped with at least 1 deciduous tree and ground cover or sod. A pedestrian access way may be included within the separation area.

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E. BUILDING DESIGN

1. Intent

These standards are intended to encourage a variety of residential building character within Glenwood Meadow's neighborhoods by encouraging the use of identifiable design features and detailing to emphasize the façade at the street and create visual interest.

2. General

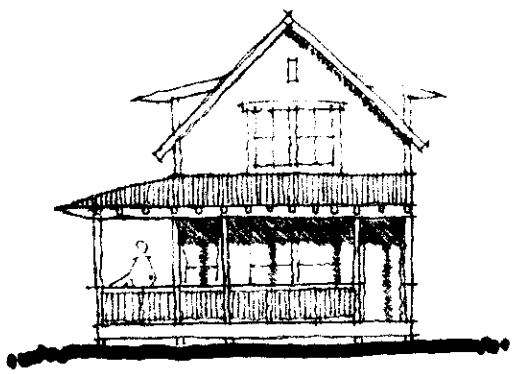
a) See Section V. General Development Standards.

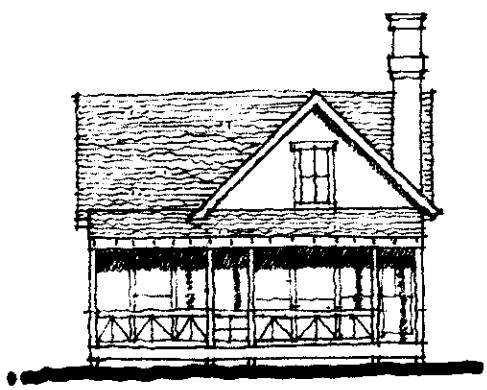
3. Architectural Detail

a) The incorporation of porches, balconies, and patios shall be strongly encouraged for all residential types.

b) Building entries shall be called out as a prominent streetscape feature for all residential types by extending the front of the main façade and emphasizing with materials and detailing.

c) Garages shall not be the prominent streetscape element. They shall be recessed and/or oriented towards the side or rear of the lot.





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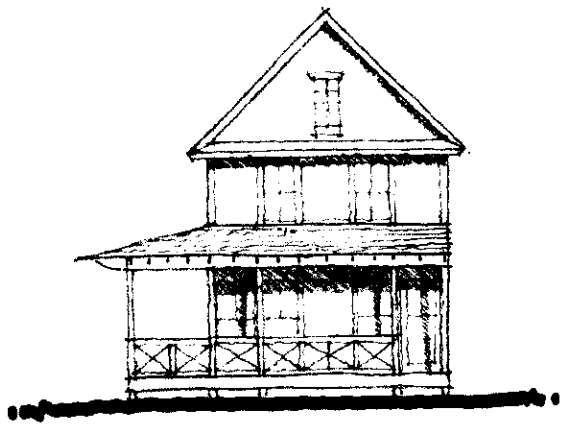
d) The facades of single-family attached town homes shall be articulated to differentiate individual units.

e) All sides of a multi-family building shall display a similar level of quality and architectural interest. The majority of a building's architectural features and treatments shall not be restricted to a single façade.

f) Fronts of buildings shall be articulated through the use of bays, insets, balconies, porches, or stoops related to entrances and windows.

g) No more than 5 town home dwelling units shall be attached in any single row.



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XI. Parcel L: Open Space and Parks (HP)

A. GENERAL INTENT

The intent of these standards is to provide guidance for the range of appropriate uses that could occur within this portion of the Glenwood Meadow's site. The site is characterized by its dramatic views of Red Mountain, which frames the site on the south side, by its varied and sometimes dramatic topography, and by its lush stand of Gambel oaks. The site encompasses over 62% of the total area of Glenwood Meadows presents an opportunity to establish public open space for the neighborhood and for the larger Glenwood Spring's community that accommodates year-round active and passive recreational uses.

Many of the sites potential uses will vary from season to season, providing a range of activities for the community. For example, the north aspect of Red Mountain's slopes retain snow cover, creating a haven in its shadows for winter sports such as snow shoeing or cross-country skiing, while lower slopes with more solar exposure provide more opportunities for year-round activities such as hiking, biking, and possibly a golf course.

B. APPLICABILITY

These standards shall apply to all development within Parcels "L", Open Space and Parks as defined on the accompanying Zoning Map. *These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.*

C. ACTIVE RECREATION

1. Intent

The intent of these standards is to suggest a range of appropriate active recreational uses for particular areas of the site, based on its varying landscape characteristics, such as slope,

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vegetative cover, and proximity to the residential neighborhoods of Glenwood Meadows. As a general rule, more land intensive, active uses, such as a golf course or a community park shall be located adjacent to or be partially integrated with nearby residential neighborhoods. By locating active uses near developed areas, where slopes are typically between 10 and 20 percent, pedestrian access to the sites would be more easily facilitated and a wider range of uses could be accommodated. Steeper slopes located towards the base of Red Mountain can be utilized to accommodate multi-use trails with little disturbance to existing landforms or views of the site. All development on the site, regardless of its intensity or location, shall work with existing site features to minimize overall disturbance and visual impacts.

2. General

a) Appropriate uses shall include, but not be limited to the following:

(1) Hiking trails;
(2) Golf courses;
(3) Mountain bike trails;
(4) Cross-country skiing trails;
(5) Equestrian trails;
(6) Snow shoeing trails; or
(7) Neighborhood parks.

b) Any of the above uses, as well as any additional non-prohibited uses as identified in the Appendix-Prohibited Uses for Parcel L, shall be required to undergo a special use review prior to approval. Soft surfaced trails and debris flow mitigation structures shall be allowed uses, the design and location of which shall be approved by City staff.

c) The use of motorized recreational vehicles such as snowmobiles, motorcycles, or similar vehicles shall not be permitted.

d) All uses shall use all practical means of preserving natural grade, drainage patterns, soil cover, and vegetation.

e) All uses shall be designed to minimize visual disturbances and scarring to the site, as viewed from within the site, from surrounding developments, and from Interstate-70.

f) All uses shall preserve and integrate outstanding natural physical features such as hill and ridge crests, natural rock outcroppings, major tree belts, watercourses, and other physical features.

g) Public access points shall be provided from residential neighborhoods to adjoining open space. To the maximum extent feasible, access points shall be provided a minimum of every 500 feet.

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XII. Appendix

A. PLANT LIST

1. Large Deciduous Trees

a) Narrow leaf Cottonwood-Populus angustifolia
b) Cottonwood 'Siouxland'-Populus deltoides 'Siouxland'
c) Lanceleaf Cottonwood-Populus x acuminata
d) Norway Maple-Acer plantanoides
e) Red Maple-Acer rubrum
f) Northern Catalpa-Catalpa speciosa
g) Common Hackberry-Celtis occidentalis (spring planting)
h) American Ash-Fraxinus americana 'Autumn Purple'
i) Green Ash-Fraxinus pennsylvanica
j) Thornless Honeylocust 'Shademaster'-Gleditsia triacanthos inermis
k) Bur Oak- Quercus macrocarpa
l) English Oak-Quercus robur
m) American Linden-Tilia americana
n) Littleleaf Linden-Tilia cordata 'Greenspire'
o) Redmond Linden-Tilia x euchlora 'Redmond'
p) American Elm-Ulmus Americana

2. Ornamental Trees

a) Amur Maple-Acer ginnala
b) Thinleaf Alder-Alnus tenuifolia
c) Shadblow Serviceberry-Amelanchier canadensis
d) Rocky Mountain or water birch-Betula occidentalis
e) Cockspur Hawthorn-Crataegus crus-galli
f) Washington Hawthorn-Crataegus phaenophyrum
g) Quaking Aspen-populus tremuloidies
h) Newport Plum-Prunus cerasifera 'Newport'
i) Canadian Red Cherry-Prunus virginiana 'Shubert'
j) Callery Pear-Pyrus calleryana
k) Gambel Oak-Quercus gambelii

3. Evergreen Trees

a) Subalpine or Rocky Mountain Fir-Abies lasiocarpa

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b) Douglas Fir-Pseudotsuga menziesii glauca
c) Rocky Mountain Juniper-Juniperus scopulorum
d) Bristlecone Pine-Pinus aristata
e) Lodgepole Pine-Pinus contorta latifolia
f) Pinyon Pine-pinus edulis
g) Limber Pine-Pinus flexilis
h) Southwestern White Pine-Pinus flexilis reflexa
i) Austrian Pine-Pinus nigra
j) Ponderosa Pine-Pinus ponderosa
k) Scotch Pine-Pinus sylvestris
l) Engelmann Spruce-Picea engelmannii
m) Black Hills Spruce-Picea glauca densta
n) Colorado Spruce-Picea pungens
o) Colorado Blue Spruce-Picea pungens glauca

4. Semi-Evergreen and Broadleaf Evergreen Shrubs

a) Kinnikinnick-Arctostaphylos uva-ursi
b) Euonymus-Euonymus fortunei
c) Manhattan Euonymus-Euonymus kiautschovicus 'Manhattan'
d) Oregon Grape Holly-Mahonia aquifolium
e) Compact Oregon Grape Holly-Mahonia aquifolium 'Compacta'
f) Creeping Oregon Grape Holly-Mahonia repens
g) Soapweed Yucca-Yucca glauca

5. Evergreen Shrubs

a) Armstrong Juniper-Juniper chinensis 'Armstrong'
b) Blue Rug Juniper-Juniperous horizontalis 'Wiltonii'
c) Sea Green Juniper-Juniperous media 'Sea Green'
d) Green Mound Juniper-Juniperous procumbens 'Green Mound'
e) Tammy Juniper-Juniperus sabina 'Tamariscifolia'
f) Table Top Juniper-Juniperus scopulorum 'Table Top'
g) Blue Star Juniper-Junperus squamata 'Blue Star'
h) Wichita Blue Juniper-Juniperus scopulorum 'Wichita Blue'
i) Hillspire Juniper-Juniperus virginiana 'Cupress'
j) Mugo Pine-Pinus mugo

6. Deciduous Shrubs

a) Serviceberry-Amelanchier spp.
b) Barberry-Berberis thunbergii atropurpurea

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c) Butterfly Bush-Buddleia davidii
d) Siberean Peashrub-Caragana arborescens
e) Flowering Quince-Chaenomeles speciosa
f) Blue Mist Spirea-Caryopteris spp.
g) Dogwood-Cornus sericea
h) Smoketree-Cotinus coggygria
i) Peking Cotoneaster-Cotoneaster acutifolia
j) Cranberry Cotoneaster-Cotoneaster apiculatus
k) Burning Bush-Euonymus alatus
l) Forsythia-Ligustrum vugare
m) Honeysuckle- Lonicera spp.
n) Russian Sage-Periovskia atriplicifolia
o) Common Ninebark-Physocarpus opulifolius
p) Potentilla (Shrubby Cinquefoil)-Potentilla fruiticosa
q) Plum-Prunus spp.

7. Perennials

a) Yarrow-Achilles filipendula
b) Columbine-Aquilegia (hybrids)
c) Hollyhock-Althaea rosea
d) Pearly Everlasting-Anaphalis spp.
e) Clustered Bellflower-Campanula glomerata
f) Canterbury Bells-Campanula medium
g) Cup-n-Saucer-Campanula medium calycanterma
h) Shasta Daisy-Chrysanthemum maximum
i) Delphinium-Delphinium elatum
j) Cottage Pink-Dianthus pulmarius
k) Bleeding Heart-Dicentra spectabillis
l) Foxglove-Digitalis purpurea
m) Blanket Flower-Gaillardia aristata
n) Bearded Iris-Iris germanica
o) Perennial Sweet Pea-Lathyrus latifolius
p) Blue Flax-Linum perenne
q) Lupine-Lupinus polyphyllus
r) Daffodil-Narcissus spp.
s) Perennial Phlox-Phlox paniculata
t) Buttercup-Ranunculus asiaticus
u) Johnny Jump-up-Viola kitaibeliana

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B. USE TABLE

In the event a use is permitted in the Glenwood Meadows standards but is not permitted in the underlying zone districts, the stricter obligations of the Code shall prevail.

Prohibited Use

Special Use

Use	A-Mixed-Use Campus (C-1)	C, D, and H-Commercial (C-1)	E, F, and G-Mixed-Use (C-2)	I-Hospitality (C-4)	B, J, and K-Residential Neighborhood (R-3)	L- Parks and Open Space (HP)
Accessory Uses						
Apartments						
Auto Rental						
Auto Repair						
Auto Parking						
Auto Sales						
Auto Service						
Auto Washing and/or Polishing Facility						
Banks with Drive Thru/ Accessory ATM Facilities						
Bed & Breakfast						
Child Care Home						
Commercial Indoor Cinema						
Daycare Facilities						
Sanitariums, Rest Homes, Homes for the Aged, Nursing or Convalescent Homes						
Emergency Services Facilities						
Golf Course						
Gas Sales						
Governmental Facilities and Non-Governmental Health and Human Services Facilities						
Government or Public Utility Service						
Commercial Health and Fitness Centers						
Home Improvement and Garden Supply						
Hospitals and their Related Facilities						
Hotels						

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Use	A-Mixed-Use Campus (C-1)	C, D, and H-Commercial (C-1)	E, F, and G-Mixed-Use (C-2)	I-Hospitality (C-4)	B, J, and K-Residential Neighborhood (R-2)	L- Parks and Open Space (NP)
Indoor Commercial Recreational Facilities						
Light Assembly						
Major Home Occupation						
Membership Warehouse						
Minor Home Occupation						
Mobile Home Manufacturing						
Mobile Home Park						
Mobile Home Sales						
Mortuary						
Multi-family Dwellings						
Museum						
Non-Bank Drive-Through Facilities						
Office Uses						
Office-Showroom						
Outdoor Display						
Outdoor Recreational Facilities						
Outdoor Storage						
Clinical and their Related Facilities						
Pedestrian-oriented Accessory Uses and Outdoor Seating for Restaurants						
Public Park						
Radio Transmission Facilities						
Recreation Vehicle Parking						
Religious Institutions						
Restaurants						
Retail						
Road, Driveway, Bikeway, Parking						
Schools						
Schools: Colleges or Universities						
Self-Storage Facilities						
Service and Repair of Appliances & Building Components						
Personal Service such as Photo Shop, Tailor, Dry Cleaning, Barber						
Single Family Detached Dwellings						
Single-Family Attached Housing e.g. Townhouses and						

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Use	A-Mixed-Use Campus (C-1)	C, D, and H-Commercial (C-1)	E, F, and G-Mixed-Use (C-2)	I-Hospitality (C-4)	B, J, and K-Residential Neighborhood (R-3)	L- Parks and Open Space (NP)
Roughhouses						
Skating Rinks, Public Recreational and Sports Facilities						
Small Animal Hospitals and Clinics						
Transient Housing/Boarding Houses						
Transit Park and Ride/ Bus Station						
Utility Substations						

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XIII. Definitions

Accessory Use—A use incidental and subordinate to the principal use of the lot.
Apartment- A type of multi-family dwelling unit, typically renter-rather than owner-occupied. See definition for multi-family dwellings below.
Auto Parking—Shall mean an off-street parking area or vehicular use area, an off-street parking area within a building or parking structure, or on street parallel or diagonal parking.
Day Care—A child care facility or day nursery, which is maintained for the whole or part of a day for the care of 7 or more children unrelated to the owner on a full time basis and/or requiring a day care nursery or a center license in accordance with the regulations of the State of Colorado Department of Social Services, whether such facility is operated with or without compensation for such care and with or without stated educational purposes.
Indoor Recreation—A commercial recreational land use conducted entirely within a building, including: an arcade, arena, art gallery and studio, art center, assembly hall, athletic and health clubs, auditorium, bowling alley, club or lounge, community center, conference center, exhibit hall, gymnasium, library, movie theater, museum, performance theater, pool or billiard hall, skating rink, swimming pool, or tennis court.
Multi-family dwellings—A building containing 3 or more dwelling units, not including hotels, motels, and similar group accommodations.
Non-banking Drive Thru—An establishment which by design, physical facilities, services, or packaging procedures encourages or permits customers to receive services, obtain goods, or be entertained while remaining in their motor vehicles.
Open Space—That portion of a building lot which is open to the sky, except as provided in the definition of lot coverage.
Outdoor Recreation—A commercial recreational land use conducted outside of a building, characterized by a minimal impact on traffic, the natural environment, or the surrounding neighborhood, including: an arboretum, botanical garden, bridle or hiking trails, country club, golf course, or historic site.
Pedestrian-oriented Development—Development that is designed with a primary emphasis on the street sidewalk and/or connecting walkway access to the site and building rather than on auto access and parking lots. This type of development typically warrants buildings being placed relatively close to the street with the main entrance oriented towards the street sidewalk or a walkway. Parking areas are provided but are not emphasized in the design of the site.
Transit-oriented Development—A development pattern characterized by mixed-use development at transit corridors, a high level of activities and extensive facilities for transit users, pedestrians, and bicyclists to provide easy movement between living and working environments.

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ON-STREET PARKING SUBLEASE AGREEMENT

THIS ON-STREET PARKING SUBLEASE AGREEMENT ("Sublease") is made and entered into and is effective as of the ____ day of _____, 2020 ("Lease Date"), between SC Glenwood II, LLC, a Colorado limited liability company (the "Sublessor"); _____ (the "Sublessee"); and the City of Glenwood Springs, a home rule municipal corporation (the "City").

RECITALS

WHEREAS, Sublessor is the owner of 1.837 acres of land, being that certain real property described as Lot 11 A-B, Glenwood Meadows Subdivision No. 6, and recorded on September 7, 2017 at Reception No. 897037 in the City of Glenwood Springs, County of Garfield, State of Colorado ("Phase II Property"); and

WHEREAS, Sublessee is the owner of .543 acres of land, being that certain real property described as Lot 7, Glenwood Meadows No. 2, according to the plat thereof recorded August 9, 2004, under Reception No. 657439, City of Glenwood Springs, County of Garfield, State of Colorado ("Phase III Property"); and

WHEREAS, the Phase II Property and Phase III Property are part of the Glenwood Meadows District; and

WHEREAS, the City has constructed and owns on-street parking spaces located on Wulfsohn Road that are adjacent to the Phase II and Phase III Properties; and

WHEREAS, pursuant to Section V of the Fourth Amendment to Annexation and Development Agreement Glenwood Meadows, LLC Annexation, dated August 1, 2013, recorded on August 8, 2013, as Reception #839074, and rerecorded as Reception #861345 on April 10, 2015 ("Fourth Amendment"), the on-street parking spaces within the Wulfsohn Road right-of-way have been credited against the otherwise applicable minimum number of onsite parking spaces required by development of the then-owner's C-2 Mixed Use Lots (as that term is defined in the Fourth Amendment), which C-2 Mixed Use Lots include the Phase II and III Properties; and

WHEREAS, the City and Sublessor entered into that certain On-Street Parking Lease Agreement dated October 18, 2017 (the "Master Lease") pursuant to which Sublessor is leasing those 47 on-street parking spaces depicted in Exhibit A to the Master Lease (the "On-Street Spaces") from the City to serve the Phase II Property; and

WHEREAS, Sublessee now desires to sublease the 13 On-Street Spaces depicted on Exhibit 1 hereto (the "Subleased Spaces") from Sublessor to satisfy the parking requirements applicable to Sublessee's development of the Phase III Property; and

WHEREAS, the City is a party of this Sublease for the purpose of documenting its approval of the Sublease and certain of the terms and conditions set forth herein.

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NOW, THEREFORE, the Sublessor, Sublessee, and the City agree as follows:

AGREEMENT

1. Recitals. The foregoing recitals are hereby incorporated into this Sublease and are made a part hereof as if specifically set forth herein.

2. Rent and Term. In consideration of the payment to Sublessor of annual payment of rent for the Subleased Spaces in the amount of One Hundred Fifty-Six and 00/100 Dollars ($156.00) per year by Sublessee ("Rent"), and the covenants, consideration, and agreements herein contained, Sublessor hereby subleases to Sublessee the Subleased Spaces identified on Exhibit 1 hereto for the remainder of the term of the Master Lease ("Sublease Term"). Sublessee shall pay the Rent to Sublessor for the remainder of the year in which this Sublease is executed as well as the last year of the Sublease Term, on a prorated basis simultaneously with the executed of this Sublease. Thereafter, annual Rent shall be paid no later than January 31st of each calendar year of the Sublease Term. Rent for the last year of the Sublease Term shall be prorated as well. At Sublessee's option, Sublessee may prepay the Rent for all or any additional portion of the Sublease Term at any time.

3. Additional Subleases. As stated in Paragraph 3 of the Master Lease, Sublessor has the right to enter into up to four additional leases for the On-Street Spaces with the City, each for a consecutive twenty (20) year term. Accordingly, the parties hereto agree that Sublessor and Sublessee shall have the right to enter into up to four additional subleases for the Subleased Spaces, each for a consecutive twenty (20) year term; provided, however, that if Sublessor elects not to enter into a new lease with the City, the right to enter into a new sublease shall be void. The following shall apply with respect to each new 20-year sublease:

a. In the event Sublessor desires to enter into a new 20-year lease for the On-Street Spaces, Sublessor will provide written notice to both the City and Sublessee within the time required under Section 3 of the Master Lease.

b. Upon receipt of the notice referenced in Subsection a, above, if Sublessee desires to enter into a new 20-year sublease, Sublessee shall provide written notice of the same to Sublessor and the City within thirty (30) days.

c. If the City agrees to enter into a new lease with Sublessor, Sublessee and Sublessor shall negotiate a new sublease similar in form and substance to Exhibit B to the Master Lease and shall finalize said sublease before the end of the Sublease Term.

d. If the City and Sublessor cannot agree upon a new lease for the On-Street Spaces as provided in Section 3 of the Master Lease, the following shall occur at the end of the current Sublease Term: (i) as provided in the Fourth Amendment, the on-street parking spaces on Wulfsohn Road will continue to be credited against the otherwise applicable minimum number of onsite parking space requirements for the Phase II and III Properties under any applicable zoning codes in Glenwood Springs; (ii) the Phase III Property will remain legally conforming as to parking

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requirements; (iii) Sublessee will have no further maintenance, repair, and upkeep obligations for the Subleased Spaces, and the City will be responsible for all costs of maintenance, repair, and upkeep of the same; (iv) the City will not lease the Subleased Spaces to any other party; (v) the Subleased Spaces shall remain "public" parking spaces, but not exclusive as to any party; and (vi) the City and Sublessor shall use their best reasonable good faith efforts to provide no less than the same number of exclusive alternate Subleased Spaces ("Alternate Subleased Spaces") in no further proximity to the Phase III Property than the Subleased Spaces. The sublease for the Alternate Subleased Spaces shall be the similar in form and substance to Exhibit B to the Master Lease.

4. Use of Subleased Spaces. During the Sublease Term, Sublessee and its tenants, guests, licensees, and invitees shall have the sole and exclusive use of the Subleased Spaces. Sublessee shall have the right to enforce its exclusive use of the Subleased Spaces by any legal means, including, but not limited to, the towing of the illegally parked vehicles at the vehicle owner's expense.

5. Maintenance of the Subleased Spaces. All maintenance, operation, use, and occupancy of the Subleased Spaces shall comply and be performed in strict compliance with the Charter, Ordinance, Codes, and Policies of the City, as well as applicable state and federal rules and regulations. Sublessee shall at all times keep and maintain the Subleased Spaces free of all liens, including lender, mechanic's, and materialman's liens. During the Sublease Term, Sublessee shall be responsible for all maintenance, repair, and replacement and upkeep of the Subleased Spaces, including the plowing and removal of snow and ice; provided, however, that Sublessor and Sublessee may enter into a separate agreement regarding their joint maintenance of all On-Street Spaces, including the Sublease Spaces. The City shall maintain, or cause others to maintain, including the plowing and removal of snow and ice, the Wulfsohn Road right-of-way, and all other sidewalks around the Subleased Spaces. Sublessor may post signs, paint/label spaces on the ground, or restripe the Subleased Spaces a different color indicating that each Subleased Space is for the exclusive use of automobiles of the tenants, guests and invitees of the Phase III Property. Sublessee may provide specific parking rules and regulations for tenants on the Phase III Property, as well as the guests and invitees of the Phase III Property.

6. Access and Use by the City. Sublessee agrees that the City may enter and utilize the Subleased Spaces at any time for the purpose of installing, repairing, replacing, or maintaining improvements to its public facilities or utilities necessary for the health, safety, and welfare of the public for any public purpose other than on-street parking. Nothing in the Sublease shall in any way limit the authority of the City Council over the public right-of-way except as expressly set forth in this Sublease. The City may at any time during the Sublease Term determine in its sole discretion to use or cause or permit the Wulfsohn Road right-of-way to be used for any other public purpose that does not preclude the use of the right-of-way on Wulfsohn Road for vehicular traffic or the Subleased Spaces, including but not limited to, underground, surface, or overhead communication, drainage, sanitary sewerage, transmission of natural or electricity, or any other public purpose, whether presently contemplated or not, that the parties agree to negotiate in good faith in order to accommodate the proposed use in addition to Subleased Spaces. However, no approval of the Sublessee is necessary if the proposed use of the public right-of-way, including the

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Subleased Spaces, does not reduce or remove the use of the right-of-way on Wulfsohn Road for vehicular traffic or the Subleased Spaces.

7. Indemnification. **SUBLESSEE COVENANTS AND AGREES TO INDEMNIFY, AND DOES HEREBY INDEMNIFY, HOLD HARMLESS, AND DEFEND SUBLESSOR, THE CITY, AND BOTH OF THEIR OFFICERS, AGENTS, SERVANTS, EMPLOYEES, AND ELECTED OFFICIALS FROM AND AGAINST ANY AND ALL CLAIMS OR SUITS FOR PROPERTY DAMAGE OR LOSS AND/OR PERSONAL INJURY, INCLUDING DEATH, TO ANY AND ALL PERSONS, OF WHATSOEVER KIND OR CHARACTER, ARISING OUT OF OR IN CONNECTION WITH, THE MAINTENANCE, OCCUPANCY, AND USE OF THE SUBLEASED SPACES AND USES GRANTED HEREUNDER, AND SUBLESSEE HEREBY ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR SUCH CLAIMS OR SUITS. SUBLESSEE SHALL LIKEWISE ASSUME ALL LIABILITY AND RESPONSIBILITY AND SHALL INDEMNIFY SUBLESSOR AND THE CITY FOR ANY AND ALL INJURY OR DAMAGE TO THE CITY PROPERTY ARISING OUT OF OR IN CONNECTION WITH THE SUBLEASED SPACES AND ANY AND ALL ACTS OR OMISSIONS OF SUBLESSEE, ITS OFFICERS, AGENTS, SERVANTS, EMPLOYEES, CONTRACTORS, SUB-CONTRACTORS, LICENSEES, OR INVITEES.**

8. Survival Clause. The "Indemnification" provision set forth in this Sublease shall survive the completion of the Sublease Term and the satisfaction, expiration, or termination of this Sublease. Notwithstanding the foregoing, the Indemnification provision shall not apply to any claim, suit, loss, or damage that arises after the expiration or termination of this Sublease.

9. Insurance. Sublessee agrees, binds, and obligates itself, its successors and assigns, to maintain and keep in force public liability insurance at all times during the Sublease Term over the Subleased Spaces and to name the Sublessor and the City as an additional insureds thereunder.

10. Termination. Sublessee may, with or without cause, and upon sixty (60) days written notice to Sublessor, terminate this Sublease. In the event Sublessee elects to terminate this Sublease pursuant to this Paragraph 10, all of the parties' obligations under this Sublease will cease as of the date of termination of the Sublease.

11. Master Lease.

a. Sublessor shall continue to remain primarily liable for the payment of all amounts of rental and other sums due under the Master Lease and for performance of all covenants required of Sublessor under the Master Lease. In the event Sublessor fails to pay the rent due under Master Lease, the City shall have the right to collect the rental attributable to the Subleased Spaces directly from Sublessee, payment of such rent by Sublessee to the City shall satisfy Sublessee's obligation to pay Sublessor such rental amount under this Sublease.

b. Sublessee agrees not to violate any of the terms and conditions of the Master Lease, or cause the terms and conditions thereof to be violated. For these purposes, if any provision in the Sublease is inconsistent with the Master Lease, then the Master Lease terms will control.

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c. In the event that the Master Lease is terminated prior to the end of its Term, this Sublease shall automatically terminate.

d. In the event of a default under the terms and provisions of the Master Lease, the City will deliver to Sublessee a copy of any such notice tendered to Sublessor under the terms of the Master Lease. Sublessee may, at Sublessee's discretion, cure any such default by Sublessor or by Sublessee, as the case may be.

12. **Non-Compliance**. During the Sublease Term, Sublessor and Sublessee agree to provide written notice to the other of any non-compliance with this Sublease, setting forth the matters of noncompliance with specificity and particularity. If such non-compliance is not cured to the reasonable satisfaction of the other party within thirty (30) days, the other party shall have the right to cure the non-compliance and bill the other party for the costs associated therewith. If Sublessee fails to pay the Rent on or before the date due or any amount billed pursuant to the foregoing sentence, Sublessor shall provide written notice to Sublessee of such failure, and Sublessee shall pay the past due amounts to Sublessee within thirty (30) days of receipt of the notice. If Sublessee does not pay the Rent or other amount due within said thirty (30) day period, Sublessor shall have the right to terminate this Sublease on no less than ten (10) days' prior written notice to Sublessee (during which time Sublessee shall have the right to pay the past due amount).

13. **Notices**. All notices and other communications required or permitted under this Sublease shall be in writing and shall be given: (a) by United States first class mail, postage prepaid, registered or certified, return receipt requested, (b) by hand delivery (including by means of a professional messenger service), or (c) by a nationally recognized overnight delivery service that routinely issues receipts. Any such notice or other communication shall be addressed to the party for whom it is intended at its address set forth below, and shall be deemed to be effective when actually received or refused. Either party may by similar written notice given, change the address to which future notices or other communications shall be sent.

If to Sublessor: SC Glenwood II, LLC
c/o Stoneleigh Companies, LLC
760 W. Main Street, Suite 140
Barrington, Illinois 60010

If to Sublessee:

If to City: City of Glenwood Springs
101 W. 8th Street
Glenwood Springs, Colorado 81601

14. **Sublease to be Recorded**. Sublessor and Sublessee agree to record this Sublease in the real property records of Garfield County, Colorado. This Sublease shall constitute an insurable interest in the Subleased Spaces. Sublessee and its lender may obtain a leasehold title policy covering the Subleased Spaces.

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15. **Assignment**. This Sublease shall be assignable to all subsequent owners of the Phase III Property, as further provided in this Paragraph 15. The City shall be notified in writing of the transfer of title to the Phase III Property within thirty (30) days of such transfer along with a fully executed copy of the assignee's written agreement to be bound by the terms and conditions of this Sublease. Sublessee covenants and agrees that it will not assign any or all of its rights, privileges, or duties under this Sublease to any party other than a subsequent owner of the Phase III Property without the written approval of the City, which approval shall not unreasonably be withheld; provided, however, that in the event of foreclosure by a lender of the owner of the Phase III Property, a copy of the judgment transferring title by Court order may be provided to the City, within thirty (30) days of such judgment, in lieu of assignment by Sublessee. Furthermore, the City agrees that Sublessor and Sublessee may enter into a joint use agreement regarding all of the On-Street Spaces, including the Subleased Spaces, such that the tenants, guests, licensees, and invitees of Sublessor and Sublessee may have access to and use of any of the On-Street Spaces.

16. **Governmental Immunity**. Nothing in this Sublease shall be read to waive, limit, or abrogate the provisions of the Colorado Governmental Immunity Act, C.R.S. §§ 24-10-101, *et seq*., or the rights and protections afforded thereunder.

17. **Jurisdiction**. Any cause of action for breach of this Sublease shall be brought in Garfield County, Colorado. This Sublease shall be governed by the laws of the State of Colorado.

18. **Counterparts**. This Sublease may be executed in identical counterparts, and when each of the parties hereto has executed and delivered one or more counterparts of this Lease, this Lease shall be binding and effective, even though no single counterpart has been executed by all parties hereto.

19. **Entire Agreement.** This Sublease embodies the entire agreement among the parties hereto relative to the subject matter hereof. No amendment, alteration, modification of, or addition to the Sublease will be valid or binding unless expressed in writing and signed by all parties.

20. **Severability.** If any provision of this Sublease proves to be illegal, invalid, or unenforceable, the remainder of this Sublease will not be affected by such finding, and in lieu of each provision of this Sublease that is illegal, invalid, or unenforceable, a provision will be added or said provision shall be modified as similar in terms to such illegal, invalid, or unenforceable provision as may be possible and shall be legal, valid, and enforceable.

21. **Representative.** Each person signing this Sublease represents and warrants that he or she is fully authorized to enter into and execute this Sublease, and to bind the party it represents to the terms and conditions hereof.

22. **Attorneys' Fees**. Should this Sublease become the subject of litigation between any of the parties hereto, the prevailing party shall be entitled to recover its reasonable attorneys' fees and all actual costs in connection herewith. All rights concerning remedies and/or attorneys' fees shall survive any expiration or termination of this Sublease.

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IN WITNESS WHEREOF, the parties have executed this On-Street Parking Sublease Agreement as of the date first above written.

SUBLESSOR:

SC Glenwood II, LLC, a Colorado limited liability company

By: Stoneleigh Companies, LLC, a Florida limited liability company, its Duly Authorized Representative

By:_____
Richard F. Cavenaugh, President

STATE OF ILLINOIS)
)
COUNTY OF LAKE)

The foregoing instrument was acknowledged before me this ___ day of _____, 2020, by Richard F. Cavenaugh, President of Stoneleigh Companies, LLC, a Florida limited liability company, its Duly Authorized Representative of SC Glenwood II, LLC, a Colorado limited liability company.

DRAFT

SUBLESSEE:

By:_____

STATE OF _____)
)
COUNTY OF _____)

The foregoing instrument was acknowledged before me this ___ day of _____, 2020, by _____.

DRAFT

CITY:

City of Glenwood Springs

By:_____
Jonathan Godes, Mayor

ATTEST:

By:_____
Catherine Mythen-Fletcher, City Clerk

DRAFT

REVOCABLE RIGHT OF WAY ENCROACHMENT LICENSE

THIS REVOCABLE RIGHT OF WAY ENCROACHMENT LICENSE is made this _____ day of _____ 2020 between the CITY OF GLENWOOD SPRINGS ("City") and GLENWOOD MEADOWS, LLC ("Licensee").

WHEREAS, City is the owner of certain real estate located in Glenwood Springs, Colorado, known as the Wulfsohn Road right-of-way ("Right of Way"); and

WHEREAS, Licensee is the owner of certain real estate located on the north side of Wulfsohn Road between East Meadows Drive and Market Street and known as Parcel Number 2185-081-38-007; and

WHEREAS, Licensee wishes to secure an encroachment license for the construction and placement of shoring wall elements, awnings, canopies, benches and landscaping and related planters within the Right of Way (the "Encroachments"); and

WHEREAS, City Council has considered the approval criteria for a right of way encroachment license set forth in Section 070.060.050(f)(3)e; and

NOW THEREFORE, in consideration of the mutual promises contained herein, the City and Licensee agree as follows:

1. City hereby grants to Licensee a revocable right of way encroachment license for the Encroachments generally described and depicted on A. Upon construction of the Encroachments, Licensee shall provide the City with as-built drawings of all Encroachments in the format specified by the Community Development Director.

2. Licensee is responsible for maintaining the Encroachments.

3. Licensee agrees to release, indemnify, defend, and hold harmless the City, its employees, officers, officials, agents, and contractors, from any and all liability, claims, damages, expenses including attorneys' fees and litigation costs, resulting from or arising out of the Encroachments.

4. Licensee acknowledges and agrees that if the City, its employees, officers, officials, agents, or contractors are required to remove, alter, repair or damage the Encroachments described herein, the full cost of repair, alteration, or removal shall be borne by Licensee.

5. Licensee shall provide the City with a copy of an umbrella liability policy covering the encroachment area in limits of no less than $1,000,000. Such policy shall be renewed by Licensee for the life of the Encroachments, and a copy of each new policy shall be furnished to the City upon the anniversary date of this License. Failure to provide the policy shall automatically nullify the license to encroach without necessity of further notice and shall require Licensee's removal of the Encroachments at the applicant's sole expense. Should Licensee fail to remove the Encroachments within a reasonable time, the City may declare the Encroachments a public nuisance, undertake removal, and attach a lien to Licensee's property for the costs of the removal.

6. The City may revoke this license upon sixty (60) days written notice if the City determines that Licensees' activities have become incompatible with any other lawful use of the premises or if any provision of this license is breached by Licensees. This license shall not be assigned by Licensee to a third party without the prior express written consent of the City

7. Upon execution by the parties, this Revocable Right of Way Encroachment License shall be duly recorded with the Garfield County Clerk and Recorder.

CITY OF GLENWOOD SPRINGS, COLORADO

_____
Jonathan Godes, Mayor

ATTEST:

_____
Catherine Mythen Fletcher, City Clerk

APPROVED AS TO FORM:

_____
Karl J. Hanlon, City Attorney

REALTY CAPITAL MANAGEMENT, LLC

By: _____

Title: _____

Date: _____

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item: Approval of Funding to Finalize Design and Right of Way for South Bridge

Action Requested: Approval of a contract with Jacobs Engineering to complete design, right of way and final steps in the environmental assessment in the amount of $3,474,033.25

Department: Engineering

Presented By: Terri Partch, City Engineer

Background Info: In 2002 the Coal Seam Fire occurred in Glenwood Springs and forced the evacuation of residents out of south Glenwood and the Three and Four Mile Canyon areas. Evacuees were routed to 27th Street Bridge towards the advancing fire.

At the time City, County and State officials recognized the lack of capacity of south Midland and the 27th Street Bridge, and the danger that having only one route out of the southern area of the city posed.

In 2005, a Congressional Earmark was requested and received to evaluate a southern bridge connection for the city through an environmental assessment process.

In 2007 Carter Burgess (now Jacobs Engineering) was awarded a contract for the environmental assessment process.

In 2013 after evaluating 35 different alternatives a preferred alternative was chosen and a decision document was issued. At that time RFTA became concerned about crossing of the railroad corridor (the Rio Grande Trail). Their concerns were in the potential severance of the rail banking status of the trail by allowing the trail (and the rail grade) to be lowered in a box culvert under the south bridge connection to SH 82.
Negotiations with RFTA led to the understanding that any crossing of the rail corridor must be at grade. The City and Jacobs Engineering then worked to reevaluate alternatives which could allow a lower cost on grade crossing of the rail bed. The current preferred alternative was determined to be the lowest cost crossing. Jacobs then worked to design a grade separated interchange which would raise State Highway 82 and allow for an on grade crossing of SH 82. The design was developed to a level to allow an estimate of the intersection cost. The total project cost rose to approximately 65 million.

The City then began negotiations with RFTA to allow the original design to move forward with an agreement that the City would design and construct any future crossing of light rail, heavy rail or BRT at the South Bridge intersection. This agreement allowed the City to return to the original lower cost design (current total project estimate is approximately 47 million).

This contract extension with Jacobs Engineering will allow the City to complete the design, right of way and final environmental process and bring the project to a shovel ready status.

Issues: This contract will bring South Bridge to a shovel ready project by completing the final steps in the environmental assessment, bringing the project to a bid ready design level and developing a right of way plan for right of way acquisitions. Funding for actual property acquisitions will need to be made separately.

Funds for the final design will come from remaining Federal Earmark Funds (3.5M).

Funds for the property acquisition will come from City A&I Bond Funds (2.0 M estimated).

Staff Recommendation: Approve the contract extension for Jacobs Engineering in the amount of $3,460,158.25 to bring the South Bridge project to bid ready plans.

South Bridge Project

Final Design Scope of Work

January 2020

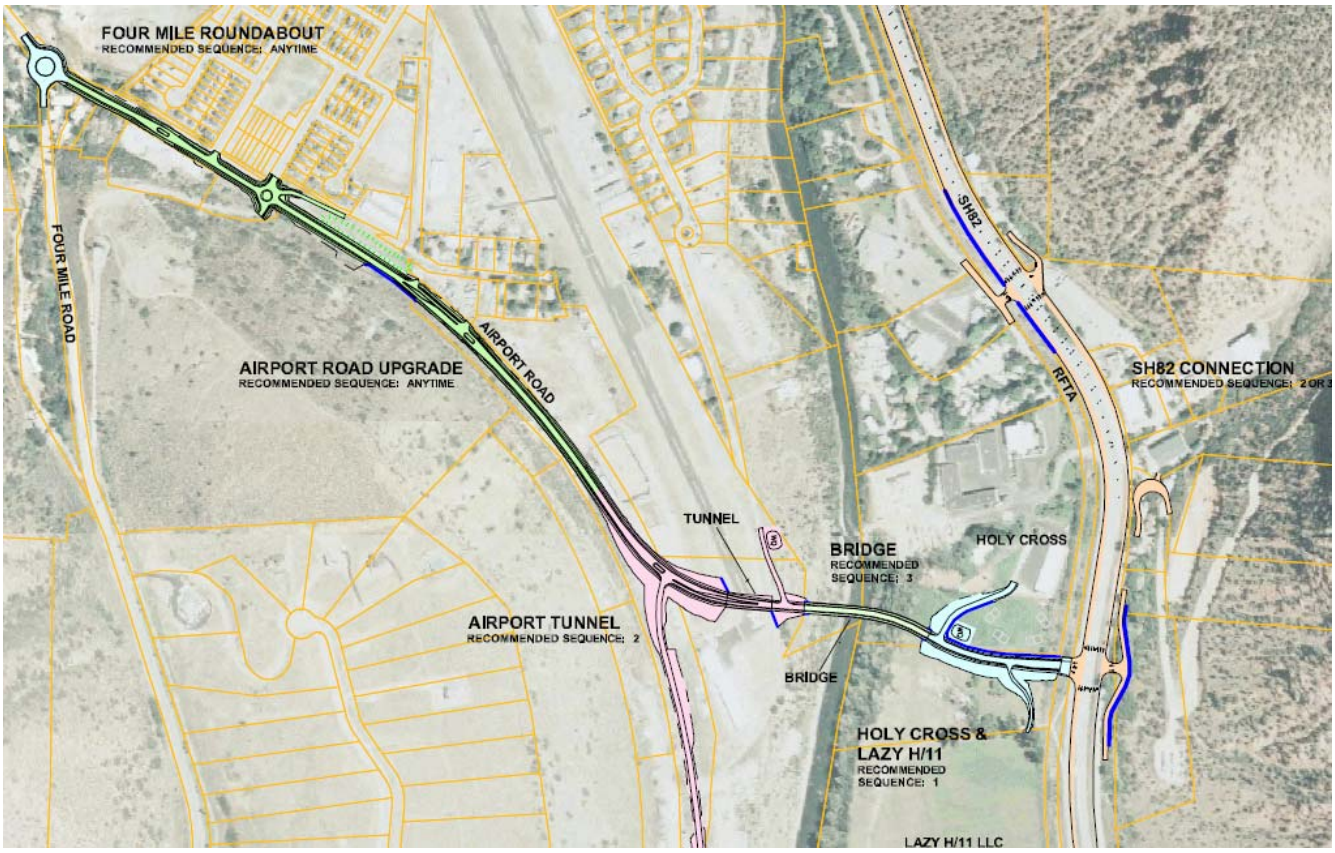
Description of Work

The purpose of the South Bridge Project is to provide a critical second access between SH 82 and the western side of the Roaring Fork River in the south Glenwood Springs area. This new route would improve emergency evacuation, emergency service access, and local land use access. This secondary access would respond to the congressional earmark for the Glenwood Springs South Bridge (new, off-system bridge), Public Law 109-59, 109th Congress.

Under this scope of work, the Jacobs Team will complete Final Design of the Preferred Alternative from the South Bridge Environmental Assessment study.

The preferred alternative and design elements for the South Bridge Project include the following:

a) Airport Road Improvements
b) Airport Tunnel
c) Roaring Fork River Bridge
d) Holy Cross / Lazy H/Eleven Ranch Crossing
e) SH82 Access and Improvements
f) Grade separated crossing of the RFTA trail



The scope of work includes three different milestones, as outlined below and includes the necessary roadway, civil, drainage, structural, construction phasing, right-of-way, utilities and survey services as outlined in this Scope of Work.

- Prepare 60% Advanced preliminary design and Engineer's Estimate (Progress Submittal)
- Prepare 90% FOR Plans
- Prepare 100% Final Construction Documents, Specifications, and Engineer's Estimate

Task One: Project Management, Project Team Coordination, and Continuing Requirements

1.1 Project Initiation. Develop and prepare a project schedule and assign tasks. The schedule shall show individual tasks described in the scope of work for the project and identify key milestone dates. The Jacobs Project Manager will maintain and update the project schedule as the work proceeds

1.2 Work Task Coordination. The Jacobs PM will assign and coordinate all work tasks being accomplished, including those to be performed by subconsultants, to ensure project work is completed on schedule.

1.3 Project Team Coordination. The City of Glenwood Springs PM and the Jacobs PM shall maintain ongoing communication about the project on a frequent and regular basis to assure that the project runs smoothly. Each PM shall provide the other with:

- Written synopsis of their respective contacts (either by telephone or in person) with others.
- Copies of pertinent written communications, including electronic (E-mail) correspondence.
- Early identification of potential problems or concerns.
- Jacobs will provide monthly status reports and billings. These reports will include percent complete for major tasks identified in the scope.
- Coordination with design subconsultants as needed.

1.4 Meetings. It is anticipated that the following meetings will be held as part of this scope of work:

Progress Meetings: Regularly scheduled project coordination meetings will be held with the City and Jacobs, either in person or by telephone conference calls. The meetings will focus on the following topics.

- Activities completed since the last meeting
- Problems encountered or anticipated
- Late activities/activities slipping behind schedule
- Solutions for unresolved or newly identified problems
- Schedule of upcoming activities
- Information on items required from other agencies

It is assumed that a majority of these meetings will be conference call / WebEx conferencing.

Design Coordination Meetings:
It is anticipated that key Jacobs staff or key subconsultant staff as necessary will attend one progress submittal meeting and one FOR review meeting in Glenwood Springs for the 60% and 90% submittals. For utility design and coordination, it is anticipated that key Jacobs staff will attend two meetings in Glenwood Springs for discovery of utility needs and requirements, and coordination with utility companies during design process.

Public Involvement meetings:
It is anticipated that three meetings in Glenwood Springs will be needed for coordination with project stake holders, including one small group meeting with affected residents of the Cardiff

Glen neighborhood regarding their desire for noise barriers. This meeting would not be open to the general public and held at a location near the neighborhood such as the elementary school.

This scope assumes eight (8) meetings in Glenwood Springs.

Task Two: Final Engineering and Design

The Jacobs Team will advance the Preliminary Design for the Preferred Alternative and provide final roadway and structural design plans incorporating all input and decisions from the 30% (FIR) submittal review meeting. Submittals for this task will include a 60% progress set of design plans and Engineer's Estimate, 90% (FOR) review plans, and 100% Final Design Plans, Specifications, and Engineer's Estimate that will be produced for bidding and construction of the project.

2.1 Final Roadway Design

The final design shall include plans showing the horizontal geometry of the various roadway elements for the mainline roadways, roundabouts and intersections. The roadway elements shown shall include the edge of pavement, edge of travel way, shoulders, lane striping, signage and signals, curb & gutter lines, medians, retaining walls, major drainage structures, and guardrails. Vertical profiles for the mainline roadways and the access roads shall be developed. The design shall conform to the design standards outlined in the AASHTO Design Manual, City of Glenwood Springs Engineering Design Standards, and the CDOT Design Guide (for SH 82 connection) unless variances to these standards are agreed to by the City and the Project Team.

The final roadway design work shall include:

- Review and confirm the design criteria established during the preliminary design phase.

- Roadway sheets will include utilities, cut and fill limits, guardrail locations, drainage structures as needed, existing and proposed topography including man-made features, survey alignment, proposed alignments, proposed pavement markings, profile grades, existing ground lines, existing right-of-way easements and location of soil borings.

- Finalize the horizontal and vertical alignments for all roadways within the project limits and the RFTA Pedestrian trail. All tie-in points to connecting roadways shall be designed and detailed. The design shall be based on the supplemental field topographic surveys described elsewhere in this scope of work.

- Design and detail intersection geometry based on the established roadway design criteria and as needed to accommodate the design traffic volumes of both through and turning vehicle movements. Detailed grading plans shall be prepared at the traffic circle location and at locations where the roadway cross-sections provide insufficient detail for the construction the proposed improvements.

- Develop roadway cross-sections based on the final horizontal and vertical alignments at a spacing of every 50' or at critical design locations. Detailed earthwork computations shall be prepared based on the final roadway cross-sections and will incorporate the final pavement structural section recommendation. Tabulation sheets documenting the earthwork calculations shall be prepared and included in the construction plans.

- Final top of wall and existing ground profiles shall be developed from the final roadway cross-sections and the detailed grading plans as appropriate to serve as the basis of the final retaining wall design.

- Prepare all Tabulation of Quantities and Summary of Approximate Quantities sheets.

- Prepare project specifications. This will include City of Glenwood Springs and/or CDOT standard specifications and any revised or special project specifications.

2.2 Final Structural Design

Structural final design will include structural plan sheets and specifications with design notes, detail notes, and computer output for the structural analysis and design. A design, detail and quantity check will be provided. An independent design check will be provided for critical structural elements. Design and checks will be in accordance with the AASHTO LRFD, AASHTO Guide Specifications for Design and Construction of Segmental Concrete Bridges (Roaring Fork River Bridge) and CDOT Bridge Design Manual.

Major Structures included in this Scope of Work:

- Roaring Fork River Bridge
- Airport Cut-and-Cover Tunnel
- RFTA Pedestrian Undercrossing
- Retaining wall details (internal design / stability is assumed to be addressed by supplier)
  - o Holy Cross & Jackson Ranch crossing
  - o SH 82 Access / Improvements
  - o RFTA Trail profile for pedestrian undercrossing
  - o Airport Road

Jacobs shall develop the following additional documentation required with final plan submittal:

- A final complete set of original design notes (including output from computer programs), which reconciles any differences between the original design and independent check and any of the City of Glenwood Springs changes that Jacobs agreed upon.

- Two sets of field packages: 8-1/2" x 11" bridge geometry output and record of quantity calculations.

Through the Structure Type Selection Report provided with 30% design, a cast-in-place concrete segmental bridge, built in balanced cantilever is recommended for the new bridge crossing of the Roaring Fork River Bridge. This scope of work is based on this recommendation.

The overall design and construction phasing scheme of the Roaring Fork River bridge shall be reviewed by a senior construction engineer for overall constructability, practicality, and accuracy. The reviewer shall be independent of the actual final design team. The constructability review shall take place prior to the 90% FOR submittal and shall include a review of the prepared construction cost estimate.

- Load Rating deliverables for the Roaring Fork River Bridge and RFTA Pedestrian Undercrossing:
  - o Structures will be load rated in accordance with the CDOT Bridge Rating Manual and technical memorandums.
  - o Completed bridge rating packages shall be assembled in accordance with the CDOT Bridge Rating Manual.
  - o RTFA Pedestrian Undercrossing to be rated using AASHTOWare BrR, version 6.8.3.

- Roaring Fork River bridge is a complex bridge structure and will be rating using a 3D analysis software with staged construction capabilities. Actual software to be used for rating analysis will be determined during final design and will be compatible with the City of Glenwood requirements.
- The Airport Tunnel structure to be rated using AASHTOWare BrR, version 6.8.3.

2.3 Final Drainage Design. The Jacobs Team shall perform a final drainage investigation and develop final drainage and water quality design based on the CDOT Drainage Design Manual and the CDOT Erosion Control and Stormwater Quality Guide. Water Quality shall be in accordance with Urban Storm Drainage Criteria Manual. The work task shall include:

- .Verify drainage basins and hydrologic analysis performed during preliminary design.

- Verify and update as needed for the proposed bridge design the preliminary hydraulic analysis performed on the Roaring Fork River. Coordinate with the Local Floodplain Administrator as needed. Using existing studies or acceptable methods, complete a water surface profile analysis for existing and proposed bridge waterway opening. Where the site includes a FEMA regulatory floodplain, the floodplain limits will be identified and floodplain impacts resulting from the new structure will be determined. Perform scour calculations at the proposed pier locations.

- Storm sewers for this project consist of roadway structures (inlets and manholes) and pipe designed for the 25-year event. Review and update the preliminary storm sewer design creating storm sewer profiles and plan and profile sheets. Perform drainage analysis and design for the airport tunnel and pedestrian underpass. Perform an analysis of the 100-yr major storm event to check for potential hazards.

- Water Quality will be designed for the 2-year event, with a bypass of larger events.

- Storm sewer alignments will be checked for potential utility conflicts, and when encountered, necessary utility relocations will be identified or alternative designs proposed. Any special structures will be drawn and included in the plans as needed.

- Review and update the preliminary water quality concepts. Size and design the water quality ponds and/or structures based on updates to the proposed improvements. Any special details will be drawn and included in the plans as needed.

- A Stormwater Management Plan (SWMP) and the corresponding erosion control plans will be developed for this project. They will consist of BMPs designed according to the Colorado Department of Transportation Erosion Control and Water Quality Guide and the CDOT M&S Standards. Temporary BMPs will be designed and plan sheets prepared. Any special details will be drawn and included in the plans as needed.

- Review comments from the 30% submittal will be addressed and the plans revised accordingly. A progress set of the drainage and erosion control plans will be included with the submittal at the 60% level. As this is only a progress set updates to the Drainage Report, quantities and specifications shall not be included.

- A draft Final Drainage Report will be prepared for submittal with the 90% plans.

- Quantities and Tabulations for construction will be prepared for the drainage and erosion control items for submittal with the 60% plans and 90% plans. This item includes providing an Opinion of Cost.

- Draft Technical Specifications will be prepared for submittal with the 90% plans as needed.

- Review comments from the 90% submittal will be addressed and the plans and specs revised accordingly.

- Final Technical Specifications will be prepared to incorporate all review comments and submitted with the final 100% plans as needed.

- Final Drainage Design Report will be prepared, signed and sealed by a PE, and submitted with the final 100% plans.

- Quantities and Tabulations for construction will be prepared for the drainage and erosion control items for submittal with the final 100% plans. This item includes providing an Engineer's Opinion of Cost.

- Quality Control checks will be performed on the design, plans, and reports prior to each submittal.

2.4 Utility Investigation and Coordination

a. Supplemental Utility Locates

We will research and locate utilities within public Right of Way in the preferred alternative corridor. Utilities will be located in accordance with Colorado Revised Statutes, Title 9, Article 1.5 and ASCE 38-02 Quality Level B standards, unless otherwise noted. Locatable utilities will be traced and marked in the field using radio (pipe/cable locator) technology or direct observation. Invert elevations will be determined by measure down or direct observation by survey. Sewers and overhead utilities will be traced to the next surface feature outside of the right of way. Surface utility features and underground markings will be located by ground survey.

It is estimated that 50 utility potholes will be required. We will coordinate the field schedule and provide oversight for a pothole subcontractor and field survey the pothole locations and utility depths. This information, along with the pothole logs produced by the pothole company, will be incorporated into the project base mapping. Field supervision of utility potholing is not included in this scope.

b. Utility Coordination

We will coordinate with utility companies having facilities located within the proposed project limits. Coordination activities will include:

- Obtain key maps, as-built plans and utility easement information from utility owners
- Determine and map potential utility conflicts.
- Coordinate meetings with utility owner, as required
- Develop utility relocation strategies and prepare final utility plans showing relocations.
- Coordinate meetings with utility owner, as required
- Draft utility agreement between the utility companies and the City.

c. Utility Plans

We will prepare final utility relocation plans. The final utility plans will identify potential conflicts, the proposed utility relocations and who is responsible for performing the relocation. Design of utility relocations for private utilities is not included in this scope of work. Will coordinate with private utility companies to incorporate utility design by others into our plans.

2.5 Final Traffic Engineering

Jacobs will design permanent signing, pavement marking, traffic signalization and lighting, for the roadway elements of the Project.

New signals on SH 82 will be designed in compliance with CDOT Traffic Signalization Standards, Specifications and Special Provisions. For SH 82 access, Jacobs will design upgrades to current CDOT standards as needed based on existing field conditions. Jacobs will update the traffic study as needed for final design.

Jacobs will develop and submit permanent signing plans, including modifications to permanent signing outside of the Project limits, showing location and message content for all Project-related signs. The plans will include, but are not limited to, all necessary guide, warning, regulatory, and supplemental signs in the signing plans. In addition, Jacobs will design center striping, edge striping, lane line striping, lane drops, merge/diverge lanes, transition lanes, arrows, legends, symbols, object markings, delineation, and other striping.

Signing plans will provide layouts showing the locations of ground mounted and overhead signs, delineator placement, special sign details, structural designs, foundation requirements, and potential utility conflicts. Signs proposed along SH 82 will be designed to CDOT standards.

Jacobs will consider the reuse of existing sign structures, ground mounted signs, and related components during the design process.

Jacobs will prepare construction traffic control plans and quantity tabulations.

A final suggested construction phasing plan will be developed which integrates the construction of all project work elements into a practical and feasible sequence. This plan shall accommodate the existing traffic movements during construction and will include a detour plan if necessary.

2.6 Urban and landscape Design

The Jacobs team will prepare final design plans for the street lighting, irrigation, and minor landscaping for the traffic circle and 5-foot landscape buffers along Airport Road. The light fixtures shall be consistent with the fixtures used by the City of Glenwood Springs.

a. Evaluation of Design Standards

The design team will familiarize themselves with the site and City of Glenwood Springs landscape standards.

b. Coordination with City of Glenwood Springs

The design team will meet with the City of Glenwood Springs representatives to review their needs for the landscape design and available maintenance.

c. Concept Design

The design team will develop 2 concept plans for the landscape. These include an illustration that shows the proposed designs.

d. Review Meeting

The lead design team member will present and review the two concepts to the City of Glenwood Springs. A preferred alternative will be selected. The City of Glenwood Springs is to provide input and revisions to move forward into the next steps of design.

e. 60% Design

The design team will further develop the plans to 60%. The 60% plans will include construction details for City of Glenwood Springs review.

f. 90% Plans and Specifications

The design team will further develop the plans to 90%. Specifications and costs will be developed.

g. FOR/Ad Set/Stamping

The design team will develop final bid documents. Bid documents will include 100% plans, specifications and costs.

2.7 Water and Sanitary Sewer Design

Jacobs will design water and sanitary sewer improvements which will consist of two 525-foot aerial crossings on the same bridge, 1-mile of buried 16-inch, 12-inch, and 8-inch water and ½-mile of 8-inch sanitary sewer pipe.

Jacobs' utility conveyance group proposes to provide detailed design services consisting of engineering and drafting, and limited coordination with the City of Glenwood Springs (City), surveyors, structural engineer, electrical engineer, geotechnical subconsultant (if applicable), and potholing subcontractor. Where applicable, our design will utilize and reference Glenwood Engineering Standards, available on the City's website, approved by City Council on August 2, 2018.

We have not included: bid and construction phase services; hydraulic modeling or other forms of flow verification to validate sizing of utilities provided by the City; design of structural abutment penetration details, structural bridge profiles, structural pipe supports, structural cross-sections, and profile blow-ups at bridge pier caps; storm water management plan; design of electrical service (by Others) recommended to supply power to heat tracing for prevention of freezing at aerial crossings; design of sanitary sewer lift station; development of easements or land acquisition; pavement design; surface restoration drawings and specifications; protection of trees; relocation of conflicting utilities; traffic control plans; coordination with Federal Aviation Administration (FAA) or the municipal airport.

2.8 Utility Design

Design will include of approximately 1000 linear feet of utility conduit including new pull boxes and grading for a transformer pad. It is anticipated that 3-4 coordination meetings with City utilities will be needed.

2.9 Final Deliverables

Final Design Plan sheets (11”x17”) required for bidding and constructing the project will include the following:

- Title sheet, Standard Plans sheet and Typical Section sheets
- General Notes (2 sheets)
- Summary of Quantities and Quantity Tabulations
- Plan and Profile Sheets for Roadway
    - (Scale 1”=50’ on 11” x 17”)
- Roadway Details
- Drainage Plans
- Drainage Details
- Utility Plans
- Utility Details
- Survey Control Diagram and notes
- Geotechnical borings locations and soil profiles
- Roadway Cross Sections
    - 50’ interval for roadway
    - 25’ interval for roundabouts
- Existing and proposed contours
- Traffic Signal Plans
- Signing and striping plans
- Construction Traffic Control Plans
- Landscape Plans
- Landscaping Details
- Structure Plans:
    - Roaring Fork River Bridge (84 sheets)
    - Airport Cut-and-Cover Tunnel (32 sheets)
    - RFTA Pedestrian Undercrossing (15 sheets)
    - Retaining Walls (30 sheets)
- Final engineering package
    - Project calculations and worksheets
    - Final reports
    - Bridge Independent Design notes
    - Bridge construction field package
        - Bridge grades, geometry, and quantity calculations
- Bridge Rating package
- Construction Phasing Plans

a. Cost Estimates

A detailed cost estimate will be updated to include comments from the FIR and final design for the FOR meeting. The cost estimate will be updated and finalized after the FOR meeting with the Final Plans. The cost estimate work includes calculating estimated quantities for possible pay items, determining appropriate pay item costs and creating a cost estimate spreadsheet. Estimates of costs for utilities and ROW will also be included.

b. Quality Control Checks

QA/QC will be performed during plan development to check initial design data prior to completing design of 60%, 90% and 100% submittals.

c. Final Project Specifications

Project specifications will be prepared by Jacobs to address work items or materials that are not covered by the applicable City of Glenwood Springs Standard specifications or where the standard specifications need to be modified for this project.

d. Contract Document Preparation and Bid Assistance

Jacobs shall prepare a construction bid package and the work shall include:

- Preparation and distribution of 60% (progress) and 90% (FOR) plan packages. Jacobs shall develop final plans in accordance with the City of Glenwood Springs drafting and plan preparation standards. CADD Drawings shall be developed using Microstation. Review plans will be half size 11"x17" plans sets.
- Scheduling and attending FOR Review Meeting.
- Revision of FOR Plans and specifications per review comments received during the FOR review meeting.
- Preparation of ready to advertise bid package. Bid plans will be half size 11"x17" plans sets.
- Attend pre-bid meeting.
- Clarification of questions during bid period and preparation of Addenda.
- Preparation of tabulation of all received bids and evaluation of bids verses engineer's estimate.
- Prepare Final Construction Plan set, both full size and half size.

2.10 Assumptions

- Utilities traced by Radio Detection method will be marked to a horizontal accuracy of ±6 inches. Due to the nature of locating underground utilities, there is no guarantee that all systems will be identified or that identified lines can be fully traced. To ensure the highest degree of accuracy and completeness, utility potholing must be performed.
- Geophysical technologies including Ground Penetrating Radar and Electromagnetic Induction are not included as a part of the utility investigation but can be provided as an additional service if needed.
- 7,000 linear feet of utilities will need to be located.
- Service lines are not included in the utility locates scope of work.

Task Three: Geotechnical Investigation and Recommendations

Yeh and Associates, as a subconsultant to Jacobs, will perform the geotechnical investigation and provide final design parameters for bridge and wall foundations, and pavement design. A total of 11 borings is required to complete the investigation for final design as defined it the proposed geotechnical scope below. Services will include the following:

1. Contract drilling services, which may include crane operations, and arrange for the underground utilities to be located and marked by the Utility Location Center of Colorado (UNCC) during one field work day.

2. Drill a total of 11 borings for bridge and wall foundations, and pavement design as listed below. Borings will be advanced to obtain subsurface geological and geotechnical information. A representative of Yeh will log the borings in the field and recover soil samples.

   - Final Bridge Investigation
     Drill two (2) borings with one at each proposed bridge pier to supplement the previous two abutment borings for bridge foundations. The borings are anticipated to be advanced to a depth of up to 100 feet or 20 feet into competent bedrock, whichever is shallower. Due to the difficult access, specialty drilling will be necessary and will require special access requirements to reach drill pier sites. Two alternatives have been discussed with the client for drilling these two locations and include; construction of an access way to pier locations and the use of track rig for drilling, or the use of a specialty drill set with a crane and minimal surface ground disturbance. We anticipate the coring or ODEX methods will be utilized to achieve depths. Right of entry from private owners will most likely be required for access to site. Yeh will not be responsible for access road construction or permission to enter private land. Costs for both alternatives, as discussed, are provided below.

     An additional alternative to drill only the west pier boring using specialty drilling and a crane at a reduced cost is also included in this proposal. No boring would be drilled at the east pier location and the City of Glenwood Springs would accept the risk of potential changes in subsurface conditions at the east pier location.

   - Final Retaining Wall Investigation
     Drill seven (7) borings for various wall locations including; Airport Road (2), west of proposed HWY 82 and Airport Road intersection (2), along Old State Highway 82 (2), and at the north end of project area (1). The borings are anticipated to be advanced to a depth of 20 to 30 feet or to competent bedrock, whichever is shallower. It is anticipated that ODEX methods may be necessary to achieve depths as refusal of conventional auger may be encountered.

   - Final Pavement Investigation
     Drill two (2) borings at a spacing not to exceed 500 feet in the south extension area on State Highway 82. Borings will be 5 to 10 feet. We anticipate conventional auger methods will be utilized to achieve target depths. Permits and traffic control will be required to drill in these locations and will be provided by Yeh.

3. Representative soil samples will be delivered to our Grand Junction Laboratory for evaluation and testing. Tests for soil corrosivity will be performed by other laboratory service vendors as directed by Yeh.

4. Borings will be backfilled with cuttings on completion. Borings in pavement areas will be completed with asphalt cold patch at the surface.

5. Yeh will conduct laboratory testing on recovered samples as needed to classify the subsurface soils, develop the geotechnical engineering design criteria, and evaluate subgrade corrosivity. Laboratory testing is anticipated to include soil index/classification, soil and/or bedrock strength, swell/consolidation analysis, and corrosion properties. The type and quantity of the testing will be established when the field exploration is completed and the logs and subsurface samples are reviewed by the geotechnical engineer.

6. An electronic copy of the final geotechnical report will be provided. The report will include a description and results of the field and laboratory test programs, exploration location map,

boring logs, a description of site conditions, recommendations for pavement thickness, foundation system, design parameters for foundations, and pavement recommendations.

Task Four: Right-of-Way

The project limits for Right of Way will encompass all impacts associated with the preferred alternative design elements a) through f). We will perform all tasks necessary to develop a set of final Right of Way plans in MicroStation in accordance with CDOT procedures and specifications. TRS will perform the parcel acquisitions. The process will begin with a project kick-off conference call between Jacobs, TRS, the City and CDOT.

4.1 ROW Base Model

We will conduct research at the county for subdivision plats and public road Rights of Way. Title commitments will be obtained for all potentially impacted parcels and will be provided to the City and CDOT for review. We will review title commitments and compute an existing Right of Way base model using Coordinate Geometry (COGO) based on the project control and record information. Final boundary determinations will be made using field located property evidence and monuments. An ownership map will be created using a unique property number for each impacted parcel using CDOT Right of Way manual standards. Parcels that are not impacted but are adjacent to the project limits will be included in the base model for reference but will be only be GIS or COGO quality and not suitable for boundary determination.

4.2 ROW Plans and Legal Descriptions

One CDOT Right of Way plan set will be prepared for the entire project. The plan set will include a Cover sheet, Tabulation of Properties, Project Control Diagram, Land Survey Control Diagram, Tabulation of Monuments, Plan Sheets (50 scale), and an Ownership Map (200 scale). A Right of Way Plan Review (ROWPR) meeting will be scheduled to include representatives from CDOT, the City and other stakeholders. A preliminary Right of Way Plans set will be distributed to the City and CDOT for review no less than two weeks prior to the ROWPR meeting. All comments from the ROWPR will be addressed and a final submittal will be provided to the City and submitted to CDOT for authorization. Final Right of Way Plans will be recorded in Garfield County. We will prepare legal descriptions for fee and permanent easement acquisitions.

4.3 ROW Acquisition

TRS, as a subconsultant to Jacobs, will perform the ROW fee and easement acquisitions for the impacted properties. This includes appraisals, title commitments, and title updates as required. Assumptions for the ROW acquisition cost are included in the cost estimate.

4.4 Assumptions

- 15 private parcels will need to be researched.
- Right of way plan review includes no more than two rounds of review and comment on a single plan set.
- Temporary easements will be shown on the ROW plans, but descriptions will not be provided.
- Upgrade or reestablishment of section monuments and preparation of monument records are not included in this scope of work.

- Setting boundary monuments for existing or proposed corners is not included in this scope of work.
- Final monumentation of existing or proposed ROW and re-establishing monuments due to roadway construction is not included in this task but should be executed after construction of the roadway.

4.5 Deliverables

- Right of Way base model in MicroStation format
- Signed and sealed 11x17 CDOT Right of Way Plan set in PDF format.
- Signed and sealed 24x36 CDOT Right of Way Plan set in mylar format for recording at the county.
- Signed and sealed fee and permanent easement acquisition descriptions for each impacted parcel
- Title commitments and updates (provided by the TRS)

Task Five: Surveying

5.1 Right of Entry

Request right of entry for surveying and appraisal for parcels potentially impacted by acquisitions and where utilities need to be surveyed.

5.2 Exsiting Monumentatioin

Up to 5 Section corner monuments shall be researched and surveyed, if recovered, to complete section breakdowns and aid in registering parcel and right of way boundary computations. We will search for and survey right of way and parcel boundary evidence for affected parcels based on public record information in accordance with the CDOT procedures and state statutes.

5.3 Property Corner Recovery

Survey property corner and occupation evidence for parcels potentially impacted by acquisitions in order to resolve applicable boundary lines for use in property conveyance.

5.4 Utilities

Surface utility features within public Right of Way will be surveyed along with inverts on gravity systems and the marks from the subsurface investigations in Section 2.4.

5.5 Pavement Tie-Ins

We will perform supplemental surveys for pavement tie ins along US 82 and Airport Boulevard. The tie in surveys for US 82 will require traffic control.

5.6 Appraisal Staking

Stake 15 ROW and Permanent Easement acquisition parcels to aid appraisals.

5.7 Accuracy

Surveyed features shall conform to Federal Geographic Data Committee (FGDC) Geospatial Positioning Accuracy Standards PART 4: Standards for Architecture, Engineering, Construction (A/E/C) and Facility Management. Positional Accuracies will meet the recommended values in Appendix A of Part 4 for General Construction Site Plans & Specs with a scale of 10 ft/in, a positional tolerance of 0.1 feet for horizontal and vertical and a contour interval of 0.5 foot.

Field surveyed spot elevations shall be recorded to 0.01 feet and shall be accurate to within ±0.02 feet on hard surfaces (i.e. asphalt, concrete) and within ±0.1 feet on soft surfaces (i.e. base course, dirt).

5.8 Coordinate System

Horizontal Datum – North American Datum of 1983 (NAD83)
Datum Adjustment - 2011
Projection – Colorado State Plane
Zone – Central
Vertical Datum – North American Vertical Datum of 1988 (NAVD88)
Geoid – Geoid 12B
Units – US Survey Feet
Coordinates and distances will be modified to ground values via a project specific combined scale factor.

5.9 Assumptions

- Right of Entry will be needed for no more than 20 parcels.
- Current project orthophotography and aerial mapping cover the preferred alternative limits. Mapping can be expanded in the event that the impacts expand, however additional mapping in not included in this scope of work.
- No more than three locations will require traffic control.
- Impacted parcels will need to be staked only one time.

5.10 Deliverables

- Updated planimetrics mapping features in MicroStation format
- Updated utility base model in MicroStation format

Task Six: Environmental Services

The South Bridge Environmental Assessment was signed in October 2013 and a Public Hearing held in November 13, 2013. Afterwards, in response to comments from Roaring Fork Transportation Authority (RFTA) about rail-banking impacts, the preferred alternative was revised to a grade-separation with SH 82 and to cross the RFTA corridor at-grade, so as not to adversely impact the rail-banked status. The design has since been revised to be similar to the EA design. Because of the time between the signed EA and Decision Document, an EA Reevaluation will need to be completed prior to issuance of a Decision Document.

As best possible, Jacobs has been reevaluating impacts from the Revised Preferred Alternative 10b (Revised PA) but key resources have been on-hold while PE design and ROW are being updated.

This scope includes tasks to complete the resource evaluation, EA Reevaluation, Decision Document and all supporting documentation.

6.1 EA Reevaluation

Jacobs will use its in-house staff to complete this analysis. Information will be gathered through field surveys, library and archival research, on-site modeling and sampling, and by contacting agencies and data repositories such as:

- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)
- Colorado Department of Public Health and Environment (CDPHE)
- Colorado Parks and Wildlife (CPW)
- Colorado State Historic Preservation Officer (SHPO)
- Colorado Natural Heritage Program (CNHP)
- Garfield County
- City of Glenwood Springs

This scope assumes no need to reassess the following resources: farmland, floodplains, Section 6(f), and paleontological.

- Refine Purpose and Need Statement
  - The Purpose and Need Statement will be refined to address new traffic and land use information collected in the Transportation Analysis and Land Use tasks. The Purpose and Need defines why the project is needed.
- Preferred Alternative Update
  - The Preferred Alternative description evaluation will be updated based on changed conditions, updated PE design and survey, traffic data, etc. Further, Chapter 2 of the EA will be updated to reflect updated phasing and funding considerations. Constructability and construction sequencing will be examined and cost estimates refined.
- Social, economic, and environmental issues:
  - Land Use and Induced Growth Impacts**.** Additional analysis will be required due to the time elapsed since the EA. This includes updating future land use information and information on planned development and assumptions for indirect (project induced) land use.
  - Right-of-Way. Update analysis of right-of-way impacts (partial and full acquisition) based on revised design and updated property information.
  - Social and Economic Conditions, including Environmental Justice. Update analysis due to the inclusion of the Revised PA. This assumes minor revisions to analysis of impacts to neighborhoods, community services, emergency service providers and facilities, community cohesion, and travel patterns as a result of the Revised PA.
  - Noise. The Noise Technical Report and noise section of the October 2013 EA will be revised based on updated 2040 traffic data and design changes. Additional noise measurements will not be collected. However, Jacobs will coordinate with the planning department to determine if

there are any new developments within the vicinity of the study area that need to be reassessed since approval of the EA. Existing, No Build, and Build noise levels will be remodeled based on updated traffic data and design changes. Noise impacts will be identified and mitigation re-assessed as necessary.

- Air Quality. Revise qualitative discussion of MSATs in the October 2013 EA based on updated 2040 traffic data. Minor and general reassessment of impacts analysis due to the Revised PA. Assumes air quality modeling will not be conducted.

- Visual Conditions. Reevaluate analysis of impacts based on views of and from the Revised PA.

- Park and Recreation Uses. Identify all parks, recreation and open space facilities and uses in the project area, including ownership. The Roaring Fork River has a high level of recreational use that must be considered.

- Hazardous Materials. Reanalysis of impacts from the Revised PA. An updated regulatory database search report will be obtained to determine if there are any potential *recognized environmental conditions* that could pose a risk to the study area. Another site reconnaissance will be conducted to confirm the location of any new listed sites, identify any new potential *recognized environmental conditions* not listed in the regulatory report, and confirm activity at the previously observed sites that pose a low risk to the project. The Phase I Environmental Site Assessment (ESA) and hazardous material section in the EA will be revised based on the findings of the regulatory report and site reconnaissance. Assumes a regulatory database report will be obtained from a third party such as Environmental Data Resources (EDR).

- Recreation Resources. Reanalyze impacts to recreation resources, particularly the Rio Grande trail, based on the at-grade crossing. Identify mitigation measures.

- Water Resources/Quality. Prepare minor revisions to EA analysis to update 303(d) status of water and Gold Medal stream status of Roaring Fork.

- Wetlands and Vegetation. Conduct a site visit to update wetland delineation, FACwet analysis, and noxious weed mapping. Reanalyze impacts from Revised PA as needed. Assumes only minor changes to existing conditions and impacts.

- Wildlife and Fisheries. Prepare minor revisions to EA analysis based on changed conditions and design, with emphasis on wildlife connectivity across SH 82. The project will require a Senate Bill 40 (SB 40) Certification from CPW for impacts to riparian habitat (see below) and impacts to seeps and springs which feed a Gold Medal Water. This will mandate replacement of trees and shrubs impacted during construction along the Roaring Fork River. Coordinate with Colorado Parks and Wildlife. Develop and modify mitigation plan for impacts, if appropriate.

- Threatened or Endangered Species and Sensitive/Rare Species. Conduct agency coordination with USFWS and CPW for concurrence. Update impact analysis based on Revised PA. Additional impact analysis will be required due to the inclusion of a second build alternative. Assumes no changes in Section 7 effect determinations from EA and that any ULTO survey will be conducted by CDOT staff.

- Cultural Resources. Prepare updated effects information for CDOT Historian's use in preparing SHPO correspondence. Summarize changed effects to trail from Revised PA and prepare graphics. The Revised PA would require a permanent lease agreement from the historic rail corridor and, therefore, coordination with CDOT's historian and SHPO is required. This scope assumes SHPO concurrence on a No Adverse Effect determination. Update EA section.

- Cumulative Impacts. Update data on resources and reasonably foreseeable future projects.

- Section 4(f). Update Section 4(f) Evaluation and EA analysis. Th Revised PA would result in new Section 4(f) impacts to the Rio Grande trail that would require preparation of a Section 4(f) de minimis evaluation, which does not require review by FHWA legal or Department of Interior. Assumes one property will be analyzed for the Section 4(f) analysis and no changes to other 4(f) impacts. Assess measures to minimize harm and complete documentation. Coordinate with SHPO on intent to prepare a de minimis finding.

- Comments and Coordination. Summarize any future public and agency communication and coordination. In the DD, summarize comments received on the EA and responses to those comments.
- Prepare draft EA Reevaluation (CDOT Form #1399 and accompanying documentation) for City and CDOT Review (2 reviews). Jacobs will use highlighting or another method to illustrate to reviewers changes to the affected environment, impacts, and mitigation measures resulting from changed conditions and updated design. Assumes two draft Reevaluations and CDOT Form will be prepared for concurrent review by the City and CDOT Region 3 (following internal QA/QC of EA).

6.2 NEPA/Decision Document Completion

Upon completion of Task 6.1, prepare draft Decision Document (DD) for City and CDOT Review (2 reviews). Jacobs will use highlighting or another method to illustrate to reviewers changes to the affected environment, impacts, and mitigation measures resulting from the EA changes. Assumes two draft DDs will be prepared for concurrent review by the City and CDOT Region 3 (following internal QA/QC) with the following chapters:

- Chapter One: Project Description
- Chapter Two: Preferred Alternative
- Chapter Three: Summary of Impacts, Mitigation Measures and Permit Requirements
- Chapter Four: Updates and Clarifications to the Environmental Assessment
- Chapter Five: Public and Agency Coordination and Response to Comments
- Chapter 6.0 Selection of the Preferred Alternative
- Chapter 7.0 Finding of No Significant Impact

- Prepare draft DD for CDOT EPB Review (2 reviews). Respond to comments by the City and CDOT, prepare comment tracking sheet, and prepare DD for two reviews by EPB.
- Prepare draft DD for FHWA Review (2 reviews). Respond to comments by FHWA, prepare comment tracking sheet, and prepare DD for final signature.
- Finalize Decision Document and obtain CDOT and FHWA signatures.

6.3 Permitting

Environmental design support and resource monitoring tasks that are specifically for post-NEPA phases are identified below. These tasks are generally anticipated as part of the design effort and are included as such and are not included as part of any previous task order.

Senate Bill (SB) 40 Compliance

Assessment of SB 40 impacts was performed as part of the EA. Due to the impacts to the riparian area adjacent to the existing bridges, SB40 compliance requires Programmatic SB40 Certification to proceed with the project after notifying Colorado Parks & Wildlife (formerly Division of Wildlife (CDOW)). Conduct a tree count with tree species and diameter breast height (DBH).

Prepare landscape planting plan in compliance with SB 40 requirements.

- Submit landscape planting plan to CDOT for review; respond to comments.
- Consultation with CPW for SB 40 certification in the form of a field meeting.

Section 404 Compliance

Preliminary Jurisdictional Determination

- Submit a Preliminary Jurisdictional Determination request to the U.S. Army Corps of Engineers (USACE). Coordinate with the USACE as needed to obtain Preliminary Jurisdictional Determination.

USACE Pre-Application and Permit Meetings

- Integrate wetland/waters boundaries with project design files to identify areas of potential permanent fill and temporary construction impacts. Calculate wetland and other waters of the US impacts from design plans.
- Coordinate and attend one meeting on-site with the U.S. Army Corps of Engineers (USACE) and project engineers to review site conditions and discuss permitting and mitigation issues. Project design and methods to avoid and minimize impacts will be discussed with project engineers at this site visit.
- Conduct two follow-up meetings with USACE to secure permit approval. This scope assumes meetings would be held via telephone or online meeting.
- Prepare meeting minutes for distribution to attendees.

Prepare Pre-Construction Notification (PCN)

- Assess Nationwide Permit (NWP) permit requirements. This information will be shared with design staff to discuss additional methods to avoid and minimize impacts.
- Coordinate with USACE staff to seek concurrence on NWP compliance.
- Prepare a PCN and submit to the USACE Grand Junction office for approval. The PCN will include the following information as outlined in ENG Form 4345: client contact information, project location description, project description, wetland and other waters of the U.S. delineation, impacts assessment, historic properties information, federally listed protected species, and proposed mitigation.

Wetlands Mitigation

- Coordinate with the USACE and mitigation banks regarding mitigation options, if mitigation is necessary. This scope assumes that mitigation for temporary project impacts would include on-site restoration or enhancement. Mitigation would include planting shade tolerant native wetland species in areas (approximately 1,100 square feet (0.025 acre)) that would be permanently shaded by the new bridge crossing.

Wildlife Connectivity

- Firm up draft measures to mitigate for reduced connectivity across SH 82. Assess Wildlife Vehicle Conflict (WVC) data, interview CDOT and CPW staff and local landowners regarding wildlife movement and WVCs, review mitigation opportunities, work with designers to include mitigation design in final plans. Coordinate with Colorado Parks and Wildlife. Develop and modify mitigation plan for impacts, if appropriate.

6.4 Environmental Design Support and Resource Monitoring

Environmental design support and resource monitoring tasks that are specifically for post-NEPA phases are identified below. These tasks are generally anticipated as part of the design effort and are included as such and are not included as part of any previous task order.

- **Final Design Review**

Review final design plans to ensure consistency with impacts and mitigation reported in EA and compliance with NEPA commitments.

- Benefited Receptor Preference Survey
    - Once final design and re-evaluation of noise abatement is complete, a public involvement process will be utilized to solicit the views of the benefited receptors where noise walls are recommended. Noise walls are recommended at the following locations:
        - Rio Grande Trail, twelve foot tall noise barriers (Barriers 3A and 3B) meets the feasible and reasonable criteria, therefore noise mitigation is recommended.
        - Cardiff Glen Subdivision, the evaluated noise barriers (Barriers 1a-1c) and combination barrier/berm (Barriers 1a-1b) meet the feasible and reasonable criteria, therefore noise mitigation is recommended.
- Nest Surveys
  Conduct additional surveys for active raptor and migratory birds nests prior to any construction activities. Per CDOT's Specification 240, these surveys will be conducted within 50 feet of project construction limits for active migratory bird nests and up to ½ mile for raptors (e.g. bald eagles). Buffers for active raptor nests are from CPW's Raptor Buffer Guidelines.

- Review final plans for placement and location of proposed wildlife mitigation features such as fencing, wildlife guards, escape ramps, game trail under Roaring Fork bridge.

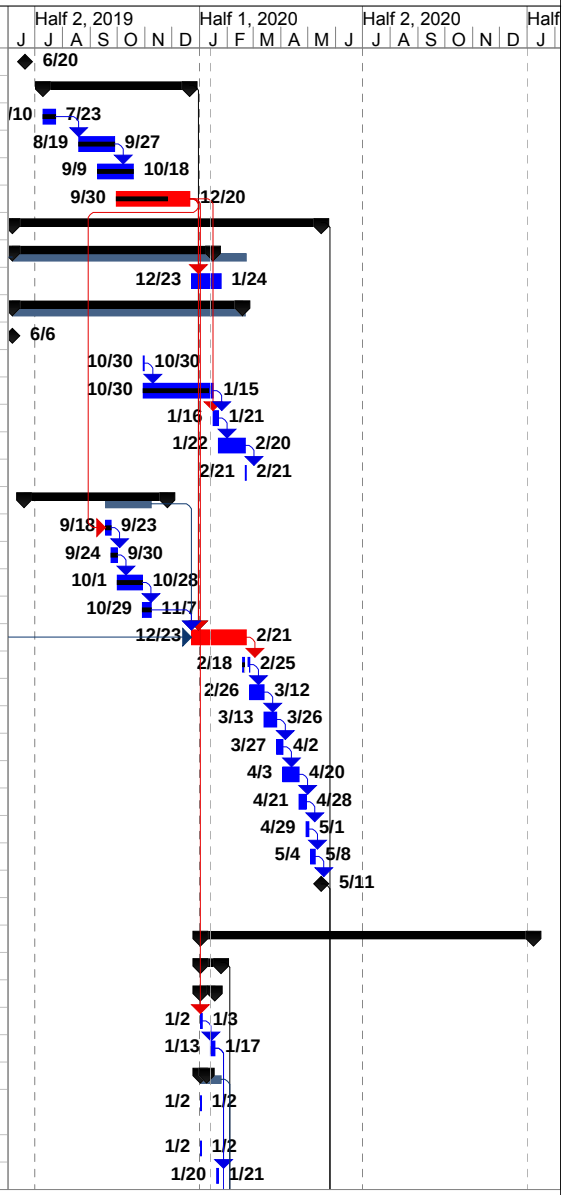
- **Section 6(f):**

After completion of the NEPA Process and during Final Design, CDOT will need to coordinate with CPW to get its final determination that changes to the Rio Grande Trail (which is encumbered with Land and Water Conservation Funds) will not result in a Section 6(f) conversion. Per discussions with CPW, compliance will require:

- submitting final design plans to CPW along with a brief analysis describing permanent and temporary changes to trail users.
- coordination with the CDOT 6(f) coordinator and CPW;
- secure approval from CPW .

South Bridge EA and Final Design Detailed Schedule
DRAFT

ID	Task Name	Duration	Start	Finish	Predecessors	Resource Names
1	Conceptual SH 82 Design	0 days	Thu 6/20/19	Thu 6/20/19		
2	Traffic Analysis	118 days	Wed 7/10/19	Fri 12/20/19		
3	Traffic Operations to CDOT For Review	10 days	Wed 7/10/19	Tue 7/23/19		
4	CDOT Review	30 days	Mon 8/19/19	Fri 9/27/19	3	
5	Complete draft report	30 days	Mon 9/9/19	Fri 10/18/19	4	
6	Firm up SH 82 Design	60 days	Mon 9/30/19	Fri 12/20/19		
7	**Decision Document**	**247 days?**	**Thu 6/6/19**	**Fri 5/15/20**		
8	**Resource Analysis**	**160 days?**	**Thu 6/6/19**	**Wed 1/15/20**		
9	Air Quality and Noise	25 days	Mon 12/23/19	Fri 1/24/20	6	
10	**Section 106**	**183 days?**	**Thu 6/6/19**	**Mon 2/17/20**		
11	send 106 consult letter to EPB	0 days	Thu 6/6/19	Thu 6/6/19		
12	Receive EPB Comments	1 day?	Wed 10/30/19	Wed 10/30/19		
13	resolve EPB comments	56 days	Wed 10/30/19	Wed 1/15/20	12	
14	EPB submittal to SHPO	4 days	Thu 1/16/20	Tue 1/21/20	6,13	
15	SHPO review	22 days	Wed 1/22/20	Thu 2/20/20	14	
16	Section 4(f) temp occupancy	1 day?	Fri 2/21/20	Fri 2/21/20	15	
17	**Section 6(f)**	**114 days?**	**Wed 6/19/19**	**Mon 11/25/19**		
18	Confirm 6(f) approach with CPW	4 days	Wed 9/18/19	Mon 9/23/19	6	
19	Prepare documentation	5 days	Tue 9/24/19	Mon 9/30/19	18	
20	CPW Review	20 days?	Tue 10/1/19	Mon 10/28/19	19	
21	Address CPW Comments and Finalize	8 days	Tue 10/29/19	Thu 11/7/19	20	
22	Complete draft decision document	45 days	Mon 12/23/19	Fri 2/21/20	8SS,2,6,17,21	
23	QC review and final repro	4 days	Tue 2/18/20	Tue 2/25/20	22	
24	Region 3 & EPB review	12 days	Wed 2/26/20	Thu 3/12/20	23	
25	Incorporate revisions	10 days	Fri 3/13/20	Thu 3/26/20	24	
26	Region 3 and EPB confirm revisions	5 days	Fri 3/27/20	Thu 4/2/20	25	
27	FHWA review	12 days	Fri 4/3/20	Mon 4/20/20	26	
28	Incorporate FHWA revisions	6 days	Tue 4/21/20	Tue 4/28/20	27	
29	Region 3 review FHWA's revisions	3 days	Wed 4/29/20	Fri 5/1/20	28	
30	FHWA confirm revisions	5 days	Mon 5/4/20	Fri 5/8/20	29	
31	Sign decision document	5 days	Mon 5/11/20	Fri 5/15/20	30	
32						
33	Preliminary & Final Design	266 days	Thu 1/2/20	Thu 1/7/21		
34	30% Design and Plans	17 days	Thu 1/2/20	Fri 1/24/20		
35	**Roadway Design**	**12 days**	**Thu 1/2/20**	**Fri 1/17/20**		
36	Finalize Roadway Design	2 days	Thu 1/2/20	Fri 1/3/20	6FS+8 days	
37	Develop Grading and Cross Sections	5 days	Mon 1/13/20	Fri 1/17/20	36FS+5 days	
38	**Prepare 30% Roadway Plans**	**5 days**	**Thu 1/2/20**	**Wed 1/8/20**		
39	Title Sheet, Gen Notes, Standard Plans List	1 day	Thu 1/2/20	Thu 1/2/20		
40	Typical Sections	1 day	Thu 1/2/20	Thu 1/2/20		
41	Tabulations (Surfacing & Earthwork)	2 days	Mon 1/20/20	Tue 1/21/20	37	

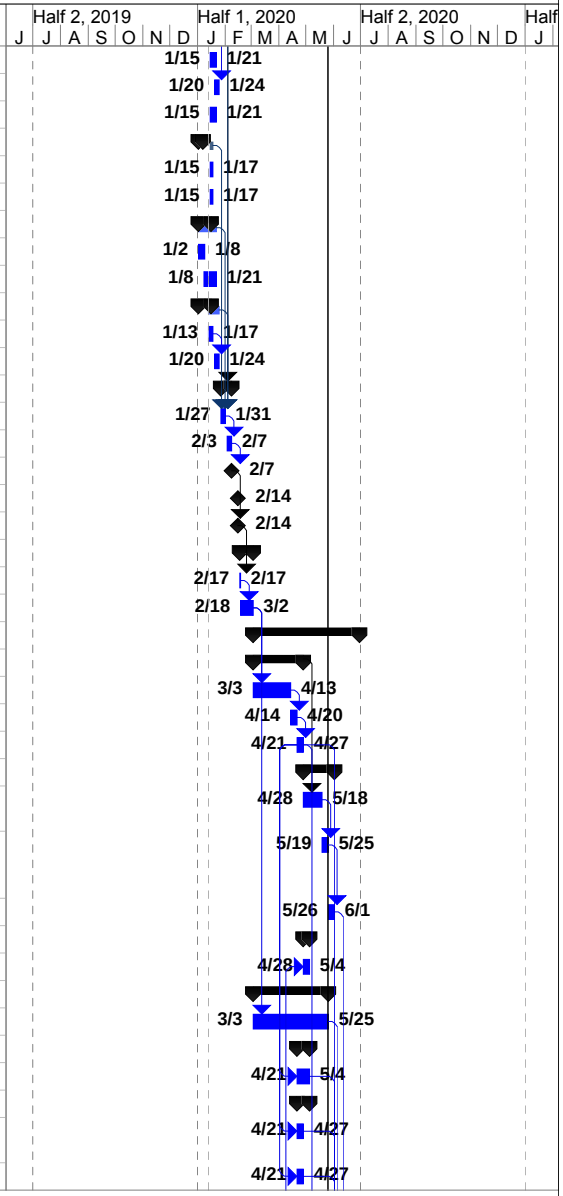


Project: South Bridge Final Design Sch
Date: Mon 1/13/20

Inactive Summary
Manual Task
Duration-only
Inactive Task
Inactive Milestone
Manual Summary Rollup
Manual Summary
Start-only
Finish-only

South Bridge EA and Final Design Detailed Schedule
DRAFT

ID	Task Name	Duration	Start	Finish	Predecessors	Resource Names
42	Roadway Plan and Profile Sheets	5 days	Wed 1/15/20	Tue 1/21/20		
43	Roadway Cross Sections	5 days	Mon 1/20/20	Fri 1/24/20	37	
44	Construction Phasing Plans	5 days	Wed 1/15/20	Tue 1/21/20		
45	**Prepare 30% Traffic Plans**	**3 days**	**Thu 1/2/20**	**Mon 1/6/20**		
46	Prepare Signage & Striping Plans	3 days	Wed 1/15/20	Fri 1/17/20		
47	Prepare Traffic Signal Plans	3 days	Wed 1/15/20	Fri 1/17/20		
48	**Prepare 30% Structural Plans**	**10 days**	**Thu 1/2/20**	**Wed 1/15/20**		
49	Structure Selection Report	5 days	Thu 1/2/20	Wed 1/8/20		
50	Bridge and Tunnel Plans	10 days	Wed 1/8/20	Tue 1/21/20		
51	**Prepare 30% Drainage Plans**	**10 days**	**Thu 1/2/20**	**Wed 1/15/20**		
52	Prelim Hydraulic Analysis	5 days	Mon 1/13/20	Fri 1/17/20		
53	Drainage Plans (no profiles)	5 days	Mon 1/20/20	Fri 1/24/20	52	
54	**Plan Preparation for 30% Review**	**10 days**	**Mon 1/27/20**	**Fri 2/7/20**	**34**	
55	Assemble 30% Design Plans	5 days	Mon 1/27/20	Fri 1/31/20	38,45,48,51	
56	Internal QC	5 days	Mon 2/3/20	Fri 2/7/20	55	
57	Submit 30% Review Plans (Client Review)	0 days	Fri 2/7/20	Fri 2/7/20	56	
58	**30% Review**	**0 days**	**Fri 2/14/20**	**Fri 2/14/20**		
59	Conduct 30% Review	0 days	Fri 2/14/20	Fri 2/14/20	57FS+5 days	
60	**FIR (30%) Review**	**11 days**	**Mon 2/17/20**	**Mon 3/2/20**		
61	FIR Review Meeting	1 day	Mon 2/17/20	Mon 2/17/20	59	
62	30% Review Comment Coordination	10 days	Tue 2/18/20	Mon 3/2/20	61	
63	**60% Design**	**85 days**	**Tue 3/3/20**	**Mon 6/29/20**		
64	**Roadway Design & Roadside Development**	**40 days**	**Tue 3/3/20**	**Mon 4/27/20**		
65	Roadway Design	30 days	Tue 3/3/20	Mon 4/13/20	62	
66	Develop Grading and Cross Sections	5 days	Tue 4/14/20	Mon 4/20/20	65	
67	Prepare 60% Roadway Plans	5 days	Tue 4/21/20	Mon 4/27/20	66	
68	**Hydrology/Hydraulic Engineering**	**25 days**	**Tue 4/28/20**	**Mon 6/1/20**		
69	Complete 60% Design for Drainage Structures	15 days	Tue 4/28/20	Mon 5/18/20	64	
70	Complete 60% Design for all Drainage Details Required for Drainage Structures	5 days	Tue 5/19/20	Mon 5/25/20	69	
71	Prepare 60% Hydraulic Plans	5 days	Tue 5/26/20	Mon 6/1/20	70	
72	**Environmental - Water Quality**	**5 days**	**Tue 4/28/20**	**Mon 5/4/20**		
73	Storm Water Management Plan	5 days	Tue 4/28/20	Mon 5/4/20	81SS	
74	**Major Structural Design**	**60 days**	**Tue 3/3/20**	**Mon 5/25/20**		
75	60% Structural Design and Plans	60 days	Tue 3/3/20	Mon 5/25/20	62	
76	**Utility Coordination**	**10 days**	**Tue 4/21/20**	**Mon 5/4/20**		
77	Prepare 60% Utility Plans	10 days	Tue 4/21/20	Mon 5/4/20	67SS	
78	**Traffic Design**	**10 days**	**Tue 4/21/20**	**Mon 5/4/20**		
79	Prepare 60% Signing/Pavement Marking Plans	5 days	Tue 4/21/20	Mon 4/27/20	67SS	
80	Prepare 60% Traffic Signal Plans	5 days	Tue 4/21/20	Mon 4/27/20	67SS	



Project: South Bridge Final Design Sch
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South Bridge EA and Final Design Detailed Schedule
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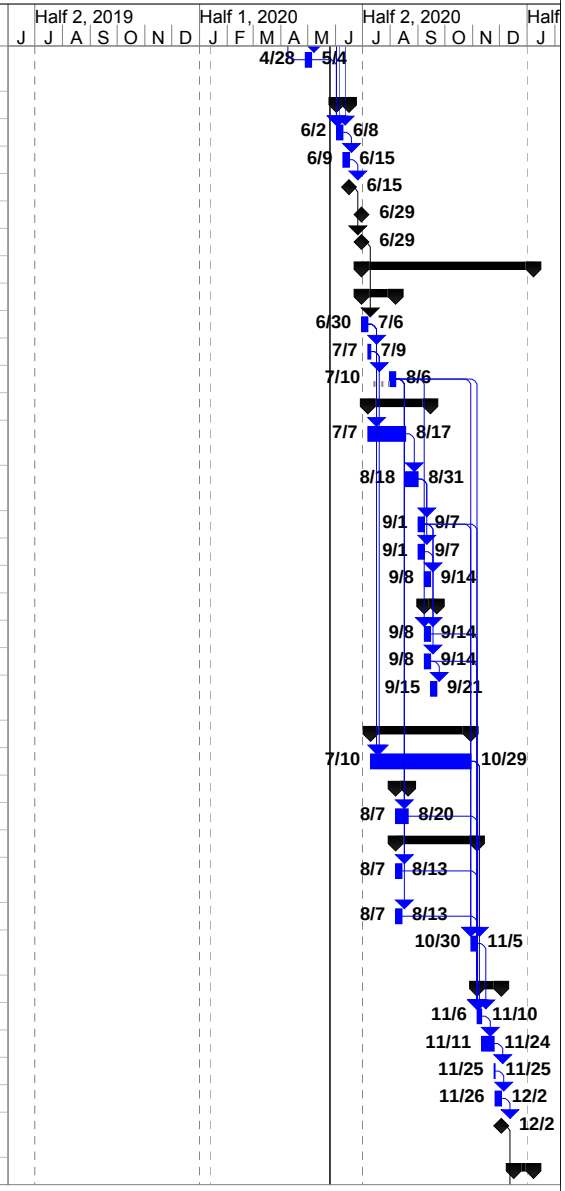
ID	Task Name	Duration	Start	Finish	Predecessors	Resource Names
81	Prepare Construction Traffic Control Plans & Quantities	5 days	Tue 4/28/20	Mon 5/4/20	67	
82	**Plan Preparation for 60% Review**	**10 days**	**Tue 6/2/20**	**Mon 6/15/20**		
83	Assemble 60% Design Plans	5 days	Tue 6/2/20	Mon 6/8/20	81,67,71,75,77,79,80	
84	Internal QC	5 days	Tue 6/9/20	Mon 6/15/20	83	
85	Submit 60% Review Plans	0 days	Mon 6/15/20	Mon 6/15/20	84	
86	**60% Review**	**0 days**	**Mon 6/29/20**	**Mon 6/29/20**		
87	Conduct 60% Review	0 days	Mon 6/29/20	Mon 6/29/20	85FS+10 days	
88	**90% Design**	**138 days**	**Tue 6/30/20**	**Thu 1/7/21**		
89	**Roadway Design & Roadside Development**	**28 days**	**Tue 6/30/20**	**Thu 8/6/20**		
90	Roadway Design	5 days	Tue 6/30/20	Mon 7/6/20	87	
91	Develop Grading and Cross Sections	3 days	Tue 7/7/20	Thu 7/9/20	90	
92	Prepare Final Roadway Plans	5 days	Fri 7/10/20	Thu 8/6/20	91	
93	**Hydrology/Hydraulic Engineering**	**50 days**	**Tue 7/7/20**	**Mon 9/14/20**		
94	Complete Final Design for Drainage Structures	30 days	Tue 7/7/20	Mon 8/17/20	90	
95	Complete Final Design for Drainage Details	10 days	Tue 8/18/20	Mon 8/31/20	94	
96	Prepare Final Hydraulic Plans	5 days	Tue 9/1/20	Mon 9/7/20	95	
97	Prepare Final Hydraulic Design Report	5 days	Tue 9/1/20	Mon 9/7/20	95	
98	Prepare Final Floodplain Report	5 days	Tue 9/8/20	Mon 9/14/20	97	
99	**Environmental - Water Quality**	**10 days**	**Tue 9/8/20**	**Mon 9/21/20**		
100	Storm Water Management Plan	5 days	Tue 9/8/20	Mon 9/14/20	92,96	
101	Permanent Water Quality Plan	5 days	Tue 9/8/20	Mon 9/14/20	96	
102	Prepare Preliminary Water Quality Report	5 days	Tue 9/15/20	Mon 9/21/20	101	
103	**Major Structural Design**	**80 days**	**Fri 7/10/20**	**Thu 10/29/20**		
104	Stucture Final Design and 90% Plans	80 days	Fri 7/10/20	Thu 10/29/20	90,91	
105	**Utility Coordination**	**10 days**	**Fri 8/7/20**	**Thu 8/20/20**		
106	Prepare Final Utility Plans	10 days	Fri 8/7/20	Thu 8/20/20	92	
107	**Traffic Design**	**65 days**	**Fri 8/7/20**	**Thu 11/5/20**		
108	Prepare Final Signing/Pavement Marking Plans	5 days	Fri 8/7/20	Thu 8/13/20	92	
109	Prepare Final Traffic Signal Plns	5 days	Fri 8/7/20	Thu 8/13/20	92	
110	Prepare Final Construction Traffic Control Plans & Quantities	5 days	Fri 10/30/20	Thu 11/5/20	92,96,104	
111	**Plan Preparation for 90% Review**	**19 days**	**Fri 11/6/20**	**Wed 12/2/20**		
112	Assemble Final Design Plans	3 days	Fri 11/6/20	Tue 11/10/20	100,101,110,92,96,104,	
113	Internal QC	10 days	Wed 11/11/20	Tue 11/24/20	112	
114	Coordinate Packaging of Plans	1 day	Wed 11/25/20	Wed 11/25/20	113	
115	Provide Special Revisions	5 days	Thu 11/26/20	Wed 12/2/20	114	
116	Submit FOR (90%) Plans and Specifications	0 days	Wed 12/2/20	Wed 12/2/20	115	
117	**90% Review**	**16 days**	**Wed 12/16/20**	**Thu 1/7/21**		



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South Bridge EA and Final Design Detailed Schedule
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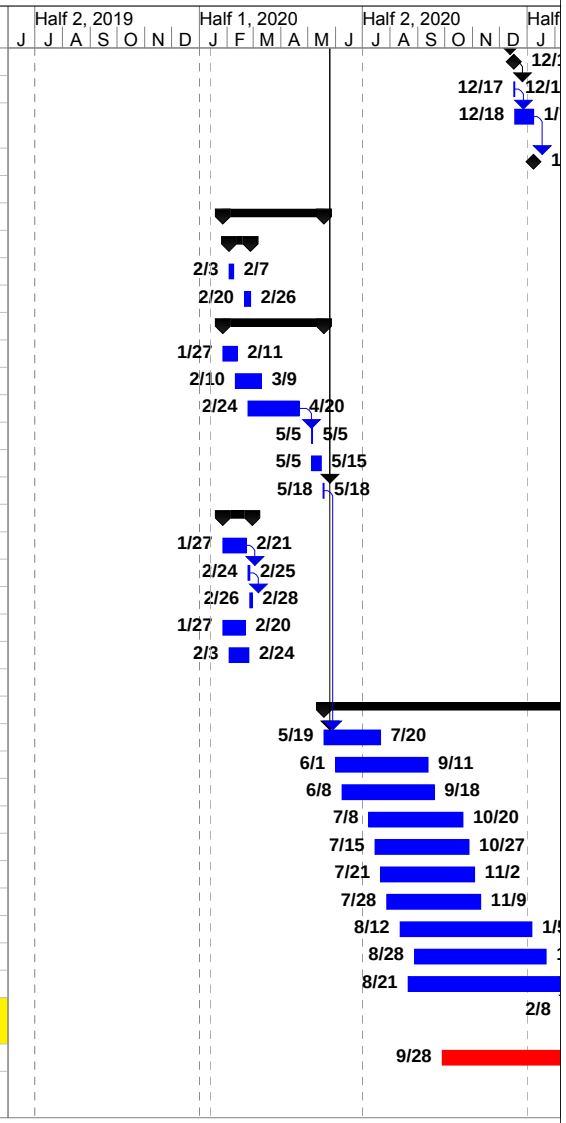
ID	Task Name	Duration	Start	Finish	Predecessors	Resource Names
118	Conduct 90% Review	0 days	Wed 12/16/20	Wed 12/16/20	116FS+10 days	
119	FOR (90%) Design Meeting	1 day	Thu 12/17/20	Thu 12/17/20	118	
120	Address Comments and Revise Plan Set	15 days	Fri 12/18/20	Thu 1/7/21	119	
121	Submit Final Ad Plan Set	0 days	Thu 1/7/21	Thu 1/7/21	120	
122						
123	**Surveying, Utilities, and Right of Way**	**81 days?**	**Mon 1/27/20**	**Mon 5/18/20**		
124	**Utility Investigation and Coordination**	**18 days**	**Mon 2/3/20**	**Wed 2/26/20**		
125	Supplemental Utility Locates	5 days	Mon 2/3/20	Fri 2/7/20		
126	Utility Plans	5 days	Thu 2/20/20	Wed 2/26/20		
127	**Right of Way**	**81 days?**	**Mon 1/27/20**	**Mon 5/18/20**		
128	Order Title	12 days	Mon 1/27/20	Tue 2/11/20		
129	ROW Base Model	21 days	Mon 2/10/20	Mon 3/9/20		
130	ROW Plans and Legal Descriptions	41 days	Mon 2/24/20	Mon 4/20/20		
131	ROWPR (milestone)	1 day?	Tue 5/5/20	Tue 5/5/20	130FS+10 days	
132	ROWPR revisions	9 days	Tue 5/5/20	Fri 5/15/20		
133	Plan Authorization (milestone)	1 day?	Mon 5/18/20	Mon 5/18/20	7	
134	**Surveying**	**25 days**	**Mon 1/27/20**	**Fri 2/28/20**		
135	Right of Entry	20 days	Mon 1/27/20	Fri 2/21/20		
136	Section Corners	2 days	Mon 2/24/20	Tue 2/25/20	135	
137	Property Corner Recovery	3 days	Wed 2/26/20	Fri 2/28/20	136	
138	Utilities	19 days	Mon 1/27/20	Thu 2/20/20		
139	Pavement Tie-Ins	16 days	Mon 2/3/20	Mon 2/24/20		
140						
141	Right of Way Acquisition	256 days	Tue 5/19/20	Tue 5/11/21		
142	Notice of Intent Letters	45 days	Tue 5/19/20	Mon 7/20/20	133,31	
143	ROW Staking (Appraisal)	75 days	Mon 6/1/20	Fri 9/11/20		
144	Appraisal Inspections	75 days	Mon 6/8/20	Fri 9/18/20		
145	Draft Appraisal Reports	75 days	Wed 7/8/20	Tue 10/20/20		
146	Appraisal Review	75 days	Wed 7/15/20	Tue 10/27/20		
147	Final Appraisal Reports Delivered	75 days	Tue 7/21/20	Mon 11/2/20		
148	FMV's Executed	75 days	Tue 7/28/20	Mon 11/9/20		
149	Offers and Negotiations	105 days	Wed 8/12/20	Tue 1/5/21		
150	Final Offers	105 days	Fri 8/28/20	Thu 1/21/21		
151	City Approval and Funding	121 days	Fri 8/21/20	Fri 2/5/21		
152	**Secure Right of Way Clearance (CDOT) no condemnation**	**14 days**	**Mon 2/8/21**	**Thu 2/25/21**	151	
153	Condemnation	155 days	Mon 9/28/20	Fri 4/30/21		
154	**Secure Right of Way Clearance (CDOT) with condemnation**	7 days	Mon 5/3/21	Tue 5/11/21	153	



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South Bridge Final Design January 2020	Company Scope \ Responsibility Estimated Hours in Proposal	Group Manager	Group Manager	Group Manager	Group Manager	Senior Project Manager	Project Engineer II	Senior Project Engineer	Senior Designer	Senior Designer	CADD Technician II	Senior Project Engineer	Design Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Project Engineer II	Design Engineer	Senior Designer	CADD Technician II	Sr Landscape Architect	Senior Utility Manager	Surveyor Project PLS	Senior Designer	Senior Survey	Senior Survey	CADD Technician	Surveyor Technician I	Surveyor Technician I	Surveyor Technician I	Senior Env. Planner/Scientist	Senior Env. Planner/Scientist	Senior Env. Planner/Scientist	Environmental Scientist III	Urban Planner	GIS/Graphics Specialist	Admin Assist II	Total Hours	Labor Cost
		$190.00	$190.00	$190.00	$190.00	$175.00	$120.00	$140.00	$105.00	$105.00	$75.00	$140.00	$100.00	$140.00	$140.00	$140.00	$140.00	$140.00	$140.00	$140.00	$140.00	$120.00	$100.00	$105.00	$75.00	$132.00	$135.00	$137.00	$105.00	$87.00	$87.00	$75.00	$72.00	$72.00	$72.00	$140.00	$140.00	$140.00	$115.00	$115.00	$130.00	$65.00		
Project Management, Coordination & Site Visit (490 hrs)																																											
Project Management / Coordination		60		40	40	60														40																							240	$42,700.00
Bi-Monthly Progress Meetings (WebEx)		40		20	20	40						10		20	10			20			20					10																210	$34,720.00
Project Reporting / Invoices		20				20																																				40	$7,300.00
Task Totals		120	0	60	60	120	0	0	0	0	0	10	0	20	10	0	0	20	0	0	60	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**490**	**$84,720.00**
Survey and SUE (321 hrs)																																											
Utility Investigation and Coordination																																										0	$0.00
Supplimental Utility Locates														12																24		55										91	$7,728.00
Utility Coordination																																										0	$0.00
information from utility owners																										2						8										10	$846.00
Prepare utility base model																										4		16														20	$2,220.00
Perform site field review, update utility base plan																										16		8														24	$3,000.00
Coordinate relocation strategy meetings with utility owner																										48																48	$6,480.00
Create pothole map and pothole log																										16		24														40	$4,680.00
Prepre final utility base model, showing proposed relocations																										4		8														12	$1,380.00
Draft utility agreement and required attachements																										16		8														24	$3,000.00
Utility Plans																												52														52	$5,460.00
Task Totals		0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	106	0	116	0	24	0	63	0	0	0	0	0	0	0	0	**321**	**$34,794.00**
Environmental Services (879 hrs)																																											
EA Reevaluation		28																																							20		48	$7,920.00
Refine Purpose and Need Statement																																					4						4	$560.00
Preferred Alternative Update		1																																			8						9	$1,310.00
Social, economic, and environmental issues:																																				120	78		30		50		278	$37,670.00
Section 4(f).		2																																			16						18	$2,620.00
Comments and Coordination.		4																																			8				8		20	$2,800.00
Prepare draft EA Reevaluation		6																																			30				4	8	48	$6,380.00
NEPA/Decision Document Completion																																											0	$0.00
Prepare draft EA Reevaluation		4																																			16			12		8	40	$4,900.00
City and CDOT Region 3 Review (2 reviews)		8																																		2	22		4	12	4	4	56	$7,500.00
CDOT EPB Review (2 reviews)		8																																		2	18		4	12	4	4	52	$6,940.00
FHWA Review (2 reviews)		8																																		2	18		4	12	4	4	52	$6,940.00
Finalize Decision Document		4																																			8		4			4	20	$2,600.00
Permitting																																											0	$0.00
Senate Bill (SB) 40 Compliance		4																																		2			36		2	2	46	$5,570.00
Section 404 Compliance																																											0	$0.00
Preliminary Jurisdictional Determination		2																																					8		6	2	18	$2,210.00
USACE Pre-Application and Permit Meetings		8																																			4		46		8	4	70	$8,670.00
Prepare Pre-Construction Notification (PCN)		4																																			2		28		4	4	42	$5,040.00
Wetlands Mitigation		2																																					8		2		12	$1,560.00
Wildlife Connectivity		4																																					40		2		46	$6,620.00
Task Totals		97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	232	40	172	56	110	44	**879**	**$117,810.00**
60% Design (10976 hrs)																																											
60% Design																																											
Roadway design & Roadside Development						320	640	120		390	160										100	80	120																			1,630	$202,550.00
Hydrology/Hydraulic Engineering			60								80																															440	$57,000.00
Structural Design					589												305	863	1342				1001	677	777																		5,554	$692,770.00
Water and Sanitary Design														692																													692	$96,880.00
Utility Coordination															480																													480	$67,200.00
Lighting Design and Plans																320																												320	$44,800.00
Landscaping Design and Plans																										120																		120	$15,840.00
Traffic Design											40	320	160																														520	$63,800.00
Plan production,QC, deliverables						160	200	80	80	380	320																																	1,220	$135,500.00
Task Totals		0	60	0	589	480	840	200	80	770	600	320	160	692	480	320	305	863	1342	100	80	120	1001	677	777	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**10,976**	**$1,376,340.00**

South Bridge Final Design January 2020	Company Scope \ Responsibility Estimated Hours in Proposal	Group Manager	Group Manager	Group Manager	Group Manager	Senior Project Manager	Project Engineer II	Senior Project Engineer	Senior Designer	Senior Designer	CADD Technician II	Senior Project Engineer	Design Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Project Engineer II	Design Engineer	Senior Designer	CADD Technician II	Sr Landscape Architect	Senior Utility Manager	Surveyor Project PLS	Senior Designer	Senior Survey	Senior Survey	CADD Technician	Surveyor Technician I	Surveyor Technician I	Surveyor Technician I	Senior Env. Planner/Scientist	Senior Env. Planner/Scientist	Senior Env. Planner/Scientist	Environmental Scientist III	Urban Planner	GIS/Graphics Specialist	Admin Assist II	Total Hours	Labor Cost
		$190.00	$190.00	$190.00	$190.00	$175.00	$120.00	$140.00	$105.00	$105.00	$75.00	$140.00	$100.00	$140.00	$140.00	$140.00	$140.00	$140.00	$140.00	$140.00	$140.00	$120.00	$100.00	$105.00	$75.00	$132.00	$135.00	$137.00	$105.00	$87.00	$87.00	$75.00	$72.00	$72.00	$72.00	$140.00	$140.00	$140.00	$115.00	$115.00	$130.00	$65.00		
90% Design to Bid Plans (8897 hrs)																																											
90% Design																																											
Roadway design & Roadside Development						320	640	120		400	100																															1,580	$199,100.00
Hydrology/Hydraulic Engineering			60								104									100	80	120																			464	$58,800.00
Structural Design					391												203	575	893				667	451	517																	3,697	$461,060.00
Water and Sanitary Design														476																											476	$66,640.00
Utility Coordination and Design															480																											480	$67,200.00
Landscaping Design and Plans																										120																120	$15,840.00
Lighting Design and Plans																320																										320	$44,800.00
Traffic Design												320	200																													520	$64,800.00
Plan production,QC, deliverables						160	200	80	80	400	320																															1,240	$137,600.00
Task Totals		0	60	0	391	480	840	200	80	800	524	320	200	476	480	320	203	575	893	100	80	120	667	451	517	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**8,897**	**$1,115,840.00**
Right-of-Way (730 hrs)																																											
Right-of-Way Base Model				22																								16		48		79		79							244.0	22,161.0
Right-of-Way Plans and Legal Descriptions				44																								32		110		150		150							486	$44,364.00
Task Totals		0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	158	0	229	0	0	229	0	0	0	0	0	0	0	**730**	**$66,525.00**
Survey (469 hrs)																																											
Right of Entry				4																								30													34.0	4,870.0
Existing Monumentation				2																													10									12.0	1,100.0
Property Corner Recovery				6																										4			30									40	$3,648.00
Utilities				8																								2			20		36									66	$6,126.00
Pavement Tie-Ins				4																													80									84	$6,520.00
Appraisal Staking				8																													80									88	$7,280.00
Set ROW Monuments				4																									8	8		9	80									109	$8,731.00
Travel																																	12	24								36	$2,592.00
Task Totals		0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	8	12	20	9	48	304	0	0	0	0	0	0	0	**469**	**$40,867.00**
Public Involvement (125 hrs)																																											
Public Involvement Mtgs (Airport, Cardiff Glen, AVLT/Jacksons)		40				40																														5	40					125	$20,900.00
																																										0	$0.00
Task Totals		40	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	40	0	0	0	0	**125**	**$20,900.00**
Jacobs		257	120	162	1,040	1,120	1,680	400	160	1,570	1,124	650	360	1,200	970	640	508	1,458	2,235	200	220	240	1,668	1,128	1,294	250	106	80	124	170	44	238	111	304	229	133	272	40	172	56	110	44	22,887	**$2,857,796.00**

South Bridge Final Design January 2020	Company Scope \ Responsibility Estimated Hours in Proposal	Group Manager	Group Manager	Group Manager	Group Manager	Senior Project Manager	Project Engineer II	Senior Project Engineer	Senior Designer	Senior Designer	CADD Technician II	Senior Project Engineer	Design Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Senior Project Engineer	Project Engineer II	Design Engineer	Senior Designer	CADD Technician II	Sr Landscape Architect	Senior Utility Manager	Surveyor Project PLS	Senior Designer	Senior Survey	Senior Survey	CADD Technician	Surveyor Technician I	Surveyor Technician I	Surveyor Technician I	Senior Env. Planner/Scientist	Senior Env. Planner/Scientist	Senior Env. Planner/Scientist	Environmental Scientist III	Urban Planner	GIS/Graphics Specialist	Admin Assist II	Total Hours	Labor Cost
		$190.00	$190.00	$190.00	$190.00	$175.00	$120.00	$140.00	$105.00	$105.00	$75.00	$140.00	$100.00	$140.00	$140.00	$140.00	$140.00	$140.00	$140.00	$140.00	$140.00	$140.00	$120.00	$100.00	$105.00	$75.00	$132.00	$135.00	$137.00	$105.00	$87.00	$87.00	$75.00	$72.00	$72.00	$72.00	$140.00	$140.00	$140.00	$115.00	$115.00	$130.00	$65.00		

Direct Expenses																																													
		Number of Mtgs	Number of Days	Number of Nights	No. of People/Mtg	Miles	Cars/Mtg	Mileage x $0.575	Per Diem $100 lodging $50 meals																																			
								0.575	$150																																					
FINAL DESIGN ODCs																																												
Public Involvement Mtgs (Airport, Cardiff Glen, AVLT/Jacksons/RFTA)		3	3	3	3	1500	1	$862.50	$1,350																																		$2,212.50
Design Coord / Review Mtg / Site Visits		2	2	2	4	1000	1	$575.00	$1,200																																		$1,775.00
Utility Coordination Meetings		2	2	2	4	1000	1	$575.00	$1,200																																		$1,775.00
Pre-Bid Meeting		1	1	1	3	500	1	$287.50	$600																																		$887.50
Printing, Supplies, Overnight Delivery																																										$500.00
Survey, ROW & Utility Travel / Per Diem	28																																									$5,460.00
Truck days	28																																									$2,100.00
GPS days	36																																									$5,400.00
Total Station days	10																																									$1,500.00
Traffic Control days	4																																									$4,000.00
Total ODCs																																											**$25,610.00**

Subconsultant - TRS (Right of Way Acquistion) (1506 hrs)																																													
Planning and Research																																										142.0	$18,364.25
Property Owner Appraisal Coordination/Appraisal Review/Value Findings																																										294.0	$30,274.00
Acquisition/Negotiation (26 Parcels)																																									496	$59,947.00
Relocation																																									192	$24,261.50
Title/Closing Coordination/File Maintenance																																									230	$23,886.50
Project Management/Records Management																																									152	$15,034.00
Expenses																																										
Complex Partial Acquistion (2 parcels)																																										$18,000.00
Partial Acquistion (26 parcels)																																										$144,000.00
Review Appraisals (if not by CDOT)																																										$72,000.00
Title Commitments																																										$26,000.00
Title Updates (x 2 per parcel)																																										$2,600.00
Mileage																																										$8,640.00
Per Diem																																										$7,800.00
Fedex/Postage/Copies per parcel																																										$3,250.00
Task Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1,506**	**$454,057.25**

Subconsultant - Yeh (Geotechnical Services) (0 hrs)																																													
Geotechnical Services																																													
Scope A																																											$87,510.00
Scope D																																											$35,185.00
Task Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**$122,695.00**

Subconsultant - Daylight Utility Finders Inc. (Potholing) (0 hrs)																																													
Potholing (assumes 50 potholes)																																											$13,875.00
Does not include restoration costs or traffic control																																													
Task Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**$13,875.00**

TOTAL DESIGN & ODCs	**$3,474,033.25**

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item: Ordinance No 5, Series of 2020; An Ordinance of the City Council of the City of Glenwod Springs, Colorado, Amending Section 080.060.020 of the Municipal Code to System Improvement Fees to reclassify half bathrooms as a separate category (FIRST READING)

Action Requested: Consideration of a text amendment to Section 080.060.020 to add a category of system improvement fees for half-bathrooms.

Department: Economic and Community Development

Presented By: Hannah Klausman, Senior Planner

Background Info: Community Development is tasked with assessing System Improvement Fees for all development, new and renovated, that occurs within the City. Code section 080.060 - SYSTEM IMPROVEMENT FEES states:

When any person adds to an existing structure, enlarges a building or alters the property so that a larger number of Equivalent Residential Units (EQR) would become assessable in accordance with the classifications set forth in Section 080.060.020, such person shall pay the system improvement fee for the EQR units attributable to the usage increase caused by the addition, enlargement or alteration.

Residential homes with up to four (4) bedrooms, two (2) bathrooms, and one (1) kitchen are charged one (1) EQR unit. Any additional bathroom above two, is charged an additional 0.5 EQR. Currently the code only identifies a single category for additional bathrooms. Staff is proposing two categories allowing for distinction between adding a half bathroom, and adding a full bathroom.

Issues: Section 080.060.020 - Classification, of the Municipal Code classifies how system improvement fees are calculated for any development new or renovated within the City. That classification system uses an EQR as a measurement unit which is based on the equivalent of three hundred fifty (350) gallons per day of water (wastewater) usage. Below is an excerpt from the classification chart included in code illustrating system improvement fee calculations for Single Family and Multi-Unit residential dwellings.

Residential classifications.		
Single-family homes, with up to four (4) bedrooms, two (2) bathrooms, one (1) kitchen, no greater than 3,500 square feet irrigated lawn and garden watered by sprinkler		1.00 EQR
Duplexes, apartments, townhouses, and similar facilities in the same complex with up to four (4) bedrooms, two (2) bathrooms, one (1) kitchen, no greater than 3,500 square feet irrigated lawn and garden watered by sprinkler		1.00 EQR
1.	Each additional bedroom	0.15 EQR
2.	Each additional bathroom	0.50 EQR
3.	Each additional kitchen	0.65 EQR

A residential dwelling unit is required to pay Water, Sewer, Parkland, School, and Emergency System Improvement Fees for a total of approximately 1 EQR, or $20,000, depending on size and type.

Additions of bathrooms only impact water and sewer system improvement fees. One EQR amounts to $5,141.13 in Water System Improvement Fees and $5,526.45 in Sewer System Improvement Fees.The addition of a third bathroom, of any kind in new or redeveloping properties, charged at 0.5 EQRs, costs the applicant an additional $5,334, on top of the 1 EQR for the entire residence.

Staff has received multiple requests and inquiries from building permit applicants regarding a reduced rate for a half-bathroom. Staff reviewed this idea with the Public Works and Water Departments and received support for a new category.

Staff reviewed research on average water usage for bathrooms. Average toilet uses account for approximately 27% of a households water usage, followed by 17% for shower uses, and 16% for faucets. Source: American Water Works Association Research Foundation, “Residential End Uses of Water,” 1999. Using this data, staff believes there is adequate justification for allowing for a reduced system improvement fee for bathrooms that only include a toilet and sink, as opposed to the current system that charges the same fees for any type of bathroom over the initial two.

Staff proposes amending the classification table to differentiate between the addition of a half-bathroom, one that only includes a toilet and sink, and a full bathroom, one that includes a toilet, sink, and shower and/or bathtub. System improvement fees for a half-bathroom are proposed as 0.25 EQR's ($2,667). Fees for a full-bathroom would remain at the current classification of 0.5 EQR's ($5,334).

Staff Recommendation:

Staff recommends approval to amend the System Improvement Fee classification table to include a category for Half-bathroom at a rate of 0.25 EQR units.

ORDINANCE NO. 5

Series of 2020

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING SECTION 080.060.020 OF THE GLENWOOD SPRINGS MUNICIPAL CODE.

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

WHEREAS, Article 080.060 of the Glenwood Springs Municipal Code sets forth the system improvement fees that are charged by the City for new connections to the City water and wastewater systems as well as fees due following a change in structure or change in use; and

WHEREAS, the amount of system improvement fees charged by the City is based on the EQR classification for the property as set forth in Section 080.060.020 of the Code; and

WHEREAS, Section 080.060.020 provides that a residential unit with up to four bedrooms, two bathrooms and a kitchen is charged 1 EQR plus .50 EQR for each additional bathroom; and

WHEREAS, City staff has researched average water usage for bathrooms and determined that a half bathroom that contains only a sink and toilet will, on average, use less water than a full bathroom with a shower and/or bathtub; and

WHEREAS, City Council therefore finds it is fair and appropriate to charge a reduced system improvement fee of .25 EQR for an additional half bathroom that does not have a shower or bathtub; and

WHEREAS, City Council wishes to revise Section 080.060.020 to clarify that the .50 EQR assessment for an additional bathroom applies only to a full bathroom with a shower and/or bathtub and that a .25 EQR assessment applies to an additional half bathroom.

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

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

Section 2. Section 080.060.020 of the Glenwood Springs Municipal Code is hereby amended in part as provided for on the attached Exhibit A.

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

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED PUBLISHED BY TITLE ONLY THIS 20TH DAY OF FEBRUARY 2020.

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 _____ 2020.

CITY OF GLENWOOD SPRINGS, COLORADO

_____

Jonathan Godes, Mayor

ATTEST:

_____

Catherine Mythen Fletcher, City Clerk

080.060.020 - Classification.

The following classifications are hereby established for payment of system improvement fees. For purposes of this article, one (1) EQR is estimated as being the equivalent of three hundred fifty (350) gallons per day of water (wastewater) usage.

(1)			*Residential classifications.*	
	a.		*Single-family residential units:*	
			Single-family homes with fewer than four (4) bedrooms, two (2) bathrooms, one (1) kitchen, no greater than 3,500 square feet irrigated lawn and garden watered by sprinkler	Greater of 0.25 EQR per bedroom or 0.06 EQR per 100 square feet, not to exceed 1.00 EQR
			Single-family homes, with up to four (4) bedrooms, two (2) bathrooms, one (1) kitchen, no greater than 3,500 square feet irrigated lawn and garden watered by sprinkler	1.00 EQR
		1.	Each additional bedroom	0.15 EQR
		2.	Each additional Half bathroom (includes a toilet and sink)	0.25 EQR
		~~2.~~ 3.	Each additional Full bathroom (includes a toilet, sink, shower and/or bathtub)	0.50 EQR
		~~3.~~ 4.	Each additional kitchen	0.65 EQR
		~~4.~~ 5.	For irrigated green spaces, such as lawns and gardens, see Subsection (1)f. below.	
		~~5.~~ 6.	For irrigation of common areas or parks in subdivisions of single-family residential units, see Subsection (1)f. below.	
		~~6.~~ 7.	Swimming pools, hot tubs, and spas are additional, per Subsection (4) below.	
	b.		*Secondary residential units:*	
			Accessory dwelling unit: a separate, complete, dwelling unit containing separate facilities for sleeping, cooking, and sanitation that is contained within or attached to a detached	0.25 EQR

		single-family dwelling, or detached from it on the same property.	
	c.	*Multi-family residential units:*	
		Duplexes, apartments, townhouses, and similar facilities in the same complex, and small cabins in courts not associated with motels, with fewer than four (4) bedrooms, two (2) bathrooms, one (1) kitchen, no greater than 3,500 square feet irrigated lawn and garden watered by sprinkler	Greater of 0.25 EQR per bedroom or 0.06 EQR per 100 square feet, not to exceed 1.00 EQR
		Duplexes, apartments, townhouses, and similar facilities in the same complex, and small cabins in courts not associated with motels, with up to four (4) bedrooms, two (2) bathrooms, one (1) kitchen, no greater than 3,500 square feet irrigated lawn and garden watered by sprinkler	1.00 EQR
	1.	Each additional bedroom	0.15 EQR
	2.	Each additional Half bathroom (includes a toilet and sink)	0.25 EQR
	~~2.~~ 3.	Each additional Full bathroom (includes a toilet, sink, shower and/or bathtub)	0.50 EQR
	~~3.~~ 4.	Each additional kitchen	0.65 EQR
	~~4.~~ 5.	For irrigated green spaces, such as lawns and gardens, see Subsection (1)f. below.	
	~~5.~~ 6.	For irrigation of common areas or parks in subdivisions of single-family residential units, see Subsection (1)f. below.	
	~~6.~~ 7.	Swimming pools, hot tubs, and spas are additional, per Subsection (4) below.	
	d.	*Mobile home or mobile home space in court:*	
		Mobile home or mobile home space in court, with fewer than four (4) bedrooms, two (2) bathrooms, one (1) kitchen, no greater than 3,500 square feet irrigated lawn and garden	Greater of 0.25 EQR per bedroom or 0.06 EQR per 100 square feet, not to exceed 1.00

	watered by sprinkler		EQR
	Mobile home or mobile home space in court, with up to four (4) bedrooms, two (2) bathrooms, one (1) kitchen, no greater than 3,500 square feet irrigated lawn and garden watered by sprinkler		1.00 EQR
	1.	Each additional bedroom	0.15 EQR
	2.	Each additional Half bathroom (includes a toilet and sink)	0.25 EQR
	~~2.~~ 3.	Each additional Full bathroom (includes a toilet, sink, shower and/or bathtub)	0.50 EQR
	~~3.~~ 4.	Each additional kitchen	0.65 EQR
	~~4.~~ 5.	For irrigated green spaces, such as lawns and gardens, see Subsection (1)f. below.	
	~~5.~~ 6.	For irrigation of common areas or parks in subdivisions of single-family residential units, see Subsection (1)f. below.	
	~~6.~~ 7.	Swimming pools, hot tubs, and spas are additional, per Subsection (4) below.	
	NOTE: Values include laundry facilities in mobile homes. Otherwise, laundry facilities, central kitchen facilities, and swimming pools, hot tubs, and spas are additional.		
	7.	Manager's unit	Calculated in accordance with Subsections (1)d.1., 2., or 3., as applicable
	8.	Laundry facilities	1.00 EQR
e.	*Recreational vehicle parks:*		
	1.	Each camping or vehicle space without sewer hook-up	0.35 EQR
	2.	Each camping or vehicle space with sewer hook-up	0.50 EQR

	3.	Manager's unit	1.00 EQR
	NOTE: Camp pump station, irrigation, swimming pool, club house, laundry facility by special review.		
	f.	*Irrigation for all residential development with irrigated area exceeding 3,500 square feet:*	0.1 EQR per 2,000 sq ft landscaped area, including turf grass, greater than 3,500 sq ft, rounded to the next highest 1,000
	g.	*Irrigation using secondary raw water:*	
	Several locations in the city limits have access to raw water for outside irrigation instead of using potable water. When outside irrigation will be exclusively from a raw water source the EQR value is determined through this section will be reduced by fifty (50) percent for water only. Sewer values will not change.		

(Code 1971 § 22-81[A]; 18-84 § 1; 13-97 §§ 1—3; Ord. No. 7-2016 , § 2(Exh. A), 5-5-2016; Ord. No. 33-2016 , § 2(Exh. A), 12-15-2016; Ord. No. 14-2017 , § 3(Exh. A), 6-1-2017)

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item:	Arrangement of Council Seats
Action Requested:	Determine guidelines around Council Seating.
Department:	City Administration
Presented By:	Debra Figueroa, City Manager
Background Info:	City Council requested an agenda item to discuss guidelines around Council seating at the Dias.
Issues:	NA
Staff Recommendation:	Staff defers to Council.

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item: Amendment to South Midland Design Contract with SGM

Action Requested: Amend the SGM design contract to add $117,000 for additional design services.

Department: Engineering

Presented By:

Background Info:

South Midland Design:

The South Midland project is in the final design phase of pre-construction services. The scope of work for pre-construction services has evolved over time. With the acceptance of the Build Grant funds the project must follow federal rules and guidelines which are overseen by CDOT. These rules and regulations drive additional design work. The purpose of this Change Order request is to rectify out of scope work required by the Build Grant funds and additional services that were added to the project. The list below details additional work completed.

- **Build Grant Additional Work**
  - CDOT ROW plans and meetings
    - Add broadband utility conduit system
    - Provide support for NEPA process (National environmental Policy Act)
    - Provide independent check for structural elements (retaining walls)
    - Support for ROW acquisitions
    - Preparing legal descriptions of all acquisitions (27 total)
      - Coordinating with City's acquisition agent and CDOT ROW staff
      - Preparing exhibits for affected landowners
      - Field staking proposed ROW and easement limits for property owners
      - Meeting with property owners
      - Coordinate plans with utility impacts
    - **Waterline Design:** Was in the initial scope of work then was removed in addendum 2 but was added back into the project with the understanding that the utility funds would pay for this work.

Overall Budget Analysis:

The current estimate for construction costs excluding construction management is approximately, $11,614,850.00. The current design budget is $539,816.00 which is 4.6% of construction costs. The proposed Change Order is $117,000.00, which bumps the percent of construction costs up to 5.7%. For perspective department of transportation (DOT) in the mountain west have pre-construction services ranging from 4%-20%. DOT projects typically involve the additional costs of the federal regulations because of funding sources.

Current funding for the construction of the project includes the following:

Federal BUILD Grant funding: $7,007,562
DOLA Energy Impact Grant Funding $ 151,750
Garfield County Funding $ 850,000

City A&I Bond Funding $ 4,597,415

Funding for the $117,000 in additional design work will come from City A&I Bond Funding.

Issues: None at this time.

Staff Recommendation: Approve contract amendment with SGM in the amount of $117,000.

MEMORANDUM

TO: Terri Partch, PE - City Engineer

FROM: Mike Fowler, PE - SGM Project Manager

DATE: December 18, 2019

RE: **South Midland Avenue Reconstruction Project**
Additional Work Change Order Request

Background

SGM developed the project plans and estimates to a 90% level and submitted these to the City on December 13, 2018 with an anticipated early-February 2019 advertisement. Soon after the 90% submittal, we were informed that the City was awarded the Federal BUILD Grant. The acceptance of the grant resulted in a federal nexus for the project and has required additional work to meet the federal requirements associated with the grant.

BUILD Grant Additional Work

For this federal funding, which is administered through CDOT, SGM is now required to:

1. Submit Plans, Specifications and Estimates (PS&E) to CDOT for their review of compliance with CDOT project delivery standards
2. Prepare CDOT-compliant Right of Way (ROW) plans
3. Attend review meetings with CDOT
4. Add broadband utilities to the project to in accordance with the grant
5. Provide support to CDOT for their NEPA (National Environmental Policy Act) review and obtain an Environmental Clearance from the CDOT Region Planning and Environmental Manager with concurrence from FHWA
6. Perform an Independent Check on structural elements (retaining walls > 5' tall)
7. Provide support to the city and their acquisition agent for all property acquisitions (including right of way, permanent and temporary easements) being performed in accordance with the "Uniform Act" and obtain a Right of Way Clearance from the CDOT Region Right of Way Manager with concurrence from FHWA. This work has included:
    - Preparing legal descriptions of all acquisitions (27 total)
    - Coordinating with City's acquisition agent and CDOT ROW staff
    - Preparing exhibits for affected landowners
    - Field staking proposed ROW and easement limits for property owners
    - Meeting with property owners
    - Revising design elements to accommodate negotiations between property owner and the City
8. Coordinate utility impacts with affected utilities and obtain a Utilities Clearance from the CDOT Region Utilities Engineer – note, the bulk of this work is being performed by City staff

118 W. 6th St, Ste 200 Glenwood Springs, CO 81601 Phone: 970-945-1004 Fax: 970-945-5948

Prior to the grant, the overall project was on schedule and under budget. The additional work required to "federalize" the project was unknown at the time the grant was accepted, and additional design costs have been accrued against the overall project budget. The costs associated with the additional BUILD grant work performed to date is summarized in Table 1.

Table 1 – Additional BUILD grant work performed to date

Description	Accrued Cost to Date
General BUILD Grant Additional Work (Items 1-6)	$ 25,300
Acquisition Process Support (Item 7)	$ 13,800
Total	**$ 39,100**

Final Design Out of Scope Work

Additional work not related to the BUILD grant has been performed throughout the final design phase. This work has consisted of items that were not included in the original scope of work and SGM was directed by the City to perform. The costs for this out of scope work has been billed on previous invoices with the expectation that the overall project would be under budget in the end and this out of scope work could be absorbed without the need for a change order. As noted previously, we were still under budget at the 90% milestone by approximately $5,000 including the out of scope work. However, with the additional 12+ month duration of the design project and further revisions from additional staff review comments, it is not foreseeable that the overall project budget will be able to absorb this out of scope work. A detailed accounting can be provided for the out of scope work, but for purposes of this memo most of this work has been related to the following items:

1. Additional field surveying of the city-owned parcel where the proposed storm sewer crosses to the outfall
2. Additional field surveying and potholing on Hager Lane where the proposed storm sewer outfall crosses under Hager Lane
3. Revisions to the Mt. Sopris Drive intersection layout per City staff request
4. Haycock property boundary verification per City staff request
5. Ochko driveway revisions per City staff request

The total amount of final design out of scope work to date is $16,400.

Waterline Design

The replacement of the waterline was removed from the original scope of work with Addendum 2 to the RFP. After award of the project, the City directed SGM to add this work back into the project. A change order was not executed because it was understood that this work would be paid for with Utility funds and would not come out of the project budget. SGM coordinated closely with the City Water department and advanced the waterline design to 90% in conjunction with the overall project design. This work has been already been billed and paid.

The total amount of waterline design work to date is $28,800.

Estimated Costs to Complete Additional Work Items

The estimated costs to complete the work associated with the BUILD grant, design changes resulting from acquisition negotiations and the waterline are estimated in Table 2.

1. Per discussions with City staff and CDOT we anticipate there will be considerable dialogue and iterations related to the general construction agreement and supplemental conditions. There will likely be additional meetings with CDOT and revisions to the Project Special Provisions.
2. There are still some unknowns related to the acceptance of proposed acquisitions by affected property owners, but we believe we have cleared some major hurdles and would anticipate less work resulting from future acquisition negotiations. Additional work will still be required to fully implement the proposed 3 Mile Road retaining wall changes, final quantity calculations to account for the numerous design changes made since 90%.
3. The waterline design is still at 90%, but we have received review comments from the Water department and need to incorporate these comments into the final waterline design.

Table 2 - Estimated costs to complete additional work items

Description	Estimated Cost to Complete
General BUILD Grant Additional Work	$ 15,000
Acquisition Process Support	$ 10,000
Waterline	$ 8,000
Total	**$ 33,000**

Proposed Change Order

The proposed Change Order includes the accrued costs of the additional grant and the out of scope work to date plus the estimated costs to complete the additional work items. With this Change Order the remaining project phases can be completed per the contract.

The total fee estimate for this Change Order is: $ 117,300

DRAFT

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item: Approval of a Resolution 2020-6 Authorizing and Supporting the Application for a Grant in the amount of $200,000 from the Federal Mineral Lease District for the Two Rivers Park Pedestrian Safety Project and Committing the City to a $200,000 Match from the 2021 Budget.

Action Requested: Approval of the Resolution of Support

Department: Engineering

Presented By: Terri Partch, City Engineer

Background Info: When Iron Mountain Hot Springs was originally proposed, City staff recognized the need for an additional trail connection along Devereux Road to keep pedestrians moving between the park, the Caverns, the Iron Mountain Hot Springs and the hotels on Highway 6 off of the road. With the development of the office and employee housing adjacent to Iron Mountain Hot Springs, Steve Beckly has offered a 50% match of the cost to construct (up to $300,000) a new pedestrian trail along Devereux to better protect and facilitate the pedestrian movement in the area.

This trail will run along the western edge of Two Rivers Park, in parallel with and just below the Devereux Roadway embankment. It will connect an existing pedestrian bridge and the intersection of the driveway to Two Rivers Park and Centennial Street. As described above, the trail is needed due to a number of pedestrian uses in the area and movement between them. The City's Two Rivers Park is one of the city's most popular parks for boating, picnicking and the summer concert series. To the west of the park, Steve Beckley owns and operates the Iron Mountain Hot Springs as well as the Glenwood Caverns Adventure Park to the north. There is also a local office building on Centennial Street, CDOT and State Patrol offices as well as a local bus stop on State Highway 6. The park, Caverns and Iron Mountain Hot Springs generate a high volume of pedestrians moving between them. There is an existing trail from the pedestrian bridge into the park, but it is out of direction for visitors to the Iron Mountain Hot Springs and the office building. Because this existing trail is out of direction for these pedestrians, they choose to walk on Devereux Road. Devereux was built on a narrow embankment with no shoulders. Pedestrians walking along the road encounter vehicles, CDOT plows and equipment as well as Colorado State Patrol officers responding to calls.

The City recently recognized the public need for the trail when we closed the bridge and trail into Two Rivers Park for park construction. We received a large outcry from residents commuting into the office building on Centennial and the CDOT facility regarding loss of the trail and the dangerous condition of walking or riding on Devereux Road.

Issues: At this time Steve Beckley has pledged up to $300,000 for the trail. City staff has stated in the P&Z planning approval process that we will request up to $300,000 in the 2021 budget for construction. We would like to request $200,000 from the Federal Mineral Lease District to offset City and private contributions for the project.

At this time the engineer's estimate is $699,000.

We are asking the Council to allocate $200,000 in funding in the 2021 Capital or A&I budget for this important connection. This money would match requested GCFMLD funds and private funds for the project.

Staff Recommendation: Staff recommends that City Council approve Resolution 2020-6 Authorizing and Supporting the

Application for a Grant in the amount of $200,000 from the Federal Mineral Lease District for the Two Rivers Park Pedestrian Safety Project and Committing the City to a $200,000 Match from the 2021 Budget.

RESOLUTION 2020 - 6

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AUTHORIZING AND SUPPORTING THE APPLICATION FOR A GRANT FROM THE GARFIELD COUNTY FEDERAL MINERAL LEASE DISTRICT FOR PEDESTRIAN SAFETY IMPROVEMENTS AT TWO RIVERS PARK/DEVEREUX ROAD.

WHEREAS, the City of Glenwood Springs ("City") is a political subdivision of the State of Colorado, and therefore an eligible applicant for a grant awarded by the Garfield County Federal Mineral Lease District ("GCFMLD"); and

WHEREAS, the City desires to construct a pedestrian trail along the western edge of Two Rivers Park, just below the Devereux roadway, that would connect an existing pedestrian bridge and the intersection of the driveway to Two Rivers Park and Centennial Street; and

WHEREAS, the desired trail would be used to provide safe pedestrian access to the Iron Mountain Hot Springs (IMHS), Glenwood Caverns Adventure Park, office buildings and a bus stop located in that area; and

WHEREAS, currently pedestrians are walking along Devereux Road to access these locations because it provides a more direct route than the existing trail from the pedestrian bridge to Two Rivers Park; and

WHEREAS, walking along Devereux Road in this location is dangerous because the street is narrow with no shoulders and, due to the proximity of offices used by CDOT and the Colorado State Patrol, Devereux Road is heavily used by CDOT plows and equipment, Colorado State Patrol officers responding to calls, and other vehicles; and

WHEREAS, the City will submit a Grant Application to undertake the construction of the pedestrian trail along the western edge of Two Rivers Park, requesting a total award of $200,000.00; and

WHEREAS, a local match of up to $300,000 has been committed by Mr. Steve Beckley, Owner of the Iron Mountain Hot Springs, and

WHEREAS, the City supports the completion of the project if a grant is awarded by the GCFMLD and commits a matching amount of $200,000 from the 2021 Budget.

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

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

Section 2. The City strongly supports the Grant Application and has appropriated matching funds for a grant with Garfield County Federal Mineral Lease District.

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

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

INTRODUCED, READ, AND PASSED THIS 20TH DAY OF FEBRUARY 2020.

CITY OF GLENWOOD SPRINGS, COLORADO

_____
Jonathan Godes, Mayor

ATTEST:

_____
Catherine Mythen Fletcher, City Clerk

Preliminary Opinion of Estimated Cost

Date: 2/18/2020

Project: **Construct 8 foot Wide Concrete Bike Path Along Deveroux**

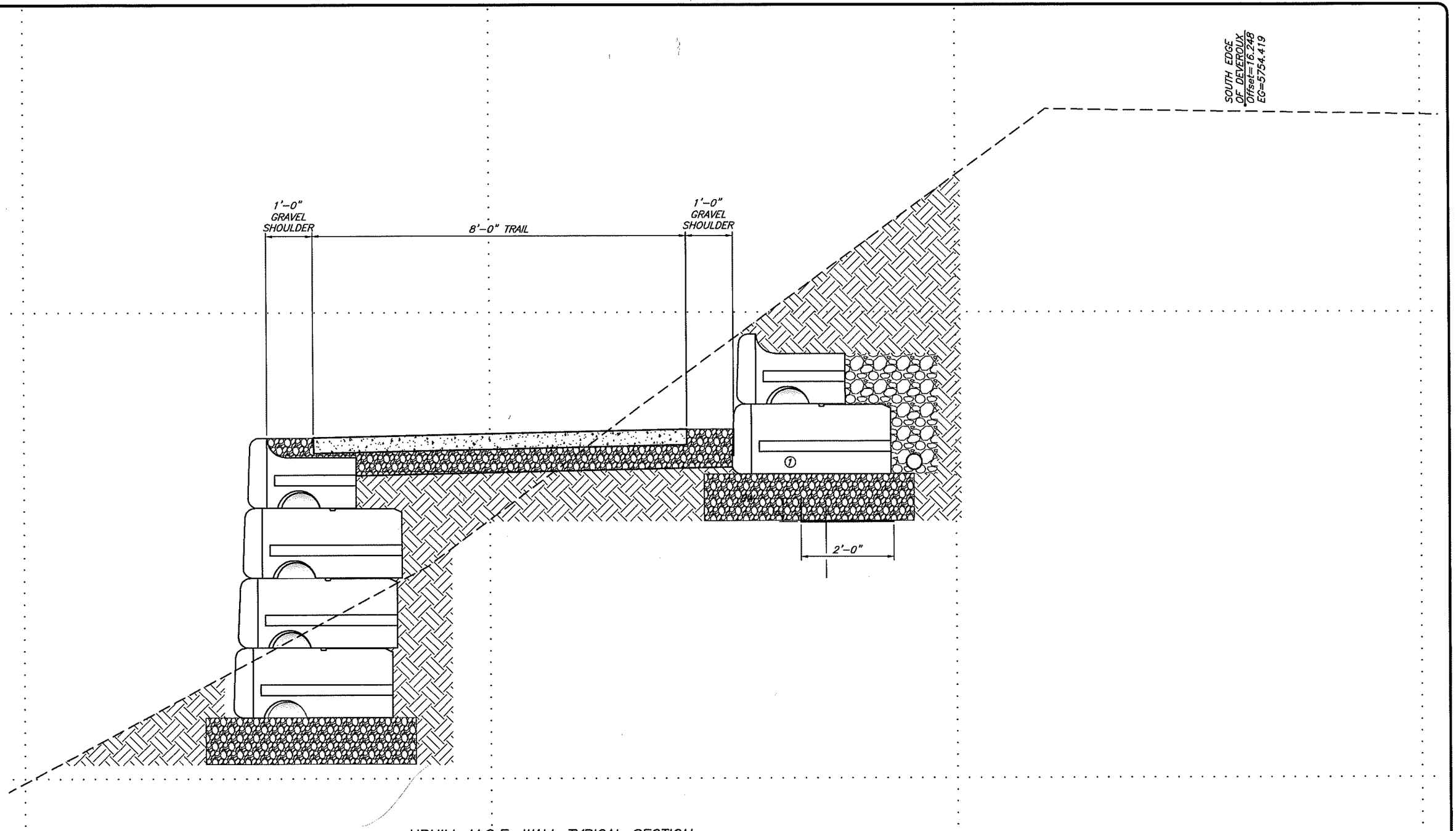
Item Number	Item	Quantity	Unit	Unit Price	Price
1	Clear and grub brush/trees	1	LS	$ 3,600.00	$ 3,600.00
2	Topsoil/organics removal and haul	125	cy	$ 20.00	$ 2,500.00
3	Granular fill in MSE wall	472	tons	$ 35.00	$ 16,520.00
4	Excavation and subgrade prep for walls	569	cu yd	$ 25.00	$ 14,225.00
5	Uphill and down hill MSE walls	4500	sf	$ 80.00	$ 360,000.00
6	Road base	170	tons	$ 50.00	$ 8,500.00
7	Concrete walk	4100	sf	$ 11.00	$ 45,100.00
8	Railing	512	lf	$ 200.00	$ 102,400.00
9	Ramps at Crossings	2	each	$ 3,500.00	$ 7,000.00
10	Signage	6	each	$ 450.00	$ 2,700.00
11	Removal of guard rail	1	LS	$ 3,500.00	$ 3,500.00
12	End Terminal replacement	1	LS	$ 1,500.00	$ 1,500.00
13	Traffic Control	5	day	$ 2,000.00	$ 10,000.00
14	Mobilization	5	percent	5%	$ 28,877.25
15	Quality Control testing	1	percent	1%	$ 5,775.45
	Total Estimate of Cost				$ 612,197.70
	Contingency			15%	$ 86,631.75
	Total Opinion of Probable Cost				$ 698,829.45

Terri,

This estimate is higher than I had certainly hoped. However, to put this in perspective, there are three costs that I think are presented higher than I would expect but do have some historical perspective. Those costs are the MSE per square foot cost, railing cost and concrete walk per square foot cost. These numbers presented are numbers from the West Midland and Two Rivers Park work. My thoughts originally were the wall costs would be in the $50/foot range, railing in the $75 per foot range and the walk in the $9 per foot range as these are numbers that I have seen in the past year (down valley and Meeker markets however). I know that Doug and Steve were talking about some block that they already have on hand that may provide some relief on getting the costs down. Regardless, I did wrestle with Mike Fowler on his thoughts and he and I both concurred that we should probably go with the higher number since it is for the grant application and we can only know for sure what the cost is once bid.

Thanks!

Jeff



UPHILL M.S.E. WALL TYPICAL SECTION

Computer File Information	
Print Date:	2/13/2020
Last Modification Date:	02/10/2020
Drawing File Name:	Details
Autocad Ver. 2018	Scale: As Shown Units: English
SGM Project No.:	2018-208.004 Quality Control: JSS

Sheet Revisions			
Rev.	Date	Comments	Init.
1			

SGM
118 West Sixth Street, Suite 200
Glenwood Springs, CO 81601
970.945.1004 www.sgm-inc.com

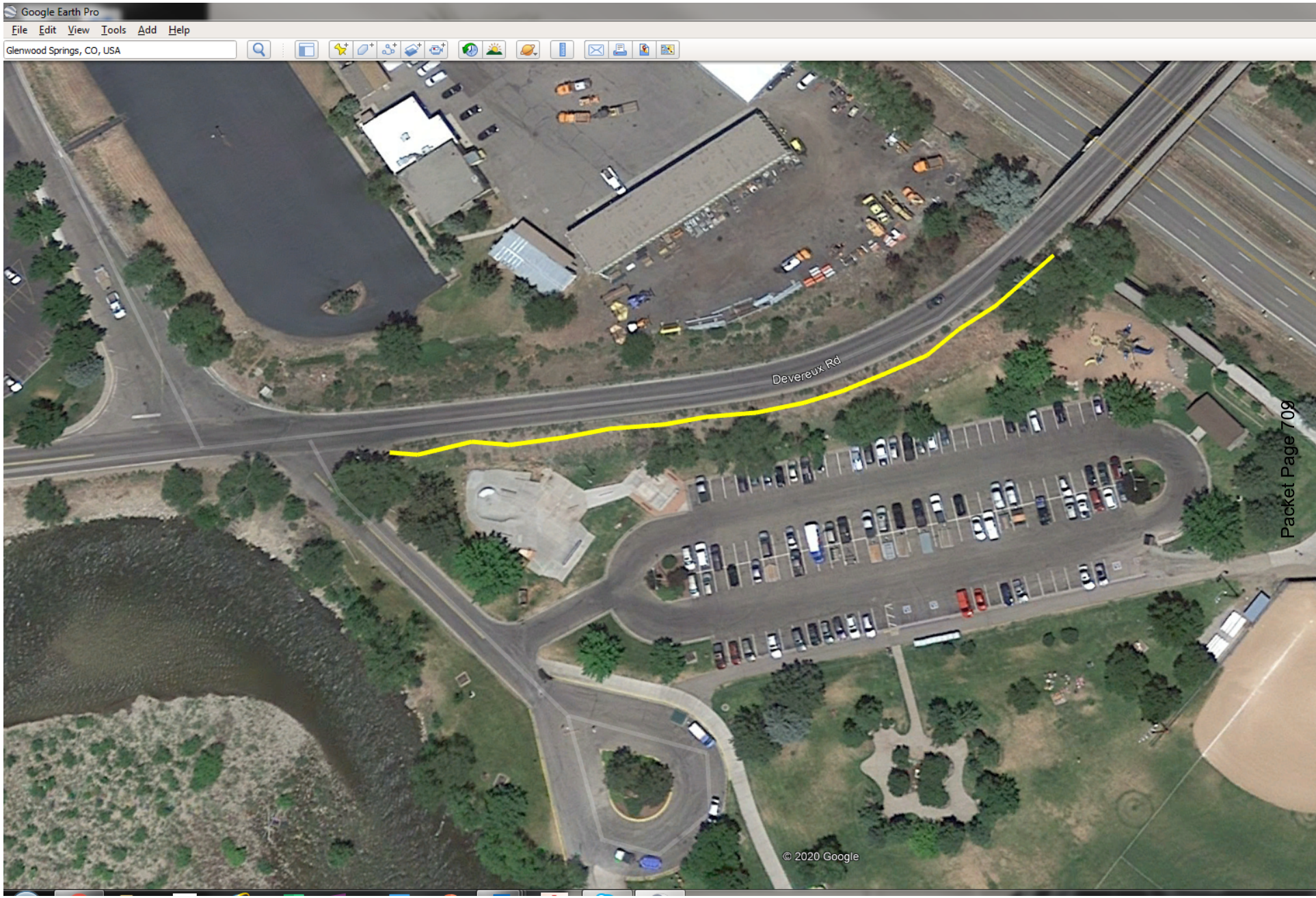
PRELIMINARY	
No Revisions:	-
Revised:	-
Void:	-

Typical Redi-Rock Retaining Wall Section

Engineer:	TLB	Structure Numbers	–
Drawn By:	TLB		
Sheet Subset:	–	Subset Sheets:	– of –

Project No./Code	
No.:	2018-208.004
Code:	-
Sheet Number:	1

C:\PROJECTS\2018\2018-208-IRONMTNPERMITTING\004-DEVERUX TRAIL DESIGN\H-DWGS\CIVIL\PS-SHEETSET\DETAILS.DWG Plotted: 2/13/2020 10:25 AM By: Terry Bendetti


Google Earth Pro
File Edit View Tools Add Help
Glenwood Springs, CO, USA
Devereux Rd
© 2020 Google

City Council
STAFF REPORT
City of Glenwood Springs
February 20, 2020

Agenda Item: Appointments to Boards and Commissions
-Transportation 1 regular and 1 alternate
-River 2 regular seats and 1 alternate
-Parks and Recreation 1 regular seat

Action Requested: Make appointments as needed

Department: City Clerk

Presented By: Catherine Fletcher, City Clerk

Background Info: Each board or commission completes a term of three years and will expire March 2023.

Transportation has an opening for one regular seat and one alternate seat and one application
-Steve Smith New application

River Commission has two regular seats and one alternate seat with four applications
-Elise Osenga will fill a regular seat from being an alternate this will leave one regular seat to be filled
-Ben West new application
-Joel Shute new application
-Chris Treese has served 1 term
-Herbert Bush new application

Parks and Recreation has one regular seat open with one application
-James Fosnaught began as alternate and filled a seat that became open and so eligible to fill a full term

Issues: None

Staff Recommendation: Defers to council

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 1 - Name and Address

Name	Ben West
Home Address	1319 Walz Ave Glenwood Springs CO 81601
Mailing Address	1319 Walz Ave Glenwood Springs CO 81601

Section 2 - Contact Information

Home	9707731313	Work	9707731313
Fax	9707731313	Mobile	9707731313
Email	benwestrealtor@gmail.com		

Section 3 - Occupation

Occupation: Real Estate Broker

Section 4 - Personal and Professional Interests

1. Why are you interested in serving on the River Commission?

My family and I have committed to living in Glenwood Springs as our long term home. Spending time on and around the river is an integral part of our lives and I would like to be part of the River Commission so I can contribute to the health of our river ecosystems and our community as they interface at public access points, open spaces and parks, riverside trails. I

2. What personal or professional experience do you have relative to the mission of the River Commission (see Powers and Duties attached)?

I have been an avid river person for nearly 20 years, I started working on the river as a raft guide 18 years ago. I worked in 5 states and 3 countries as a river guide and safety kayaker taking people on river trips, helping them understand the importance of our river ecosystems and the benefit of river activities on their health and happiness and the local economies they course through.

3. Do you actively participate in activities using the City's open spaces, trails or rivers?

I live near Veltus Park, we use the park multiple times a week and it is a true gem of a riverfront park. I visit the Glenwood Springs playpark with friends often in the summer to surf in this amazing play wave. I walk to and enjoy Music in the Park with my family and use the Two River Park takeout frequently on family floats. While at Two Rivers, we picnic, play on the playground, and sit on the well placed benches. I run along the Rio Grande bike path that

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 4 - Personal and Professional Interests (Continued)

4. Have you previously served in any policy advisory capacity relative to natural resource protection? If so, state your role.

I have never had a policy advisory role but am a quick learner, smart and willing to help!

5. What do you see as the role that rivers, trails and open spaces play in the character and function of the Glenwood Springs Community?

The Glenwood Springs Community has the advantage, in a dry state, of being in a very water rich place with two large rivers that flow year round. Our community loves having river focused spaces and is a reason why many people have chosen to live here. I believe we should embrace our connection to the rivers that our town is built upon and promote the safe enjoyment of these spaces as we continue to plan the development of our town. The parks, trails, and open spaces we have along the Roaring Fork and Colorado Rivers are a gem and

6. Can you separate yourself from your personal opinions and represent the City's goals, policies, plans and the Glenwood Springs Municipal Code in an equitable fashion?

I am a committed member of the Glenwood Springs Community and want to promote the City's goals, policies, and plans and I would be honored to represent them.

7. Are you able to attend a monthly meeting of the River Commission held at 7:30 a.m. on the first Wednesday of each month?

Yes

8. What experience do you have working with people on a board, commission or committee?

I don't have much experience working on a board, commission, or committee but am sure I can learn how they work and be a helpful participant and member.

Thank you for your interest and time commitment in serving your community

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Email: catherine.mythen@cogs.us

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

POWERS AND DUTIES OF THE RIVER COMMISSION

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

Composition of the River Commission:

(7) River Commission:

a. Nine (9) citizens, at least (7) who are residents of the City and two (2) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.

(g) Powers and Duties of River Commission. The powers and duties of the River Commission shall be:

(1) To investigate, study and report to the City Council any and all matters concerning the use, enjoyment, preservation and conservation of the open space, rivers and streams in the City and its environs.

(2) To coordinate with the Planning and Zoning Commission and Parks and Recreation Commission in the formulation, recommendation and implementation of plans for open space, rivers and streams and other land uses throughout the City.

(3) To advise the City Council on public access to the open space and rivers and the establishment of a river trail system and open space preservation strategy

(4) To advise the City Council on the use of municipally owned property adjacent to the rivers and City construction projects in or adjacent to the rivers or open space.

(5) To promote open space and riverfront cleanup efforts.

(6) To investigate, study and report to the City Council on grants, donations and other forms of funding to assist in the acquisition and preservation of open space and improvement of the rivers, and to otherwise advise the City Council on budgetary needs related to preservation of open space and river improvement.

(7) To appoint subcommittees as necessary to carry out the foregoing functions.

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 1 - Name and Address

Name	Joel Shute
Home Address	111 2nd st., Glenwood Springs, CO 81601
Mailing Address	111 2nd st., Glenwood Springs, CO 81601

Section 2 - Contact Information

Home		Work	
Fax		Mobile	720-227-2026
Email	Joeltshute@gmail.com		

Section 3 - Occupation

Occupation: Data and Operations Manager, Pinedale Natural Gas

Section 4 - Personal and Professional Interests

1. Why are you interested in serving on the River Commission?

I want to be more involved in the community. I have been kayaking since I was about 9 years old, and I also used to work as a raft guide in the Glenwood Canyon. I respect and love the river in this valley and think it should be managed properly.

2. What personal or professional experience do you have relative to the mission of the River Commission (see Powers and Duties attached)?

Not only am I an experienced waterman (Kayak, surf, raft, canoe), but I have worked many years as a field botanist involved in researching and managing natural ecosystems. I have also worked as an arborist and in construction. I have a degree in Environmental Science with a specialty in Hydrology and physical geography. I wanted to be a hydrologist, but ended up being a botanist instead. I am very knowledgeable in land management issues, and would love to put my skill set to good use for our community. I have also collected a large amount of

3. Do you actively participate in activities using the City's open spaces, trails or rivers?

Yes. I am and avid kayaker, biker (mtn, road), climber, skier, hiker, etc... If you can do it outside, I am interested.

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 4 - Personal and Professional Interests (Continued)

4. Have you previously served in any policy advisory capacity relative to natural resource protection? If so, state your role.

I have not actively been an advisor on such issues, but have been behind the scenes as a researcher and conservation botanist to research such variables that would be relevant to developing such policies. I used to do a lot of field research on endangered species on San Clemente Island, CA. I also, ran a green house and was directly involved in reestablishing native habitats. I would submit data to people who would act directly or work with policy

5. What do you see as the role that rivers, trails and open spaces play in the character and function of the Glenwood Springs Community?

I think these areas are the heart of the community. I believe that most people that live here, are here because of our beautiful open spaces and natural setting. If the beauty of nature in the Roaring Fork Valley does not affect you in some positive way, than I think you may need need to reassess your values. I could go as far as saying that the rivers, trails, and open space in this area defines the community. It promotes healthy happy living, and also has a great role in driving our local economy. As soon as we start to neglect these areas and take

6. Can you separate yourself from your personal opinions and represent the City's goals, policies, plans and the Glenwood Springs Municipal Code in an equitable fashion?

Yes. I can absolutely look at things from an unbiased point of view and try to make decisions for the best benefit of the community as a whole from all perspectives without prejudice. However, I do like to be thorough and would consider all options, as to be able to make informed decisions while working with the board and city staff to make sure the best options are selected.

7. Are you able to attend a monthly meeting of the River Commission held at 7:30 a.m. on the first Wednesday of each month?

I work from home remotely and have a very flexible schedule. I think that I would be able to do this a majority of the time.

8. What experience do you have working with people on a board, commission or committee?

I work as an operations and data manager for a natural gas utility company. Though I do not work with a formal "board", we do often have planning and operations meetings with everyone involved in a project within which we make informed long and short term decisions. I'm a team player and like to make sure all perspectives are heard from the people involved.

Thank you for your interest and time commitment in serving your community

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

POWERS AND DUTIES OF THE RIVER COMMISSION

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

Composition of the River Commission:

(7) River Commission:

a. Nine (9) citizens, at least (7) who are residents of the City and two (2) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.

(g) Powers and Duties of River Commission. The powers and duties of the River Commission shall be:

(1) To investigate, study and report to the City Council any and all matters concerning the use, enjoyment, preservation and conservation of the open space, rivers and streams in the City and its environs.

(2) To coordinate with the Planning and Zoning Commission and Parks and Recreation Commission in the formulation, recommendation and implementation of plans for open space, rivers and streams and other land uses throughout the City.

(3) To advise the City Council on public access to the open space and rivers and the establishment of a river trail system and open space preservation strategy

(4) To advise the City Council on the use of municipally owned property adjacent to the rivers and City construction projects in or adjacent to the rivers or open space.

(5) To promote open space and riverfront cleanup efforts.

(6) To investigate, study and report to the City Council on grants, donations and other forms of funding to assist in the acquisition and preservation of open space and improvement of the rivers, and to otherwise advise the City Council on budgetary needs related to preservation of open space and river improvement.

(7) To appoint subcommittees as necessary to carry out the foregoing functions.

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 1 - Name and Address

Name	chris treese
Home Address	1302 mountain dr
Mailing Address	glenwood 81601

Section 2 - Contact Information

Home		Work	
Fax		Mobile	970 379 7634
Email	ctreesecolo@gmail.com		

Section 3 - Occupation

Occupation: retired water professional

Section 4 - Personal and Professional Interests

1. Why are you interested in serving on the River Commission?

I'm interested in renewing my service to the Rivers Commission for a second term.

2. What personal or professional experience do you have relative to the mission of the River Commission (see Powers and Duties attached)?

I retired in September 2019 from the Colorado River District after 28 years of service there. Additionally, I continue to serve on the Colorado Water and Power Development Authority Board, Water Education Colorado Board, Club 20 Board and chair Club 20 water committee and chair the Garfield County Water Forum.

3. Do you actively participate in activities using the City's open spaces, trails or rivers?

I do.

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 4 - Personal and Professional Interests (Continued)

4. Have you previously served in any policy advisory capacity relative to natural resource protection? If so, state your role.

See 1 & 2 above.

5. What do you see as the role that rivers, trails and open spaces play in the character and function of the Glenwood Springs Community?

Glenwood is defined and described by its rivers and river environments. Protection and use of this sensitive natural resources is critical to Glenwood's overall economic and community health.

6. Can you separate yourself from your personal opinions and represent the City's goals, policies, plans and the Glenwood Springs Municipal Code in an equitable fashion?

My role on the Commission is to recommend and advise the City, not to set policy. I accept that role as it may be further defined by the Council's policies and priorities.

7. Are you able to attend a monthly meeting of the River Commission held at 7:30 a.m. on the first Wednesday of each month?

yes

8. What experience do you have working with people on a board, commission or committee?

Currently serving my first term on the Rivers Commission, previously served Glenwood Finance Committee for three terms.

Thank you for your interest and time commitment in serving your community

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

POWERS AND DUTIES OF THE RIVER COMMISSION

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

Composition of the River Commission:

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 1 - Name and Address

Name	Herbert Bush
Home Address	815 Pitkin Ave #2 Glenwood Springs, CO 81601
Mailing Address	Same

Section 2 - Contact Information

Home	860-933-1313	Work	
Fax		Mobile	860-933-1313
Email	umpireherb@sbcglobal.net		

Section 3 - Occupation

Occupation

Section 4 - Personal and Professional Interests

1. Why are you interested in serving on the River Commission?

I have always tried to served the community where I live in some civic duty.

2. What personal or professional experience do you have relative to the mission of the River Commission (see Powers and Duties attached)?

Environmental Engineer, former Board Member Willimantic Whitewater Partnership, former Chair Inland/Wetland Commission for Town of Windham CT

3. Do you actively participate in activities using the City's open spaces, trails or rivers?

Hike and bike local trails

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 4 - Personal and Professional Interests (Continued)

4. Have you previously served in any policy advisory capacity relative to natural resource protection? If so, state your role.

Former Chair of Inland/Wetlands Commission

5. What do you see as the role that rivers, trails and open spaces play in the character and function of the Glenwood Springs Community?

The river and natural space in the area are vital to tourism and economics in the area.

6. Can you separate yourself from your personal opinions and represent the City's goals, policies, plans and the Glenwood Springs Municipal Code in an equitable fashion?

Yes

7. Are you able to attend a monthly meeting of the River Commission held at 7:30 a.m. on the first Wednesday of each month?

Yes

8. What experience do you have working with people on a board, commission or committee?

See above

Thank you for your interest and time commitment in serving your community

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RIVER COMMISSION APPLICATION

(for Powers and Duties, see page 3)

POWERS AND DUTIES OF THE RIVER COMMISSION

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

Composition of the River Commission:

(7) River Commission:

a. Nine (9) citizens, at least (7) who are residents of the City and two (2) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.

(g) Powers and Duties of River Commission. The powers and duties of the River Commission shall be:

(1) To investigate, study and report to the City Council any and all matters concerning the use, enjoyment, preservation and conservation of the open space, rivers and streams in the City and its environs.

(2) To coordinate with the Planning and Zoning Commission and Parks and Recreation Commission in the formulation, recommendation and implementation of plans for open space, rivers and streams and other land uses throughout the City.

(3) To advise the City Council on public access to the open space and rivers and the establishment of a river trail system and open space preservation strategy

(4) To advise the City Council on the use of municipally owned property adjacent to the rivers and City construction projects in or adjacent to the rivers or open space.

(5) To promote open space and riverfront cleanup efforts.

(6) To investigate, study and report to the City Council on grants, donations and other forms of funding to assist in the acquisition and preservation of open space and improvement of the rivers, and to otherwise advise the City Council on budgetary needs related to preservation of open space and river improvement.

(7) To appoint subcommittees as necessary to carry out the foregoing functions.

City of Glenwood Springs
Office of the City Clerk
101 West 8th Street
Glenwood Springs, CO 81601
Fax: 970-945-5023
Email: catherine.mythen@cogs.us

TRANSPORTATION COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 1 - Name and Address

Name	Steve Smith
Home Address	63 - 116 Road
Mailing Address	

Section 2 - Contact Information

Home	945-4490	Work	
Fax		Mobile	618-8264
Email	ssmith@rof.net		

Section 3 - Occupation

Occupation: environmental advocacy consultant

Section 4 - Personal and Professional Interests

1. Why are you interested in serving on the Transportation Commission?

Transportation issues, and careful design in response to them, important in any community, are uniquely complicated and sometimes contentious in a place like Glenwood Springs. Our narrow geographical profile, limited route options, and position on a busy regional commuter route need creative solutions beyond the traditional.
My primary engagement on local transportation issues arises from my advocacy work

2. What do you view as your role if selected as a member of the Transportation Commission?

I correspondingly bring to the Transportation Commission extensive experience and creative ideas for improving and promoting local bicycle travel, and I believe that will be an important contribution to the commission's deliberations and perspectives.
I also bring an open-minded ability to focus on all transportation modes and issues to improve our overall mobility situation.

3. Please list any of Glenwood Springs past transit/transportation studies and your familiarities with them.

I served four years on the original Glenwood Springs River Commission, including one year as chair.
I co-chaired a city-council appointed task force that prepared recommendations on infrastructure improvements for pedestrian and bicycle safety.
I have served on the citizen advisory committee during early phases of the South Bridge environmental review process. I have also served on other citizen committees variously

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TRANSPORTATION COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 4 - Personal and Professional Interests (Continued)

4. Do you have any particular areas of interest or a particular perspective relating to transit or transportation in Glenwood Springs?

As noted, my primary personal focus in on improving the safety, convenience, and appeal of practical local bicycle travel, encouraging more local citizens to use bicycles more frequently, and thus helping reduce overall traffic congestion and hazards.

5. Can you separate yourself from your personal opinions and represent the City's goals, policies, plans and the Glenwood Springs Municipal Code in an equitable fashion?

Indeed, I have learned that understanding the full spectrum of policies, plans, and opinions is essential to any advocacy work. My most basic personal goal is to help transportation service our community rather than dominate or damage it. To do that, I have spent extensive time studying existing transportation policies and plans, and I am committed to their efficient and fair implementation.

6. Can you describe an experience making a decision that made people unhappy?

I once testified before a committee of the United State Congress, supporting wilderness-protection legislation carefully researched and introduced by a member of the Colorado congressional delegation. Some of my wilderness-advocacy colleagues criticized me for supporting that effort; they complained that the particular member did not represent portions of the state where the proposed wilderness is and that other members of the delegation

7. Transportation Commission members generally meet the first Tuesday of each month at 7:30 am, however sometimes special meetings may occur during the month, such as an evening worksession with City Council. In addition to meetings, there are monthly packet materials to review in preparation for the meetings. Do you have any existing time commitments that will hamper your ability to serve?

I can attend all meetings of the Transportation Commission, and I will undertake all homework,

8. What experience do you have working with people on a board, commission or committee?

In addition to the city commission, committees, and advisory groups noted above, I have served on the Bureau of Land Management Northwest Advisory Council, as a legislature-appointment member of the Colorado Roadless Advisory Task Fork, as governor-appointed member and chair of the Colorado Bicycling Advisory Board, as member of the founding board of directors for Bicycle Colorado, and as a working member of the Upper Colorado River Wild and Scenic River Working Group

Thank you for your interest and time commitment in serving your community

Please complete and submit this application online or
Mail to: City Clerk, 101 West 8th Street, Glenwood Springs, CO 81601;
Fax to: 970-945-5023;
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TRANSPORTATION COMMISSION APPLICATION

(for Powers and Duties, see page 3)

POWERS AND DUTIES OF THE TRANSPORTATION COMMISSION

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

020.020.020(9) Composition of Transportation Commission:

a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.

020.020.030(i) Powers and Duties of Transportation Commission. The powers and duties of the Transportation Commission shall be:

(1) To investigate, study and report to the City Council any and all matters concerning transportation issues which directly affect the City.

(2) To investigate, study and report to the City Council on other intergovernmental committees, boards or commissions working on transportation issues in the Tri-County (Pitkin, Garfield and Eagle) area.

(3) To meet with the City Council on an annual basis to identify which transportation issues require priority attention.

(4) To investigate, study and report to the City Council on grants, donations and other forms of funding to assist in meeting the transportation needs of the City.

(5) To perform functions concerning oversight of transportation issues or functions as delegated by the City Council.

(6) To appoint subcommittees as necessary to carry out the foregoing functions subject to the approval of the City Council

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PARKS AND RECREATION COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 1 – Name and Address

Name: James Fosnaught

Home Address: 926 Palmer Ave, GWS CO 81601

Mailing Address:

Section 2 – Contact Information

Home: | Work: 970.945.2261

Fax: | Mobile: 970.948.0453

Email:

Section 3 - Occupation

Occupation: Attorney

Section 4 – Personal and Professional Interests

1. Why are you interested in serving on the Parks and Recreation/Tree Commission?

I currently serve on the commission. I believe proper stewardship of the parks is important.

2. What do you view as your role if selected as a member of the Parks and Recreation/Tree Commission?

I currently serve as the commission chair. My fellow commissioners re-elected me to the position at our last meeting.

3. What experience and/or interest do you have in programming, planning, and being a part of community meetings?

I currently serve on the commission. I also have served on several non-profit boards and am president elect for my Rotary club.

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PARKS AND RECREATION COMMISSION APPLICATION

(for Powers and Duties, see page 3)

Section 4 – Personal and Professional Interests (Continued)

4. Do you have any particular areas of interest or a particular perspective relating to parks and recreation in Glenwood Springs?

I think Parks are important for our citizens and tourism. Parks provide for a place to gather, a place to reflect and a safe place to enjoy our community.

5. Can you separate yourself from your personal opinions and represent the City's goals, policies, plans and the Glenwood Springs Municipal Code in an equitable fashion?

Yes.

6. Can you describe an experience making a decision that made people unhappy?

I am a trial attorney. Most of my work involves one side who is unhappy with the results that occur.

7. Do you have any existing time commitments that will hamper your ability to serve? (The Commission generally meets monthly in the evening for approximately 90 minutes, with members encouraged to participate in ad hoc projects outside of the scheduled meetings.)

No. I am regularly able to attend.

8. What experience do you have working with people on a board, commission or committee?

Currently serving on the Commission. I have been on numerous non-profit boards.

Thank you for your interest and time commitment in serving your community

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fax to: 970-945-5023;
email: catherine.mythen@cogs.us

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PARKS AND RECREATION COMMISSION APPLICATION

(for Powers and Duties, see page 3)

POWERS AND DUTIES OF THE PARKS AND RECREATION/TREE COMMISSION

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

Composition of the Parks and Recreation/Tree Commission:

(5) Parks and Recreation Commission:

a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.

b. (R 20-05 §2)

c. (R 20-05 §2)

d. One (1) youth (under the age of eighteen [18] at appointment) who shall serve a one-year term from June 1 to May 31 of the following year.

Powers and Duties:

(e) Powers and duties of Parks and Recreation Commission. The powers and duties of the Parks and Recreation Commission shall be:

(1) To investigate, study and report to the City Council all matters concerning City parks and recreation within the City and other matters concerning the subject of parks and recreation which may be pertinent to the City and requested of such Commission by the City Council.

(2) To investigate, study and report to the City Council on such other matters concerning parks and recreation within the City as the Commission may deem in the best interests of the City.

(3) To provide technical assistance, advice and planning support to the Parks and Recreation Director and City Council regarding tree planting and maintenance needs in the City.

(4) To provide recommendations from time to time regarding the administration and implementation of Article 090.050 of this Code.

(5) To investigate, study and report to City Council all matters concerning the burial and internment facilities of the City and other such matters as may be requested by City Council from time to time.

(6) To investigate, study and report to City Council on such other matters concerning burial and internment facilities and such other similar matters as the Commission may deem in the best interests of the City.

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(7) To investigate, study and report to City Council any and all matters concerning the use and operation of the City's Community Center.

(8) To coordinate with other City boards and commissions on any aspect of the Community Center that may relate to the powers and duties of such other boards and commissions.

(9) To investigate, study and report to City Council on grants, donations and other forms of funding to assist in the operation of the Community Center, and to otherwise advise City Council on budgetary needs related to the operation of the Community Center.
(A 61-02 §4)

Mountain Family
HEALTH CENTERS

ROARING FORK SCHOOLS

Jan. 24, 2020

Debra Figueroa, City Manager
Jonathan Godes, Mayor
City of Glenwood Springs
101 W. 8th Street
Glenwood Springs, CO 81601

Re: School-based health center at Glenwood Springs High School, request to present at City Council meeting

Dear Debra and Jonathan,

Mountain Family Health Centers and Roaring Fork Schools are working in partnership to ensure that every student in the Roaring Fork Schools has access to affordable, comprehensive, integrated healthcare services, regardless of their family circumstances, place of residence, documentation status or economic means.

Recent research shows that:

1. There is inequitable distribution of health care services and a shortage of services in Glenwood Springs, especially limiting the ability to reach adolescents.
2. There is a need for additional and better-coordinated behavioral health services.
3. There is a gap in serving adolescents, who are generally more in need of health services, yet less likely to have access to health care compared to children; as well as teens from disadvantaged backgrounds being at the highest risk of not having regular health maintenance visits.

It is imperative that the community works together in addressing the health needs of our youth; and that health services are made available through a school-based health center in every community, staffed with bilingual providers and care coordinators, and bolstered by a network of providers and partner organizations in the community. Therefore, we are working to secure additional funding to open a school-based health center at Glenwood Springs High School.

The City of Glenwood Springs has always been an integral partner in providing equitable access to high-quality services, and we appreciate your ongoing support of improving student health, well-being and academics in our community. We would be grateful for the opportunity to present to City Council on Feb. 20, 2020.

Sincerely,

RAB

Ross Brooks
Chief Executive Officer
Mountain Family Health Centers

Rob Stein

Rob Stein
Superintendent
Roaring Fork Schools