



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

ZOOM INSTRUCTIONS

1. You are invited to a Zoom webinar.

Date Time: **Jul 2, 2020 Work Session 4:20pm to 5:20pm and Regular Meeting at 06:15 PM** Mountain Time (US and Canada)

Topic: You are invited to a Zoom webinar.

When: Jul 2, 2020 06:15 PM Mountain Time (US and Canada)

Topic: 2020/07/02 Regular Council Meeting

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/85887328340>

Or iPhone one-tap :

US: +13462487799,,85887328340# or +16699006833,,85887328340#

Or Telephone:

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

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

Webinar ID: 858 8732 8340

International numbers available: <https://us02web.zoom.us/j/85887328340>
020/07/02 Regular Council Meeting

Join from a PC, Mac, iPad, iPhone or Android device:

[Click Here to Join](#)

Note: This link should not be shared with others; it is unique to you.

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WORK SESSION

- | | | |
|-----------------|---|------------------------|
| 4:20pm - 5:20pm | 2. Joint Work Session with Planning Commission on Multimodal Options for a Vibrant Economy (MOVE) Study | Information/Discussion |
|-----------------|---|------------------------|

REGULAR SESSION

- | | | |
|--------|-------------------------------|-------------|
| 6:15pm | 3. Roll Call | Quorum |
| | 4. Pledge of Allegiance | |
| | 5. Agenda Changes & Conflicts | Information |

- | | | |
|--------|---|--------------------------|
| | 6. Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes) | Information |
| | 7. Council Comments/Board and Commission Updates | |
| 6:25pm | 8. Consent Agenda | Discussion and/or Action |
| | <i>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.</i> | |
| | <ul style="list-style-type: none"> A. Ordinance 15, Series of 2020; An Ordinance of the City Council of the City of Glenwood Springs, Colorado amending Sections of Title 070 of the Municipal Code that require correction and that need clarification or modification regarding Use Regulations - to address errors that require correction and provisions that need clarification or modification in the Land Use Code (SECOND READING) B. Regular City Council Minutes May 7, 2020 C. Red Mountain South Design Change Order | |
| | ACTIONS AND/OR PRESENTATIONS | |
| 6:30pm | 9. Face Coverings | |
| 6:40pm | 10. Participation in coordinated election to de-Gallagherize | Discussion and/or Action |
| 6:50pm | 11. Resolution 2020-24; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Temporarily Suspending Portions of the Glenwood Springs Municipal Code Section 070.040.110 Relating to Temporary Signs | Discussion and/or Action |
| 7:00pm | 12. Resolution 2020-25; A Resolution of the City Council of the City of Glenwood Springs Adopting Amendments to the Engineering Code Related to Chapter 2 - Sewer Design Standards and Chapter 5 - Transportation Design Standards | Discussion and/or Action |
| 7:10pm | 13. Review of Traffic Control Provisions for South Midland | Information/Discussion |
| 7:20pm | 14. Ordinance No 19, Series of 2020; An Ordinance of the City Council of the City of Glenwood Springs, Colorado Amending the Powers of the Glenwood Springs Downtown Development Authority (FIRST READING) | Discussion and/or Action |
| 7:35pm | 15. Report from City Administration | |
| | <ul style="list-style-type: none"> A. City Manager
-4th of July Update B. City Attorney C. Correspondence Incoming/Outgoing | |
| 7:40pm | 16. Adjournment | |



City Council
STAFF REPORT
City of Glenwood Springs
July 2, 2020

Agenda Item: Joint Work Session with Planning Commission on Multimodal Options for a Vibrant Economy (MOVE) Study

Action Requested: Review of study public outreach results.

Department: Engineering

Presented By: Terri Partch, City Engineer

Background Info: The City began work with RFTA on the Multimodal Options for a Vibrant Economy (MOVE) study in December of 2019.

The main objectives of the study were to evaluate the following ideas:

- Developing a BRT route through downtown to capture Western Garfield County drivers before they enter the downtown area.
- Better integrating Ride Glenwood Springs and the RFTA Valley Local service.
- Site a downtown BRT transfer station
- Evaluate parking needs in the City's downtown core and at the RFTA stations.
- Evaluate key downtown intersection operations for vehicle safety and improved operations
- Improve pedestrian and bicycle safety and connections in all of the ideas above.

The project originally planned traditional in person public outreach. However the study was required to shift to on line public outreach with the outbreak of COVID-19.

The online outreach was heavily advertised on multiple social media and other platforms. The project team felt like we had a good response with over 100 separate digital surveys and comments returned,

Please see the attached pdf for the public survey results.

Issues: None at this time.

Staff Recommendation: None. For review and discussion only.

City Council Review of Study Progress

June 18, 2020



Glenwood Springs move

MULTIMODAL OPTIONS FOR A VIBRANT ECONOMY

MULTIMODAL OPTIONS FOR A VIBRANT ECONOMY

Focus Group Members & Role

MEMBERS

Glenwood City Council - *Shelley Kaup*

Glenwood Chamber/Economic Development -
Angie Anderson

RE1 School District - *Jared Raines*

Parks and Recreation - *Jasmin Ramirez*

Transportation Commission - *Rob Gavrell*

Garfield County - *Sheryl Bower/Angie Martell*

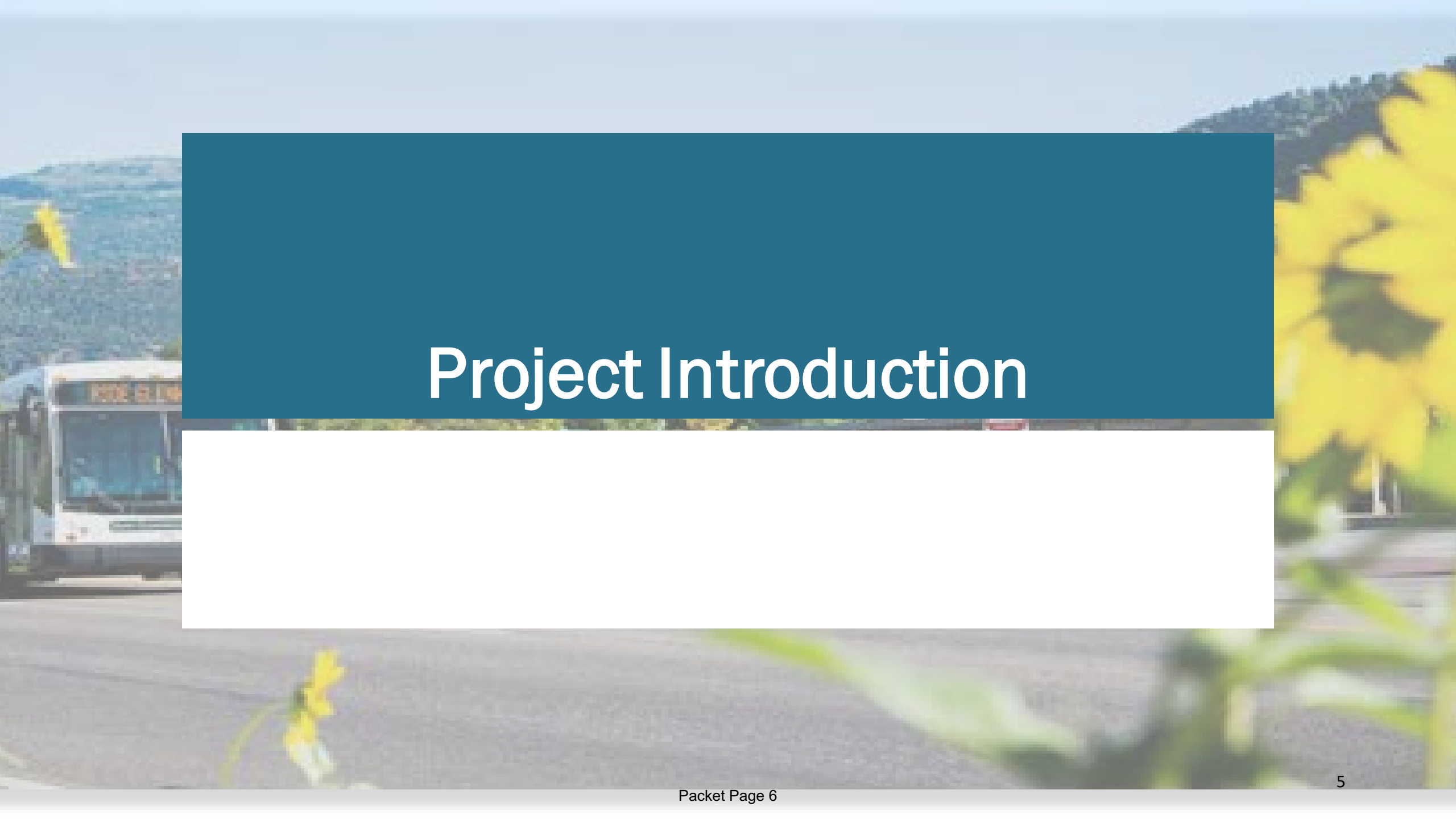
Downtown Development Authority - *Laura Kirk*

Bicycle Advocates - *Steve Smith*

Imagine Glenwood/P&Z - *Sumner Schacter*

FOCUS GROUP ROLE

- Confirm Identified Issues
- Develop Project Needs
- Project Ambassadors
- Spread the Word / Engage Public

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Project Introduction



- **The Roaring Fork Transportation Authority (RFTA)** and the **City of Glenwood Springs** (The City) have initiated a study to develop a long-term vision and program for transportation in and through the travel corridors of SH-82 (Grande Ave.), SH-6 (West Glenwood), I-70 and the RFTA Rio Grande Railroad Corridor. Focus will be placed on the transportation, land use, environmental, economic and social needs of the City and the region.
- The **Multimodal Options for a Vibrant Economy (MOVE)** study will investigate various aspects of mobility for the City, including but not limited to transit, parking, and internal circulation.



BACKGROUND

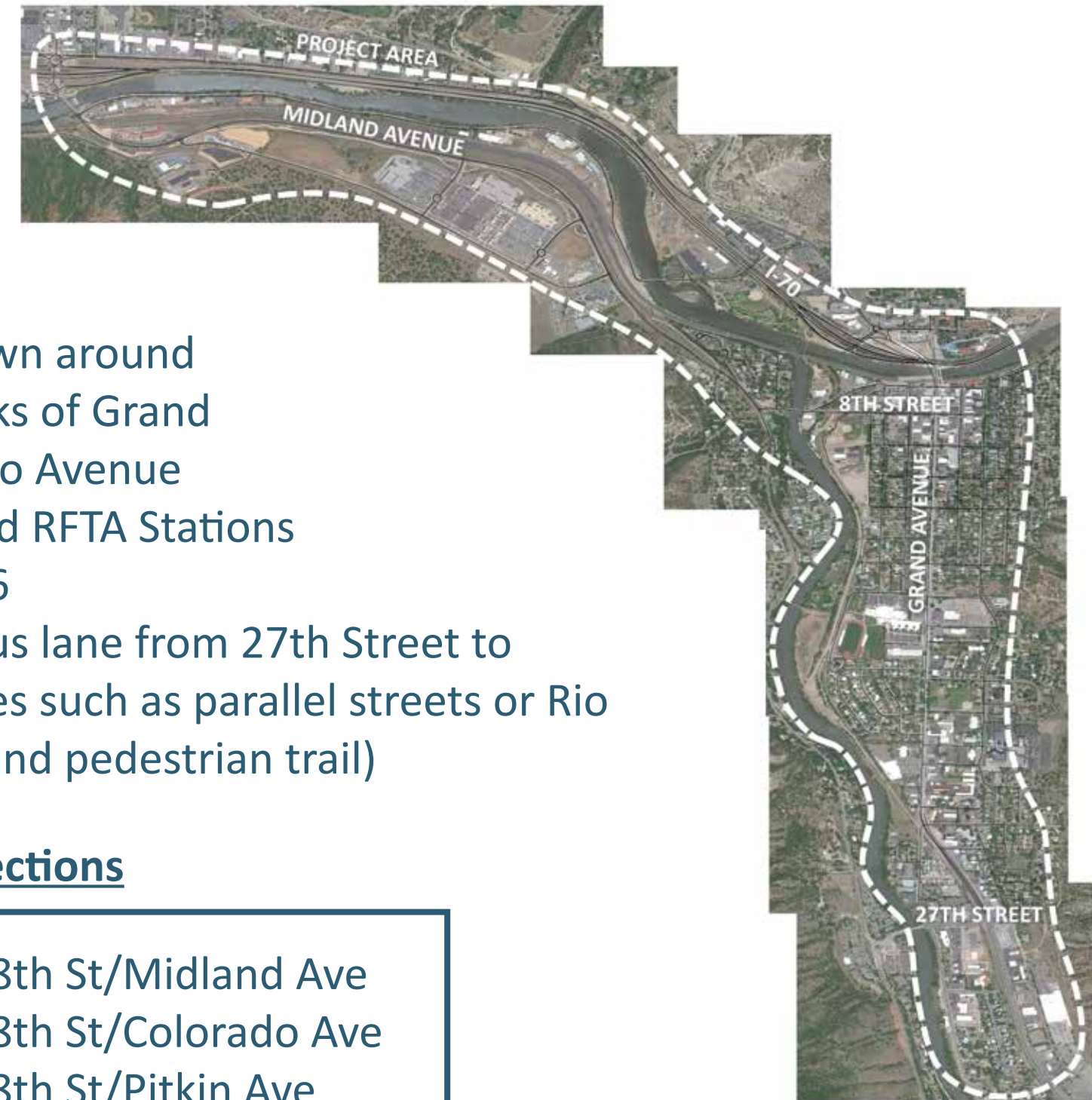


- **Ensure mobility and accessibility** for residents, visitors and workers of all ages and abilities;
- **Improve safety** for all modes of travel;
- Create a **balanced, safe and affordable system** for transit, autos, bikes and pedestrians;
- Identify **SH82 optimization strategies** for local and regional transit;
- Identify vehicle **parking needs**, parking management optimization plans, and the optimal scope and location for future parking facilities;
- Identify the optimal location(s) for regional and local **transit stations**;
- **Evaluate the extension of BRT** or other mass transit solutions to downtown Glenwood Springs and transit connections to the I-70 corridor for future potential BRT;
- **Evaluate future changes** to the local transit system, based on projected land use, population, and economic development; and
- Maximize the operational **safety and efficiency of key intersections** in the City's downtown core.

OVERALL PROJECT GOALS



- From 27th Street through the downtown/ Confluence area in Glenwood Springs to the I-70 corridor
- 6 critical intersections identified by the City to study circulation
- Oversupply and undersupply parking issues downtown around 7th and 8th streets and the 800, 900, and 1000 blocks of Grand Avenue, Cooper Avenue, Pitkin Avenue, and Colorado Avenue
- Parking study for the 27th Street and West Glenwood RFTA Stations
- Transit center location in downtown core and/or SH6
- Alignment for possible exclusive or semi-exclusive bus lane from 27th Street to 8th Street including Grand Avenue or alternate routes such as parallel streets or Rio Grande Corridor (while maintaining current bicycle and pedestrian trail)

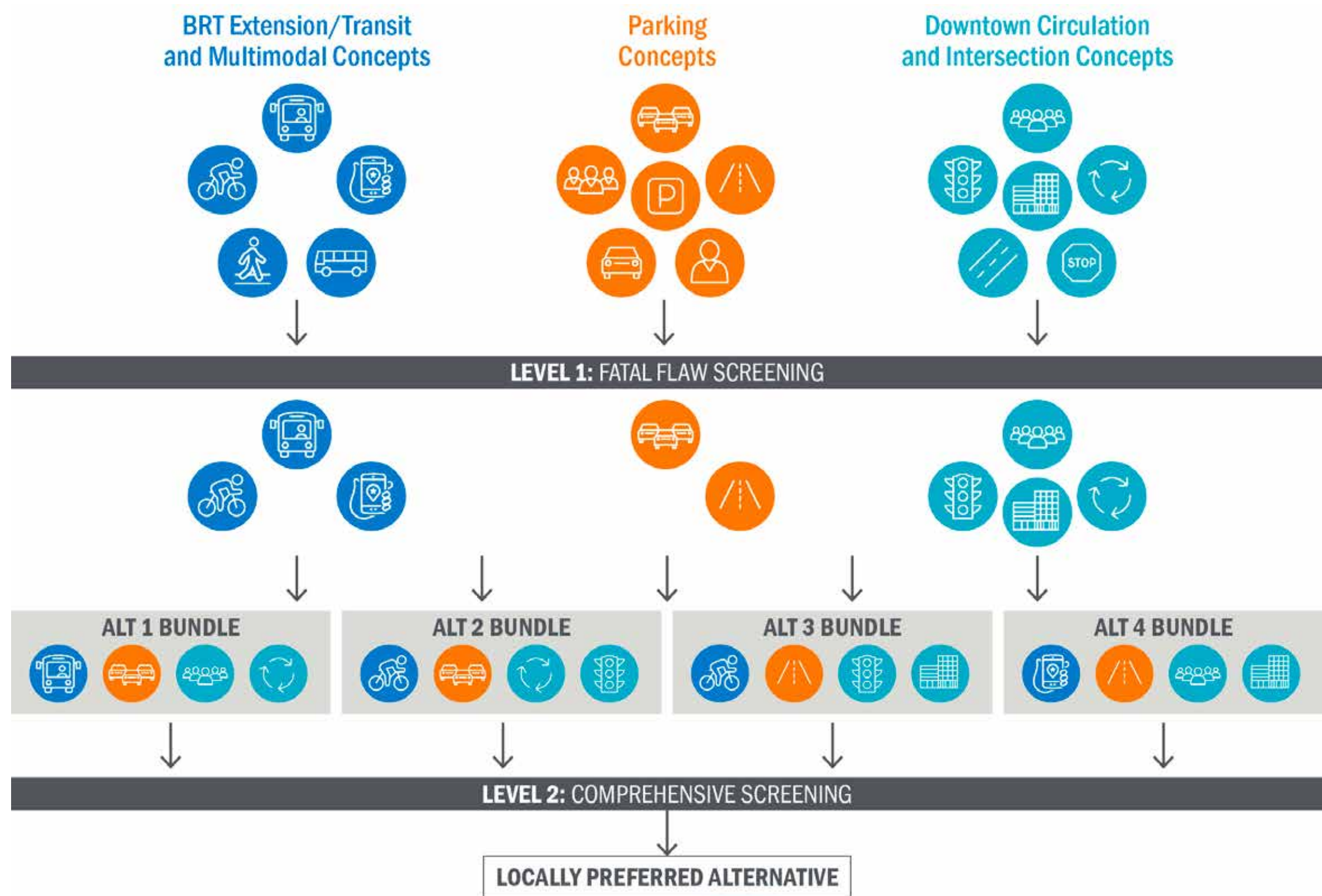


Critical Intersections

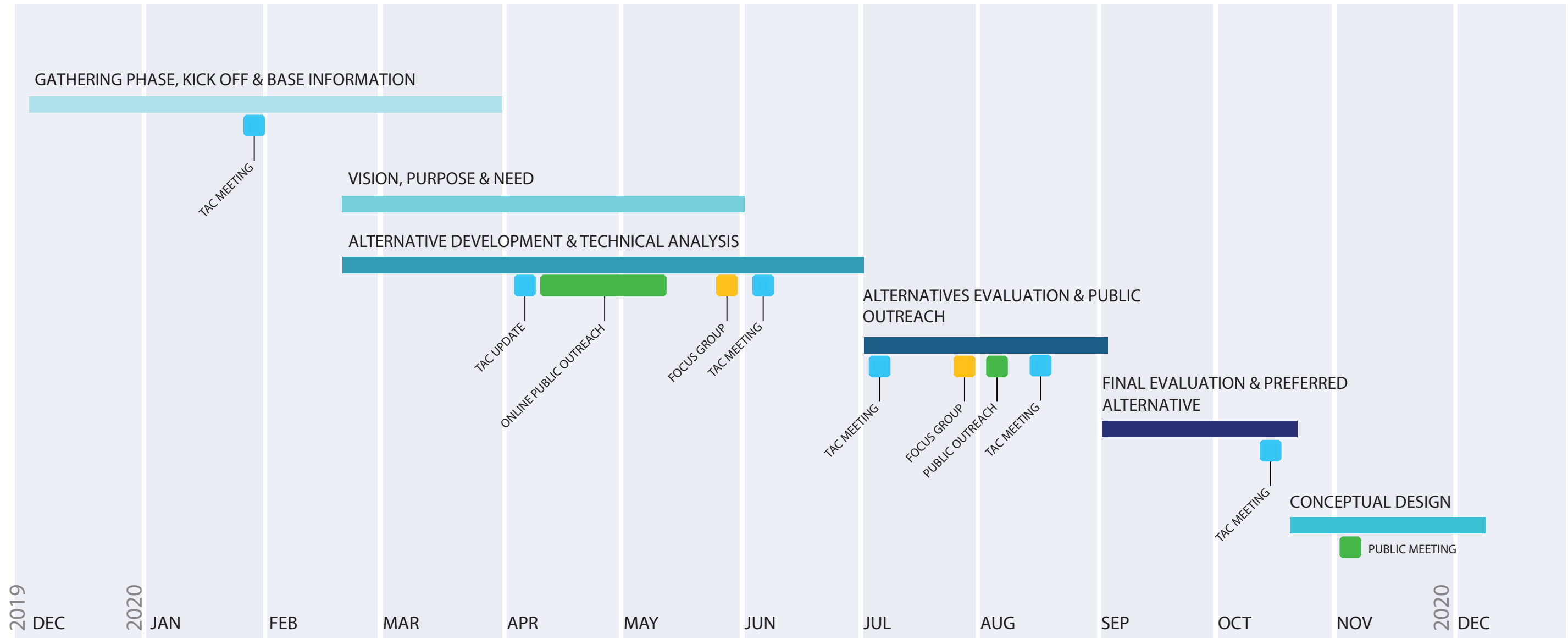
8th St/Grand Ave
9th St/Grand Ave
14th St/ Grand Ave

8th St/Midland Ave
8th St/Colorado Ave
8th St/Pitkin Ave

STUDY AREA



STUDY PROCESS



SCOPE OF WORK + SCHEDULE



Technical Advisory Committee (TAC) is comprised of key technical staff of RFTA, Glenwood Springs, CDOT, Garfield County, FTA, and FHWA

- Meets six times over the course of the project to provide support and technical review of analysis and recommendations.

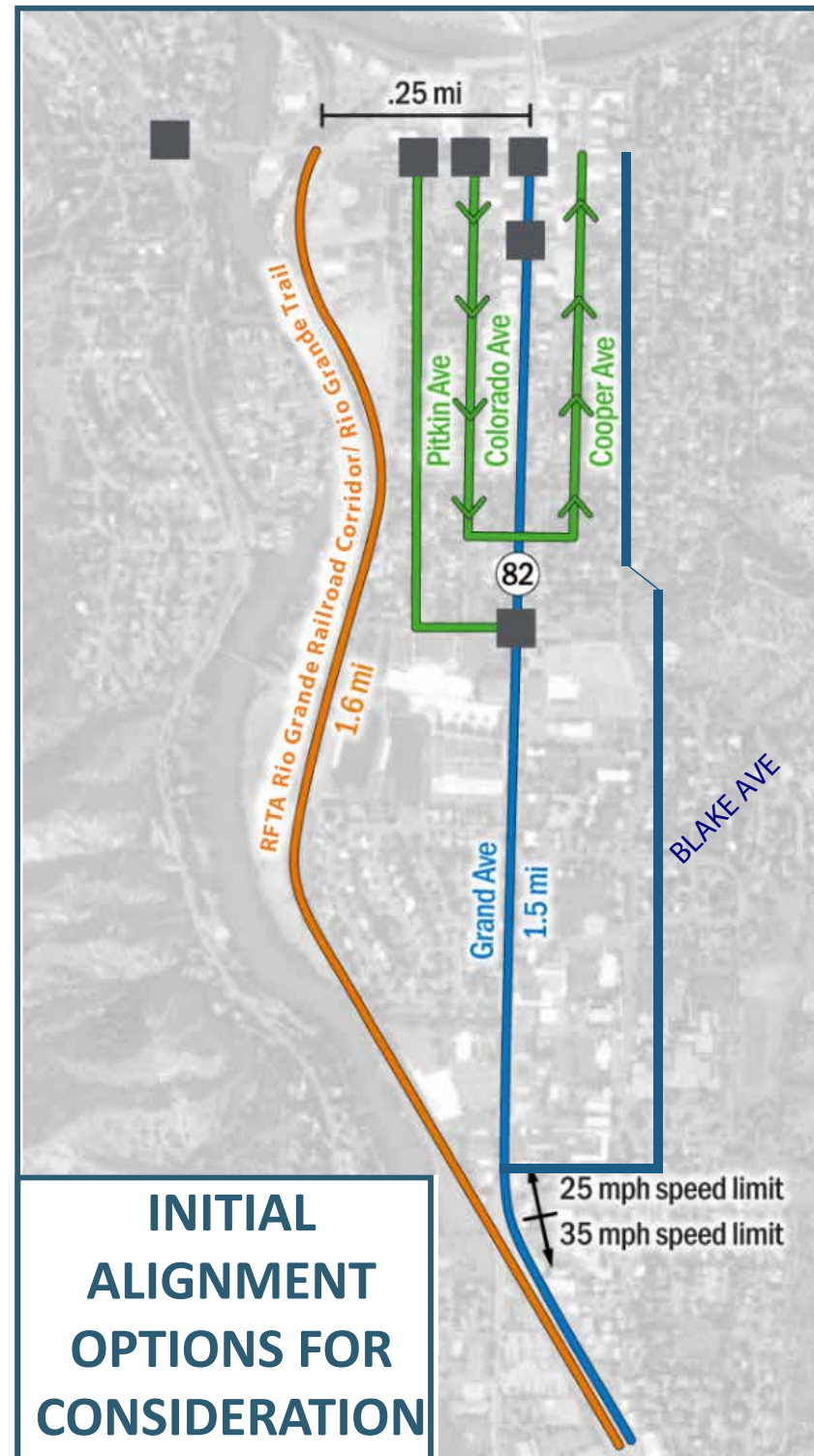
Focus Group is comprised of elected and policy officials of corridor and invited members from local agencies, organizations, businesses, and transportation advocates.

- Meets twice during the project to discuss the visioning process and the alternatives that are evaluated and bundled into recommendations.

Public-at-Large

- Opportunities to connect formally three times with possible pop-up events, public meetings, and provide input via project website.

STAKEHOLDERS AND COMMUNITY



■ Critical intersections under consideration

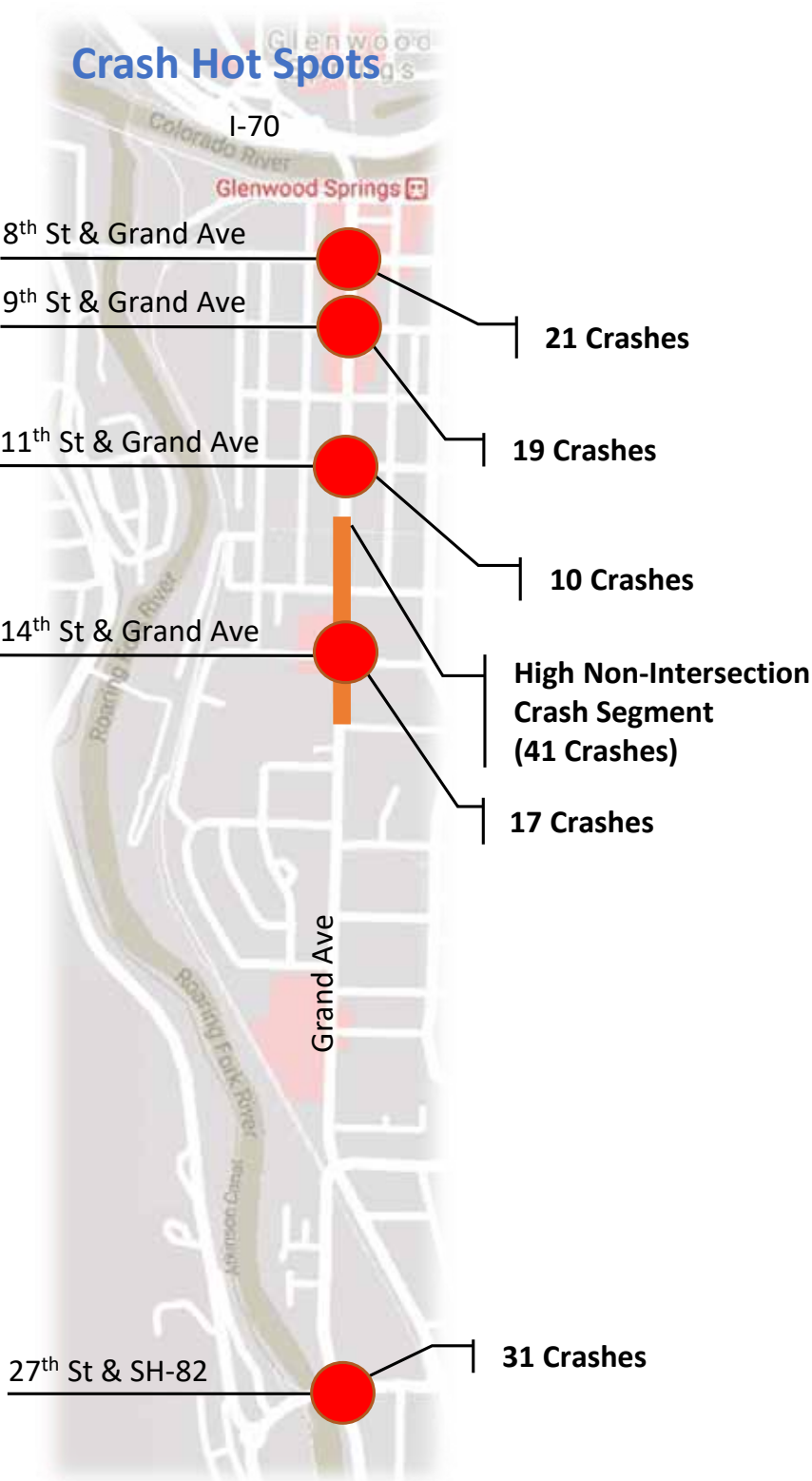
WHAT ARE SOME OPTIONS TO EXTEND VelociRFTA INTO DOWNTOWN GLENWOOD?



EXISTING CRASHES (SH-82)

- Crash Data (provided by CDOT) within a 3-year period was analyzed (June 2016-June 2019)
- A total of 545 crashes were reported*:
 - ▶ 3 (<1.0%) Fatal Crashes were reported
 - ▶ 96 (18%) Injury related crashes were reported
 - ▶ Rear-ends were the most common at 49%
 - ▶ Sideswipe account for 17%
 - ▶ Intersection Angle account for 17%
 - ▶ 19 crashes (4%) were Pedestrian/Bicycle related

TOTAL CRASH SUMMARY	
Intersection (Signalized):	224 (41%)
Intersection (Unsignalized):	46 (8%)
Non-Intersection:	233 (43%)
Driveway Access:	42 (8%)
Total Crashes:	545





- **PROJECT VISION:**

A community with safe, multimodal, and efficient connection options that makes Glenwood Springs a city of great vitality and quality of life.

- **PROJECT PURPOSE:**

To optimize the efficiency and utility of the transportation system through Glenwood Springs by identifying, evaluating, and developing transportation strategies and opportunities that align with the City's goals for mobility, land use, economic vitality, economic sustainability and quality of life.



PROJECT VISION AND PROJECT PURPOSE



Transit:

- Local and regional transit systems are not integrated and optimized
- A transit center is needed in the downtown core to increase transit ridership
- Transit riders may be discouraged from using transit because the buses get caught in automobile traffic while traversing through town. Consider transit optimizing signals or dedicated transit lanes.

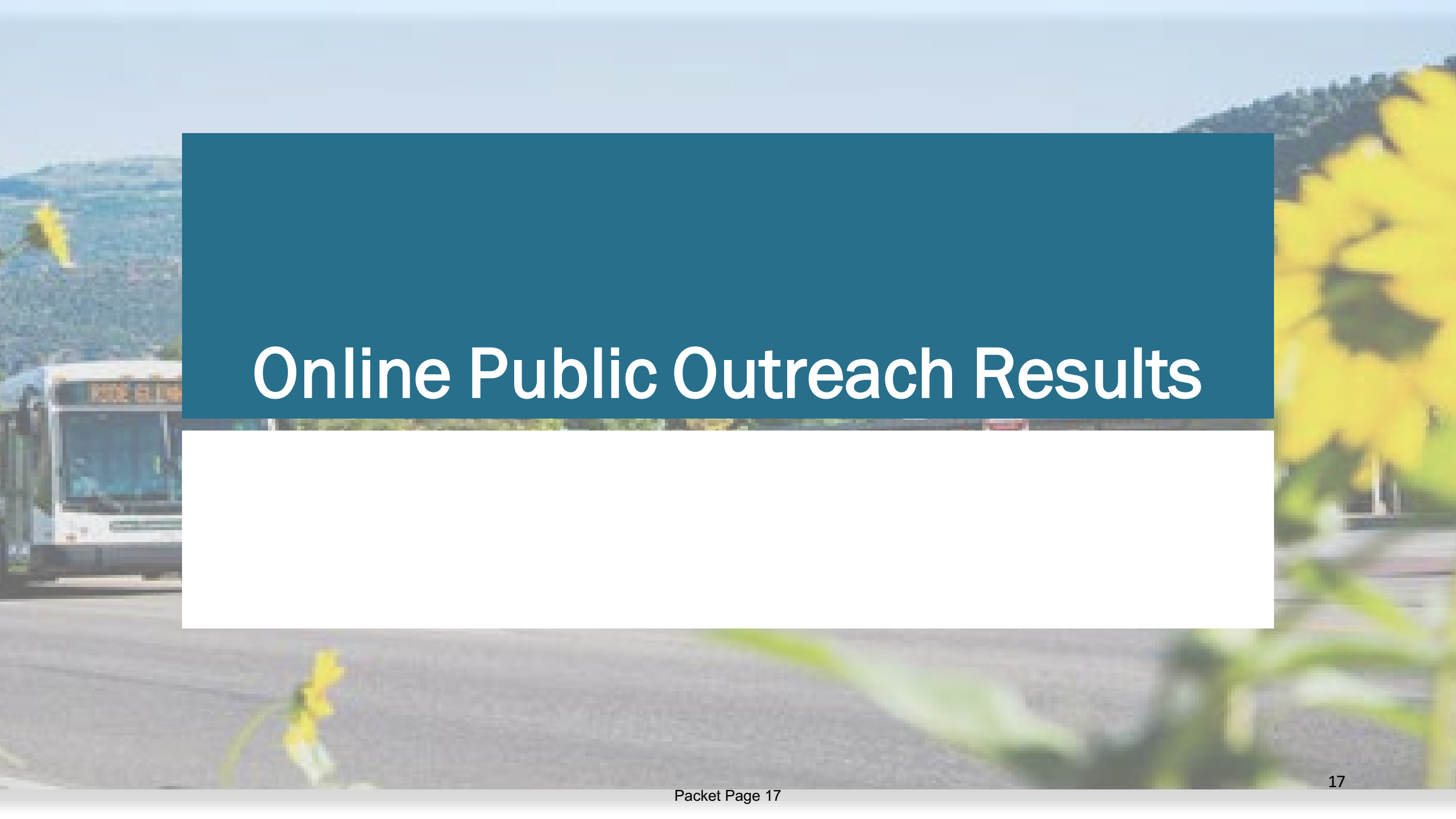
Parking:

- Parking is at capacity and the transit stations making it more attractive for commuters to drive to their destination since they can't find parking at the station
- Parking as at capacity in the downtown core making vehicles circle the area looking for parking which contributes to traffic in the area.

Congestion (non-transit):

- There is considerable automobile traffic through town at the traffic signals during the morning and afternoon peak periods and this will just get worse as forecasts predict steady population growth over the next 20 years.

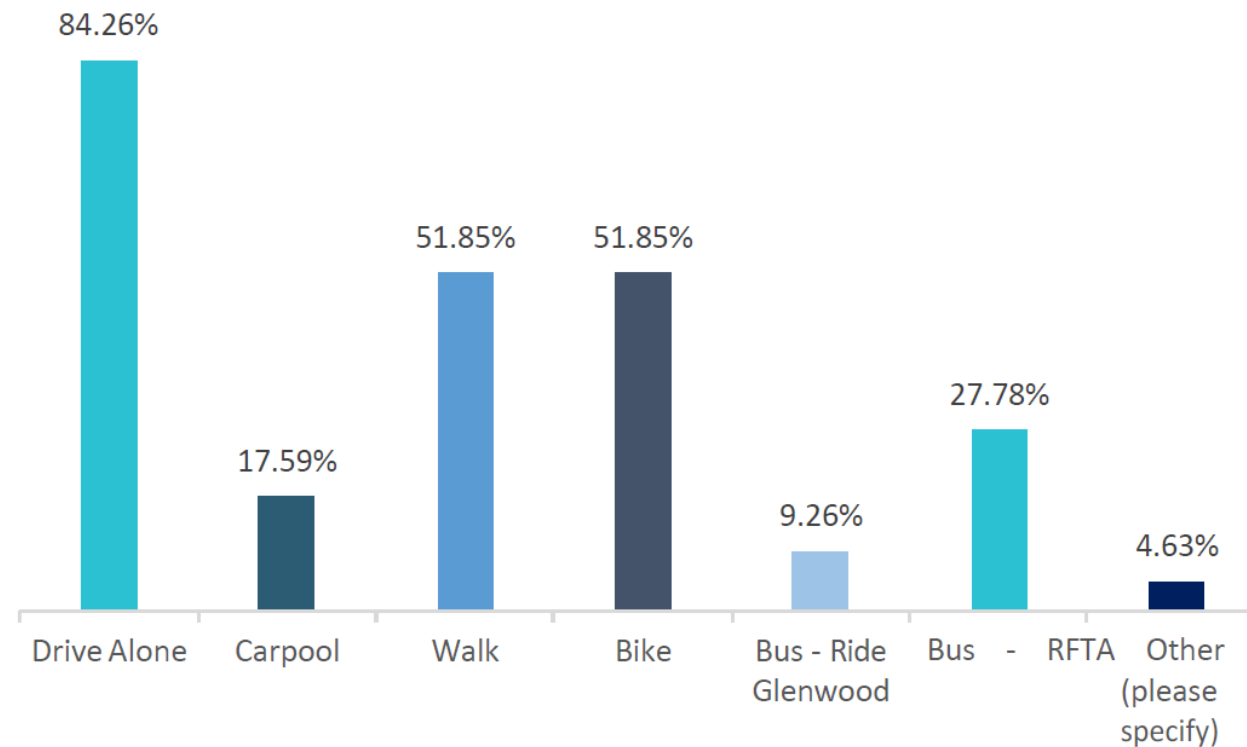
PRELIMINARY PROJECT NEEDS (developed from project solicitation)

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Online Public Outreach Results

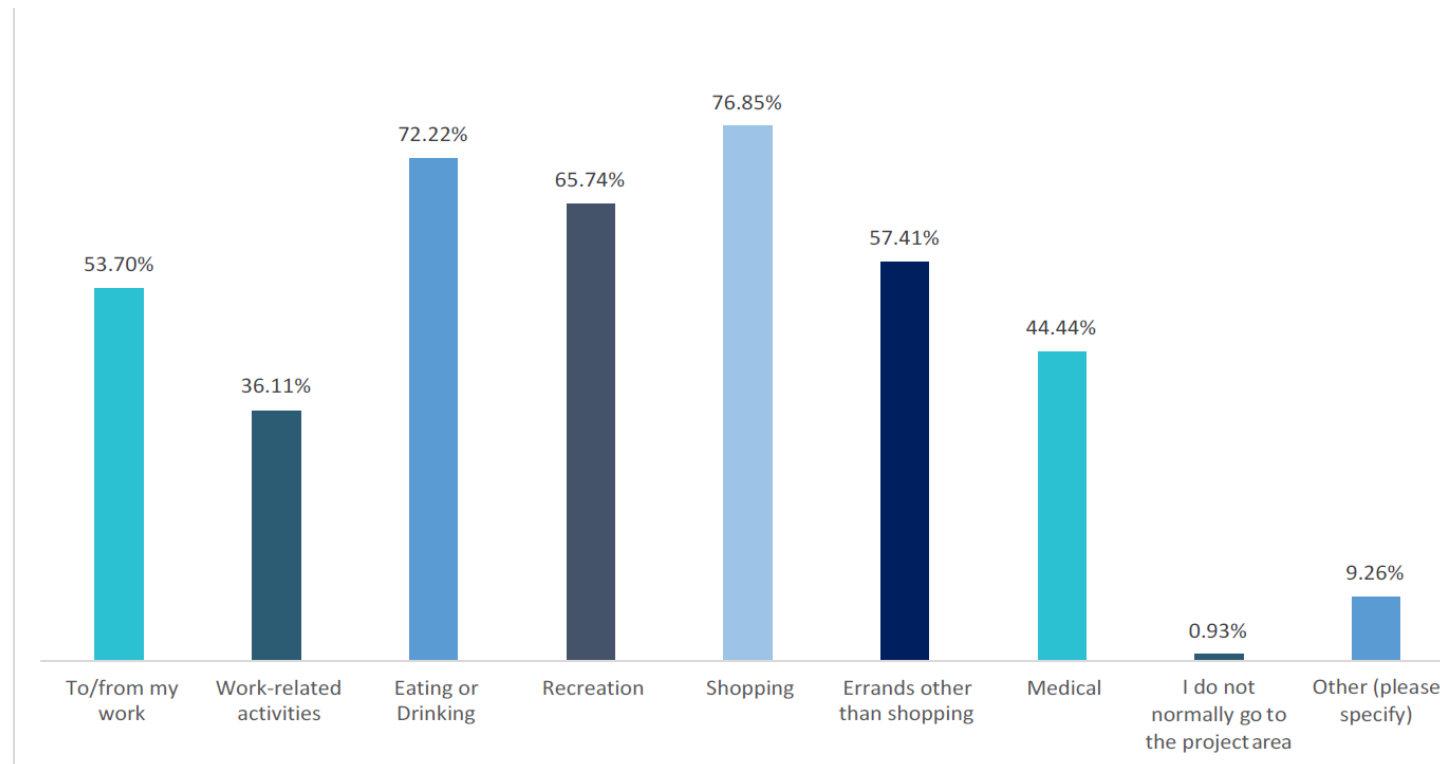
Online Survey Results

1.) How do you normally travel in and around the project area? Check all that apply.
(108 Responses)



Online Survey Results

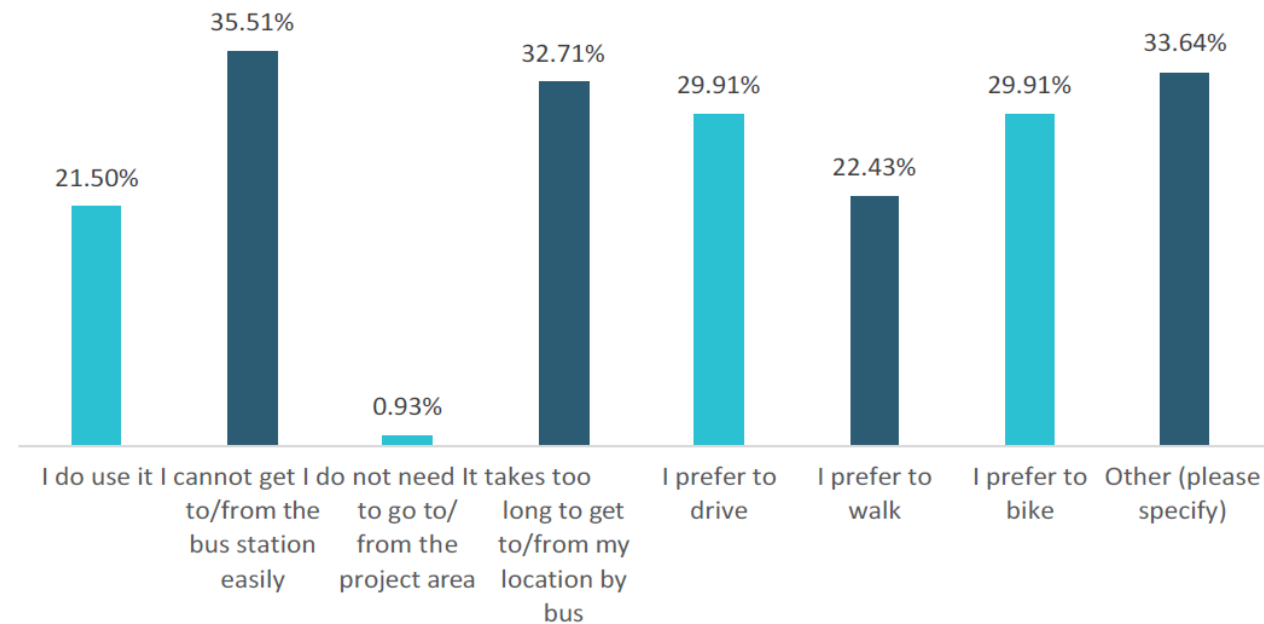
2.) Why do you normally go to/from the project area? Check all that apply.
(108 Responses)



Online Survey Results

3.) What issues prevent you from riding RFTA or Ride Glenwood, or what prevents you from riding those services more frequently? Check all that apply.

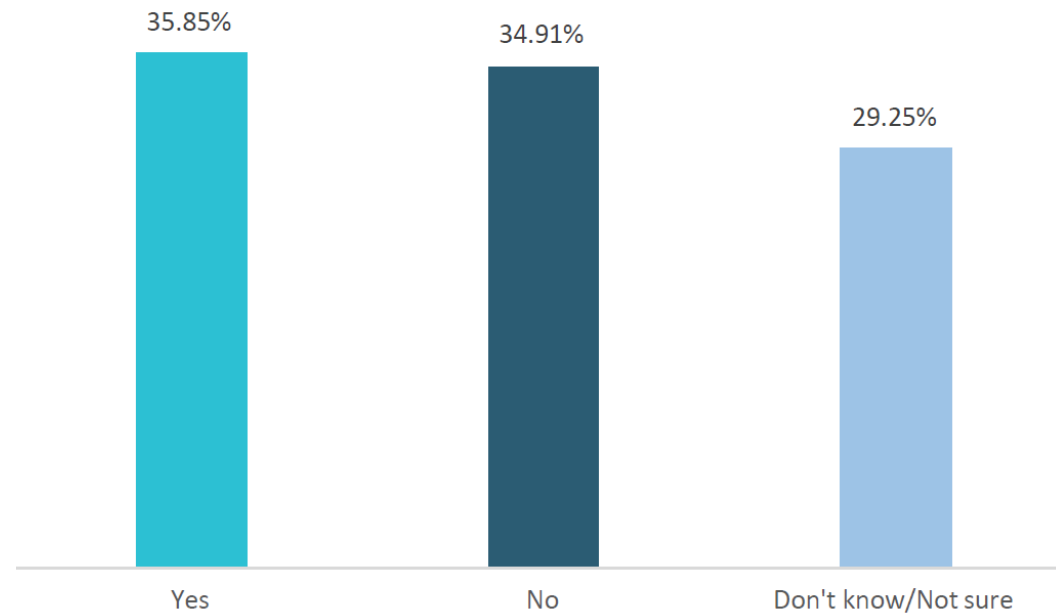
(107 Responses, 1 skipped)



Online Survey Results

4.) If RFTA's VelociRFTA service went direct to/from 27th Street to downtown Glenwood Springs would you use it more?

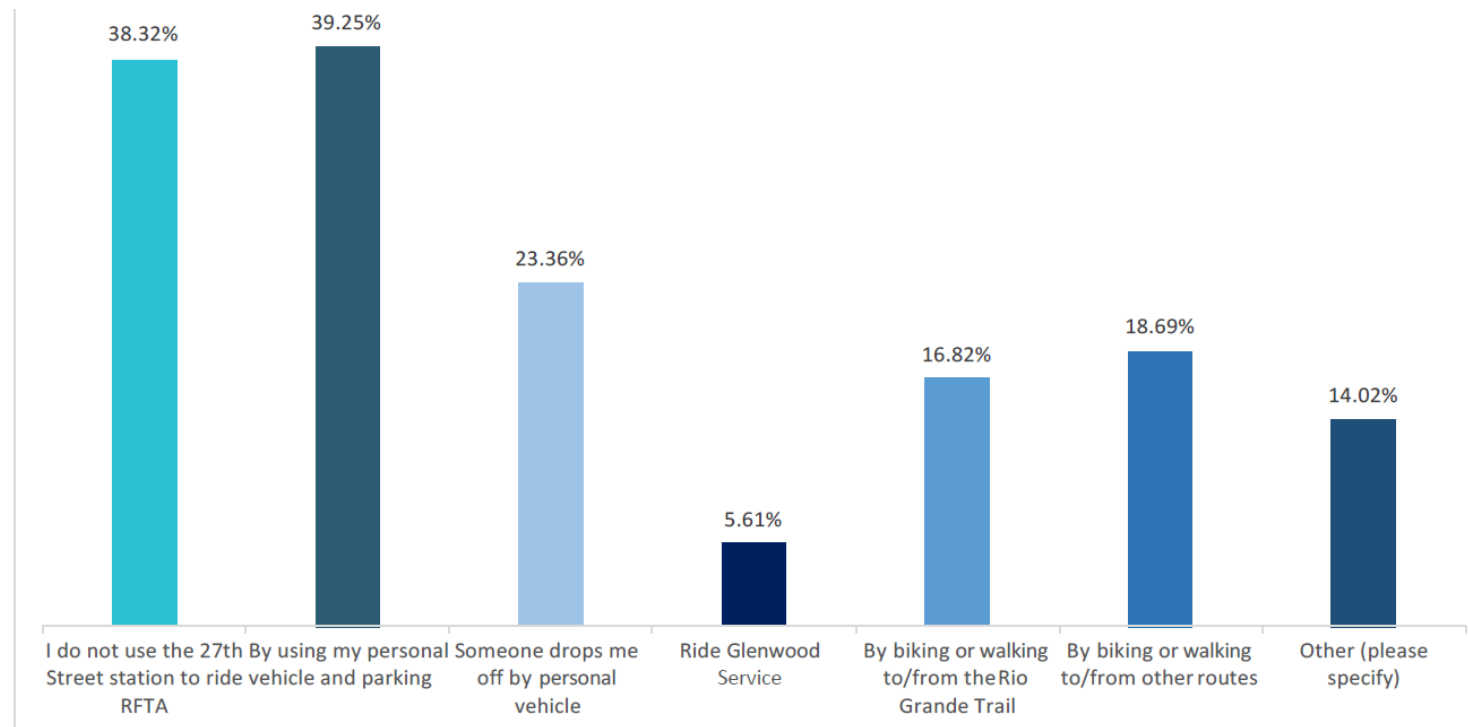
(106 Responses) (2 Skipped)



Online Survey Results

5.) If you use the 27th Street RFTA station to ride RFTA, how do you get to the station? Check all that apply.

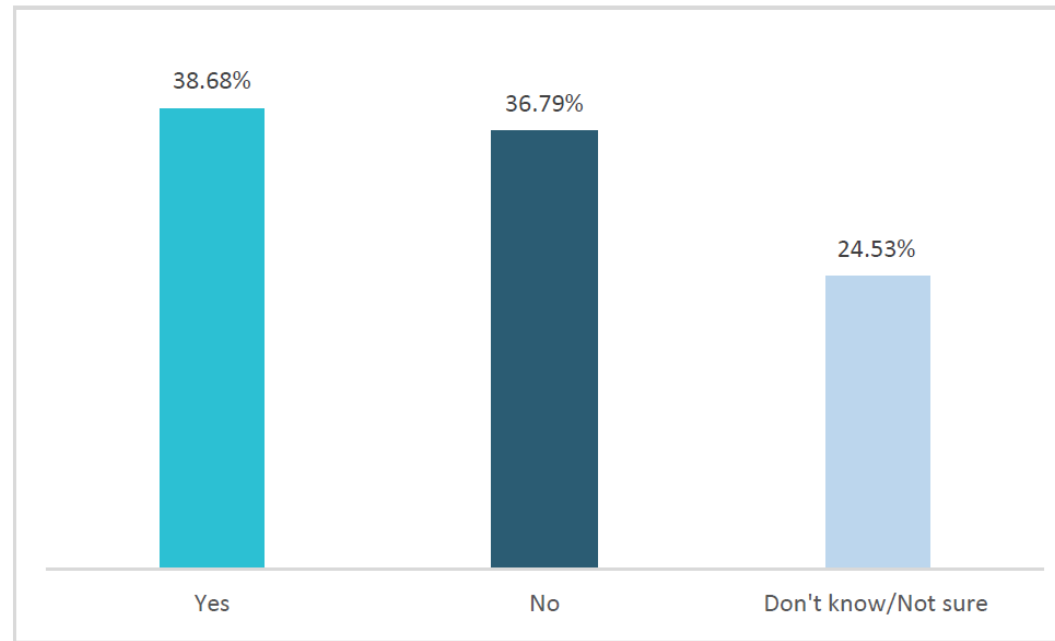
(107 Responses, 1 skipped)



Online Survey Results

6.) Would you be more likely to use the 27th Street RFTA station if there was a pedestrian and bicycle overpass or underpass across SH-82 and 27th Street?

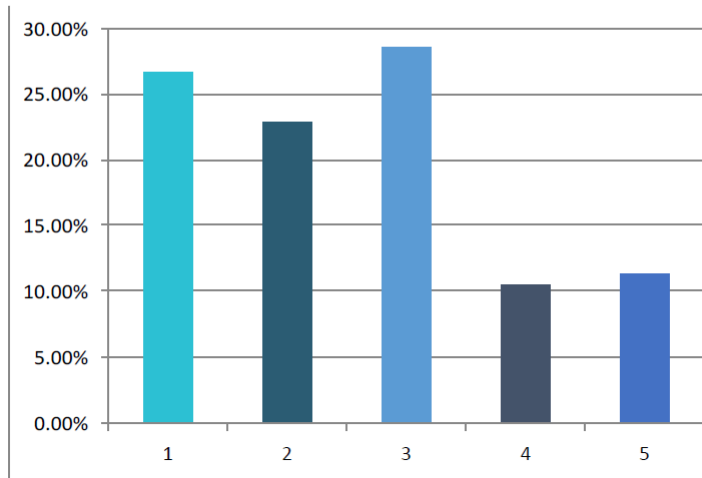
(106 Responses) (2 Skipped)



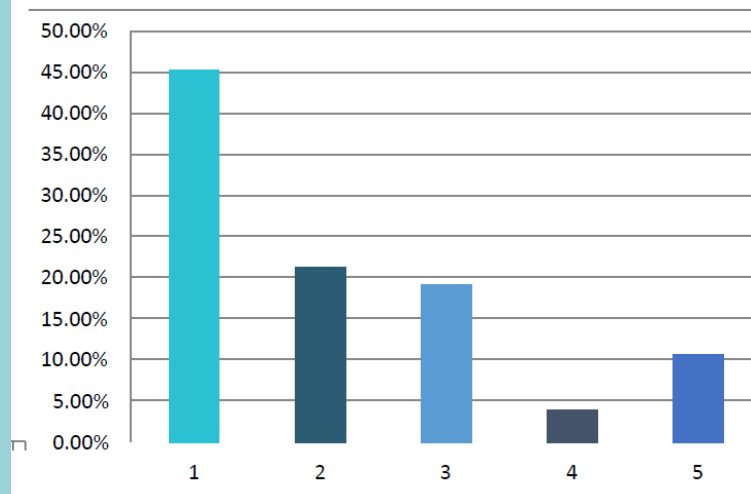
Online Survey Results

7.) On a scale of 1 to 5, please rate the degree to which each transportation component needs improvement: (106 Responses) (2 Skipped)

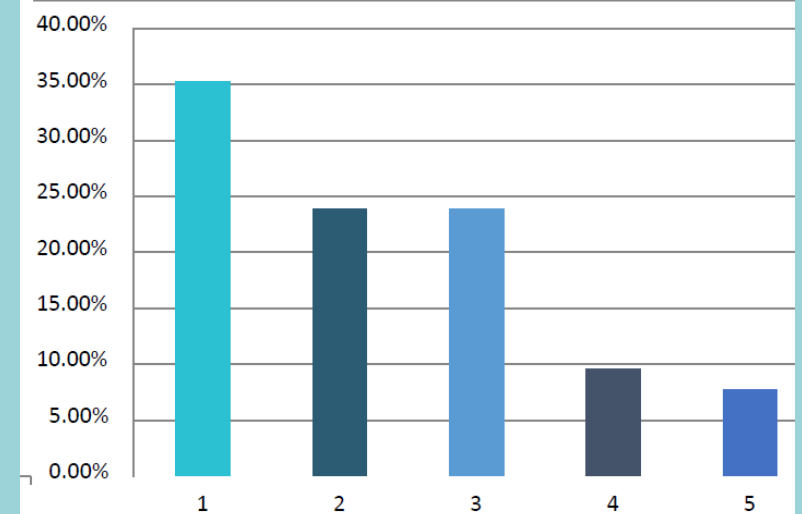
1.) DOWNTOWN PARKING - 105 Responses, 16 Comments



2.) PARKING AT THE 27TH STREET RFTA TRANSIT STATION



3.) BICYCLE AND PEDESTRIAN ACCESS TO TRANSIT -

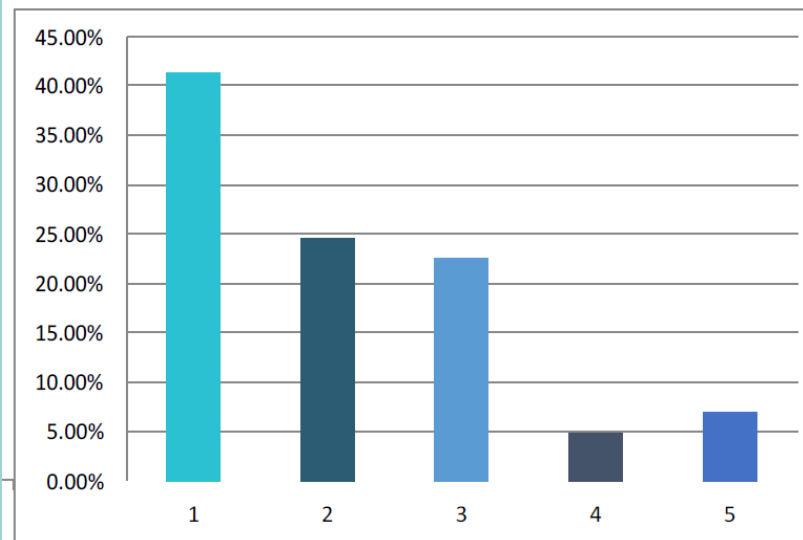


- 1—Yes, improve this right away
- 2—This should be improved sometime in the future
- 3—I feel neutral about this
- 4—This works pretty good now and probably doesn't need to be improved
- 5—This is excellent already and needs no improvements

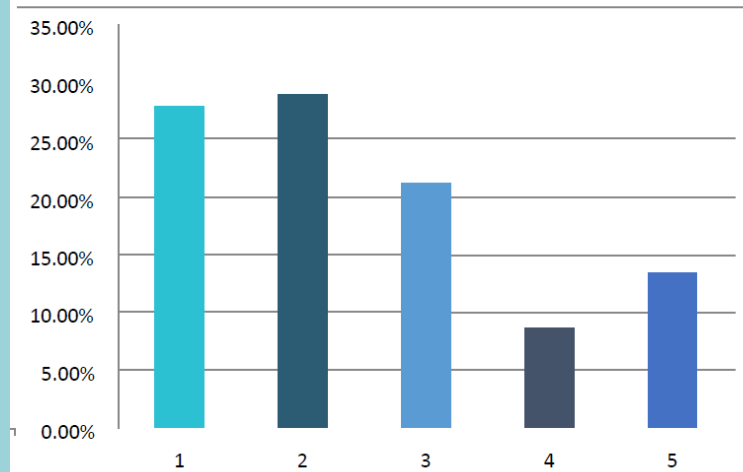
Online Survey Results

7.) On a scale of 1 to 5, please rate the degree to which each transportation component needs improvement: (106 Responses) (2 Skipped)

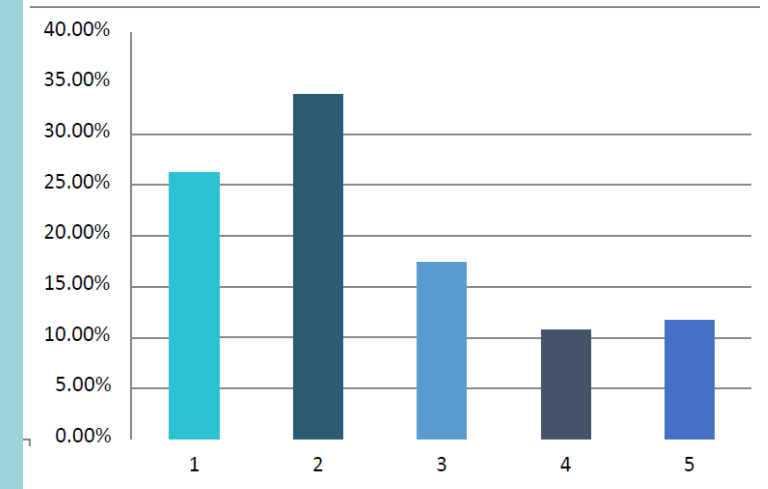
4.) INTERSECTION BACK-UP DOWNTOWN - 102 Responses,



5.) Adding a RFTA VelociRFTA stop downtown (the bus would go direct to/from 27th Street station to downtown with no stops in between)



6.) Getting buses to be able to move between 27th Street and downtown quicker (examples include in an exclusive lane, semi-exclusive lane, and/or by having the traffic signals turn to green for them as they approach)



1—Yes, improve this right away

2—This should be improved sometime in the future

3—I feel neutral about this

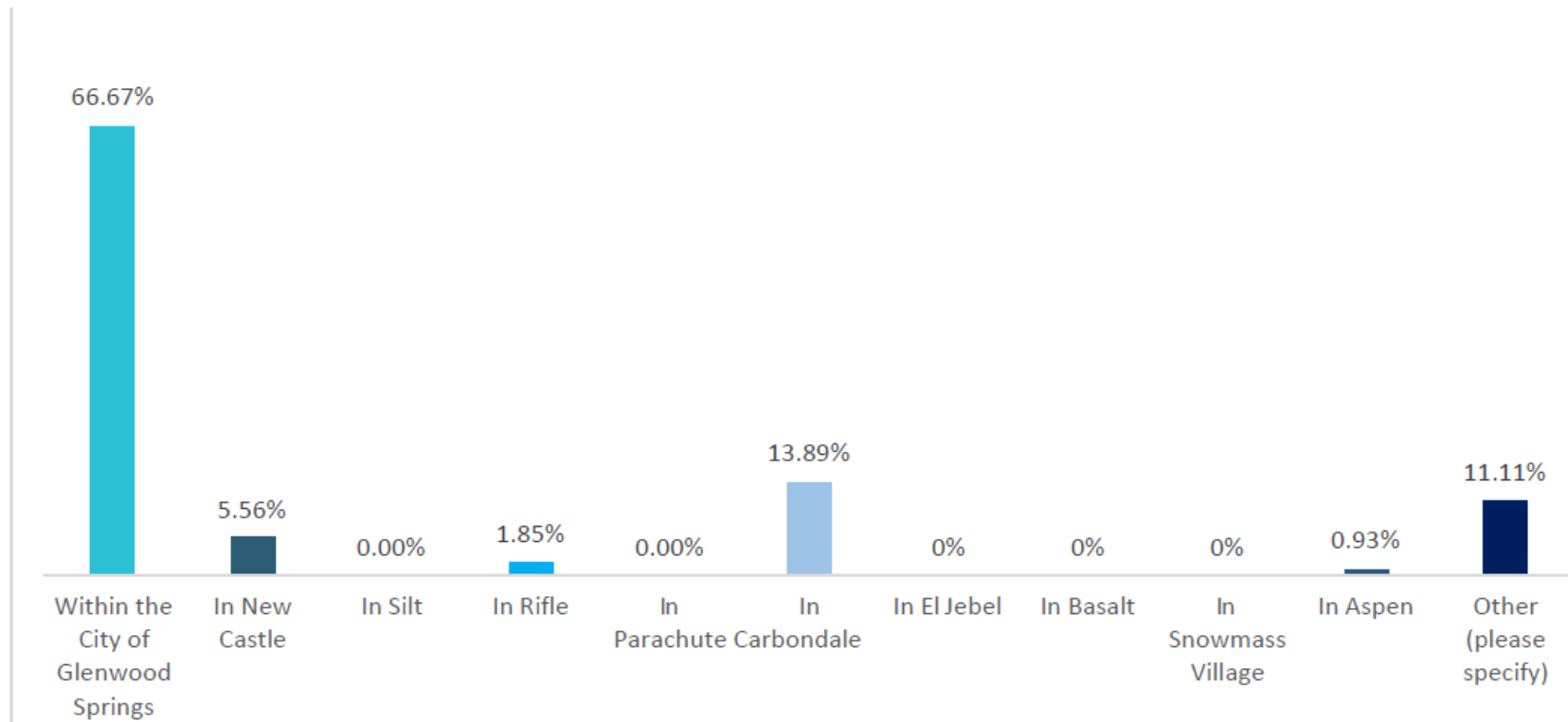
4—This works pretty good now and probably doesn't need to be improved

5—This is excellent already and needs no improvements

Online Survey Results

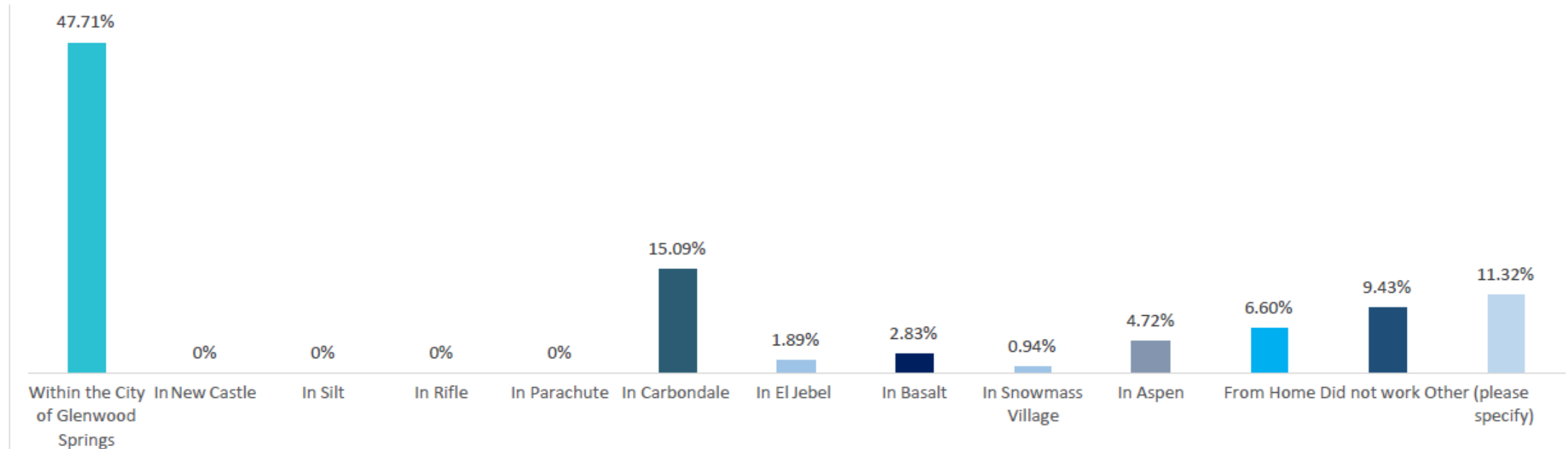
8.) I live?

(108 Responses, 12 Comments)



Online Survey Results

9.) Prior to COVID-19, I worked: (106 Responses, 12 Comments)



Online Survey Results - Recommendations

BUS

- Create a bus lane so the bus doesn't get stopped in traffic on Grand Avenue.
- A peak commuter period bus lane would help give priority and preferential treatment to riding the bus. CDOT successfully implemented a lane during the GAB project.
- Consider utilizing the RFTA Rio Grande Railroad Corridor for buses, a busway, trail and stops can all co-exist with thoughtful design.
- Connect BRT and Bustang.

BIKE

- Bike share program would be a nice cheap addition to enhance connections.
- All train tracks should be removed or covered over for bike safety.
- Continue to make safer/smoothier bike access to the Rio Grande Trail (gravel and old RR bed is dangerous).
- More clearly marked crossings, improved lighting, all-stop traffic cycles for motor traffic to allow safer bicycle-ped crossing (may work better than a grade separated crossing at 27th Street).

Online Survey Results - Recommendations

PEDESTRIAN

- Most downtown/core sidewalks need repair.
- Signal timing for walking across Grand needs to be better.
- Structural and educational (wayfinding) improvements needed at Rio Grande Trail and 27th Street.

VEHICLES

- Synchronize the lights along Grand Avenue/Highway 82.
- Update lane configuration on east leg of 27th and SH82 intersection to combined left and through and separate right turn only lane.

PARKING

- Increase parking at 27th Street RFTA station.
- Parking demands at 27th Street RFTA station can be reduced by better in-town connections via transit or bike/ped.
- Include designated ride share/taxi drop off & pick up areas down and at RFTA stations.
- Introduce paid parking in Glenwood.

The background of the slide is a photograph of a street scene. On the left, a white bus is partially visible, with the text 'POTD 12.1.18' on its destination sign. In the background, there are trees and a building. In the foreground on the right, there are large, bright yellow sunflowers, some of which are out of focus. A dark blue rectangular box is overlaid on the upper half of the image, containing the title text in white.

Focuss Group Interactive Polling Exercise

You can use this link to view the presentation (with audience responses):

<https://presenter.ahaslides.com/share/1589740260849-9z3lyehyei?presenting=true>

To join, go to: ahaslides.com/GWSMOVE

Aha Slides

MOVE Focus Group Meeting #1

Assessing the PROJECT NEEDS

0 1/7

To join, go to: ahaslides.com/GWSMOVE

Aha Slides

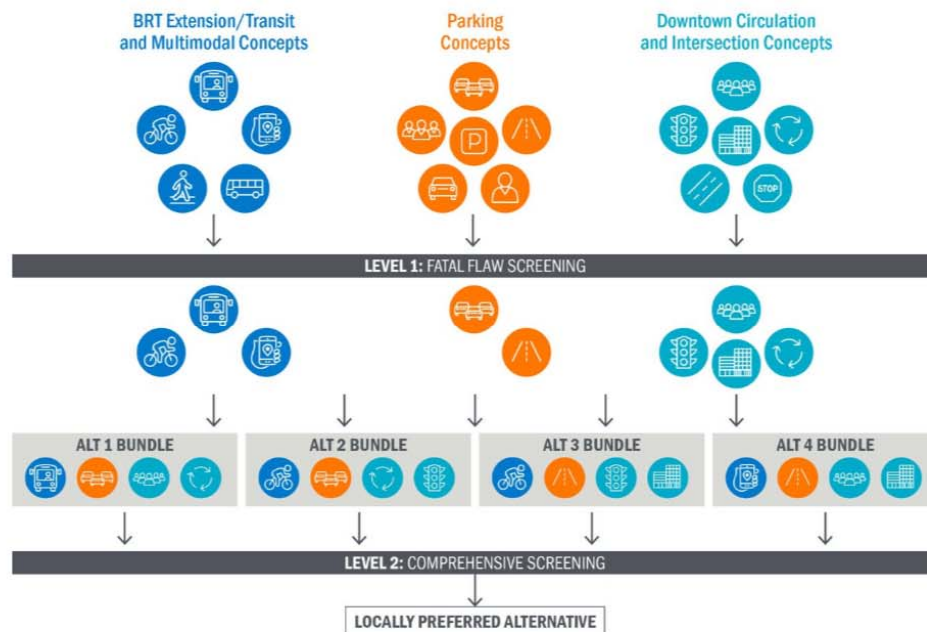
Purpose and Need Definitions

- The Purpose defines the problem to be solved.
- The Need provides data to support the problem statement (Purpose).
- The Need establishes the evidence that the problem exists if projected trends continue.
- The Purpose and Need Statement clarifies and justifies the future expected public expenditure
- It should be the first step in the project development process.
- Used to guide the development of alternatives
- Will be fundamental when developing criteria for selection of alternatives
- The "issues" being discussed today will make up the Needs for the project

0 1/7

Project Purpose

To optimize the efficiency and utility of the transportation system through Glenwood Springs by identifying, evaluating, and developing transportation strategies and opportunities that align with the City's goals for mobility, land use, economic vitality, economic sustainability and quality of life.



Which bus issues do you agree with? Select all that apply.

You may choose up to 9 options.

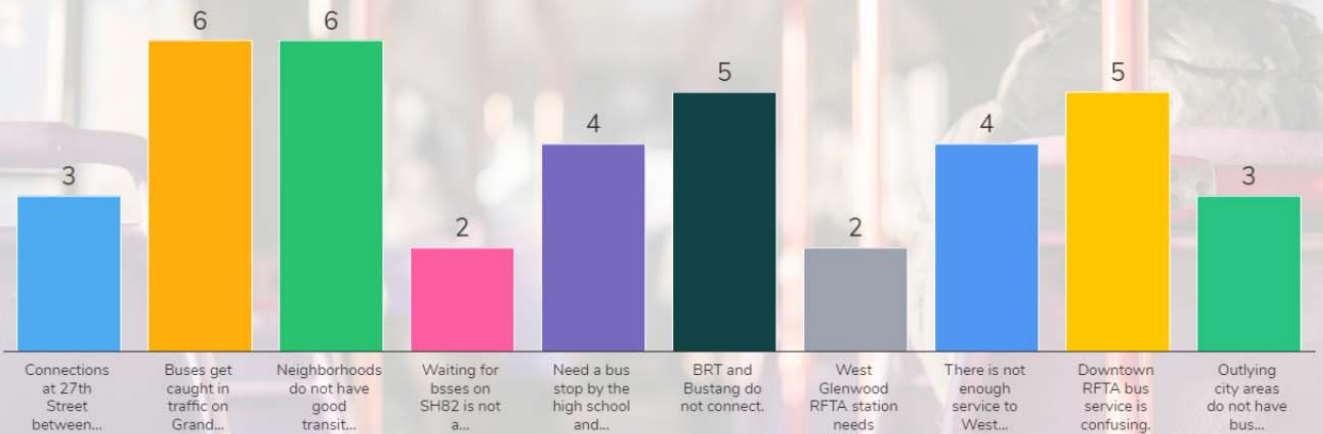
- ☐ Connections at 27th Street between local and BRT buses are poor (intervals between buses too long)..
- ☐ Buses get caught in traffic on Grand between 27th and 8th.
- ☐ Neighborhoods do not have good transit access (specifically Donegan Road, South Glenwood).
- ☐ Waiting for bsses on SH82 is not a pleasant experience.
- ☐ Need a bus stop by the high school and City Market.
- ☐ BRT and Bustang do not connect.

- ☐ West Glenwood RFTA station needs better waiting area.
- ☐ There is not enough service to West Glenwood.
- ☐ Downtown RFTA bus service is confusing.
- ☐ Outlying city areas do not have bus service but Ride Glenwood, RFTA local and BRT all serve the same stops.

9 choices left

Submit ✓

Which bus issues do you agree with? Select all that apply.



7 3/30

Are there other bus issues we should consider?

Bus transportation should be prioritized so as to make it more convenient mode of transportation, increase ridership

Need a downtown station & BRT

Make sure buses have adequate bicycle racks.

Costs seem high relative to driving

Comfortable waiting/parking areas for people walking and biking to transit stops. Shelters.

How are recommendations that come out of this study going to tie into Ride Glenwood and the on demand transit system.

This study should also consider the importance of getting workers through GWS to make GWS a great place to stay and play.

consider replacing 27th station with destination station at old safeway site-- parking, bike parking, shops, services, connection to primary bicycle trail

use origin-destination data to design transit stops and access

connecting all modes of transportation to make them seamless and safe

More transit to West GARCO

more transit to west garfield county

Menu

12 3/30



Which bike issues do you agree with? Select all that apply.

You may choose up to 5 options.

☐ Bike connection to 27th St RFTA station is dangerous (train tracks, lighting, snow removal, right turn drivers, markings, sidewalk width).

☐ No E/W bike route connections to transit.

☐ Need more bike lanes or bike boxes at intersections.

☐ Bike connections to Rio Grande Trail are dangerous.

☐ Not enough bike loading opportunities on buses.

☐ Most bus stops have no bike parking.

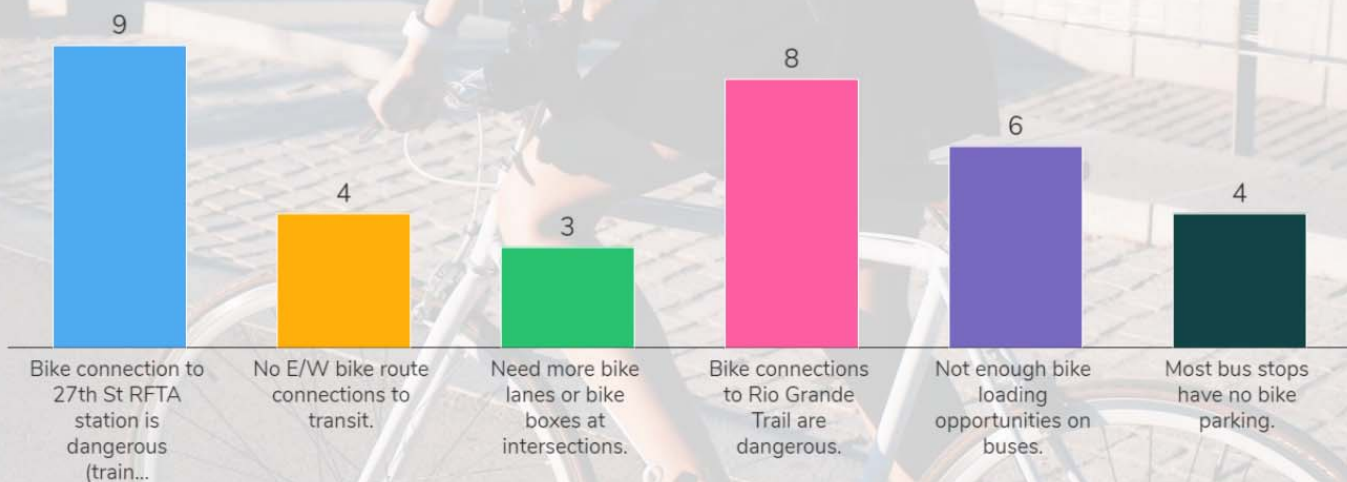
5 choices left

Submit ✓

To join, go to: ahaslides.com/GWSMOVE



Which bike issues do you agree with? Select all that apply.



9 3/30

To join, go to: ahaslides.com/GWSMOVE



Are there other bike issues we should consider?

Bike share program	Wayfinding to stations	Better route finding throughout town
Intersection timing to cross Grand is horrible	safe bike lanes through GWS will make it more biker friendly	Safe green zones at right turn intersections
Increased use of sharrows	marked bike lanes	People block bike lanes
emphasize and facilitate bicycling as stand-alone mode for local practical trips--commuting, school, shopping, appointments--not just as connection to transit eliminate bike-loading fee on buses	E-bikes for Glenwood Springs hills	clearly marked bike lanes

12 3/30

Which pedestrian issues do you agree with? Select all that apply.

You may choose up to 5 options.

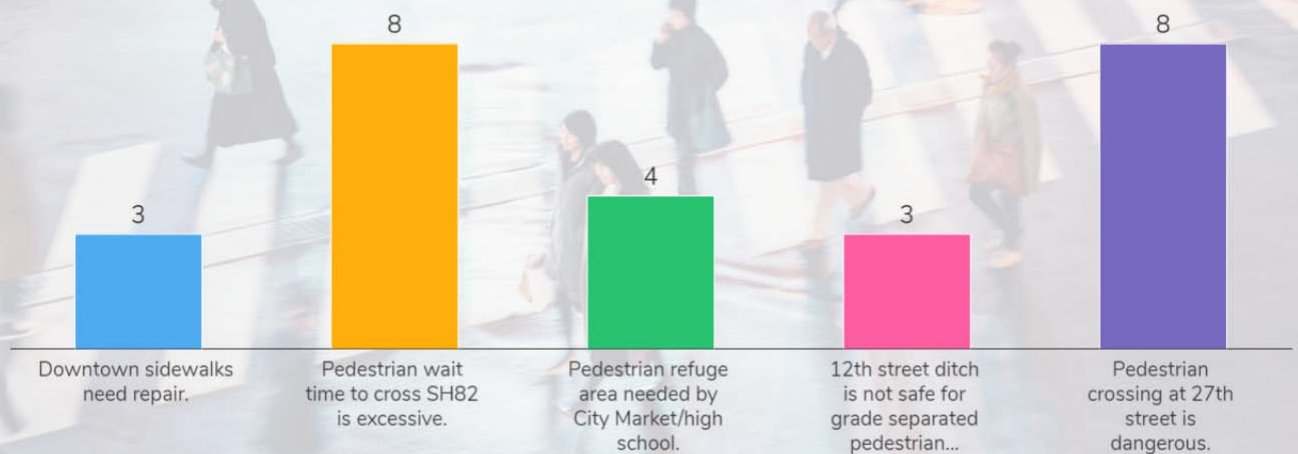
- ☐ Downtown sidewalks need repair.
- ☐ Pedestrian wait time to cross SH82 is excessive.
- ☐ Pedestrian refuge area needed by City Market/high school.
- ☐ 12th street ditch is not safe for grade separated pedestrian crossing/access to transit.
- ☐ Pedestrian crossing at 27th street is dangerous.

Submit ✓

To join, go to: ahaslides.com/GWSMOVE

Aha
Slides

Which pedestrian issues do you agree with? Select all that apply.



10 3/30

To join, go to: ahaslides.com/GWSMOVE



Are there other pedestrian issues we should consider?

Winter snow removal leaves huge piles of snow in the middle of the road bad for bikes and peds

Very poor ada access partly related to poor sidewalk conditions

diligently maintain all bicycle-pedestrian connections to primary transit stations, especially in winter

Better design needed for pedestrian access to commercial spaces

Wayfinding

wayfinding to transit

Crossing at 8th and Grand is dangerous due to cars turning right on red

ensure width of sidewalks along Grand Ave. are wide enough to keep pedestrians safe

Don't understand 12th street ditch question

Which car/driving issues do you agree with? Select all that apply.

You may choose up to 5 options.

☐ Traffic gets backed at 8th and Grand, leading to gridlock at 8th and Blake.

☐ Traffic gets backed at 8th and Grand, leading to gridlock at 8th and Cooper.

☐ Pedestrian light at 8th and Grand adds to vehicle backup.

☐ Lights along Grand/Highway 82 are not synchronized.

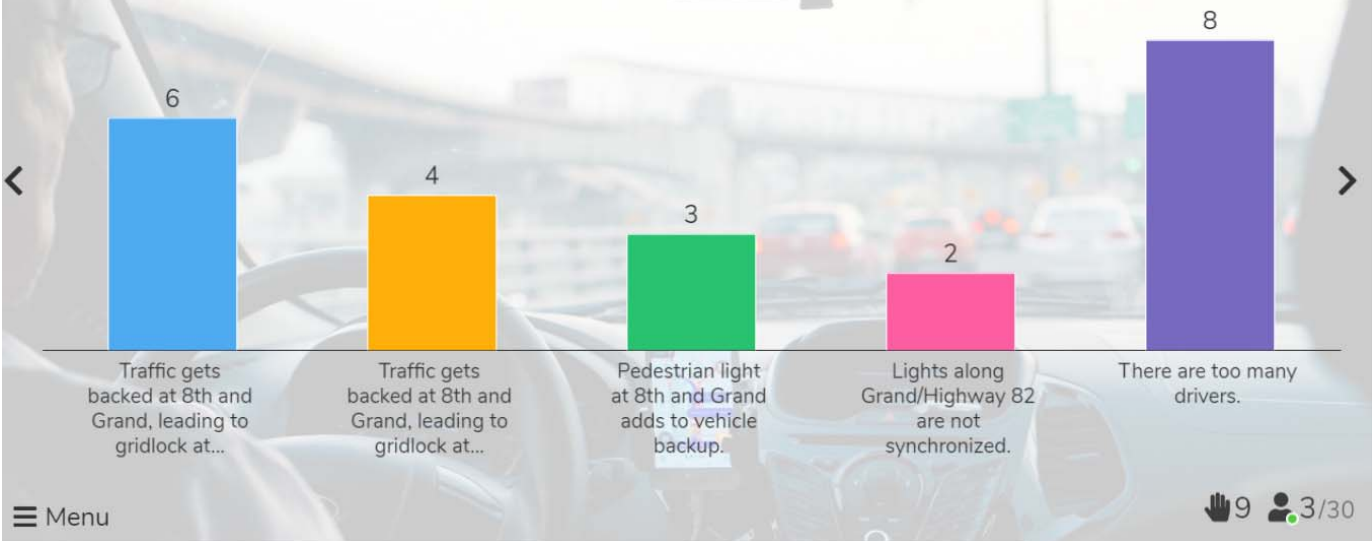
☐ There are too many drivers.

Submit ✓

To join, go to: ahaslides.com/GWSMOVE



Which car/driving issues do you agree with? Select all that apply.



To join, go to: ahaslides.com/GWSMOVE



Are there other car/vehicle issues we should consider?

A form with multiple text boxes containing various car/vehicle issues for consideration. The issues are: traffic speed, Lots of speeders., Speed issues on grand, need for incentives to get drivers to use public transportation., Incentivize other mode options to shift to transit or active transportation, Not enough hands free driving!, Distracted drivers, downvalley traffic during the afternoon commute seems to be the more critical traffic issue, better signal timing so that a vehicle is not idling at a red light with no other cars around, disincentives for driving through GWS. Faster, smoother bus service could help., Reduce vehicles on road-do not incentivize. Paid parking, telecommute other options., ensure commuter traffic stays on grand avenue, off blake and other neighborhood streets, We need to revamp enforcement of parking downtown to free up spaces without building more spots, Cross purposes with Cdot?, use two-lane pace cars during afternoon commute, off-load and deliver partial semi-truck loads with smaller vehicles; provide transfer staging space near i-70.

14 3/30



Which parking issues do you agree with? Select all that apply.

You may choose up to 7 options.

☐

27th Lot: Cannot utilize adjacent shared parking agreements with Blake gate closed.

☐

Need drop off and pick up for Ride Share and Taxi services at all RFTA park and rides.

☐

There is not enough parking at RFTA 27th Street (it fills up by 7am)

☐

Downtown needs designated Ride Share and Taxi drop off & pick up areas.

☐

Some parking lots fill up quickly while others have extra space.

☐

Parallel parking spots are too close to the corner in areas (causing pedestrian crossing problems).

☐

Parking management is not good downtown.

☐

It is hard to find parking downtown.

7 choices left

Submit ✓

To join, go to: ahaslides.com/GWSMOVE



Which parking issues do you agree with? Select all that apply.



Menu

9 3/30

To join, go to: ahaslides.com/GWSMOVE



Are there other parking issues we should consider?

consider paid street parking

It's ok for most to walk 3 blocks to park downtown

Bike parking

clear parking lots with differing limits. Like airports we need long term parking further away from the downtown and shorter time limits for closer and immediate access to downtown.

Add more scooter parking

parking wayfinding. I agree with this.

Enforcement can solve most parking issues downtown

county and city seem to occupy a significant amount of downtown parking

Local/ resident parking zones should be explored

Provide parking protected bike lanes instead of bike protected parking lanes which are dangerous for bikes. Provide bike parking at major locations!! Decrease car parking demands

Motorcycle parking spots should be used

Metered parking (downtown) could incentivize using other modes for short trips

Paid parking downtown.

parking wayfinding

do not attract more parking into downtown (especially all-day parking)

influence details of transit-oriented and near-transit development proposals to ensure easy, safe, continuous access to station without driving

parking at west Glenwood stop for RFTA is too limited

Menu

16 3/30

To join, go to: ahaslides.com/GWSMOVE



What do you like best about transportation in and around Glenwood Springs?



bicycling network
transit
year round bike ped
rio grande trail
short
beauty
cooperation
rio grand trail
small town
ped-friendly
brt
shade
no meters
compact
nature
multimodal
biking
some bike lanes
sense of community
rio grand
bike connectivity
quick
bridge
small
bustang

Next Steps & Call to Action

- Technical Analyses & Alternatives Development
- Level 1 Fatal Flaw Screening
- Glenwood City Council/RFTA Board Meeting - *TBD June/July*
- Next Focus Group Meeting – *TBD July*
 - Review technical analyses and alternatives
- 2nd Public Engagement– *TBD August*
- Spread the Word & Engage Public

Focus Group Meeting 1

PARSONS

Date: 5/26/20 **Time:** 2:00-3:00PM

Location: WebEx

Summary of Comments, Questions, and Discussion:

- The proposed Project Purpose includes the word “through”. Is the study also looking at connectivity within Glenwood Springs? Consider revising.
- The Transportation Commission has developed a Vision Statement for their group and the City. Consider if there are aspects from that Vision Statement that should be included/combined for this study.
- Are the intersections of 27th and Blake and 27th and 82 being studied? This study will not investigate the specific movements at those intersections.
- Can we break down the public survey into individual issues and recommendations based on type of user (pedestrian, driver, bicyclist, etc.)? No, our survey did not have that capability.



City Council
STAFF REPORT
City of Glenwood Springs
July 2, 2020

Agenda Item: Planning File #11-20- Ordinance 15, Series 2020 – An ordinance of the city of Glenwood Springs, Colorado amending Sections of Title 070 of the Municipal Code that require correction and that need clarification or modification.

Action Requested: Approve Ordinance 15, Series 2020, second reading

Department: Economic & Community Development Department

Presented by: Gretchen Ricehill, Assistant Director

Background Information: At the June 18, 2020 meeting, Council considered a number of amendments to Title 070 the Development Code that addressed –

- Use Regulations;
- Accessory Uses;
- Hillside Development;
- Landscaping, Screening and Fencing;
- Off-street Parking;
- Residential Site and Building Design Storage requirements;
- Signs; and
- Rules of Construction and Definitions

One of the amendments addressed residential/multifamily storage requirements.

In multifamily developments current code requires 100 square feet of storage per unit. Staff proposed changing the requirement to 1 cubic foot of enclosed storage space per 3 square feet of gross floor area.

Some Council members expressed concern that this requirement did not adequately address storage needs for those living in small, efficiency-style units.

Therefore, staff proposes establishing a minimum threshold of 200 cubic feet storage for units of 600 square feet or less. As an example, this would allow a storage closet or locker that is 6' wide x 8' deep x 4' high; or 5' x 5' x 8' as illustrated below:

Specifically, the new proposed code language reads:

Multifamily developments shall provide a minimum of 1 cubic foot of enclosed storage space per 3 square feet gross floor area per unit. **For units that are 600 square feet gross floor area or less, there shall be a minimum of 200 cubic feet of storage space.** Storage may be provided through one or more of the following:

- i. Increased garage dimensions that allow for storage in front of parked vehicles;
- ii. Storage units, lockers or closets incorporated above detached garage structures or within the multifamily building;
- iii. Storage closets within units, not including bedroom closets, kitchen cabinets, and food storage areas; or
- iv. Detached storage buildings or sheds.



Source:
<https://www.allvalleystorageco.com/about-us/unit-types/>

Another amendment addressed changes to the sign code: specifically, the elimination of electronic message signs. For clarification, Council members requested that these types of signs be added to the list of prohibited signs. This clarification has been added to Ordinance 15.

Issues:

None.

Attached for Council's reference are:

- June 18, 2020 Council Report;
- Planning and Zoning Commission staff report and spreadsheet of proposed amendments, updated to include the Commission's requested clarifications;
- May 5, 2020 Planning and Zoning Commission Minutes;
- Link to the [Development Code is provided here.](#)

Staff Recommendation:

A Code text amendment is a legislative decision by City Council and requires consideration of an Ordinance.

Planning and Zoning Commission Recommendation

At their meeting May 5, 2020, the Planning and Zoning Commission considered the priority amendments to Title 070-the Development Code. In a unanimous 7-0 vote, the Commisison found that the amendments met the

required approval criteria listed in Municipal Code section 070.060.040:
specifically, the proposed text amendments-

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

Staff Recommendation:

Staff recommends that Council **uphold** the Planning and Zoning Commission's recommendation to approve the Code amendments by adopting Ordinance 15, Series 2020, second reading.



City Council
STAFF REPORT
City of Glenwood Springs
June 18, 2020

Agenda Item: Planning File #11-20- Ordinance 15, Series 2020 – An ordinance of the city of Glenwood Springs, Colorado amending Sections of Title 070 of the Municipal Code that require correction and that need clarification or modification.

Action Requested: Approve Ordinance 15, Series 2020, first reading

Department: Economic & Community Development Department

Presented by: Gretchen Ricehill, Assistant Director

Background Information: In August 2018, the City adopted a new Land Use Development Code which updated a code that had been in place since the 1970s. As staff applies the new code, we continue to find errors that require correction and provisions that need clarification or modification. In this series of amendments, in addition to corrections and modifications, we are also recommending certain new provisions to address issues that were not contemplated under the old 1970s-era Code or the originally approved 2018 update. Specifically, staff recommends amendments to Sections 070.030, 070.040 and 070.070 that address-

- Use Regulations;
- Accessory Uses;
- Hillside Development;
- Landscaping, Screening and Fencing;
- Off-street Parking;
- Residential Site and Building Design Storage requirements;
- Signs; and
- Rules of Construction and Definitions

These amendments represent only priority items: those issues that staff believes need immediate attention or that are relatively simple. There is a much longer list of amendments that will be presented in the upcoming months.

The Planning and Zoning Commission considered the proposed amendments at a duly noticed public hearing held May 5, 2020,. The Commission

approved the amendments with certain clarifications. Attached for Council's reference are:

- Planning and Zoning Commission staff report and spreadsheet of proposed amendments, updated to include the Commission's requested clarifications;
- May 5, 2020 Planning and Zoning Commission Minutes;
- Link to the [Development Code is provided here](#).

Issues: None.

Staff Recommendation: A Code text amendment is a legislative decision by City Council and requires consideration of an Ordinance.

Planning and Zoning Commission Recommendation

At their meeting May 5, 2020, the Planning and Zoning Commission considered the priority amendments to Title 070-the Development Code. In a unanimous 7-0 vote, the Commission found that the amendments met the required approval criteria listed in Municipal Code section 070.060.040: specifically, the proposed text amendments-

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

Staff Recommendation:

Staff recommends that Council **uphold** the Planning and Zoning Commission's recommendation to approve the Code amendments by adopting Ordinance 15, Series 2020, first reading.

ORDINANCE NO. 15

SERIES OF 2020

**AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO,
AMENDING SECTIONS OF TITLE 070 OF THE MUNICIPAL CODE TO
ADDRESS ERRORS THAT REQUIRE CORRECTION AND PROVISIONS
THAT NEED CLARIFICATION OR MODIFICATION**

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, on August 2, 2018, City Council approved a revised development code as set forth in Title 070 of the Municipal Code; and

WHEREAS, in the process of applying the revised development code, City staff discovered errors and omissions that require correction and provisions that warrant clarification as set forth in **Exhibit A** attached hereto; and

WHEREAS, the Planning and Zoning Commission considered amendments to Title 070 at public hearings held April 28, 2020 and May 5, 2020 and recommended approval of the amendments to the development code as set forth in **Exhibit A**; and

WHEREAS, the City Council finds that the amendments set forth in **Exhibit A** are necessary to correct and clarify the development code.

**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. Title 070 of the Glenwood Springs Municipal Code is hereby amended as set forth in **Exhibit A** attached hereto.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED PUBLISHED BY TITLE
ONLY THIS 18TH DAY OF JUNE 2020.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Catherine 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 Fletcher, City Clerk

EXHIBIT A

Text being deleted is ~~stricken~~; added text is **bold and double underlined**

...

070.020.140 Light Industrial (I1) District

...

(b) Standards

Table 020.16 I1 District

Dimensional Standards

Lot Standards, Minimum

A	...	...
	Landscaped Area (%)	20 <u>10</u>

....

070.020.150 River Industrial (I2) District

...

(b) Standards

Table 020.17 I2 District

Dimensional Standards

Lot Standards, Minimum

A	...	...
	Landscaped Area (%)	20 <u>10</u>

.....

070.030.020(e) Table of Allowed Uses**Table 030.1**

Use Category	Use-Specific Standards
Marijuana Establishments	070.030.030(f) (2) <u>(3)</u>

Use Category	Use Type	M1	M2	M3	CO	RE	I1	I2	IN
Manufacturing and Production	Brewery or Bottling Plant	p	S	S	P	S	P	P	S
	Fabrication, manufacturing and testing facility	S	S	S	S	S	S	P	
	Food processing and packing plant						P	S	

	<u>Craft</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
	<u>Manufacturing</u>								

.....

070.030.040 Accessory Uses and Structures

...

(d) Additional Standards for Specific Accessory Uses and Structures

...

(2) Backyard Chickens

...

a. Applicability

...

b. ~~Number~~ Where Permitted

1. Backyard chickens are allowed in zoning districts according to Table 030.1, Table of Allowed Uses.

2. Backyard chickens are allowed within a planned unit development unless specifically identified as a prohibited use by the planned unit development.

c. ~~Site Layout and Design~~ Number

...

d. ~~Operation~~ Site layout and Design

...

e. ~~Permit Procedures~~ Operation

...

f. Permit Procedures

...

070.040.020 Sensitive Area Protection Standards

...

(b) Hillside Development

...

(3) Lot and Density/Intensity Requirements

...

c. Prohibition of Development on Steep Slopes

No development, including clearing, excavation, and grading, shall be allowed ~~on slopes where~~ the average slope within the limits of disturbance is greater than 30 percent. Structures shall be set back from ascending or descending slopes greater than 30 percent in accordance with the requirements of the current adopted building code.

070.040.050 Landscaping, Screening and Fencing

...

Table 040.5: Minimum Plant Material and Standards

Plant Material	Minimum Amount
Trees	One tree per 400 square feet of site area required to be landscaped in addition to those required for parking areas
Shrubs	One shrub per 25 100 square feet of site area required to be landscaped in addition to those required for parking areas
Perennials	One perennial per 5 50 square feet of site area required to be landscaped

....

(f) Screening, Fences, and Walls

...

(2) Fence Standards

...

b. Fencing Materials

1. Fencing material shall be compatible with the overall site design, the primary building, and landscaping. Acceptable materials include but are not exclusive of the following:

...

viii. Chain link provided that the chain link is vinyl coated green, brown, or black, used in conjunction with tightly spaced plant material **that provides a dense screen between the fence and the adjacent public right-of-way**, and is not otherwise prohibited below.

2. The following fencing materials are prohibited:

i. **Except in the I1 and I2 zoning districts, c**Chain link fencing when located in the front yard or in a side yard that is adjacent to **and visible from** a public right-of-way;

.....

070.040.060 Off-Street Parking and Loading

....

(h) Parking and Loading Area Use and Design

...

(6) Parking Area Landscaping

a. Amount Required

1. Parking area landscaping shall be provided according to Table 040.10: Parking Area Landscaping Requirements.

...

Table 040.9: Parking Area Landscaping Requirements
[SEE TABLE NEXT PAGE]

Table 040.10: Parking Area Landscaping Requirements ⁽¹⁾

	Minimum Amount (Lots with fewer than 20 spaces)	Minimum Amount (Lots with 20 or more spaces)	Other Standards
Total Parking Area Designated for Landscaping	10 percent of total surface parking area	20 percent of total surface parking area	
Interior Parking Area Designated for Landscaping	10 square feet per parking space		
Landscaped Islands; Peninsulas, Tree Diamonds, Bioswales, Rain Gardens			
	Double-loaded parking: One island per eight parking spaces; Minimum nine feet wide		(a) for each island or peninsula, two deciduous trees and five low-lying plants; (a b) no more than 50 percent of any landscape area island shall be nonliving ground cover; (b c) landscaped islands, diamonds or peninsulas shall be raised and contained within masonry, concrete, or other nonporous curb that is a minimum of six inches in height, unless a bioswale or other green infrastructure technique is approved by the City Engineer. <u>(c) bioswales and rain gardens shall be sized in accordance with recommendations contained in a drainage plan, study or report as prepared by a licensed engineer.</u>
Terminus Islands	Not required	Single-loaded parking: 50 percent of parking blocks, rows, or groups shall terminate in an island; each island shall be a minimum of 90 square feet Double-loaded parking: 50 percent of parking blocks, rows, or groups shall terminate in an island; each island shall be a minimum of 180 square feet	(a) terminus islands shall be distributed across parking areas to the extent practicable; (b) landscaped islands shall be raised and contained within masonry, concrete, or other nonporous curb that is a minimum of six inches in height; and: <u>(c) nonliving ground cover shall not exceed 50 percent of the required landscaping area.</u>

Planting Materials	Trees, shrubs, ground cover, xeriscaping	<u>Trees shall be planted at a rate of 1 tree per 8 parking spaces and shall be located throughout the parking lot such that at maturity, the parking lot will be shaded, to the greatest extent practicable.</u> Except for islands, nonliving ground cover shall not exceed 50 percent of the required landscaping area and shall be enclosed with a containment system to prevent spillage.
Planting Strip	Pursuant to 070.040.060(h)(6)c.3, <i>Screening Parking Areas and Drive Aisle</i>	Additional parking area screening shall be provided pursuant to 070.040.060(h)(6)c.3, <i>Screening Parking Areas and Drive Aisles</i> .
(1) <u>Structured parking is exempt from Table 040.10: Parking Area Landscaping Requirements</u>		

...

c. Parking Area Landscaping Design

1. Breaking up Parking Spaces into Blocks

Parking area interior landscaping shall be distributed to physically break up blocks of parking spaces **through the use of one or a combination of landscape islands, bioswales, continuous landscape strips, or alternative method that achieves the result of shading parking areas as required in Table 040.10: Parking Area Landscaping Requirements**. ~~No block of parking spaces shall exceed eight in a row,~~ except that vehicle spaces that are designated as display or storage for automobile sales dealerships or automobile rental agencies or other fleet services, and other uses as determined by the Director, shall be allowed to have vehicle spaces in a tandem arrangement provided the minimum interior landscape requirements and all other applicable Code requirements are met.

....

070.040.080 Residential Site and Building Design

...

(e) Residential Building Design and Character

...

(9) Garages, **Storage** and Accessory Structures

...

c. Additional Garage Standards for Multi-Family

....

d4. Other Accessory Buildings

...

e5. Storage Space

Multi-family developments shall provide a minimum of ~~100 square feet~~ **1 cubic foot** of enclosed storage space per **3 square feet gross floor area per** unit. **For units that are 600 square feet gross floor area or less, there shall be a minimum of 200 cubic feet of storage space.** Storage may be provided through one or more of the following:

1. Increased garage dimensions that allow for storage in front of parked vehicles;
2. Storage units incorporated above detached garage structures or within the multifamily building;
3. Storage closets within units, ~~aside from~~ **not including** bedroom closets, **kitchen cabinets, and food storage areas;** or
4. Detached storage buildings or sheds.

...

070.040.110 Signs

...

(d) Signs not Requiring a Sign Permit

...

(16) Nonvisible signs.

Signs that are not visible beyond the boundaries of the lot or parcel upon which they are located and/or from any public right-of-way shall be allowed without a sign permit. The Director shall determine whether such sign is visible from a public right-of-way.

~~(16)~~ **(17)** Public Signs

...

~~(17)~~ **(18)** Temporary Off-Premises Directional Signs

...

~~(18)~~ **(19)** Wind Signs

...

~~(19)~~ **(20)** Yard Signs

...

(e) Prohibited Signs

...

(6) Electronic Message Signs

Except freestanding electronic signs as authorized in Table 040.12

...

(g) General Sign Regulations

...

(4) Illumination

...

~~—d. Electronic Message Signs~~

~~Illumination of electronic message signs shall comply with 070.040.110(h)(3)b, *Electronic Message Signs*.~~

...

(h) Specific Sign Type Standards

...

(3) Freestanding Signs

...

~~—b. Electronic Message Signs~~

~~Freestanding electronic message signs are allowed as indicated in Table 040.13: Summary of Permanent Sign Standards. Electronic message signs shall comply with the following additional standards:~~

~~1. Minimum Hold Time~~

~~The message and/or display on an electronic sign shall not change, dissolve, or face more than twice in a 24-hour period.~~

~~2. Illumination~~

~~Electronic signs shall have automatic dimmer software or solar sensors to control brightness for nighttime viewing. The intensity of the light source shall not produce glare, the effect of which constitutes a traffic hazard or is otherwise detrimental to the public health, safety, or welfare. Lighting from the message and/or display module shall not exceed 3000 NITs (candelas per square meter) between dusk and dawn as measured ten feet from the sign's face. Applications for sign permits containing an electronic display shall include the manufacturer's specifications and NIT (candela per square meter) rating.~~

b.e. Monument Signs

...

c.d. Pole Signs

...

d.e. Portable Signs

...

(i) Summary of Permanent Sign Standards

Table 040.13: Summary of Permanent Sign Standards

Sign Type	Where Allowed	Number of Signs, Maximum	Sign Area, Maximum	Sign Height, Maximum	Sign Location
Freestanding electronic message	Mixed use and nonresidential applications in the Midtown, West Sixth Street, West Highway 6, South Highway 82, and Red Mountain sign districts	Only allowed as part of a pole or monument sign	Pursuant to the pole or monument sign standards in this table except that the electronic message portion of the freestanding sign shall not exceed 50 percent of the allowed sign area. See additional standards for electronic signs in 070.040.110(h)(3)b.		

....

070.070.020 Definitions of Use Categories and Specific Use Types

...

(b) Public, Institutional, and Civic Uses

(1) Community and Cultural Facilities

Uses in this category include buildings and facilities owned, operated, or occupied by a governmental or non-profit entity providing a service to the public.

a. Assembly

A facility intended primarily for organized services, meetings, events, or programs to benefit, educate, entertain, or promote discourse, with membership not required for participation. Examples include community centers, places of ~~workshop~~ worship, meeting or lecture halls, or exhibition rooms. If an assembly use is ancillary to another principal use, and has a gross floor area of less than 5,000 square feet, it is considered part of that use and is not considered a separate principal use.

...

(d) Industrial Uses

...

(2) Manufacturing and Production

...

d. Craft Manufacturing

An indoor facility for the assembly of hand-fabricated parts or hand-fabrication of custom or craft products using predominantly hand tools or domestic-scaled mechanical or other equipment including but not exclusive of blacksmith or metal work; makers of clocks, saddles, boats, cabinets, furniture, 3-d printing.

...

070.070.030 All Other Terms Defined

...

Bioswale

A long, channeled depression or trench that receives rainwater runoff (as from a parking lot) and has vegetation (such as grasses, flowering herbs, and shrubs) and organic matter (such as mulch) to slow water infiltration and filter out pollutants.

...

Electronic Message Sign

A sign capable of displaying words, symbols, figures, or images that can be electronically or mechanically changed by remote or automatic means, including an animated graphics and video.



Planning Commission Report

Date: April 28, 2020
To: Planning and Zoning Commission
From: Gretchen Ricehill, Asst. Director
Subject: #11-20 Code Text Amendments–Title 070
Glenwood Springs Municipal Code

REQUEST	Consideration of various code text amendments to Municipal Code Title 070 Sections 070.030, 070.040 and 070.070 regarding Use Regulations; Accessory Uses; Hillside Development; Landscaping, Screening and Fencing; Off-street Parking; Residential Site and Building Design Storage requirements; Signs; and Rules of Construction and Definitions
APPLICANT	City of Glenwood Springs
OWNER	City of Glenwood Springs
LOCATION	City wide
ZONE	All

REQUIRED ACTION

Action 1:

Consideration of various code text amendments to Municipal Code Title 070 Sections 070.030, 070.040 and 070.070 regarding Use Regulations; Accessory Uses; Hillside Development; Landscaping, Screening and Fencing; Off-street Parking; Residential Site and Building Design Storage requirements; Signs; and Rules of Construction and Definitions.

Staff recommends **approval** of amendments to Title 070 as listed on page 3-16 of this report, with **findings** listed on page 2.

REVIEW AUTHORITY

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

SUMMARY

In August 2018, the City adopted a new Land Use Development Code which updated a code that had been in place since the 1970s. As staff applies the new code, we continue to find errors that require correction and provisions that need clarification or modification. In this series of amendments, in addition to corrections and modifications, we are also recommending certain new provisions to address issues that were not contemplated under the old 1970s-era Code or the originally approved 2018 update.

The list of amendments presented here represent only priority items: those issues that staff believes need immediate attention or that are relatively simple. There is a much longer list of amendments that will be presented in the upcoming months.

A spreadsheet which details the requested, priority code amendments is attached to and made a part of this staff report. The spreadsheet includes an explanation of the issues and the recommended corrections or additions.

For general reference, a link to the [Development Code is provided here](#).

ACTION ALTERNATIVES

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

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

Staff Recommendation

Staff recommends approval of the amendments as listed on pages 3 through 16 of this report with the following findings:

Recommended Findings:

1. Pursuant to the authority in the Glenwood Springs Municipal Charter and Colorado Revised Statutes §29-20-101 et seq., and §31-23-301 et seq., as amended the City of Glenwood Springs has the authority to plan for and regulate the use of land within the municipality and to regulate and restrict the height, number of stories, and size of buildings and other structures, the percentage of lot that may be occupied, the size of yards, courts, and other open spaces, the density of population, the height and location of trees and other vegetation, and the location and use of buildings, structures, and land for trade, industry, residence, or other purposes.
2. The proposed text amendments-
 - a. Are consistent with the Comprehensive Plan and other City policies;
 - b. Do not conflict with other provisions of this Code or other provisions in the Glenwood Springs Municipal Code;
 - c. Are necessary to address a demonstrated community need;
 - d. Are necessary to respond to substantial changes in conditions and/or policy; and
 - e. Are consistent with the general purpose and intent of this Code.

Title 070 Adoption Draft
Glenwood Springs Development Code
Errata Sheet

Post Adoption 2nd Amendment

Text being deleted is ~~stricken~~; added text is **bold**

Blue text reflects changes recommended by the Planning & Zoning Commission during its May 5, 2020 hearing.

	Code Reference	Error		Correction									
1	070.030.020(e) Table of Allowed Uses Table 030.1			Issue: The proposed text amendment simply corrects a citation.									
		Use Category	Use-Specific Standards										
		Marijuana Establishments	070.030.030(f)(2)										
2	070.030.020(e) Table of Allowed Uses Table 030.1	Use Category	Use Type	Issue: The Code does not have a category for small, limited light manufacturing uses such as blacksmith shops, cabinet shops, recreation equipment manufacturers (ski, for example), upholsterers, etc. Currently these uses would fall under the Manufacturing and Production which includes brewery or bottling plant, fabrication, manufacturing and testing facilities, food processing and packing plants. For the most part these uses require a special use permit in all of the commercial zoning districts.									
		Manufacturing and Production	Brewery or Bottling Plant										
			Fabrication, manufacturing and testing facility										
			Food processing and packing plant										
		Definitions:		The prior code categorized blacksmith shop, cabinet shop and upholstery shop as “general service establishments” which were permitted uses in the commercial zoning districts.									
		<u>Industrial Uses</u>											
		Uses in this category include the repair or servicing of agricultural, industrial, business, or consumer machinery, equipment, products, or by-products. Contractors and similar uses perform services off-site. Few customers come to the site. Accessory activities may include sales, offices, parking, and storage.											
		<u>Manufacturing and Production</u>											
		Uses in this category include all transformative processes, regardless of whether or not the new product is finished or semi-											
				Staff recommends adding a new sub-category of “craft manufacturing” which is defined as: An indoor facility for the assembly of hand-fabricated parts or hand-fabrication of custom or craft products using predominantly hand tools or domestic-scaled mechanical or other equipment including but not exclusive of blacksmith or metal work; makers of clocks, saddles, boats, cabinets, furniture, 3-d printing. Similar to the prior code, Craft Manufacturing uses would be permitted in all of the commercial zoning districts.									
		Use Category	Use Type	M1	M2	M3	CO	RE	I1	I2	IN		
		Manufacturing and Production	Brewery or Bottling Plant	p	S	S	P	S	P	P	S		

		finished. This use category includes firms involved in the manufacturing, processing, fabrication, packaging, or assembly of goods. Natural, constructed, raw, secondary, or partially completed materials may be used. Products may be finished or semi-finished and are generally made for the wholesale market, for transfer to other plants, or to order for firms or consumers. Goods are generally not displayed or sold on site, but if so, such activity is a subordinate part of sales. Relatively few customers come to the manufacturing site. Accessory uses may include retail sales, offices, storage, cafeterias, employee amenities, parking, warehousing, and repair facilities. <u>Fabrication, Manufacturing and Testing Facility</u> Uses and facilities involving assembling, distributing, fabricating, manufacturing, packaging, printing, processing, publishing, recycling, repairing, servicing, storing, or wholesaling of goods or products.	<table><tr><td></td><td>Fabrication, manufacturing and testing facility</td><td>S</td><td>S</td><td>S</td><td>S</td><td>S</td><td>S</td><td>P</td><td></td></tr><tr><td></td><td>Food processing and packing plant</td><td></td><td></td><td></td><td></td><td></td><td></td><td>P</td><td>S</td></tr><tr><td></td><td>Craft Manufacturing</td><td>P</td><td>P</td><td>P</td><td>P</td><td>P</td><td>P</td><td>P</td><td></td></tr></table> For reference M1-Mixed Use Corridor M2-Mixed Use Central Core M3-Mixed Use Regional CO-Commercial RE-Resort I1-Light Industrial I2-River Industrial IN-Institutional Note: The Commission requested clarification regarding how craft manufacturing would differ from a small home-based business that manufactured clocks, for example. Home-based businesses (home occupations) are addressed in 070.030.040-Accessory Uses and Structures. Home occupations are intended to be subordinate to the primary residential use, allowed to occupy no more than 30% of the total floor area of the dwelling and accessory structures. Deliveries are restricted to passenger vehicles, mail & express carriers: no semi-tractor trailers allowed. Employees are limited to those that reside at the premises. Craft manufacturing businesses on the other hand are intended to be a more intensive primary use allowed in commercial and industrial zoning districts; unrestricted in the number of employees; and unrestricted in the number of deliveries received per day and the type of delivery vehicle.		Fabrication, manufacturing and testing facility	S	S	S	S	S	S	P			Food processing and packing plant							P	S		Craft Manufacturing	P	P	P	P	P	P	P	
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	Craft Manufacturing	P	P	P	P	P	P	P																									
3	070.030.040 Accessory Uses and Structures	(d) Additional Standards for Specific Accessory Uses and Structures (2) Backyard Chickens	Issue: Similar to Short Term Rentals and Accessory Tourist Rentals, we had intended to allow Backyard Chickens in Planned Unit Developments (PUDs) unless they were specifically prohibited by that PUD. Unfortunately, our intentions did not make it into the Code text. Therefore, staff proposes adding the following text and renumbering this subsection. 070.030.040 Accessory Uses and Structures																														

			... (d) Additional Standards for Specific Accessory Uses and Structures ... (2) Backyard Chickens ... a. Applicability ... b. Number Where Permitted 1. Backyard chickens are allowed in zoning districts according to Table 030.1, Table of Allowed Uses. 2. Backyard chickens are allowed within a planned unit development unless specifically identified as a prohibited use by the planned unit development. c. Site Layout and Design Number ... d. Operation Site layout and Design ... e. Permit Procedures Operation ... f. Permit Procedures ...
4	070.040.020 Sensitive Area Protection Standards (b) Hillside Development	c. Prohibition of Development on Steep Slopes No development, including clearing, excavation, and grading, shall be allowed on slopes greater than 30 percent. Structures shall be set back from ascending or descending slopes greater than 30 percent in accordance with the requirements of the current adopted building code.	The intent of this provision was to prohibit development where the average slope was greater than 30% within the limits of disturbance. c. Prohibition of Development on Steep Slopes No development, including clearing, excavation, and grading, shall be allowed on slopes where the average slope within the limits of disturbance is greater than 30 percent, Structures shall be set back from ascending or descending slopes greater than 30 percent in accordance with the requirements of the current adopted building code.
5	070.040.050 Landscaping, Screening and Fencing	Table 040.5: Minimum Plant Material and Standards	While reviewing several recent development plans it has come to staff's attention that the Code-required number of shrubs and perennials is not in sync with the amount of area required for

		<table><tr><th>Plant Material</th><th>Minimum Amount</th></tr><tr><td>Trees</td><td>One tree per 400 square feet of site area required to be landscaped in addition to those required for parking areas</td></tr><tr><td>Shrubs</td><td>One shrub per 25 square feet of site area required to be landscaped in addition to those required for parking areas</td></tr><tr><td>Perennials</td><td>One perennial per 5 square feet of site area required to be landscaped</td></tr></table>	Plant Material	Minimum Amount	Trees	One tree per 400 square feet of site area required to be landscaped in addition to those required for parking areas	Shrubs	One shrub per 25 square feet of site area required to be landscaped in addition to those required for parking areas	Perennials	One perennial per 5 square feet of site area required to be landscaped	landscaping. The issue is two-fold for industrially and commercially zoned properties: 1. The overall percentage of required landscaping, which is based on zone district designation, is inconsistent between zones, and 2. The number of plants required is far too high. Percentage of Required Landscaping <table><tr><td>M1 Mixed use corridor</td><td>M2 Core commercial</td><td>M3 Mixed use regional</td><td>CO Commercial</td><td>RE Resort</td><td>I1 Light Industrial</td><td>I2 River Industrial</td><td>IN Institutional</td></tr><tr><td>15%</td><td>0%</td><td>15%</td><td>15%</td><td>10%</td><td>20%</td><td>20%</td><td>10%</td></tr></table> Note that the I1 and I2 Industrial zoning districts currently require more land area to be set aside for landscaping than commercial districts. Number of Plants Required Using two recent development projects, the following is a comparison of current and old code requirements <u>Iron Mountain Hot Springs</u> Zone District: RE-Resort Lot Size: 42722 square feet New Code Required landscaping: 10% or 4272 square feet Old Code Required landscaping: 20% total lot area or 8544 square feet <table><tr><th>Current/New Code</th><th># Plants Required</th><th>Old Code</th><th># Plants Required</th></tr><tr><td>Trees 1/400 sf</td><td>11</td><td>Trees 1/2500 sf</td><td>17</td></tr><tr><td>Shrubs 1/50 sf</td><td>171</td><td>Shrubs 1/1000 sf</td><td>43</td></tr><tr><td>Perennials 1/5 sf</td><td>854</td><td>Perennials 1/500 sf</td><td>85</td></tr></table> <u>Colorado Energy Systems</u> Zone District: I/2 River Industrial District	M1 Mixed use corridor	M2 Core commercial	M3 Mixed use regional	CO Commercial	RE Resort	I1 Light Industrial	I2 River Industrial	IN Institutional	15%	0%	15%	15%	10%	20%	20%	10%	Current/New Code	# Plants Required	Old Code	# Plants Required	Trees 1/400 sf	11	Trees 1/2500 sf	17	Shrubs 1/50 sf	171	Shrubs 1/1000 sf	43	Perennials 1/5 sf	854	Perennials 1/500 sf	85
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6	070.040.050(f)(2)b2i Landscaping, Screening, and Fencing-Fence Standards-Fencing Materials	The following fencing materials are prohibited: Chain link fencing when located in the front yard or in a side yard that is adjacent to a public right-of-way...	This requirement applies to all new development or redevelopment except – • Mixed use or nonresidential uses on a lot that is less than 5,000 square feet • Expansion of existing structures or uses by less than 25% gross floor area Issue: We have received many requests from owners of properties in the industrial zones to allow chain link fencing. In many communities, because of the nature of the use, industrial properties are held to lesser standards than commercial properties. Chain link fencing is often																																								

			used to secure materials that are stored outside. However, those outside storage areas often times can become unsightly. Therefore, staff recommends amending the code to allow chain link fencing within front and side yards that are adjacent to a public right-of-way when the fencing includes dense landscape screening. 070.040.050 Landscape, Screening, and Fencing ... (f) Screening, Fences, and Walls ... (2) Fence Standards ... b. Fencing Materials 1. Fencing material shall be compatible with the overall site design, the primary building, and landscaping. Acceptable materials include but are not exclusive of the following: ... viii. Chain link provided that the chain link is vinyl coated green, brown, or black, used in conjunction with tightly spaced plant material that provides a dense screen between the fence and the adjacent public right-of-way, and is not otherwise prohibited below. 2.The following fencing materials are prohibited: i.Except in the I1 and I2 zoning districts, cChain link fencing when located in the front yard or in a side yard that is adjacent to and visible from a public right-of-way...
7	070.040.060 (h) Off-street Parking and Loading	Table 040.9 Parking Area Landscaping Requirements This table specifies requirements for single and double-loaded parking stalls – One island is required per eight parking spaces; minimum 9 feet wide; For each island or peninsula, one deciduous tree and five low-lying plants are required;	Issue: Parking lot landscaping requirements do not allow design flexibility that would achieve the same or similar results of shading parking areas. Staff recommends adding provisions that allow bioswales, landscape planting strips, and tree diamonds.

		No more than 50 percent of any island shall be nonliving ground cover; Landscaped islands shall be raised and contained within masonry, concrete, or other nonporous curb that is a minimum of six inches in height. (6)(c) Parking Area Landscaping Design 1. Parking area interior landscaping shall be distributed to physically break up blocks of parking spaces. No block of parking spaces shall exceed eight in a row, except that vehicle spaces that are designated as display or storage for automobile sales dealerships or automobile rental agencies or other fleet services, and other uses as determined by the Director, shall be allowed to have vehicle spaces in a tandem arrangement provided the minimum interior landscape requirements and all other applicable Code requirements are met.	(6)(c) Parking Area Landscaping Design 1. Parking area interior landscaping shall be distributed to physically break up blocks of parking spaces through the use of one or a combination of landscape islands, bioswales, continuous landscape strips, or alternative method that achieves the result of shading parking areas as required in Table 040.10: Parking Area Landscaping Requirements, No block of parking spaces shall exceed eight in a row, except that vehicle spaces that are designated as display or storage for automobile sales dealerships or automobile rental agencies or other fleet services, and other uses as determined by the Director, shall be allowed to have vehicle spaces in a tandem arrangement provided the minimum interior landscape requirements and all other applicable Code requirements are met. REFER TO ATTACHED TABLE 040.10																								
8	070.040.060(h) Off-street Parking and Loading- Parking and Loading Area Use and Design	Table 040.10 Parking Area Landscaping Requirements <table><tr><th colspan="3">Table 040.10: Parking Area Landscaping Requirements</th></tr><tr><th></th><th>Minimum Amount (Lots with fewer than 20 spaces)</th><th>Minimum Amount (Lots with 20 or more spaces)</th></tr><tr><td>Total Parking Area Designed for Landscaping</td><td>10 percent of total surface parking area</td><td>20 percent of total surface parking area</td></tr></table>	Table 040.10: Parking Area Landscaping Requirements				Minimum Amount (Lots with fewer than 20 spaces)	Minimum Amount (Lots with 20 or more spaces)	Total Parking Area Designed for Landscaping	10 percent of total surface parking area	20 percent of total surface parking area	The table details requirements for parking lots. It is not entirely clear that the landscape standards do not apply to structured parking. Staff recommends adding a footnote to the table <table><tr><th colspan="3">Table 040.10: Parking Area Landscaping Requirements ⁽¹⁾</th></tr><tr><th></th><th>Minimum Amount (Lots with fewer than 20 spaces)</th><th>Minimum Amount (Lots with 20 or more spaces)</th></tr><tr><td>Total Parking Area Designed for Landscaping</td><td>10 percent of total surface parking area</td><td>20 percent of total surface parking area</td></tr><tr><td>...</td><td>...</td><td>...</td></tr><tr><td colspan="3">(1) Structured parking is exempt from Table 040.10: Parking Area Landscaping Requirements</td></tr></table>	Table 040.10: Parking Area Landscaping Requirements ⁽¹⁾				Minimum Amount (Lots with fewer than 20 spaces)	Minimum Amount (Lots with 20 or more spaces)	Total Parking Area Designed for Landscaping	10 percent of total surface parking area	20 percent of total surface parking area	...	...	...	(1) Structured parking is exempt from Table 040.10: Parking Area Landscaping Requirements		
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9	070.040.080(e) Residential Site and Building Design – Residential Building Design and Character	(9) Garages and Accessory Structures There are two issues in this section of the residential design standards. 1. Paragraph formatting needs correction. Currently there are certain standards for accessory buildings and storage space under the wrong heading. 2. There is a requirement that all multi-family developments provide a minimum of 100 square feet of enclosed storage space per unit. One or more of the following qualify as enclosed storage: • Increased garage dimensions that allow for storage in front of parked vehicles; • Storage units incorporated above detached garage structures or within the multifamily building; • Storage closets within units, aside from bedroom closets; or • Detached storage buildings or sheds. Developers have indicated that it is difficult to meet the 100 square feet per unit storage requirement and requested that staff consider other options.	Staff recommends the following correction to formatting: 070.040.080 Residential Site and Building Design ... (e) Residential Building Design and Character ... (9) Garages, Storage and Accessory Structures ... (c) Additional Garage Standards for Multi-Family 1. Garage Variety and Location ... 2. Tuck-Under Garages 3. Free-standing Garage Structures 4. Other Accessory Buildings 5. Storage Space (d) Other Accessory Buildings (e) Storage Space Amount of Storage Required This requirement has been in the Municipal Code for many years and many developers have commented that the city’s a simple square footage requirement of storage/dwelling unit is onerous. Some recommended that staff consider adopting a minimum requirement based on volume. For example, Carbondale’s code requires a minimum of 1 cubic foot of storage for each 3 square feet of gross area of each dwelling unit. Note that this storage does not include bedroom closets, kitchen cabinets and food storage areas. For example, the storage requirement for a 1000 square foot unit in Glenwood Springs is 100 square feet. Assuming an 8-foot tall ceiling, by volume this equates to 850 ft3. By comparison, this same unit would be required to provide 333.3 ft3 which equates to a space roughly 10’w x 4’d x 8’h e. Storage Space

			Multi-family developments shall provide a minimum of 100 square feet 1 cubic foot of enclosed storage space per 3 square feet gross floor area per unit. Storage may be provided through one or more of the following: i. Increased garage dimensions that allow for storage in front of parked vehicles; ii. Storage units incorporated above detached garage structures or within the multifamily building; iii. Storage closets within units, aside from not including bedroom closets, kitchen cabinets, and food storage areas; or iv. Detached storage buildings or sheds.
10	070.040.110 Signs	(d) Signs not Requiring a Sign Permit The Sign Code includes a list of signs that do not require a sign permit provided they adhere to any design, size and/or location requirements for that particular sign type. Included are balloons, directional signs, feather flags, informational signs, interior signs (signs inside of a building), public signs.	The issue is the installation of signs that are internal to a large campus but are not visible from a public street. Should the city's sign code regulate these signs if they are only visible to those within the site itself? Staff suggests that the Commission consider adding the following provision which was taken from the Rifle sign code: Nonvisible signs. Signs that are not visible beyond the boundaries of the lot or parcel upon which they are located and/or from any public right-of-way shall be exempt from the provisions of this Section. The Director shall determine whether such sign is visible from a public right-of-way. This would allow the larger campus-like developments such as Valley View Hospital, Iron Mountain Hot Springs, and Glenwood Hot Springs pool to install signage internal to their respective sites (and not visible from a public right-of-way) to direct visitors to entrances, buildings, or amenities without having to conform to the sign code.
11	070.040.110 Signs 070.070.030 All Other Terms Defined	(h) Specific Sign Type Standards (3) Freestanding Signs b. Electronic Message Signs Freestanding electronic message signs are allowed as indicated in Table 040.13: Summary of Permanent Sign Standards. Electronic message signs shall comply with the following additional standards:	During a recent meeting, many Council members expressed a desire to remove the allowance for installing freestanding electronic message signs, which were added to the code in 2018. Currently there are two such signs in the city and both have been the subject of complaints and enforcement actions about brightness and movement. Although the current code restricts brightness and the frequency with which the message can change or move, achieving compliance has been difficult. 070.040.110 Signs

	1. Minimum Hold Time The message and/or display on an electronic sign shall not change, dissolve, or face more than twice in a 24-hour period. 2. Illumination Electronic signs shall have automatic dimmer software or solar sensors to control brightness for nighttime viewing. The intensity of the light source shall not produce glare, the effect of which constitutes a traffic hazard or is otherwise detrimental to the public health, safety, or welfare. Lighting from the message and/or display module shall not exceed 3000 NITs (candelas per square meter) between dusk and dawn as measured ten feet from the sign’s face. Applications for sign permits containing an electronic display shall include the manufacturer’s specifications and NIT (candela per square meter) rating.	... (h) Specific Sign Type Standards ... (2) Freestanding Signs ... —b. Electronic Message Signs Freestanding electronic message signs are allowed as indicated in Table 040.13: Summary of Permanent Sign Standards. Electronic message signs shall comply with the following additional standards: 1.— Minimum Hold Time The message and/or display on an electronic sign shall not change, dissolve, or face more than twice in a 24-hour period. 2.— Illumination Electronic signs shall have automatic dimmer software or solar sensors to control brightness for nighttime viewing. The intensity of the light source shall not produce glare, the effect of which constitutes a traffic hazard or is otherwise detrimental to the public health, safety, or welfare. Lighting from the message and/or display module shall not exceed 3000 NITs (candelas per square meter) between dusk and dawn as measured ten feet from the sign’s face. Applications for sign permits containing an electronic display shall include the manufacturer’s specifications and NIT (candela per square meter) rating. b.e. Monument Signs ... c.d. Pole Signs ... d.e. Portable Signs ... Table 040.13 Summary of Permanent Sign Standards <table><tr><td>Sign Type</td><td>Where Allowed</td><td>Number of Signs, Maximum</td><td>Sign Area, Maximum</td><td>Sign Height, Maximum</td><td>Sign Location</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>	Sign Type	Where Allowed	Number of Signs, Maximum	Sign Area, Maximum	Sign Height, Maximum	Sign Location						
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			<table><tr><td>Freestanding electronic message</td><td>Mixed-use and nonresidential applications in the Midtown, West Sixth Street, West Highway 6, South Highway 82, and Red Mountain sign districts</td><td>Only allowed as part of a pole or monument sign</td><td>Pursuant to the pole or monument sign standards in this table except that the electronic message portion of the freestanding sign shall not exceed 50 percent of the allowed sign area. See additional standards for electronic signs in 070.040.110(h)(3)b.</td></tr></table>	Freestanding electronic message	Mixed-use and nonresidential applications in the Midtown, West Sixth Street, West Highway 6, South Highway 82, and Red Mountain sign districts	Only allowed as part of a pole or monument sign	Pursuant to the pole or monument sign standards in this table except that the electronic message portion of the freestanding sign shall not exceed 50 percent of the allowed sign area. See additional standards for electronic signs in 070.040.110(h)(3)b.
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			070.070.030 All Other Terms Defined ... Electronic Message Sign A sign capable of displaying words, symbols, figures, or images that can be electronically or mechanically changed by remote or automatic means, including an animated graphics and video.				
12	070.070 Rules of Construction and Definitions	070.070.020 Definitions of Use Categories and Specific Use Types ... (b) Public, Institutional, and Civic Uses (1) Community and Cultural Facilities a. Assembly A facility intended primarily for organized services, meetings, events, or programs to benefit, educate, entertain, or promote discourse, with membership not required for participation. Examples include community centers, places of workshop, meeting or lecture....	Issue: this is a simple text edit A facility intended primarily for organized services, meetings, events, or programs to benefit, educate, entertain, or promote discourse, with membership not required for participation. Examples include community centers, places of workshop worship, meeting or lecture....				

13	070.070 Rules of Construction and Definitions	070.070.020 (d) Industrial Uses (2) Manufacturing and Production	Issue: Staff recommended adding “craft manufacturing” to the land use table. A definition needs to be added to the Construction and Definition section d. Craft Manufacturing An indoor facility for the assembly of hand-fabricated parts or hand-fabrication of custom or craft products using predominantly hand tools or domestic-scaled mechanical or other equipment including but not exclusive of blacksmith or metal work; makers of clocks, saddles, boats, cabinets, furniture, 3-d printing.
		During its May 5, 2020 hearing, the Planning and Zoning Commission recommended adding a definition of “bioswales” as related to the types of landscaping treatments allowed in parking lots.	Bioswale A long, channelized depression or trench that receives rainwater runoff (as from a parking lot) and has vegetation (such as grasses, flowering herbs, and shrubs) and organic matter (such as mulch) to slow water infiltration and filter out pollutants.

TABLE 040.10	Minimum Amount (lots with fewer than 20 spaces)	Minimum Amount (Lots with 20 or more spaces)	Other Standards
Total Parking Area Designated for Landscaping	10 percent of total surface parking area	20 percent of total surface parking area	
Interior Parking Area Designated for Landscaping	10 square feet per parking space		
Landscaped Islands; Peninsulas, Tree Diamonds, bioswales, rain gardens	Single-loaded parking: One island per eight parking spaces; minimum nine feet wide		(a) for each island or peninsula, one deciduous tree and five low-lying plants; (a-b) no more than 50 percent of any landscape area island shall be nonliving ground cover; (b-c) landscaped islands, diamonds or peninsulas shall be raised and contained within masonry, concrete, or other nonporous curb that is a minimum of six inches in height. (c) bioswales and rain gardens shall be sized in accordance with recommendations contained in a drainage plan, study or report as prepared by a licensed engineer.
	Double-loaded parking: One island per eight parking spaces; Minimum nine feet wide		(a) for each island or peninsula, two deciduous trees and five low-lying plants; (a-b) no more than 50 percent of any landscape area island shall be nonliving ground cover; (b-c) landscaped islands, diamonds or peninsulas shall be raised and contained within masonry, concrete, or other nonporous curb that is a minimum of six inches in height, unless a bioswale or other green infrastructure technique is approved by the City Engineer. (c) bioswales and rain gardens shall be sized in accordance with recommendations contained in a drainage plan, study or report as prepared by a licensed engineer.
Terminus Islands	Not required	Single-loaded parking: 50 percent of parking blocks, rows, or groups shall terminate in an island; each island shall be a minimum of 90 square feet Double-loaded parking: 50 percent of parking blocks, rows, or groups shall terminate in an island; each island shall be a minimum of 180 square feet	(a) terminus islands shall be distributed across parking areas to the extent practicable; (b) landscaped islands shall be raised and contained within masonry, concrete, or other nonporous curb that is a minimum of six inches in height. (c) nonliving ground cover shall not exceed 50 percent of the required landscaping area

Planting Materials	Trees, shrubs, ground cover, xeriscaping	(a) Trees shall be planted at a rate of 1 tree per 8 parking spaces and shall be located throughout the parking lot such that at maturity, the parking lot will be shaded to the greatest extent practicable. to provide shade throughout the parking lot, as much as practicable. Except for islands, nonliving ground cover shall not exceed 50 percent of the required landscaping area and shall be enclosed with a containment system to prevent spillage.
Planting Strip	Pursuant to 070.040.060(h)(6)c.3, <i>Screening Parking Areas and Drive Aisle</i>	Additional parking area screening shall be provided pursuant to 070.040.060(h)(6)c.3, <i>Screening Parking Areas and Drive Aisle</i>



MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
May 5, 2020
Zoom
6:00PM

1. Roll Call

Present at roll call were Commissioners: George Shaver, Marco Dehm, Kathryn Grosscup, Amber Wissing, Carolyn Cipperly, Ingrid Wussow, Sumner Schachter

Absent at roll call were Commissioners: None

Also present were: Jenn Ooton, Asst. City Manager, Terri Partch, City Engineer, Gretchen Ricehill, Asst. Economic/Community Development Director, Trent Hyatt, Senior Planner
Anna S. Itenberg, City Attorney's Office
Catherine Fletcher, City Clerk
Jessica Bowser, Asst. City Engineer, Alissa Owsley, IT Director

2. Receipt of Minutes- Receipt of February 25, 2020 minutes.

At previous meeting Commissioner Grosscup had requested a review of the minutes.

Motion: Commissioner Dehm made a motion to receive the minutes, seconded by Commissioner Schachter. Motion passed with Shaver and Schachter abstaining.

3. Public Comments

Comments from citizens appearing for items not on the agenda. No citizens were present.

4. New Items –

- a. *11-20 Consideration of various amendments to Municipal Code Title 070 Sections 070.030, 070.040 and 070.070 regarding Use Regulations; Accessory Uses; Hillside Development; Landscaping, Screening and Fencing; Off-street Parking; Residential Site and Building Design Storage requirements; Signs; and Rules of Construction and Definitions*

Assistant Community Development Director presented on the proposed changes to the municipal code. The following changes to the municipal code were proposed by Ricehill:

- Change to Code 070.030.020(e) Table of Allowed Uses. Proposal to create a new zoning use for “Craft Manufacturing” and propose to add it to all current commercial and industrial zoning categories. This use would include smaller manufacturing uses such as cabinetry, blacksmithing, and other small manufacturing uses.
- Change to Code 070.030.040 Accessory Uses and Structures. Proposal to allow backyard chickens as an allowed accessory use in Planned Unit Developments (PUD) unless specifically identified as a prohibited use in the PUD.
- Change to Code 070.040.050 Landscaping, Screening, Fencing. Proposal to reduce the amount of shrubs and perennials required in development proposals. Proposed to go back to previous code requirements for shrubs and perennials. Also proposed to reduce amount of required landscaping in I2 and I1 districts, as it is currently 20% which is greater than commercial zoning districts.
- Change to Code 070.040.050(f)(2)b Landscaping, Screening, and Fencing: Fence Standards and Fence materials. Proposal to amend code to allow chain link fencing in front and side yards in industrial zone districts if plants are added to base of fence when bordering public right-of-way.
- Change to Code 070.040.080(e) Residential Site and Building Design – Residential Building Design and Character. Proposal to correct formatting and change required storage for multifamily developments from 100 square feet per unit to a requirement of 1 cubic foot of storage per 3 square feet of gross floor area per unit.
- Change to Code 070.040.110 Signs. Proposal to add signs that are not visible from the public way to be added to list of signs not requiring a permit. Proposal to remove electronic message signs from the code per previous Council direction.
- Change to Code 070.040.060(h) Parking and Loading Area Use and Design. Proposal to require same number of trees per parking spaces and allow more flexibility with configuration of landscaping areas to be more flexible with installations of bioswales and rain gardens.

Commissioner Wussow asked how striking electronic messages from the code would affect existing electronic message board signs. Ricehill confirmed that those signs would be considered legal non-conforming signs going forward.

Commissioner Cipperly asked to clarify the required location of the landscaping screening for the chain link fencing in industrial area. Commissioner Dehm asked if landscape screening could be placed in public right of way.

Commissioner Grosscup asked if signs not visible from the public way would require a sign permit, and whether that would have any effect on sign lighting. Commissioner Wissing had questions regarding craft manufacturing and how it would relate to a mixed use or residential zone and home occupation uses and what scale of manufacturing was intended by the definition.

Commissioner Schachter asked to clarify the definition of bioswales. Commissioner Cipperly had a question about the tree islands and if those spaces could be permeable surfaces. The Commission requested clarification of the intent of shading a parking lot.

The Commission asked that 3-d printing be added to the craft manufacturing definition.

Chairman Dehm opened public comment. No public comments.

Commissioner Grosscup moved to approve item 11-20, motion with the noted modifications and clarifications, seconded by Commissioner Wussow. Commissioner Wussow asked if there was a need to modify any of the amendments, if that would be possible to do at a later meeting regarding these amendments.

Motion carried unanimously.

5. Continued Items from April 28, 2020

- a. 07-20 Consideration of a request to Rezone a parcel from RH-Residential High Density to M2-Mixed Use Commercial Central Core zone district. The property is Lot 11B, Glenwood Meadows No. to a Minor Re-subdivision of Glenwood Meadows No 4 Lot Line Adjustment, County of Garfield, State of Colorado (PIN 2185-081-41-004)*

Assistant Director Ricehill indicated that since this issue was discussed at the previous meeting, there had been no submitted public comments.

Commissioner Dehm opened public comments. No public comments.

Commissioner Schachter made a motion to approve the request with the findings and conditions listed on page 8 of the staff report. Commissioner Shaver seconded the motion.

Motion carried unanimously.

- b. 04-20 Consideration of a Major Site/Architectural Plan Review, Rezoning from RH Residential High-Density to RT Residential Transitional, and Variance applications for the construction of 100 Multifamily apartment units in 6 buildings on approximately 5.8 acres (PIN 2185-153-04-001, 2185-153-02-008, and 2185-211-00-002)*

Senior Planner Trent Hyatt provided an update as several items had been added to the application packet to address comments from the public and Planning Commission at the previous meeting. One question that was addressed by the applicant was the revision of a site plan showing parking options for electric vehicles. Additional drawings showing elevations between the existing Oakhurst Townhomes and proposed development were also added.

Public comments received between the previous meeting and 5/5/2020 were also added to the application packet. The following public comments were read into the record:

- David Turtle, no address given, expressed concerns over the effect of increased traffic on Blake and Palmer, especially given the current physical condition of the streets. Requested that Planning & Zoning deny the application.
- Lisa Menzano, 23rd & Palmer, expressed concern over scale of project and would prefer the space to remain open. Request Planning & Zoning to deny application
- Christine Smalley, no address given, expressed concerns over the amount of parking provided, increased traffic, and lack of sidewalks. Requested that Planning & Zoning deny the application.
- Janet & Richard O'Connell, 2409 Palmer Avenue, expressed concerns that current roads will not support future development and expressed concerns over parking, traffic, sidewalks. Requested that Planning & Zoning deny the application.
- Joan Troth, 3202 Cooper Court, expressed concerns over the scale of the project and size of the buildings, increased traffic, and decreased home values in the neighborhood. Requested that Planning & Zoning deny the application.
- Sara Simms, representing Mountain Valley Developmental Services, located at 2503 Palmer Avenue. Mountain Valley Developmental Services operates a home at this property for individuals with intellectual and development disabilities. Simms expressed concern that this project would increase traffic density in the neighborhood and expressed concern over the safety of the home's residents. Requested that the applicant extend street improvements through the neighborhood and increase safety measures for pedestrians in the neighborhood.
- Elaine Speck, 2506 Palmer Avenue, expressed concerns regarding density of the project and increased traffic in the neighborhood. Speck also suggested that the project application was tabled until after the COVID-19 crisis.
- Laura Speck, 2506 Palmer Avenue, requested Planning & Zoning Commission deny or postpone the decision on the application citing that many residents have been unable to follow the project or express their concerns adequately due to the online formats. Also expressed concerns over project density and proposed parking lot which would face the Speck residence. In addition, also expressed concern over possible change to their driveway configuration due to changes to Palmer. Speck also suggested that the project remove the north parking lot, reduce the number of units, and install adequate parking signage.
- Public comment received on behalf of multiple residents of the neighboring Oakhurst Townhomes including Laurie Nelson of Oakhurst #34, Dulce Ramirez of Oakhurst #33, Bianca Ramirez of Oakhurst #33, Bradley Rice of Oakhurst #10, Brandy Rice of Oakhurst #10, Unidentified of Oakhurst #10, Drake Timroth of Oakhurst #7, Kristen Levey #7, Unidentified #7, Steve [unknown last name] #28, Erica Crampton #28, Marie Dohm #4, George Dana #1, Shelly Lott #19, Joan Guilianelli #15, Brianna Millspaugh #18, Zachary Apke #18, Daisy Apke #18. This letter expressed concerns over increased traffic,

- parking, physical condition of neighborhood roads, and project density.
- Annie Hoghuag, 678 Country Road 127, owner of 519 Easy Street. Annie expressed concerns over the amount of parking provided in the project. Requested that the City reconsider parking requirements.
 - Dave Malehorn, 2407 Palmer Avenue, expressed concern over the project density, lack of sidewalks in the neighborhoods, neighborhood road conditions, parking, snow removal plan, and potential overall impact of the development on the neighborhood. This public comment had additional attachments that were unable to be read into record.
 - A public comment from Allison Brett, 2201 Crestwood Drive, was submitted in the form of a Powerpoint. The presentation was shown by sharing a screen over Zoom. The slides were then read by the presentation author. Brett expressed concerns regarding traffic spillover and potential pollution from Highway 82 due to opening the Blake Gate, potential increased traffic, current road conditions, and pedestrian safety
 - Joan Guilainelli, Oakhurst Townhomes, Unit #15 expressed concern over project density, physical proximity to Oakhurst and lack of fence, and decrease of open space in the neighborhood.
 - Lynette Marie Lacerda, 285 Mikala Lane, New Castle, Colorado and former resident of 1814 Ouray Road, Glenwood Springs, Colorado. Lynette expressed concern over parking for the project.
 - Ryan Roberts, 2419 Palmer Avenue, expressed concerns over the public involvement in the project especially concerning the capacity of residents of the neighborhood to communicate with one another and engage with the City given the current health crisis. Roberts suggested that the meeting and decision be postponed to a future date.
 - A. David Cox & Cynthia Green, 2504 Palmer Avenue, submitted concerns regarding the public input process and expressed that the hearing should be delayed until an in person public hearing can be held. Concerns were also expressed regarding project density, parking, and rezoning of property at 2710 Blake as part of the project. Also questioned if these units were needed citing other multi-family developments in Glenwood Springs.
 - Erin and William Lee, 2402 Palmer Avenue expressed concerns over the public input of the project and how COVID-19 limits communication regarding meaningful conversations about this project. Requested to postpone a decision until more personal forms of communication and meetings can occur.
 - George Dana, Oakhurst Townhomes, expressed concerns over project size and density, parking, traffic, flood debris control, water flow, fencing, light pollution, pedestrian safety, snow removal, and open space. Requested Planning and Zoning to deny application.
 - Lynn B Cary, 2405 Palmer expressed concerns regarding traffic, gating Palmer, increased density and inadequate parking.
 - Scott Kramer, 2501 Palmer Avenue, expressed concerns regarding current road conditions, pedestrian safety, traffic overflow from Highway 82, opening of Blake Gate, and concern over public input process and use of Zoom platform during COVID-19.

Commissioner Dehm then opened the public comment to any meeting attendees.

- Frank Martin, 805 Crestwood Drive. Prior to comments Martin disclosed that he is the spouse of City Council member Paula Stepp and that his comments reflect his own

opinions. Expressed concerns over current conditions of Palmer Avenue and possible increase in traffic.

- Jamie Raehal, 2314 Palmer Avenue, expressed concerns that the City of Glenwood Springs Transportation Commission was not involved in these discussions as traffic, parking, and other transportation concerns have been a focal point of public input.
- Shelly Lott, Oakhurst Townhomes #19, expressed concern over the roads in the neighborhood and the access to the development. Suggested making the development a cul-de-sac pushing traffic through the Blake gate rather than connecting to Palmer.
- Elaine Speck, 2506 Palmer, expressed concern over public input process and requested that the decision be postponed.
- Annie Hoghaug, 678 County Road 127 and owner of a property at 519 Easy Street expressed concerns regarding project density, traffic, local road conditions, and possible effect of the development on the neighborhood.
- Dave Malehorn, 2407 Palmer, expressed concern regarding public input process and suggested that any decision with the project be postponed.
- Cody Lyden, 2415 Palmer, expressed that he was in agreement with the general sentiment of the neighborhood such as concerns regarding traffic, project density, and local road conditions.

Commissioner Dehm closed the public comment period.

Michael O'Connor, Triumph Development West, addressed the following questions from the public and Planning & Zoning Commission from the previous meeting.

- Restricted Public Access to Uphill Open Space: O'Connor explained that the uphill open space would be separated from the development by a 420' debris flow fence and multiple retaining walls which would provide physical separation.
- Neighborhood Traffic Impacts: Greg Schroeder, McDowell Engineering spoke on the possible traffic impact on the neighborhood from this project. Stated that they had received a CDOT access permit and that estimated increase in traffic as a direct result of this development would be 4 to 13 vehicles per hour based on studies. Schroeder also stated that the traffic studies were also peer-reviewed by engineers at CDOT. O'Connor stated that traffic calming measures have been considered for Palmer including one-way designation, signage, and speed bumps.
- Parking Counts and Management: O'Connor stated that their parking plan meets City Code and is not requesting a variance for parking. Also explained that leases for the unit will require tenant to specify number of cars and residents to each unit as managed by an onsite manager and that assigned numbered parking will be used.
- Site Sections and Landscape Buffers at Oakhurst Townhomes: Mike Foster, the landscape architect for the project, further described the landscape plan along with elevations showing the development and its spatial relation to the existing Oakhurst Townhomes. Foster also explained that the light poles for this project would be placed as far as possible away from the Oakhurst Townhomes.
- Controlling Trespassing through Neighbor Properties: O'Connor mentioned that the planned landscaping would provide a physical deterrent to cutting through the Oakhurst property.
- Pedestrian Circulation and Palmer Avenue Typical Section: Foster explained that there

would be a continuous sidewalk on both sides of Palmer as part of the site plan. There would also be additional sidewalk added on Blake as part of the project as well. Foster explained more about the Palmer street design showing sidewalks and landscaping.

- Green Building Elements: Foster explained that they would be pursuing National Green Building Certification as a component of HUD Loan process.
- EV Charging Parking Spaces: Plan will include infrastructure for future EV parking spaces.
- Material Samples and Colors: Foster provided visual examples to demonstrate the colors and materials that would be used for the project.
- Palmer Avenue Construction: O'Connor also addressed the reconstruction of the driveway on the Speck property showing pictures of the current site. The reconstruction of Palmer Avenue to meet City standards would require to create a new driveway on the property with an easement.
- Compliance with Zoning: O'Connor provided further clarification and information as to how the project complies with the current zoning requirements. O'Connor also explained specifically what the variances are for this project.

O'Connor explained that applicant would be willing to include the following items to the plan as condition of approval: privacy fencing on west side of parking area, traffic calming techniques along Palmer Avenue, and working with adjacent landowner on construction of a new driveway.

O'Connor concluded comments and discussion moved to questions from the Planning & Zoning Commission.

Commissioner Dehm proposed a brief recess before continuing the meeting.

Commissioner Dehm reconvened the meeting for questions for the applicant and staff.

Commissioner Shaver asked the applicant about the ratio of compact to standard size parking. Applicant explained that according to the plan that there were 20 compact parking spaces. Shaver also asked staff how any variances previously approved on the property would apply to the current project. Trent Hyatt explained that variances are granted in connection with a specific site plan and since this development has a different site plan that the previous project variances do not apply to this project.

Commissioner Schachter asked applicant regarding the summary of traffic volumes as compiled by McDowell Engineering. Schachter asked how traffic would move if there was only one access route to the site from the south and not connect Palmer through the site. Greg Schroeder, McDowell Engineering, explained that typical best practice road design encourages more access points for traffic flow and emergency response. Schachter expressed concern about the traffic flow in the area with the project. Schachter also had questions about open space requirements, especially the active space requirement. Mike Foster explained that the community room for the site, including outdoor space helped meet that requirement as well as space between Buildings D & E.

Schachter also about the potential for debris flow damages to Palmer or surrounding neighborhoods. Jessica Bower, Assistant City Engineer, explained that there will be a maintenance agreement between the development and the City which includes debris flow inspections and standards to be met. Bower also explained that the proposed design of the project mitigates risk by installing a debris flow fence.

Commissioner Grosscup asked the applicant regarding the number of spaces in the north parking lot that face the Oakhurst Townhomes. Mike Foster explained that there were 24 total spaces in the north parking lot with 14 spaces facing west. Grosscup also asked how development would manage tenants parking additional vehicles in the neighborhood after exceeding their allotted spaces. Grosscup had questions for staff regarding traffic speed, which Terri Partch confirmed would be 25 MPH. Grosscup also asked if any street improvements are planned in the neighborhood. Terri Partch explained that improvements to Blake between 23rd and 26th has been planned for the near future.

At approximately 9:45 PM, there was a disruption as many meeting participants lost access to the Zoom meeting space. There was an internet outage which caused many participants lost access to the Zoom meeting space.

City Attorney Anna Itenberg clarified that without a quorum of commissioners, that the meeting could not legally proceed and advised to wait to see if any other members of the commission could join.

Commissioner Wussow asked if it would be possible to use e-mail to decide to continue the meeting. Anna Itenberg clarified that e-mail was not mentioned in Code.

A quorum of Commissioners returned to the Zoom meeting.

Commissioner Schachter, Dehm, Wussow, and Cipperly were able to rejoin the Zoom meeting. Anna Copeland, Triumph Development West, asked if public comment would be reopened if the meeting was set to continue at a future date. Dehm confirmed that public comment portion had already been closed.

Commissioner Schachter made a motion to continue item 04-20 to the next Planning & Zoning Commission meeting on Tuesday, May 26th. The motion was seconded by Commissioner Cipperly.

Motion passed by Schachter, Dehm, Wussow, and Cipperly. Commissioners Shaver, Grosscup, and Wissing were not present to vote due to internet outage.

Commissioner Schachter made a motion to continue item 06-20 to the next Planning & Zoning Commission meeting on Tuesday, May 26th. The motion was seconded by Commissioner Wussow.

Motion passed by Schachter, Dehm, Wussow, and Cipperly. Commissioners Shaver, Grosscup, and Wissing were not present to vote due to internet outage.

6. Director Comments

Director was not available for comments as was not able to connect to the meeting.

7. Adjournment

Meeting was adjourned at 10:13 PM.



MINUTES
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
May 7, 2020
101 W. 8TH STREET
6:15 P.M.

5. Roll Call

Mayor Jonathan Godes called the meeting to order at 6:15 PM. 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, Catherine Fletcher; City Clerk, Jenn Ooton; Assistant City Manager, Steve Boyd, COO; Yvette Gustad; Finance Director, Terri Partch; City Engineer, Matt Langhorst; Public Works Director, and Gretchen Ricehill; Assistant Director for Economic and Community Development.

6. Pledge of Allegiance

Mayor Godes led in the Pledge of Allegiance.

7. Agenda Changes & Conflicts

Mayor Godes – Noted items 11; Resolution 2020-9; A Resolution of the City of Glenwood Springs, Colorado Amending Resolution 2018-61 and Approving the Amended West Glenwood Springs Urban Renewal Plan, and 12; Resolution 2020-10; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Amending Resolution 2018-60, relating to the creation of the Glenwood Springs Urban Renewal Authority will be voted on to continue them to the May 21, 2020 meeting.

Councilors Stepp and Willman – Made note they will recuse themselves from the FAB Grant voting.

Councilor Willman – Also noted he would recuse himself from item 16.

8. Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes)

Mayor Godes opened the item for public comment.

Cheryl Cain – Commented about speeding on Grand Avenue. She asked for police enforcement of the speed limit on Grand Avenue.

Ned Carter – Made note it was hard for him to find the meeting link. He also discussed problems he felt were present in police enforcement. He also spoke against facemasks.

Cindy Svotos and Julia Larson – Noted they were struggling with sponsorships from restaurants and limited funding for the farmers market this year.

Mayor Godes closed the item for public comment.

9. Council Comments

None were noted.

A. Park to Kids Day Proclamation

Mayor Godes read and proclaimed May 16, 2020 as Kids to Park day

10. 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. 2020 IGA - Mosquito Control
- B. Ordinance No. 8, Series of 2020, An Ordinance of the City Council of the City of Glenwood Springs, Colorado, Amending Standards in the Glenwood Springs Municipal Code Related to Accessory Dwelling Units (SECOND READING)
- C. Minutes from Special City Council Meetings March 12, March 26, 2020 and Regular Meeting April 2, 2020
- D. Landfill Compost Facility Revisions per Approved EDOP Construction Award
- E. Award of Bid BD2020-16 Materials for Cardnell Substation

Councilor Willman, seconded by Mayor Pro Tem Kaup moved to approve the consent agenda.

Motion passed unanimously.

Budget 2020 Plan

2020 Budget Revision Plan

Debra Figueroa, City Manager gave background on this item and discussed steps the City has taken.

A. 2020 Budget

Steve Boyd, COO presented on this item and outlined budget forecasting.

Mayor Godes opened the item for public comment.

No comments were made.

Mayor Godes closed the item for public comment.

Mayor Pro Tem Kaup, seconded by Councilor Stepp moved to approve the contingency budget plan going forward and it will be re-evaluated on a continual basis.

Motion passed unanimously.

ECONOMIC RESILIENCY

A. Get Glenwood Going Grant (G4)

Angie Anderson, Glenwood Springs Chamber President and CEO - Presented on this item. She discussed the Grant program being presented to the community.

Laura Kirk, Executive Director of Downtown Development Authority - Discussed the DDA support for the Get Glenwood Going Grant.

B. Discretionary and Tourism Grants

Ksana Oglesby, Financial Advisory Board Chair - Discussed the 2020 FAB Grant Recommendations. Those recommendations are Alpine Legal Services, Catholic Charities, Family Visitor Programs, GS Chamber Foundation, Homecare and Hospice Of the Valley, Mountain Valley Developmental Services, River Bridge Regional Center, Youth Zone, and Coventure.

Councilor Voorhees moved, seconded by Mayor Pro Tem Kaup to accept all of the grant award recommendations from FAB for 2020, and to hold out Youth Zone until such time when further discussion can be held.

Councilors Stepp and Willman recused themselves from the vote.

Motion passed.

C. Visit Glenwood Presentation

Lisa Langer, Glenwood Springs Chamber Director of Tourism Promotion - Presented on this item. She discussed the program for local shopping, as well as a tourism program.

Mayor Godes opened the item for public comment.

Michael Wolny – Spoke against the Get Glenwood Going Grant and discretionary funds through the DDA as a business outside of downtown.

Michael Lowe – Spoke in favor of the Get Glenwood Going Grant.

Art Rothman from Red Mountain Inn – Spoke against the Get Glenwood Going Grant.

Solomon Liston – Discussed frustration within the City of closing hotels down and asked for clarification of the funding process.

Mayor Godes closed the item for public comment.

Mayor Pro Temp Kaup moved, seconded by Councilor Stepp to support and approve the G4 Program as put forth by the Glenwood Springs Chamber the DDA, and Economic Development Board; and to support the reallocation of funding for the Visit Glenwood changes to the Tourism Promotion as presented by Lisa Langer.

Ayes: Kaup, Voorhees, Willman, Davis, Stepp, Godes

Nays: Hershey

Motion passed

D. Ordinance No 11, Series of 2020; An Ordinance of the City Council of the City of Glenwood Springs Amending Section 040.020.170 of the Glenwood Springs Municipal Code that Provides for an Additional Economic Incentive Program Option for New Development, to Extend the Sunset Provision for Two Years to July 15, 2020 (FIRST READING)

Matt Nunez, Economic Development Specialist presented on this item. He gave background on the rebate incentive, and staff recommended extension of the program until July 15, 2022.

Mayor Pro Tem Kaup moved, seconded by Councilor Hershey to approve ordinance number 11 series 2020 amending section 040.020.170 of the Glenwood Springs Municipal Code until July 15, 2022.

Motion passed unanimously.

E. Consideration of Extending the Temporary Waiver of Lease and Application Fees through December 31, 2020 for all New and Existing Outdoor Dining Applications

Jenn Oton, Assistant City Manager, presented on this item. Staff recommended extending the Temporary Waiver of Lease and Application Fees through December 31, 2020 for all new and existing outdoor dining applications.

Mayor Godes opened the item for public comment.

No comments were made.

Mayor Godes closed public comment.

Mayor Pro Tem Kaup moved, seconded by Councilor Davis that City Council extend the Temporary Waiver of Lease and Application Fees through December 31, 2020 for all new and existing outdoor dining applications; and direct staff to work creatively with downtown businesses and restaurants to use public common spaces for expanding outdoor dining.

Motion passed unanimously.

ACTIONS AND/ACTIONS OR PRESENTATIONS

11. Continued from April 2, 2020 Resolution 2020-9; A Resolution of the City of Glenwood Springs, Colorado Amending Resolution 2018-61 and Approving the Amended West Glenwood Springs Urban Renewal Plan

Councilor Willman moved, seconded by Councilor Hershey to continue items 11; Resolution 2020-9; A Resolution of the City of Glenwood Springs, Colorado Amending Resolution 2018-61 and Approving the Amended West Glenwood Springs Urban Renewal Plan, 12; Resolution 2020-10; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Amending Resolution 2018-60, relating to the creation of the Glenwood Springs Urban Renewal Authority, 14; Blue Star Recycling, 15; IGA between the City of Glenwood Springs and RFTA for the Purchase of Property and the Performance of Transportation Projects, and 16; Resolution 2020-21; A Resolution of the City Council of the City of Glenwood Springs, Colorado Authorizing the exercise of Eminent Domain Powers to Acquire Property Interests Necessary to Facilitate the Reconstruction of South Midland Avenue to the Special City Council Meeting on May 14, 2020.

Motion passed unanimously.

12. Continued from March 5, 2020 Resolution 2020-10; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Amending Resolution 2018-60, relating to the creation of the Glenwood Springs Urban Renewal Authority

This item was considered with Resolution 2020-9.

13. Planning file: #10-20 Consideration of an Appeal of a Planning and Zoning Commission denial of a Special Use Permit for a Personal Care Boarding Home as provided for in Municipal Code section 070.030.030(c)(4). The Appeal was filed November 26, 2019 per the requirements of 070.060.070(c). Continued Open the public hearing from April 16, 2020 Regular meeting

Gretchen Ricehill, Assistant Director for Economic and Community Development and Jenn Ooton, Assistant City Manager presented on this item. They read written comments submitted by the public.

Jennifer Vyhlidal, Edward Mulhall, Janet E. Mulhall, John Patrick, and June A. Copenhaver– Spoke against this special use permit and noted their concerns.

Carole York, Debbie Costner, Dean Pappas, Chris Bergerud, Kendra Page, Richard Davis, and Cheri Murray - Spoke in favor of the special use permit.

Mayor Godes Opened Public Comment

Cheryl Cain – Spoke against this special use permit and noted her concerns.

Sumner Schacter – Spoke for the applicant and addressed public concerns.

Mayor Godes Closed Public Comment

Councilor Hershey, seconded by Councilor Voorhees moved to overturn the findings of the Planning and Zoning commission and approve this project.

Motion passes unanimously.

14. Blue Star Recycling

This item was continued until the Special meeting on May 14, 2020

15. IGA between the City of Glenwood Springs and RFTA for the Purchase of Property and the Performance of Transportation Projects

This item was continued until the Special meeting on May 14, 2020

16. Resolution 2020-21; A Resolution of the City Council of the City of Glenwood Springs, Colorado Authorizing the exercise of Eminent Domain Powers to Acquire Property Interests Necessary to Facilitate the Reconstruction of South Midland Avenue

This item was continued until the Special meeting on May 14, 2020

17. Ordinance 10, Series of 2020; An Ordinance of the City Council of the City of Glenwood Springs, Colorado Regarding Section 020.010.020 of the Municipal Code to Temporarily Reduce the Compensation for City Council Members and the Mayor during the COVID-19 Pandemic (FIRST READING)

Councilor Willman, seconded by Councilor Stepp moved to approve Ordinance 10, Series of 2020; An Ordinance of the City Council of the City of Glenwood Springs, Colorado Regarding Section 020.010.020 of the Municipal Code to Temporarily Reduce the Compensation for City Council Members and the Mayor during the COVID-19 Pandemic

Ayes: Kaup, Voorhees, Willman, Davis, Stepp, Godes

Nays: Hershey

Motion passed.

18. Report from City Administration

- A. City Manager
- B. City Attorney
- C. Correspondence Incoming/Outgoing

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 27th Street

The Executive Session was continued to the May 14, 2020 Special City Council meeting.

20. Adjournment at 9:50 PM.



City Council
STAFF REPORT
City of Glenwood Springs
July 2, 2020

Agenda Item: Red Mountain South Design Change Order

Action Requested: Approval of the SGM Change Order #1 for \$44,143.00 for the Red Mountain South Design Project.

Department: Public Works

Presented By: Matthew Langhorst, Public Works Director
Terri Partch, City Engineer

Background Info: The City of Glenwood Springs hired SGM in 2019 to complete design drawings for the Red Mountain South subdivision water, sewer, storm sewer, roadway, curb/gutter and sidewalk improvements that need to be made. This project has been progressing along nicely with the completion of the existing conditions survey, Subsurface Utility Engineering plan (SUE) completion and 30% design plans and cost estimating coming to a completion phase here in the next 30 days.

During the design process we have discovered that the storm water from the subdivision is not actually leaving the subdivision as was thought originally, but is collecting in the old Atkinson Ditch alignment above several residence and Midland Avenue. As general practice it is not good design practice to store storm water up-gradient from homes and roadways, so the City has asked SGM to expand their scope of services to collect topographic and site improvement information along the ditch alignment, at 10th and Riverview/Midland, on the upper bench of Veltus Park and part way down into the park along the access drive.

This is the simplest pathway to remove storm water from the subdivision and where we already have drainage and utility easements in place. SGM will also complete an expanded SUE plan for this area since this scale of construction will meet the State requirements for it, they will design the concrete/inlets needed at 10th and Midland, complete a storm water design and flow analysis for the water coming off of 10th Street that will add to the Red Mountain South storm water, design a detention and outfall system on the upper bench of Veltus Park along with a proper overflow path to the bottom section of the park. They will add the fiber optic conduit design to their utility plans for an easier bidding process once the project moves to bidding.

Most likely, due to money constraints, this project will be completed in a phased approach over a few year time frame with the section of work along Riverview being completed first. The Water, Sewer and Street Tax Funds had allocated \$250k for design in 2020, the Street Tax Fund has the required funds remaining from the cost savings on the Midland Avenue asphalt project to cover the additional \$31k, for a total of \$280,906.

Issues: None

Staff Recommendation: Approval of the SGM Change Order #1 for \$44,143.00 for the Red Mountain South Design Project per the scope provided in Attachment.



MEMORANDUM

TO: Matt Langhorst, PE – Public Works Director

CC: Terri Partch, PE - City Engineer

FROM: Ashley Cline, PE - SGM Roadway Engineer *Ashley Cline*

DATE: June 18, 2020

RE: **Red Mountain Subdivision
Additional Drainage Change Order Request**

Background

The original Scope of Work as defined by the Request for Proposals required the analysis of storm water within the project corridor. This work has been completed and it has been determined that to best mitigate storm events within the Red Mountain Subdivision, the water needs to be routed elsewhere. The most logical path to route storm water is through the abandoned Atkinson Ditch to 10th Street, across Midland Avenue, and into Veltus Park. This change order includes work through the final design phase of the project.

Change Order Description

The proposed Change Order includes the addition of drainage analysis and storm sewer design across Midland Avenue into Veltus Park. Based on our understanding of the project, we will perform the following tasks under the proposed change order:

- Obtain additional topographical survey. This includes the entirety of the ditch along Riverview Drive, Midland Avenue across from 10th Street, and the entire top bench of Veltus Park.
- Obtain additional utility locate information across Midland Avenue and into Veltus Park to the SUE (Subsurface Utility Engineering) Standard.
- Analysis of the drainage basin above 10th Street.
- Storm sewer design and flow analysis of the 10th Street corridor.
- Design of the concrete entrance, curb returns, and boiler/tube system where it interfaces with Midland Avenue and Riverview Drive.
- Design of a detention and outfall system on the upper bench of Veltus Park. The routing of storm water from the detention system into Veltus Park will also be analyzed.
- Locations of Fiber Optic conduit and boxes will be added to the utility plans. Fiber Optic boxes and line locations were provided to SGM by UpTown Consulting. SGM will not be responsible for the design of this system, just the layout location.

Exclusions:

SGM has not included the design of storm infrastructure once water is routed from the outfall of the detention basin down the bank and into the field at Veltus Park in this change order. Further design of storm water infrastructure can be considered upon the City's request. For the collection

of the QL-A test holes required for this scope, it is anticipated to take one day. This is assuming that 6 test holes will be completed per day with traffic control. If any additional days with a test hole contractor and traffic control are required for design and to comply with Colorado's SUE law, the cost will be incurred at a rate of \$5000/day.

The total fee estimate for this Change Order is: \$44,143.00

Please see attached Fee Estimate for detailed breakdown of costs.

Attachments:

Change Order 1 Fee Estimate

 SGM		ESTIMATED BY:	Ashley Cline
PROJECT:	Red Mountain Subdivision	DATE:	5/29/2020
CLIENT:	City of Glenwood Springs	REVISION:	Change Order 1
	Additional Drainage Scope	REVIEWED BY:	Rick Barth

SGM Hours and Labor Charges						
No.	Code	Personnel Description	Name	Rate	Hours	Labor Cost
1	RB	Project Manager	Rick Barth	\$169.00	7	\$ 1,183.00
2	AC	Lead Roadway Engineer	Ashley Cline	\$125.00	148	\$ 18,500.00
3	ME	Civil Engineer 1	Max Essenburg	\$95.00	4	\$ 380.00
4	SK	Drainage/Utilities Engineer	Scot Knutson	\$141.00	29	\$ 4,089.00
5	SH	Survey Project Manager	Scott Hemmen	\$110.00	5	\$ 550.00
6	HS	Survey Technician	Helen Srubjan	\$95.00	12	\$ 1,140.00
7	FS	Field Survey Crew	2 Man Crew	\$200.00	25	\$ 5,000.00
8	KS	Utilities Engineer	Karl Schroenbrunn	\$131.00	39	\$ 5,109.00
Subtotals					307	\$ 39,143.00

TOTAL LABOR	\$ 39,143.00
OTHER DIRECT COSTS	\$ -
SGM TOTAL COSTS	\$ 39,143.00

Subconsultants					
No.	Code	Description	Name	Labor Cost	ODCs
1	UTIL	Test Holes	Test Hole Contractor (TBD)	\$5,000.00	\$ -
2				\$0.00	\$ -
Subtotals				\$5,000.00	\$ -

TOTAL LABOR	\$ 5,000.00
OTHER DIRECT COSTS	\$ -
OUTSIDE TOTAL COSTS	\$ 5,000.00

TOTAL PROJECT COSTS	\$ 44,143.00
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Cost Breakdown by Phase		
Phase	SGM Hours	Total Cost
1.0 Topographic Survey	40	\$ 6,190.00
2.0 Drainage Design	143	\$ 18,395.00
3.0 Utility Locating / Design	86	\$ 14,551.00
4.0 10th Street Intersection Design	39	\$ 5,007.00
PROJECT TOTALS	307	\$ 44,143.00

Red Mountain Subdivision				SCHEDULE OF FEES													
PHASES AND TASKS				SGM PERSONNEL HOURS								SGM		SUBCONSULTANT COSTS			
				RB	AC	ME	SK	SH	HS	FS	KS	TL	Subtotal of Hours	Labor Cost	UTIL	N/A	N/A
1.0 Topographic Survey																	
1.1	Existing Conditions Field Survey (additional)								23			23	\$4,500				
1.2	Office Base Mapping							12				12	\$1,140				
1.3	QC Review and PLS Supervision						5					5	\$550				
Subtotal: Phase 1.0								5	12	23		40	\$6,190				
2.0 Drainage Design																	
2.1	Hydrology Analysis (10th Street)					4	2					6	\$662				
2.2	Preliminary Drainage Design											0	\$0				
	Storm Sewer System Design (10th Street to Veltus Park)				32		8					40	\$5,128				
	Detention Basin Design			2	40		10					52	\$6,748				
2.3	Final Drainage Design											0	\$0				
	Storm Sewer System Design (10th Street to Veltus Park)				14		4					18	\$2,314				
	Detention Basin Design			2	20		5					27	\$3,543				
Subtotal: Phase 2.0				4	106	4	29					143	\$18,395				
3.0 Utility Locating / Design																	
3.1	UNCC SUE Ticket & QLD Utility Owner Records Research									24	18	42	\$4,656				
3.2	Additional Data Gathering								3			3	\$500				
	QLA Test Hole Contractor (TBD)											0	\$0	\$5,000			
	QLA Test Hole Plan Development									3		3	\$393				
	QLA Supervision of Test Hole Contractor										16	16	\$1,344				
3.3	Utility Coordination & Data Finalization									12	4	16	\$1,908				
3.4	Fiber Optic Line Layout				6							6	\$750				
Subtotal: Phase 3.0					6					3	39	38	86	\$9,551	\$5,000		
4.0 10th Street Intersection Design																	
4.1	Preliminary Design 30% (10th Street Intersection)			2	22							24	\$3,088				
4.2	Final Design 90% (10th Street Intersection)			1	14							15	\$1,919				
Subtotal: Phase 4.0				3	36							39	\$5,007				
TOTAL: All Change Order 1 Phases				7	148	4	29	5	12	25	39	38	307	\$39,143	\$5,000	\$0	\$0



City Council
STAFF REPORT
City of Glenwood Springs
July 2, 2020

Agenda Item: Face Coverings

Action Requested:

Department: City Administration

Presented By:

Background Info:

Issues:

Staff Recommendation:



City Council
STAFF REPORT
City of Glenwood Springs
July 2, 2020

Agenda Item: Participation in coordinated election to de-Gallagherize

Action Requested: Authorize staff to inform the County Clerk of our intention to participate in a coordinated election in November.

Department: Attorney

Presented By: Glenwood Springs Legal, Legal

Background Info: The Gallagher Amendment to the State constitution requires that no more than 55% of property tax revenues to be generated by residential properties. As residential property values rise, the mill levy goes down to maintain compliance which results in less revenue to the City and Rural Fire District.

Issues: We need to notify the County Clerk that we intend to participate in the November coordinated election. We can change our minds between now and then but to have the option to participate we need to make the notification.

Staff Recommendation: Authorize staff to notify the County Clerk of intent to participate.

UNDERSTANDING THE GALLAGHER AMENDMENT'S IMPACT ON RURAL COLORADO

Matt Gianneschi, Chief Operating Officer

GALLAGHER AMENDMENT

- Established in 1982
- Requires the sum total of property taxes collected statewide to maintain a ratio of **55% non-residential and 45% residential**
- Fixes the **non-residential** property assessment at 29% of total valuation; residential assessments float downward (currently 7.15% of valuation).
- If tax revenues are ever out of balance (according to the 55/45 rule above), **residential assessments are reduced**.
 - In response, many districts increase mill levies (including “overrides”) to offset losses in residential revenues, which shifts local “tax efforts” to businesses.

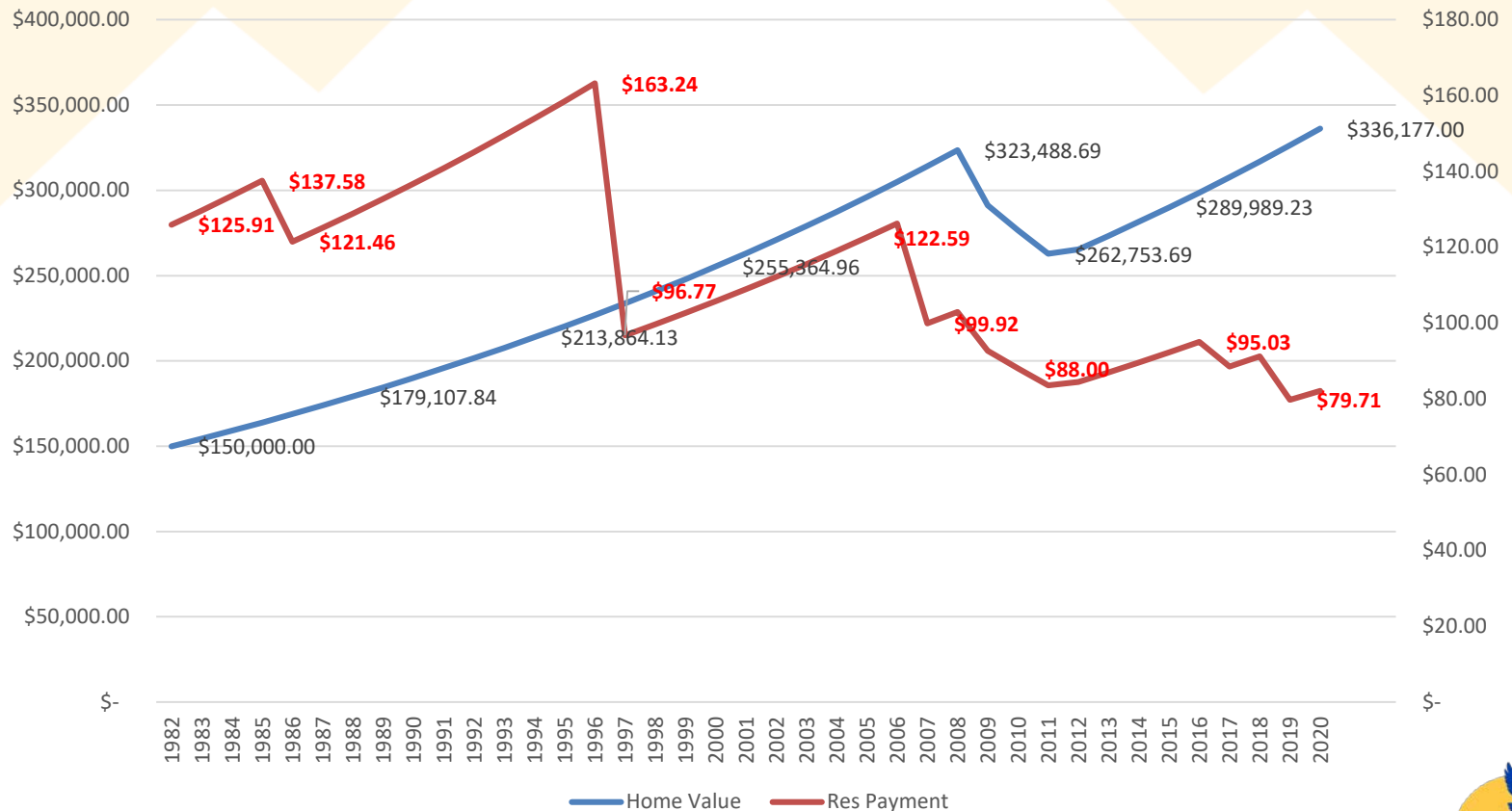
GALLAGHER ASSESSMENT RATE

(Source: Colorado Department of Local Affairs)

Year	Non-residential	Residential
1986	29%	21.00%
1987	29%	18.00%
1997	29%	10.36%
2007	29%	7.96%
2017	29%	7.20%
2019	29%	7.15%
2021	29%	5.88% (projected)

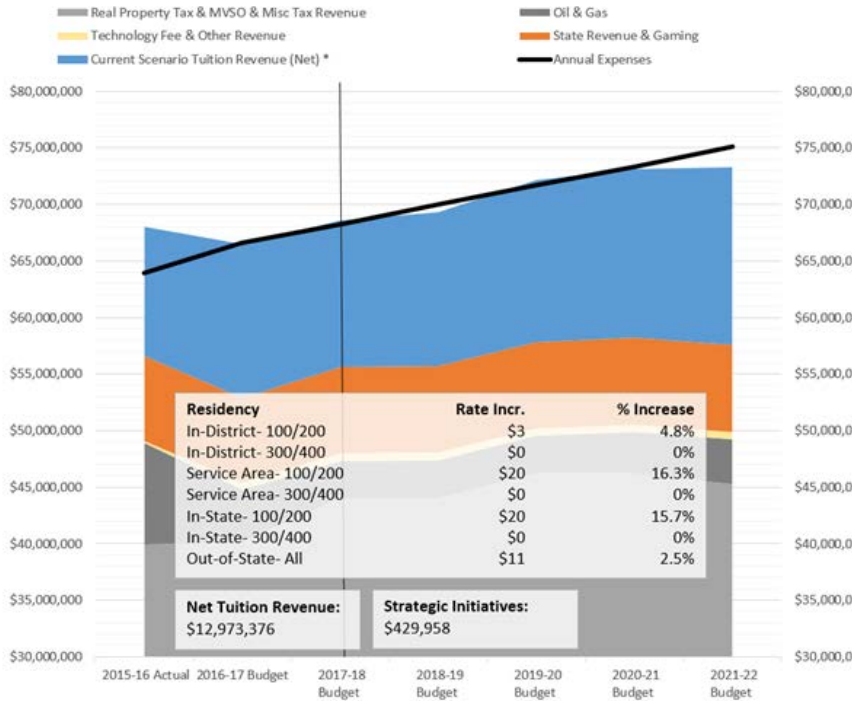
GALLAGHER: THEORETICAL ILLUSTRATION OF IMPACT OF ASSESSMENT CHANGES

Example of \$150,000 Home (in 1982) with 3% Annual Assessment Growth
(Minus Recession)
@3.997 Mills

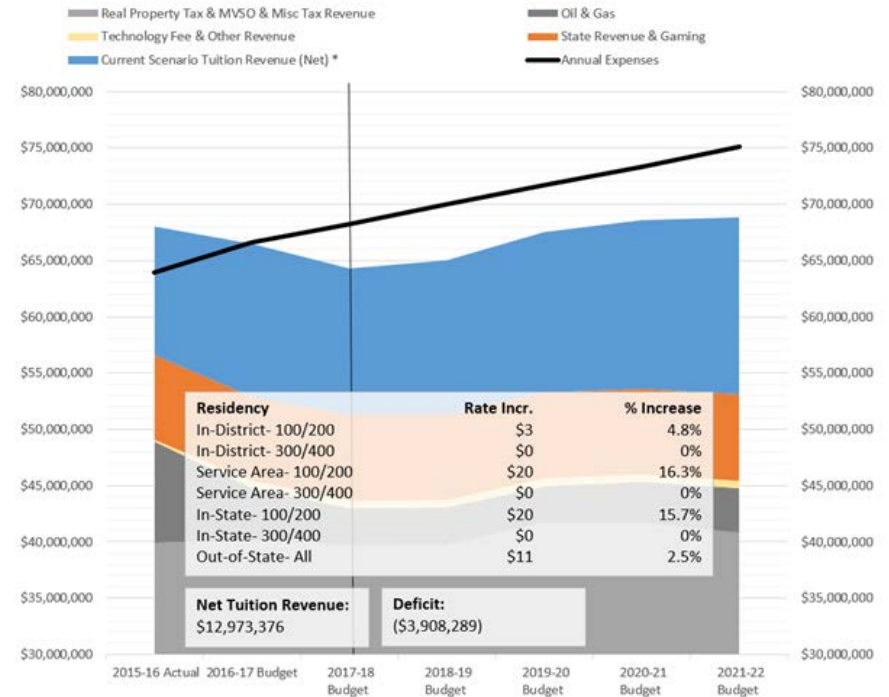


CMC EXAMPLE: PROJECTION VERSUS ACTUAL (APRIL 2017)

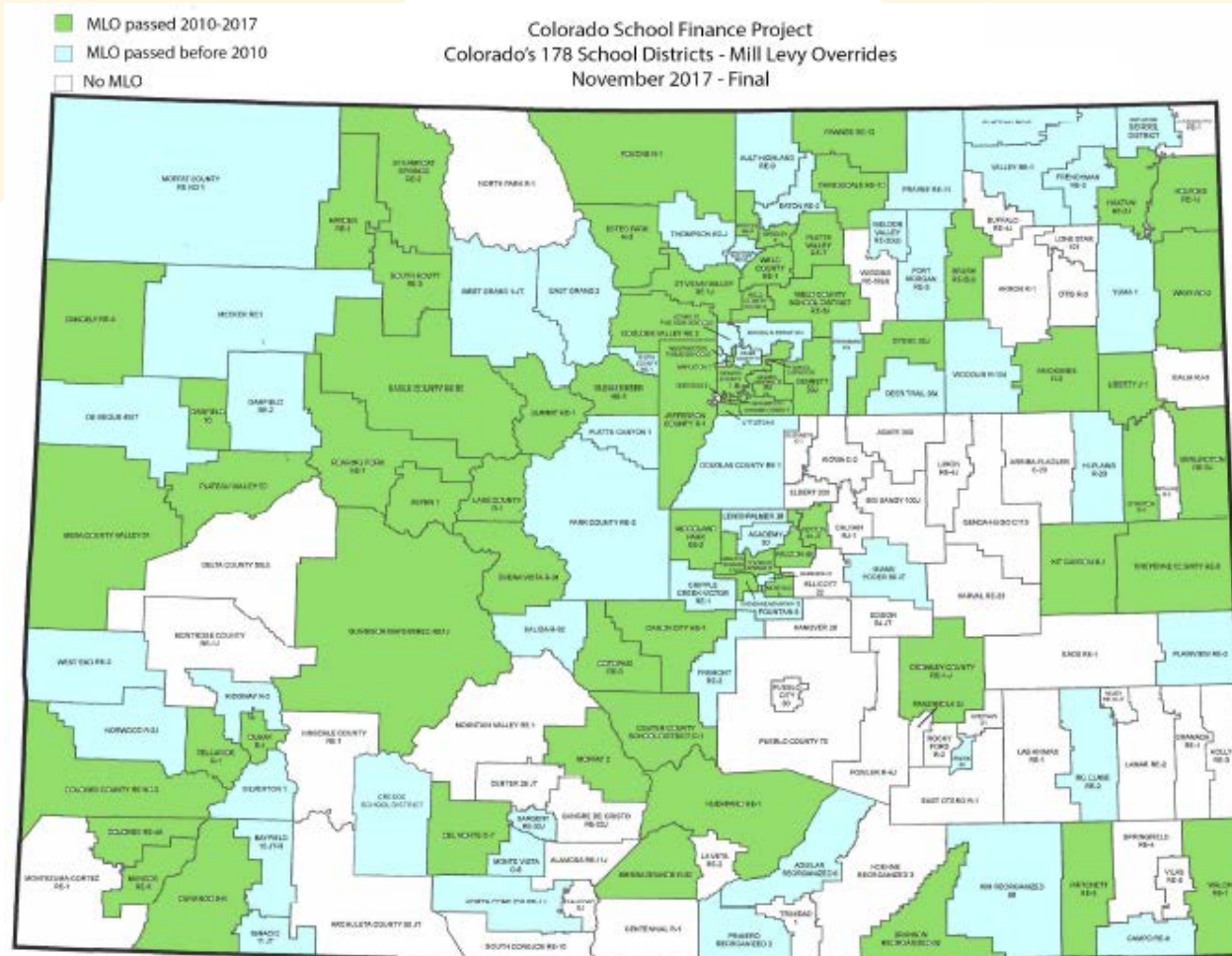
Five Year Revenue and Expenditure Forecast



Five Year Revenue and Expenditure Forecast



GALLAGHER'S EFFECT ON SCHOOL DISTRICTS (MILL LEVY OVERRIDES):



Data: CDE & Secretary of State
Chart: Colorado School Finance Project

1547 Gaylord Street | Denver, CO 80206
303-860-9136 | @COSFP | cosfp.org



2020 REFERRED MEASURE

- On June 10, the Colorado Senate passed a bill, with a bi-partisan super-majority, to add a question to the November 2020 general election ballot.
 - *As of the writing of this presentation, the bill was under consideration in the House.*
 - Senator Bob Rankin is a co-sponsor of the bill.
- The proposed measure would refer a question to:
 - Strike the 55/45 ratio
 - Strike the mandatory assessment levels for residential and non-residential properties
 - Allow the legislature to adjust assessment rates
 - Includes a five-year “no change” phase in period

Matt Gianneschi
Chief Operating Officer
(970) 945-8321
mgianneschi@coloradomtn.edu



City Council
STAFF REPORT
City of Glenwood Springs
July 2, 2020

Agenda Item:	Resolution 2020-24; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Temporarily Suspending Portions of the Glenwood Springs Municipal Code Section 070.040.110 Relating to Temporary Signs
Action Requested:	Suspension of portions of the sign code during the COVID-19 situation.
Department:	Economic and Community Development
Presented By:	
Background Info:	Staff is requesting a temporary suspension of portions of the sign code that regulate banners and temporary off-premise directional signs. This flexibility will help businesses during this unprecedented economic downturn.
Issues:	NA
Staff Recommendation:	Staff recommends approval of Resolution 2020-24; A Resolution of the City Council of the City of Glenwood Springs, Colorado, Temporarily Suspending Portions of the Glenwood Springs Municipal Code Section 070.040.110 Relating to Temporary Signs

RESOLUTION NO. 2020-24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, TEMPORARILY SUSPENDING PORTIONS OF THE GLENWOOD SPRINGS MUNICIPAL CODE SECTION 070.040.110 RELATING TO TEMPORARY SIGNS.

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

WHEREAS, by Resolution No. 2020-12, the Glenwood Springs City Council declared a local disaster emergency pursuant to Section 24-33.5-709, C.R.S. due to the imminent threat of widespread or severe damage, injury or loss of life or property resulting from COVID-19 requiring emergency action to respond to and protect the life, health and safety of the citizens of Glenwood Springs; and

WHEREAS, Sections 070.040.110(d)(17)a, b and c.1 of the Glenwood Springs Municipal Code regulate the permissible duration and size of temporary off-premises directional signs; and

WHEREAS, Sections 070.040.110(f)(2) and (3) of the Municipal Code regulate the permissible duration, size and location of temporary banners; and

WHEREAS, the Glenwood Springs City Council finds and declares that the temporary suspension of the foregoing sign regulations will help accommodate mandatory social distancing within the City; and

WHEREAS, the Glenwood Springs City Council finds it is in the best interests of the health, welfare, and safety of the residents of the City of Glenwood Springs to temporarily suspend the sign regulations set forth herein during the local disaster emergency.

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

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

Section 2. The City Council hereby suspends Sections 070.040.110(d)(17) a, b and c.1 and 070.040.110(f)(2) and (3) of the Municipal Code. This suspension shall apply only with respect to sign permit applications submitted to the City after this Resolution is passed.

Section 3. This Resolution shall stay in effect for 120 days from the date it is passed or until termination of the City's emergency declaration, whichever occurs first.

INTRODUCED, READ, AND PASSED THIS 2nd DAY OF JULY 2020.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Catherine Mythen Fletcher, City Clerk



City Council
STAFF REPORT
City of Glenwood Springs
July 2, 2020

Agenda Item: Resolution 2020-25; A Resolution of the City Council of the City of Glenwood Springs Adopting Amendments to the Engineering Code Related to Chapter 2 - Sewer Design Standards and Chapter 5 - Transportation Design Standards

Action Requested: Approval of Resolution No: 25-2020 Updating the Engineering Code, Chapter 2 - to include Sewer Service Backflow Valves and Chapter 5 Appendix B - Sidewalk Exemptions List

Department: Public Works

Presented By: Matthew Langhorst, Public Works Director
Jennifer Ooton, Assistant City Manager
Terri Partch, City Engineer

Background Info: The City of Glenwood Springs adopted the City Engineering Standards on August 2nd, 2018 by Resolution. These standards are not part of the Municipal Code for the purpose of being able to amend and revise them via a Resolution process so that new engineering practices and design methodologies can be more easily followed and updated within the standards. Today the City is looking to implement two updates to the Standards:

Chapter 2 - Sewer Design Standards, creation of a Backflow Valve section requiring any property owner to install a backflow valve if they are constructing a new building that hooks to the gravity sewer system or repairing a service with which the construction would allow for a valve to be installed. Backflow valves are what they sound like. They do not allow sewage to back up a service and enter a home if the main sewer line were to clog. The valves also protect properties that have flat sewer services from any potential back pressure caused by the sewer main jetting process. These valves are easy to install, easy to maintain and at no cost to the property owner. The City keeps a supply of them on hand.

Chapter 5: Transportation Design Standards - Appendix B is being added to define the roads/street ROWs in town that are exempt from City Sidewalk Standards for sidewalks to be installed on both sides of the road.

The Municipal Code in section 070.040.070 Access and Circulation allows for an exemption from the requirement that sidewalks to be installed on both sides of all arterials, collector streets, and local streets, on a limited list of local streets maintained in the Engineering Standards where the City has determined that one (1) or no sidewalk shall be installed.

From time to time, the streets list in the Engineering Standards would be amended by resolution. The only streets that would be recommended to be added to the list are those ones where a public outreach process has already taken place, significant engineering for a road reconstruction has already been completed, and the City Engineer and Public Works Director agree that a sidewalk isn't need or that only one sidewalk be installed.

Issues:

Staff Recommendation:

RESOLUTION 2020 - 25

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ADOPTING AMENDMENTS TO ENGINEERING STANDARDS RELATED TO SEWER DESIGN STANDARDS AND TRANSPORTATION DESIGN STANDARDS.

WHEREAS, Title 070 of the Glenwood Springs Municipal Code references Engineering Standards that were adopted by City Council by Resolution effective August 2, 2018; and

WHEREAS, the adopted Engineering Standards set forth standards and design criteria for streets, sidewalks, grading, drainage, wastewater collection systems, and other infrastructure and improvements associated with the development of land within the City; and

WHEREAS, City staff recommends amending the Engineering Standards to add requirements for backflow valves, tracer wires, and concrete encasing service wyes to Chapter 2: Sewer Design Standards; and

WHEREAS, City staff also recommends adding an Appendix B to Chapter 5: Transportation Design Standards that identifies the streets in the City that are exempt from the standard requiring sidewalk installation on both sides of the streets; and

WHEREAS, City Council desires to adopt the recommended amendments to the Engineering Standards.

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

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

Section 2. The City Council of the City of Glenwood Springs hereby adopts the amendments to Section 2.14.4 of the Engineering Standards set forth on **Exhibit A** attached hereto.

Section 3. The City Council of the City of Glenwood Springs further adopts Appendix B to the Engineering Standards attached hereto as **Exhibit B**.

Section 4. The adopted amendments are effective July 2, 2020.

INTRODUCED, READ, AND PASSED THIS 2ND DAY OF JULY 2020.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Catherine Mythen Fletcher, City Clerk



Backwater Valves



Basic Valve

- All PVC Construction with EPDM Flapper Seal
- Threaded Top Plug for Convenient Service
- Simple Snap-In Internal Flapper Assembly for Easy Replacement
- Optional Factory Assembled Service-Access Extension Kits - External Housing with Internal Extension for Convenient Removal, Inspection or Replacement
- Optional Extension Components Kits for Assembly with User-Supplied Pipe
- Available in Sizes 2", 3", 4" and 6" with Socket Ends
- Direct Connection to ASTM D 2665 PVC DWV or other IPS size pipe. Spears® IPS x Sewer Adapters Available for Connection to ASTM 3034 Sewer
- Conforms to ASME/ANSI A112.14.1 for Backwater Valves
- Pressure Rated to 43 psi (100 feet of head) @ 73°F

Sample Engineering Specification

All thermoplastic valves shall be Backwater type constructed from PVC Type I, ASTM D 1784 Cell Classification 12454. All Valve Seats shall be EPDM. All valves shall have external Arrow Flow Indicator. All valves shall be pressure rated to 43 psi (100 feet of Head) for water @ 73°F as manufactured by Spears® Manufacturing Company.

Quick-View Backwater Valve Selection Chart Standard Valve

Valve Size	Seat Material	PVC Material	Pressure Rating
		Socket	
2	EPDM	S275P	43 psi (100 feet of Head)
3	EPDM	S375P	
4	EPDM	S475P	
6	EPDM	S675P	

Features - PVC Gray

Backwater Valves are designed to prevent backflow in numerous applications where easy service access for maintenance and cleaning is needed. Excellent for use in sanitary or storm sewer drainage systems to prevent waste back up due to inadequate drainage, for balancing multi-level ponds, aquaculture features or storage tank systems, and many other applications. Spears® Backwater Valve has been engineered for improved function and easier service, especially in buried service with use of optional Service-Access Extension Kit.



Valve with Extension Kit

PVC Service-Access Extension Kit Options:

Available as a complete unit, with or without valve, factory assembled to internal flap assembly, extension pipe, and external extension housing with top access adapter in convenient increments of 12", 16", 20", 24", 36", and 48" (measured from top of valve to top of extension). All extension kits can be cut shorter in the field for custom fits. Also available as Extension Components Kits, with or without valve for assembly with user-supplied Class 125 or Schedule 40 pipe. Kits without valve require use of existing valve top Access Plug, all kits require solvent cement assembly to valve. Contact Spears® for pricing on custom cut lengths.

Quick View Extension Components Kit Options

Extension Adapters and Flap Assembly with or without valve. Must be assembled with user-supplied Class 125 or Schedule 40 Pipe.

Valve Size	Socket Valve With Extension Component Kit	Extension Component Kit Only	Pressure Rating
2	S275P-AK	S275P-ECK	43 psi (100 feet of head)
3	S375P-AK	S375P-ECK	
4	S475P-AK	S475P-ECK	
6	S675P-AK	S675P-ECK	

Backwater Valves



Quick View Backwater Valves with Extension Kit to Premade Lengths

Socket Valve with complete Extension Assembly in precut lengths.

Valve x Extension Size ¹	Socket Valve With Extension	Valve x Extension Size ¹	Socket Valve With Extension	Pressure Rating
2 x 12HT	S275P-120	4 x 12HT	S475P-120	43 psi (100 feet of head)
2 x 16HT	S273P-160	4 x 16HT	S473P-160	
2 x 20HT	S275P-200	4 x 20HT	S475P-200	
2 x 24HT	S275P-240	4 x 24HT	S475P-240	
2 x 36HT	S275P-360	4 x 36HT	S475P-360	
2 x 48HT	S275P-480	4 x 48HT	S475P-480	
3 x 12HT	S375P-120	6 x 12HT	S675P-120	
3 x 16HT	S373P-160	6 x 16HT	S673P-160	
3 x 20HT	S375P-200	6 x 20HT	S675P-200	
3 x 24HT	S375P-240	6 x 24HT	S675P-240	
3 x 36HT	S375P-360	6 x 36HT	S675P-360	
3 x 48HT	S375P-480	6 x 48HT	S675P-480	

1 - Size designates nominal valve size x extension height (HT-top of valve to top of extension, inches).

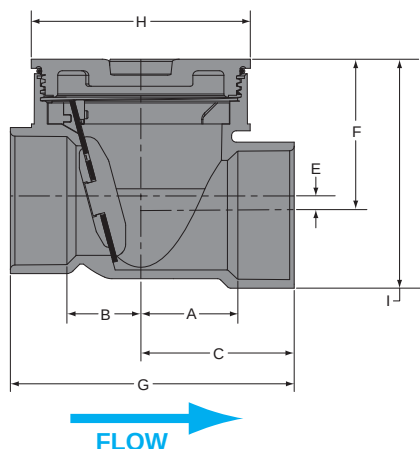
Quick View Service Access Extension Kit Only In Premade Lengths (valve not included)

Extension Assembly in precut lengths. Use exiting valve top Access Plug.

Size ¹	Premade Extension	Size ¹	Premade Extension	Pressure Rating
2 x 12HT	SAEK-020-120	4 x 12HT	SAEK-040-120	43 psi (100 feet of head)
2 x 16HT	SAEK-020-160	4 x 16HT	SAEK-040-160	
2 x 20HT	SAEK-020-200	4 x 20HT	SAEK-040-200	
2 x 24HT	SAEK-020-240	4 x 24HT	SAEK-040-240	
2 x 36HT	SAEK-020-360	4 x 36HT	SAEK-040-360	
2 x 48HT	SAEK-020-480	4 x 48HT	SAEK-040-480	
3 x 12HT	SAEK-030-120	6 x 12HT	SAEK-060-120	
3 x 16HT	SAEK-030-160	6 x 16HT	SAEK-060-160	
3 x 20HT	SAEK-030-200	6 x 20HT	SAEK-060-200	
3 x 24HT	SAEK-030-240	6 x 24HT	SAEK-060-240	
3 x 36HT	SAEK-030-360	6 x 36HT	SAEK-060-360	
3 x 48HT	SAEK-030-480	6 x 48HT	SAEK-060-480	

1 - Size designates nominal valve size x extension height (HT-top of valve to top of extension, inches). All extension kits can be cut shorter in the field for custom fits.

STANDARD VALVE



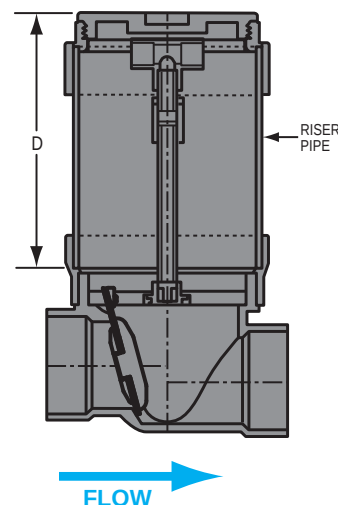
Standard Valve Dimensions

Size	A	B	C	E	F	G	H	I
2	1-13/16	1-3/4	2-5/8	5/16	3-1/4	5-9/32	4-3/16	4-9/16
3	2-5/8	2	4-3/16	13/32	4-1/8	7-3/4	6	6-1/8
4	3-5/8	3-3/4	5-7/16	23/32	5-7/16	10-15/16	8-1/4	7-15/16
6	4-3/4	4-5/8	7-3/4	13/16	7-3/16	15-3/8	11-1/4	10-13/16

VALVE WITH EXTENSION KIT

Valve with Extension Kit Dimensions (Inches)

HEIGHT-D
12
16
20
24
36
48
D = Top of plug Standard Valve to top of plug with Extension



- C. The Contractor is responsible for all shoring or trenches. City crews will not enter a trench to perform inspection or install taps unless shoring is safe and meets OSHA requirements.

2.12.2 DEPTH OF BURY

- A. Private sewer services are recommended to follow same depth of bury requirements as gravity sewer mains.

2.12.3 MINIMUM DISTANCES FROM FITTINGS AND SERVICES

- A. The City requires a minimum of 5 feet between tap locations or any fittings along the sewer main line. If the minimum clearances cannot be satisfied, the City may consider alternative designs on a case by case basis.

2.12.4 SEWER SERVICE CONNECTION TO GRAVITY SEWER MAIN

- A. Refer to specification, Sanitary Sewer Lines, for comprehensive requirements for sewer service connections. Note the following:
1. Full body factory wyes required for all new sewer line construction.
 2. Material for connection to existing mains shall be approved by the City on a case by case basis. This is dependent on the condition and material of the existing main.
 - a) All taps to existing mains shall be concrete encased.
 3. Taps shall not be allowed to protrude in the existing main.
 4. All new sewer connections to the existing system shall be physically plugged until all tests have been completed and the City approves the removal of the plug.
 5. Connections between new sewer service and an existing main of the same size shall be accomplished by the installation of a new manhole on the City sewer main. Alternate designs will be considered by the City on a case by case basis.
 6. All connections between pipes of difference materials shall be made with approved manufactured connectors.
 7. Tracer wire shall be installed for all sewer service connections. Tracer wire boxes and ground rods shall be installed when the wire cannot be brought to the surface or ties in with existing tracer wire that is already grounded.
 8. Backwater valves are required for all sanitary sewer services. Valves will be installed on private property, out of the ROW and will be maintained by the property owner, not the City. The City will be requiring backwater valves to be installed on existing services that are being replaced if the construction allows for the valve's installation. The City will supply the owner with a Spears Backwater Valve part number S475PAK or equivalent.

2.12.5 SEWER TAP ABANDONMENT

- A. Any existing service tap that is no longer active or will not be used must be abandoned at the main. (Reference MuniCode: 080.030.010(e) – Connections to wastewater system/Abandonment of Connection).

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APPENDIX B – SIDEWALK EXEMPTIONS

The Municipal Code in section 070.040.070 Access and Circulation allows for an exemption from the requirement that sidewalks to be installed on both sides of all arterials, collector streets, and local streets, on a limited list of local streets maintained in the Engineering Standards where the City has determined that one (1) or no sidewalk shall be installed.

From time to time, the streets list in the Engineering Standards is anticipated to be amended by resolution. The only streets that would be recommended to be added to the list are those ones where a public outreach process has already taken place, significant engineering for a road reconstruction has already been completed, and the City Engineer and Public Works Director agree that a sidewalk isn't need or that only one sidewalk be installed.

The list of exempted streets is as follows:

Midland Avenue (Four Mile to I-70) -Sidewalk or trail on one side

Red Mountain Drive – No sidewalk Midland to Red Mountain Trail. Sidewalk on one side from Red Mountain Trail to West 10th.

West 10th – Trail on one side Red Mountain Drive to Midland

Tanager Road -No sidewalk

Cardinal Lane -No sidewalk

Cedar Crest Drive -Sidewalk on one side

Ptarmigan Lane - No sidewalk

Ptarmigan Drive - No sidewalk

Rock Ledge Drive - No sidewalk

Riverview Drive - Sidewalk on one side

11th Place

22nd Street -Sidewalk on one side

West 9th Place - No sidewalk

Echo Street – No physical way to add a sidewalk due to existing walls and drop offs.

Ouray and a portion of Skyranch Drive (Ouray -Sidewalk on one side, Sky Ranch Drive - sidewalk on one side)

Oasis Creek Subdivision - No sidewalks

Road 135 - Sidewalk on one side

Devereux Road - Sidewalk on one side



City Council
STAFF REPORT
City of Glenwood Springs
July 2, 2020

Agenda Item:	Review of Traffic Control Provisions for South Midland
Action Requested:	Review and discussion of traffic control provisions for the South Midland reconstruction.
Department:	Engineering
Presented By:	Terri Partch, City Engineer
Background Info:	The City has been preparing plans and specifications and acquiring right of way to reconstruct South Midland from Hager Lane to Four Mile Road. The project is nearly ready to bid. Final right of way acquisitions are nearly complete. We anticipate bidding the project in the following the completion of ROW acquisition, and beginning construction November 1 of this year. Due to the project's geographical constraints and poor circulation to and from southern Glenwood, the construction will have an large effect on travel for a third of our City's residents. SGM and City staff have developed a traffic control specification to maintain traffic through the construction site to the greatest degree possible, while still allowing the contractor a reasonable amount of time and area to work. Creating a balance between public convenience and contractor productivity will give us the best bid price possible. We recognize that there are several really narrow areas of the project where it is physically impossible to keep two lanes of traffic and still build the project. We also recognize that there are utility connections that need to be made that cross the right of way. To address these areas and situations we have built in a lane rental fee and a force account item in the contract. The lane rental fee of \$2000/hr will be assessed when the contractor goes to a one lane configuration during peak hour travel periods (7:00-9:00 am M-F and 3:00-6:00 pm M, T, Th, F, except Wednesday -2:00 pm-6:00 pm to cover the school district early release) One lane configurations outside of the peak travel hours are discouraged but are not charged the lane rental fee. In the contract, all bidders will bid a Force Account line item with the same number of hours, and the same cost. The number of hours have been determined by SGM through the analysis of the work and the construction phasing plan. The total Force Account line item will be \$350,000. (\$2,000/hr x 182 hrs = \$364k and rounded down to \$350k). The contractor will be assessed the lane rental fee for the one lane configuration during peak travel hours. If they use the entire Force Account, the fees will be deducted from payment on other items. If a balance remains in the Force Account, this money is due to the contractor as an incentive at the end of the project.
Issues:	None at this time.
Staff Recommendation:	No recommendation needed. For discussion only.



City Council
STAFF REPORT
City of Glenwood Springs
July 2, 2020

Agenda Item: Ordinance No 19, Series of 2020; An Ordinance of the City Council of the City of Glenwood Springs, Colorado Amending the Powers of the Glenwood Springs Downtown Development Authority (FIRST READING)

Action Requested: Approval of Ordinance No 19, Series of 2020; amending the powers of the Glenwood Springs Downtown Development Authority to include all of the powers within state statute

Department: Economic and Community Development

Presented By: Jenn Ooton

Background Info: On June 4, 2020, City Council voted unanimously to direct staff to work with the Downtown Development Authority and its Executive Director to expand its focus to include economic development.

Ordinance No. 13, Series of 2005, limited the powers of the Downtown Development Authority to those relating to development and implementation of a Capital Improvement Plan.

Ordinance No. 19, Series 2020, would grant the DDA all of the powers within state statute, including to:

To implement ... any plan of development, whether economic or physical, in the downtown development area as is necessary to carry out its functions; and,

In cooperation with the planning board and the planning department of the municipality, develop long-range plans designed to carry out the purposes of the authority as stated in section 31-25-801 and to promote the economic growth of the district and may take such steps as may be necessary to persuade property owners and business proprietors to implement such plans to the fullest extent possible;

Downtown Development Authorities are allowed to undertake development projects within their approved plan of development. Currently, the DDA plan is extremely out of date. Executive Director Laura Kirk is working with Downtown Colorado Inc. on a strategy to update the DDA work plan. This work is anticipated to happen over the next several months. Once completed, the plan would be presented to City Council for approval (with Planning Commission recommendations).

Issues: NA

Staff Recommendation: Approve Ordinance No 19, Series of 2020; amending the powers of the Glenwood Springs Downtown Development Authority to include all of the powers within state statute.

ORDINANCE NO. 19

Series of 2020

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING THE POWERS OF THE GLENWOOD SPRINGS DOWNTOWN DEVELOPMENT AUTHORITY.

WHEREAS, by Ordinance No. 44, Series 2000, and pursuant to C.R.S. §31-25-800, et seq., City Council established the powers, duties, board size and administration of the Downtown Development Authority; and

WHEREAS, Ordinance No. 44, Series 2000 granted the downtown Development Authority any and all powers and duties specified in Sections 31-25-807 and 31-25-808 of the Colorado Revised Statutes not inconsistent with other provisions of Ordinance No. 44, Series of 2000; and

WHEREAS, by Ordinance No. 13, Series of 2005, City Council limited the powers of the Downtown Development Authority to those set forth in Exhibit A to Ordinance No. 13, Series of 2005 relating to the development and implementation of a Capital Improvement Plan; and

WHEREAS, the City Council determines it is in the best interest of the City to expand the powers and duties of the Downtown Development Authority and grant it all powers and duties set forth in CRS §§ 31-25-807 and 31-25-808; and

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

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

Section 2. Section I of Exhibit A to Ordinance No. 30, Series of 2009, is hereby deleted and replaced with the following language:

Section I. Powers-Duties. The D.D.A. shall have all powers and duties set forth in Sections 31-25-807 and 31-25-808 of the Colorado Revised Statutes.

Section 3. Any and all ordinances or parts of ordinances in conflict herewith shall hereby be repealed to the extent of the conflict only.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY THIS 2ND DAY OF JULY 2020.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Catherine Mythen Fletcher, City Clerk

INTRODUCED, READ ON SECOND READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE
OF SECOND PUBLICATION THIS ____ DAY OF JULY 2020.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Catherine Mythen Fletcher, City Clerk